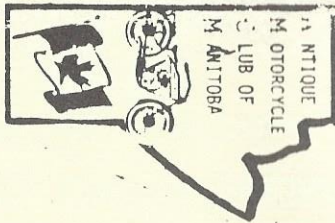


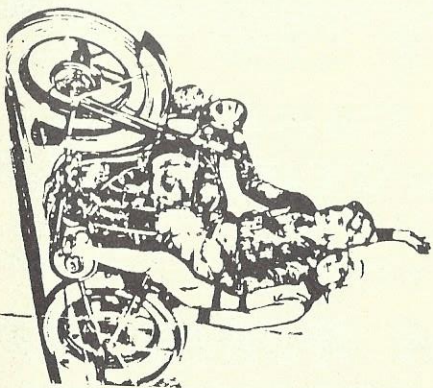
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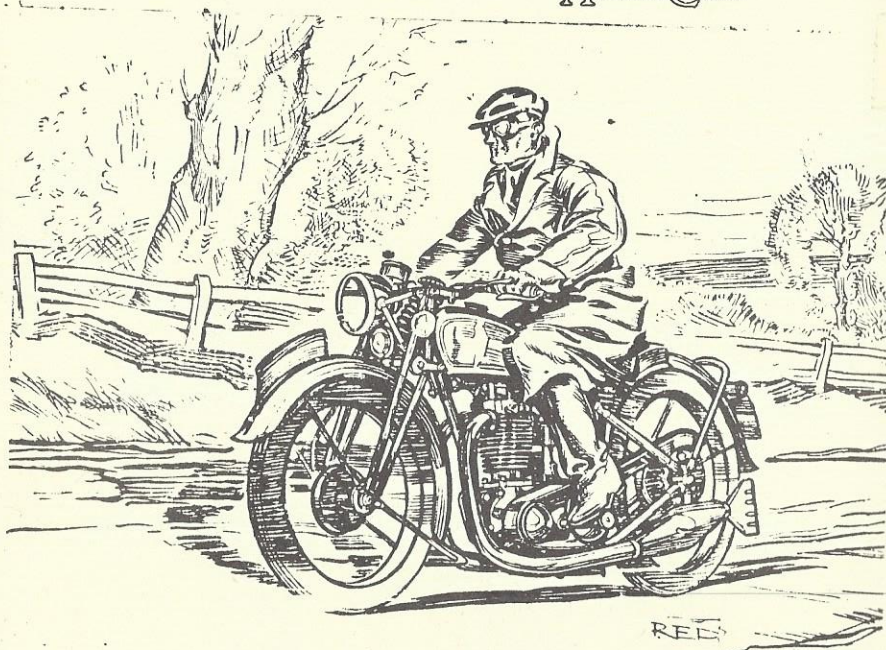
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SEP / 1981

RUST 'N PIECES

OCTOBER 11th, 1934

MOTORCYCLE



VOL. 4

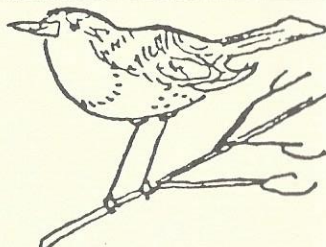
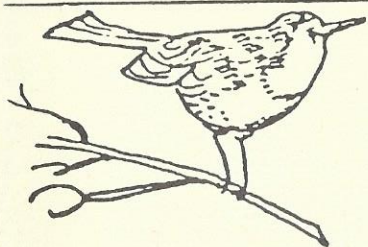
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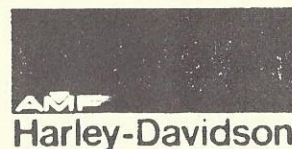
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CONTENTS

CLUB MINUTES	2
PRESIDENTS NOTE	4
LETTER TO THE EDITOR	6
CHRONOMETRIC INSTRUMENTS	7
TRADING POST	13

CLUB MEETING DATES

September 21
October 26
November 23
December 14

EDITOR.....Jim Harrison
LAYOUT & ARTWORK.....Keith Freeman

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CLUB MINUTES

The Meeting was opened by Ed Pauch.

The minutes of the last meeting were read and moved adopted as read by Bob Hatton and seconded by Pat Choquette.

The Treasurer's report was made by Ziggy. He reported the Club has \$939.00 in the account. There were bills outstanding for the newsletter and postage.

The library report was made by Bob Hatton. The Club has received a newsletter from Blackhawk West and a new book entitled "Cycling and Motoring". The library fund is standing at \$45.00. This is sufficient to cover our subscription to Classic Bike. Bob circulated a list of new books to get members to mark off books they would be interested in the Club obtaining.

The Editor's report was made by Jim Harrison. He had newsletters to distribute to members present, and hoped the August issue would be out soon.

