

The 1987 Ariel 500 Red Hunter

THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

P.O. BOX 1074, WINNIPEG, MANITOBA

R3C 2X4

Rust n Pieces - Number 11 Volume 19 - November 1996-

1996 Executive

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President's Note

Here we are up to our necks in winter. Yours truly has the Red Hunter in the house for some serious cleaning up. I also hope to convert my R90 to dual spark plugs (twice as fast, or just more likely to start?). I'm going to try to be ready to ride come spring. Hopefully this spring will come earlier than it did in 1996.

Our photos this month are courtesy of Bill Watt (pictured last month taking the picture) and Ed Pauch. Bill's photo shows some of the bikes that were at our latest corn roast. Ed's photo was taken at the AACA fall meet in Hershey. The bike (trike actually) pictured is a De Dion Bouton. The company was formed by Count De Dion of France in partnership with Georges Bouton in the 1880's. The machine pictured is a 1898 model.

Note: We don't have a meeting booked for December at the community club. I am planning to have a visit with Irv at the Deer Lodge Centre (Portage Ave and Woodlawn St, opposite city park). I am planning this for December 15th in the evening. Hopefully lots of you members will be able to make it there.

Jim H.

Editors Note

Not much to comment on this month. Winter has put an end to riding, giving MPIC a helping hand. Do your repair/maintenance work early, to be able to ride as soon as the snow melts (July 97?).

Plans for the July 97 celebrations are going extremely well. You should really come to the next meeting and find out what you will be missing. Attendance at meetings may become the ticket to the event? Just kidding! (maybe)

Speaking of the next meeting, it is the that time of year-- yes, dear old election/selection time. While most of the present executive are having enough fun to stay on, volunteers will not be turned away. Discussions about the executive will be in November, with actual "elections" in January, to allow a visit to Irv Lowen in December.
Ed P

Meeting Notice

Next meeting is at Woodhaven Community Club, 7.30 PM

Meeting date: NOVEMBER 26, 1996

Want and Don't Want Ads

Wanted: Petrol (gasoline) tank for 1957 Ariel 650 twin - Contact Ed Pauch (204) - 832 - 0255

For sale: Replica Lucas battery cases, standard bike and Square 4 sizes- Also bearing babbitting, fiberglass replica parts- Inquire- Contact Ed Pauch (204)- 832 - 0255

October minutes of Antique Motorcycle Club of Manitoba
respectfully submitted by Mike Baraschuk

October 29, 1996

This meeting attended by a real crowd. We had 10 members show up. Coffee and cookies were served up for our enjoyment.

Ed P. had attended Hershey and brought a couple of photos for our edification (enjoyment).

The Financial report stands at.....\$1,474.00 to the good,
what else.

Jim has suggested our December meeting be at Deer Lodge, T-4
with Irv. MOND Tue. Dec. 16, 7:30 P.M.

We got into the project for next year with reports covering the following:

Tent prices from Norwood Tent and Murray Tent.

Liquor licences for drinks at barbecue.

Washroom facilities.

Liability Insurance.

