

February 1978

Mailing Address

Antique Motorcycle Club of Manitoba
c/o Siggi Klann
1048 Erin St.
Winnipeg, Manitoba. R3G 2W9

Our next meeting will be held on February 27th, 1978 at the Rothman's Board Room, 816 St. James St., Time: 7.30 p.m.

MEMBERSHIP DUES: are \$10.00 and the deadline is on February 27th. If you cannot attend the meeting, you may mail a cheque or money order payable to the Antique Motorcycle Club of Manitoba and send it to the above mailing address

"LIBRARY NEWS"

The Club would like to thank the following members, John Choquette, Barry Seib, Jim Simmons and Siggi Klann for donations of books to our library.

Also the Club would like to thank Barry Seib for the donation of a mickey of whiskey for the library raffle and the winner is Jim Gold. Congratulations.

"CLUB MESSAGE"

Starting on February 27th, points will be given out for best attendance and for club activities. There will 3 points for attending meetings and 5 points for any club activites, even if you don't have a motorcycle yet. At the end of the year a prize or trophy will be given out to the person with the most points. There will be a first, second, and third position.

SWAPPING POST

FOR SALE Ten Indian belt buckles are on order. The price is quite reasonable - (under seven dollars). Please see Rai Vukovich at the next meeting.

WANTED

Parts or part bike - late 40's or early 50's Matchless single. See Pat or John Choquette at the meeting or phone 1-482-5001/

FOR SALE

Windjammer III lowers, Krauser top case, front and rear crash guards, oil sump plate, rubber mudflaps, from a 1974 BMW R75/6. Phone 956-1705 (Jim)

WANTED

Combination battery case, air filter housing for a 1965 Triumph T20 SH Tiger Cub. Phone 956-1705 (Jim)

"MOTORCYCLE MATTERS" by BERT BENTLEYTIPS ON RESTORING AN ANTIQUE..

Most people find it very fascinating, thrilling or even challenging in exploring the unknown, taking and interesting trip, restoring a piece of rare furniture or maybe a colonial home.

Since the internal combustion engine as we know it, owes so much of its development to the motorcycle, why not restore one of the old rare jewels to its old original beauty as it looked when it appeared on the show room floor. Restoring an antique motorcycle can be very challenging. There have been

hundreds of differnt makes of most of which very little is known. Couple that with determining the year it was made, the model, color, replacing the missing parts, aquiring the proper size tires, what was original nickelplated, name lettering, striping and a host of other problems.

Securing an antique motorcycle in reasonable good condition is a major triumph. Remember however, there is no blue book of fixed prices which means the pricing is always negotiated between buyer and seller, with the seller always having the advantage.

After securing the old bike in the "as is" condition, along with the take it or leave it proposition, then maybe you wonder why you decided to be such a glutton for work.

Before you disassemble any parts, you should make a thourough study of the machine, thouroughly checking every little detail, decide what the missing part looked like, seek out any available literature that might have a bearing on your machine, such as an old owner's manual, old ads or even an old timer who was possibly an old rider or a dealer, or a member of the AMC who you think has the information you desire. This member will be happy to help. Maybe supplying a missing part.

Now that you have learned all that you can about your machine, you can now start taking it apart, or maybe taking it out of the basket. I suggest that the mechanical parts should be done first. Thoroughly reconditioning the engine, using substitute parts as close to original as possible. It is important that your engine runs well, and other mechanical parts work properly and reliably. It is not enough for the machine to just look original. Therefore, I suggest that the highly precision work be done by a professional.

Now that engine and the mechanical parts are complete, store them safely and carefully until you are ready to assemble.

When restoring the rest of the machine, carefully study every part, look for little clues, such as little original paint that may be reserved between two pieces of metal that was never taken apart. Check closely for evidence whether a certain part was originally painted or plated. Paint all others. I suggest whenever possible, to respoke wheels, replate hubs if originally plated. (most where)

The rims can be better restored without spokes.

In conditioning frame, tanks, fenders, etc. it is very necessary to remove all traces of rust thereby exposing broken, cracked, rusted-out and otherwise deteriorated areas. These broken or deteriorated parts can usually be taken and repaired by filling in with solder, by welding or brazing. It is also very necessary to get out all dents, rust pit holes and restoring original part and original shape. Pit holes and minor dents can usually be taken care of by soldering, a good auto body plastic and body putty. These applications materials should be grounded and sanded down to a smooth surface. With this operation completed, the prepared surface should be primed with a good grade of primer paint and sanded down. Possibly re-puttying and repriming until all surfaces are completely free of all signs of rust pit holes or any other deterioration. Now that all the surfaces are completed, sand and paint each one with a spray gun. However, before applying paint be perfectly sure that the paint is the right type and color or as near the right color as possible. When painted is completed, all painted surfaces should be compounded lightly with a very fine compound.

Do not wax before striping. I suggest that after the proper striping has been determined, which includes locating the striping properly, color of stripe and the approximate width of stripe that this work should be done by a professional under owner's supervision whenever a decal cannot be secured. After several days of drying at room temperature (70 degrees F.H.) all painted surfaces may be waxed. (not compounded)

After all these things have been done, you are ready to assemble. First mount the motor and the transmission, clutch, pedal cranks, belt pulleys, or whatever the case may be. Tanks and fenders last to prevent damage. Wheels may be mounted after fenders are mounted.

Now your machine is all together. Wheels all mounted with tires, seat in place with original leather if possible. Check all mechanical parts before attempting to start engine. Be sure engine has oil or lubrication that may be needed for proper operation. Start her up.

Now with a year of all of your spare time and the money you would have spent for pleasures, once more she is ready for the show room floor, as of yesteryear.

Points to remember are: never get in a big hurry, never let your hobby become a task. Never try to restore by glamourizing or customizing your bike, keep it as original as possible, do not try to restore with trophies as your goal. Remember this is a hobby of a chosen few who are trying to preserve the glorious history of the motorcycle which mothered modern transportation by the internal combustion engine as we know it today. The grand payoff is the pride of ownership.

"PUBLIC SERVICE"

The Manitoba Motorcycle Club are having a Winter snow races at Hazelridge, Manitoba on Sunday February 26th 1978. Races start at 1 p.m. and admission is free.

A Motorcycle Dealer Show is being held at the Winnipeg Convention Centre on February 24, 25, 26.

Deadline for our next newsletter is on March 13th, Make sure to mail or give it to Siggi at the next meeting any stories, ads, ect.

HELP KEEP OLD BIKES ALIVE AND RUNNING.

Sincerely Yours

Siggi Klann

P.S. I would again like to thank Pat Choquette for typing the Newsletter.