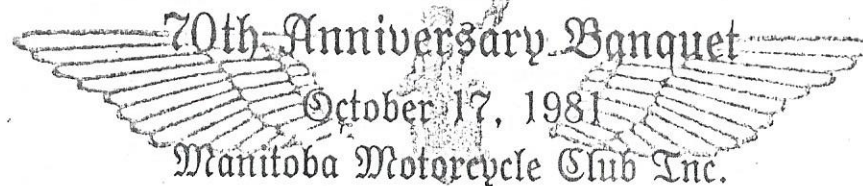
There were no activities Chairman or Publicity reports.

OLD BUSINESS

Pat Choquette has looked into enamelled pins. A 1" pin with up to four colours in nickel would be a \$45.00 die charge plus \$1.49 per pin with a minimum order of 100 pins. There was discussion on this and members seemed to favour a pin of our Club Crest. Brian Nazarko made a motion for the Club to purchase 100 pins for resale at \$3.00 each. This was seconded by Jim Harrison and carried.

Ziggy mentioned he had tickets for the Fall Banquet for sale.

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to see why they are no longer in common use!

Some suggestions for chronometric Smiths instruments and repairs:

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Have some good used units for Triumph.

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Have some N.O.S. for various makes, also some used and rebuilt units.

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Smiths factory outlet can restore, rebuild or repair most models. Exchange service available.

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LONDON, WC1 ENGLAND

Reputed to be one of the most capable restorers of instruments in the world. Have large stock of Smiths units, parts, including Vincent types.

CLUB MINUTES

NEW BUSINESS

Ed Pauch asked members present to bring in anything for entertainment at the next meeting. Pictures or films were suggested. Ed will contact Rothman's re. our meeting dates next year. He will ask to move the December Meeting up to the 13th from the 20th if possible since this was quite close to Christmas.

Bob Hatton made a motion to the effect that books taken out from the library should preferably be returned in One Month with a maximum of Two Months. After this there would be a \$1.00 overdue charge per month. This was seconded by Ziggy and carried.

All arrangements for the Corn Roast appeared to be ready. Ziggy mentioned that those wanting plaques must put their name in at the Corn Roast to receive a plaque. The exact number necessary will be ordered.

A Motion to adjourn was made by Brian Nazarko and seconded by Bob Hatton.

THE CLUB IS GOING TO HAVE CLUB
PINS MADE UP. THEY WILL SELL FOR
\$3.00 EACH AND ORDERS WILL BE
TAKEN IN ADVANCE.

PRESIDENT'S NOTE

"My Gosh, what a Perfect Day!"

That phrase, heard many many times during the Corn Roast, summed up the whole day. It was a perfect day, with not a cloud in the sky. I hope everyone enjoyed themselves as much as I did.

Many thanks to all those who worked hard to provide all the good things, games, refreshments, food, and a large lawn to roar around on. How many people do you know who would let you carve up their grass with a bike? Thanks to John and Pat for their hospitality.

It was a pleasure to see a few more of the Old Machines out, but how about some that we haven't seen too often? Sometimes it seems like the same machines show up every year.

One of the unfortunate things about the day was that it seemed so short. Several people commented to me that next year there should be more runs. Possibly we could come up with a mid-summer run and barbeque. All we need is a good excuse, and a date.

Can anyone come up with a good excuse for a mid-summer run? Is there enough interest in a third Club function?

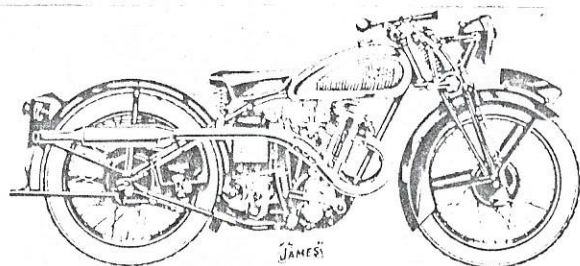
Let's get some opinions back on this from everyone. Maybe even a contest for the best name for the run:

Next function is our Fall Banquet, to be held at the Headingley Hall on October 17th, 1981. This is our first Fall Banquet, and if the membership fail to support it, it will probably be the last one. Get your tickets, come out and have a good time. With a good turnout, everyone will enjoy themselves.

are not available separately.