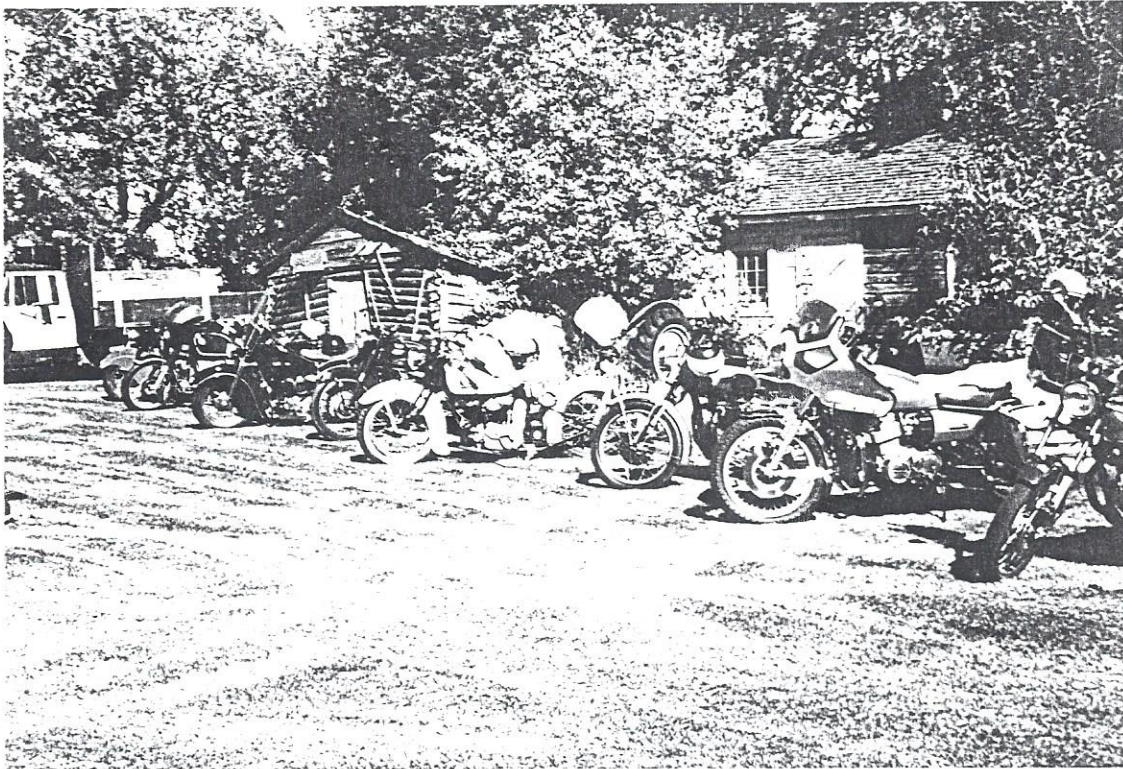
Trophies Budget (Mall displays were suggested as a
fund raiser)

Advertising media chosen-"Cars and Parts" and Posters
to be sent out in March of 97.

Ed discussed his last meeting with the Woodhaven C.C. exec. and his request for our event met with approval from them. Our summer use of the ice rinks helps them make more use of Community Club property on a year round basis. They even suggested opening their own canteen:which would raise funds for them and eliminate the need for us to do it. We have suggested July 12.

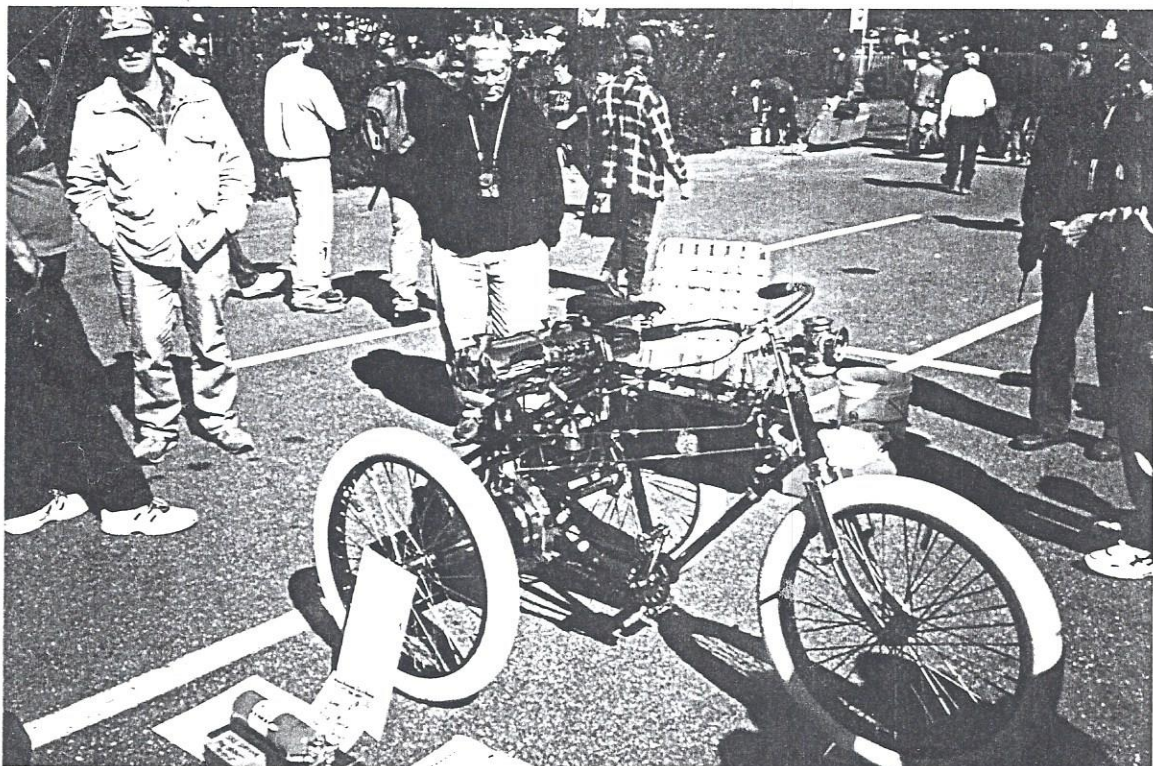
The next Woodhaven Community Club Exec meeting was Nov. 3 and Ed was to present our proposed event so that it is in their minutes. There will be more input at the next meeting, be sure to attend the unfolding drama. Everyone think about bringing some photos or an object d'art.....for "show and tell".

