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RUST 'N PIECES
THE OFFICIAL NEWSLETTER OF
THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA
P.O. BOX 1074, WINNIPEG, MANITOBA, CANADA, R3C 2X4
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PRESIDENT'S NOTE

As I Write this, it is a cool, rainy, Victoria Day.

I apologize if this newsletter is late. I have been busy organizing some photos from the collection in the club library. Bill Watt has been very helpful with identifying the people and events depicted in a number of these photographs. He has been able to contact some of the people involved with motorcycling in the 1940's. Joe Sowtus, of Canadian Motorcycle Sales, has loaned us a number of photos, and given his permission to copy any of them, as we wish. I also thank Tiny Robins for his help. He has also offered to loan photos.

This project is going to require a significant amount of time and effort. It is worthwhile as it will help with the creation and maintenance of a record of our motorcycling history. There will be some financing required, which will have to be decided on, by the membership.

I am setting up an appointment with Lynne Champagne at the Manitoba Provincial Archives. She is going to look at those of our photos which have already been labelled. She hopes to copy some of them for the provincial archives, and is hoping to put some of them on public display, this summer.

Lynne tells me that groups may arrange to put on displays at the archives. We should consider doing this some time.

Our editor, Irv, remains in fair condition, at the Health Sciences Centre. He may have visitors and is on 3GD.

Jim Harrison

***** ADVERTISEMENT *****

FOR SALE: ONE COPY OF "TUNING FOR SPEED", BY P. IRVING,
CALL SIGGI AT 668-7679.

Minutes of April 25, 1995 AMCM meeting
(8 months till Christmas)

Ten members showed up at the woodhaven Community Club for Jim's coffee and hospitality. (On his 500 ARIEL)

The evening was spent going over old photos discovered in the bowels of the library. Bill Watt supplied many of the names of the riders.

Jim spoiled the fun and officially called the meeting to order whereupon we established the Official DoNut Runs Schedule effective as of May 16, 1995, Tuesday.

Sundays...meet at Robins DoNuts 1:00-1:30

1883 Henderson Highway

Tuesdays...meet at Tim Hortons 7:00-7:30 p.m.

Ferry and Portage.

Thursdays....meet at Robins DoNuts 7:00-7:30 p.m.

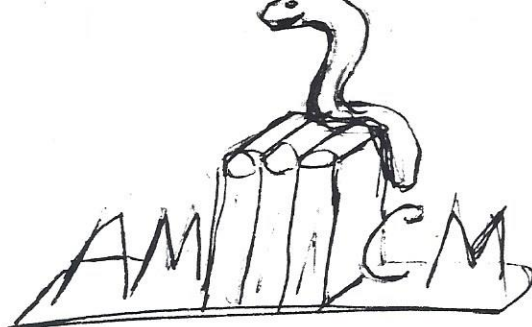
Dakota Shopping Centre in ST.Vital

Next topic discussed was the Classic Car Swap Meet--on the May long week-end- to be on the Monday. See or phone Ed Pauch for info and/or regarding space.

We closed meeting with Bill Watt winning the first 1995 library draw.....and it only cost him a quarter.

NEXT MEETING.....MAY 30, 1995

Respectfully submitted by
Mike Baraschuk



The Bookworm was caught in a tire book and !!!!!!!
GUESS WHAT/??????

DIDG-U-NO????

- the inner tube you choose, a good one, Metzler, is made from pure rubber and will deflate slowly when punctured. "Far East" products are made from rubber and polypropylene...will deflate by ripping resulting in fast loss of air...(not so good)
- pure rubber tubes return to original size if over-inflated. the cheaper ones will not. Suggested you use a new rim tape with each new tire.
- the wheel max run-out should not exceed 1/8"
- tires have fitting lines, a thin rib moulded in sidewall, should be equidistant to rim all the way around.
- use tire irons carefully or you will damage the wire edge of tire or cut tube without knowing it.
- you can tread a tire on by standing on it probably easier than by useing tire irons.
- old tires don't stick to road...rubber gets hard..... add this to rain, results in teflon sliperyness, or on your arse.
- the nut on valve stem is not to be tightened to rim tootight. Should be a few turns off.
- don't change wheel size due to handling reasons. Factories test for correct sizes chosen.

Take care of those soft round things!!!!

DRIVING A SIDECAR OUTFIT

So you want to know about "driving" a sidecar outfit ? For a "Solo" rider to get into the saddle of an outfit it is a completely new experience. I can well recall my very first attempt. It was in the rear lane of the Harley Shop in Calgary, about 1926. We were "shooting the breeze" when I was offered a chance to ride a sidecar outfit down the lane. Whwn I started the neighbor's garage doors were wide open---- not for long!!!! I started off, leaned to the left to miss the doors - the outfit wouldn't lean and we managed to take off two doors.

Lesson number one--- the most important one ---you don't lean to stear an outfit, you move the handlebars. I was going to write other items when I discovered that everything I was going to say was included in Nicholson's Manual under the heading "Driving a Sidecar Outfit". The article follows and is well worth reading.

DRIVING A SIDECAR OUTFIT

"Driving" a sidecar outfit calls for considerably different technique than "riding" a solo machine. The main difference is in cornering and steering. On a solo motorcycle, when on the move, there is insignificant conscious movement of the handlebars. All steering and cornering are done relatively subconsciously by very slight pressure on either handlebar and by "banking" the machine.

With a sidecar outfit, the machine is practically vertical to the road surface at all times and steering and cornering are accomplished solely by movement of the handlebars. This necessitates a considerable range of handlebar movement and it is this difference that causes some experienced solo riders to encounter initial difficulty in handling a sidecar outfit.

It is most advisable for even the experienced solo rider to concentrate keenly on the need for steering a sidecar outfit. Failure to appreciate this may result in an accident from not being able to negotiate a turn or avoid an obstacle quickly enough.

Taking Turns at Speed with Right-hand Sidecar—There is a natural tendency for the sidecar wheel to lift on right-hand turns. This tendency varies according to speed and sidecar load. With an empty sidecar, right-hand curves must be taken comparatively slowly to avoid lifting the sidecar wheel. With a passenger or equivalent load in the sidecar, right-hand curves can be taken at appreciable speed. Cornering speed should be reduced before reaching the corner and machine accelerated slightly as it enters the turn as the machine has a greater distance to travel than the sidecar wheel on right turns.

Turning left with a right-hand sidecar does not present any difficulty. Most of the weight is thrown on the sidecar wheel but the weight of the motorcycle and driver under most circumstances will prevent the motorcycle from lifting. When taking left turns at considerable speed the machine should be throttled down through the curve, passenger and rider should lean to the left.

Turns With Left-hand Sidecar—This calls for a reversal of the weight shifting and cornering technique described above. Right-hand turns can be taken at considerable speed without difficulty. Left-hand turns are the hazard with a left-hand sidecar, especially without a passenger or sidecar load.

Use of the Steering Damper in Sidecar Service—The steering damper can be used to great advantage with a sidecar. It should be tightened down sufficiently to eliminate any tendency to "shimmy" when hands are removed from the bars.

Sidecar Alignment—Proper sidecar alignment is essential to good handling. Briefly, connection adjustment should be made so that the motorcycle leans out between one-half inch and one inch from the vertical, measured at handlebar height. The sidecar wheel should toe in one-half to three-quarter inch when checked with two six-foot boards. One board should be laid against the motorcycle wheels, the other contacting the sidecar wheel with the measurement taken at ends of the boards. The front measurement should be one-half to three-quarter inch less than the rear.

Bert Bentley