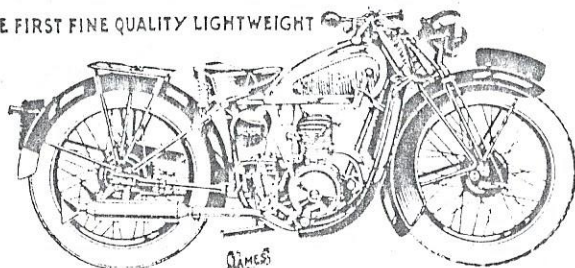
5. Don't use heavy grease. The mechanism will not function properly.
 6. Do oil sparingly with light oil. A very small amount of very light grease will be appreciated by the drive gears.
 7. Handle everything like an empty robin's egg once out of the body. One slip and it'll likely cost \$150 to replace the whole thing.
 8. Removing a stubborn threaded ring can usually be accomplished by scraping the paint out of the threads next to it, leaving the instrument face down and oiling with penetrating oil every day for a week. Then arrange a fixture (vise etc.) to hold it face up and using a piece of old innertube, press down with both hands while turning. If you've got strong wrists, this should always do the trick. Before you get impatient and use a chisel and hammer, be aware that you can't buy a new ring.
 9. Removing the needle requires a special tool. You must apply pressure from underneath the face straight up right at the spindle. Short-cuts often result in a broken needle. They are not available.
 10. Calibration is by the weight of the balance wheel. (Add or subtract shims).
 11. Don't start without a jeweller's screwdriver.
- To my knowledge, parts are not available, but rebuilt units are.

Just as a matter of interest, the Smiths chronometric requires 20+ parts; each part receiving an average of 10 operations to produce. It's not hard



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As you are aware, the Old Timers are joining us for the Fall Banquet. Some of these people are gold mines of information and interesting tales. As well, some of them are travelling rather large distances to be here.

Let's show our appreciation to these people by bringing our old bikes out to City Park on October 18th. The show will be in the parking lot by the Conservatory, Sunday afternoon. We have had a number of requests by the Old Timers to see some bikes, so let's not disappoint them.

Even if your bike is not finished or even running, put it on a Truck or Trailer and bring it. A project is just as interesting as the finished machine to many people. Who knows, you may get a tip or two on some troublesome part or repair job.

Well that's all for now. Not much nice riding weather left, so make good use of it. Keep your goggles clean and your brain baskets on!

See you all at next meeting.

Ed Pauch

Rust 'N Pieces	.85 each
Club Crests	\$13.00 each
Corn Roast Plaques '79	1.05 each
Spring Run Plaques '80	1.15 each

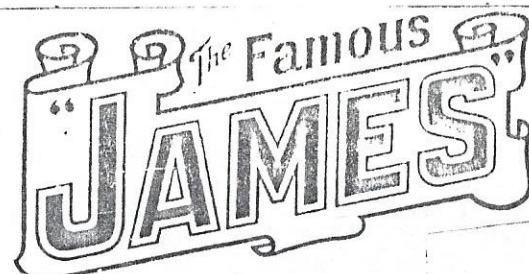
DEAR EDITOR

I feel I must write a rebuttal to answer the letter from Lord Worcesteshire of Ariels in the last issue. I'm sorry he was not able to absorb some of the finer details of British Engineering in the article on threads and such. Perhaps a more basic article for the layman (a polite term for cloth-head) is called for in some future issue.

As for the "precious icons of British Engineering", I feel I can put his mind at ease. The reason for this is what Harley or Indian owners would stand a chance of understanding a technical article anyways? Besides we have only begun to scrape the surface of the subject. There are a lot more wonderful terms they wouldn't stand a chance of understanding, for example, accumulators, dynamos, stranglers, flitch plates, squabs to name a few. Why Harley and Indian riders probably think a big end is a term used to describe parts of the female anatomy: They are stuck with such drab terms such as wheel, seat, tank and so on. The BMW owners are stuck in a quandry with stossdampfer, vergasser and knowckenwelle. The Italians have manuals that look like a Verdi opera with presto, marcha and lento, etc.

Anyone with a head on their shoulders would make the intelligent choice and ride a British Bike. A few smatterings of the work of superior British Engineers just serve to keep the others in awe and mindful of their place.

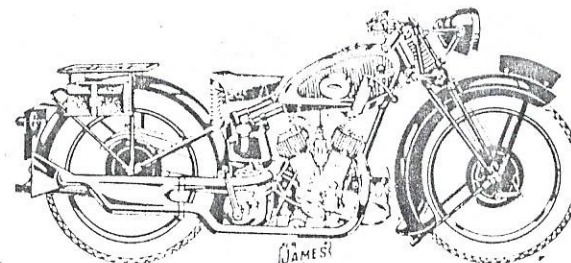
Yours truly
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MODEL G.2. 500 cc S.V. DE LUXE TWIN

Many teeth and the needle moves up-scale. Another lobe on the camshaft locks the big (needle) gears wherever they are, when the small cable driven gear is disengaged. That's why the needle seems to "stutter" a little. The camshaft also has a mechanism which allows a comparison between how far the big gears moved this time around and last time. If less this time, it disengages the stop on the needle gears and the needle falls to the lesser reading just given by the little spindle gear. This system actually counts the revs as teeth on the large needle gears by means of the cable driven spindle gear. The teeth on the large needle gear are very fine and thus the accuracy of the instrument ensured.