Next meeting Nov. 26, 1996 at 7:30 pm



Above, one of the photos
Bill Watt was pictured
taking, in the previous
newsletter.

Below, one of the photos Ed
Pauch took at Hershey, U.S.A.
this fall. The tricycle is a
De Dion Bouton, made in France.



Why does it do that?!

One of the more mysterious systems on our older motorcycles is the dreaded electrical system, the source of invisible problems and expensive repairs, sometimes by practitioners who appear to employ witchcraft. In fact however, with a little understanding the beast is rather simple.

Electricity follows two fairly simple rules. There has to be a complete circle (circuit) or nothing happens. Second, the pressure of voltage against resistance and current is always in perfect balance. All that is necessary is to get comfortable with these rules.

For example, the charging circuit has to include the generator to the battery, to ground, and back to the generator. The engine turns the generator, and charges the battery. BUT- the generator voltage has to be higher than the battery, or the no power gets crammed into the battery. To make the ammeter show higher charge rate, revving the engine raises the generator voltage, and the imbalance of rule 2 raises the amps, because the battery resistance stays about the same.

However, if the generator voltage rises too far, the battery cannot absorb all the power, and overheats, dries out and is ruined. Our faithful voltage regulator to the rescue! The generator output voltage is controlled and the battery is saved! What's that? Oh, you have an alternator.

Well, what an opportunity to say that we will look at alternators next month- stay tuned.

The common two brush generator (rule #1) consists of two main parts, the armature, and the magnets. In most cases the magnets are really a field coil(s) and some iron plates. As the wire windings in the armature pass the magnets, voltage is created, and causes current to flow out to the regulator. There was no current in the field coils when we started, but the little bit of magnetism left in the iron plates got things going. The regulator feeds the current back to the field coils, and now things get going very quickly. When the voltage rises high enough, the regulator cuts back the field current and the generator reduces its output. One of the peculiar aspects of a generator is that it will energize itself, even with a totally dead battery. However, if the iron plates were replaced with magnets, the generator would be uncontrollable. Thus, field coils and a regulator are used to keep things in control.

The generator output voltage varies with the RPM, the number of wires in the armature, and the field current. It is able to rise much higher than necessary, and is controlled by the regulator.

Unfortunately, we need it the most for lights (and ignition in some cases) when idling around town at night in traffic.

There is no easy solution. Electronic regulators won't help much as the generator output hasn't changed. I converted a 6 volt generator to 12 volts by adding more wires to the armature, and that improved the charge rate, at least my coil ignition engine doesn't die every time I stop at a traffic light but I still have to keep the revs up.

Next month, alternators.

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