I hope someone can understand what I have tried to say.

These instruments are made to be taken apart and repaired. There are several companies doing good work on them. They are quite intricate and delicate and unless you are really determined to do it yourself, best trust repairs to one of the experts, because parts can't be bought and replacement instruments are getting scarce and pricey.

If you are doing the job yourself, here are a few things to remember:

1. Most parts are common to both speedos and tachs
2. Replacement glasses are available locally at reasonable cost.
3. Don't rub the face as the numbers and graduations may smudge or disappear.
4. Don't spray the thing full of oil because it will discolor the white numerals on the face and mile counters and they won't look good again even if cleaned. New faces and numbers are not available separately.

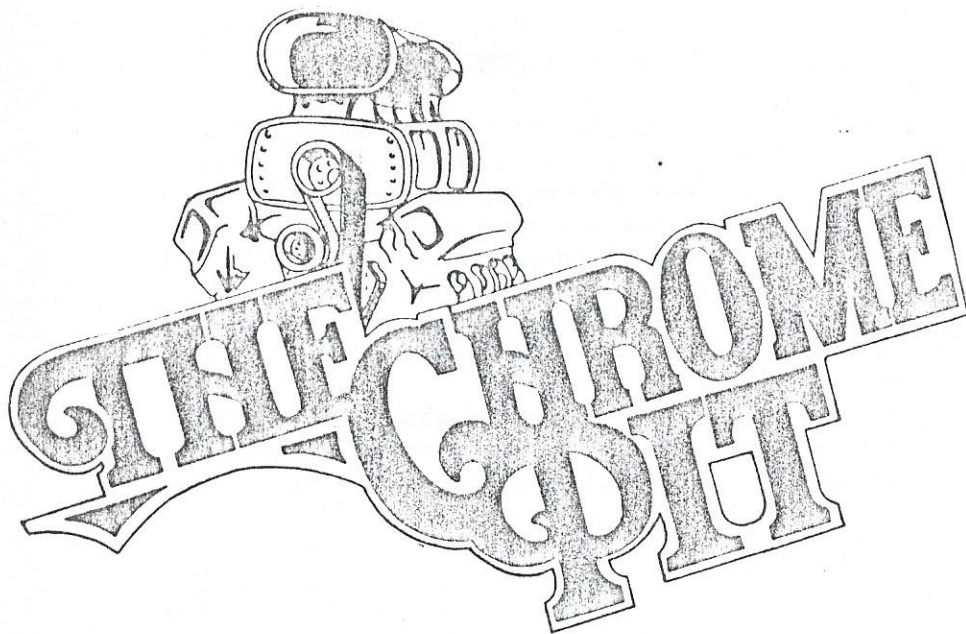
INSTRUMENTS - CONTINUED PART 2

Last month was magnetics. This month is chronometrics. Instruments with this type of movement do the same things as magnetics but use a totally different and more precise mechanism. Today this type of instrument is almost totally out of production due to very high cost. The last use of them I know of was in some factory production race cars and motorcycles.

At one time though, prior to about 1964, almost all english motorcycles were equipped with Smiths chronometric speedos and rev counters.

These instruments have a clock-like mechanism of gears, springs, cams and lever which is very interesting. The needle in this instrument may seem a trifle "jerky" at times and will not always return to zero when motion stops. Don't let that worry you, it's normal, and when cared for, these instruments are reliable, long lasting, rebuildable forever, and dead accurate. If you have Smiths instruments and don't know whether they're chrono or magnetic; magnetics are coded RSM and SSM; chronos are RC for tachs and S or SC for speedos.

Inside the Smiths chronometric, is a small balance wheel which supplies a constant function of time. Although driven by the turning cable indirectly, it reaches a certain speed and goes no faster. It controls a camshaft which is the brains of the unit. A small slip clutch allows the balance wheel and camshaft to remain at a constant speed while the rest of the mechanism goes faster if the drive cable goes faster. The needle is attached to a spindle with large gears on it. If the gear turns the needle turns. A small gear driven by the cable is engaged with the large gears on the needle shaft for a brief instant each time the cam rotates. If the cable is going fast, it turns the big gears (and so the needle).



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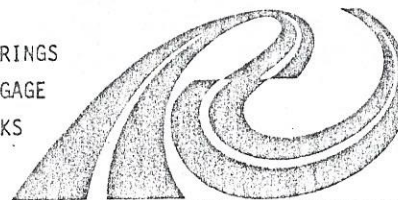
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