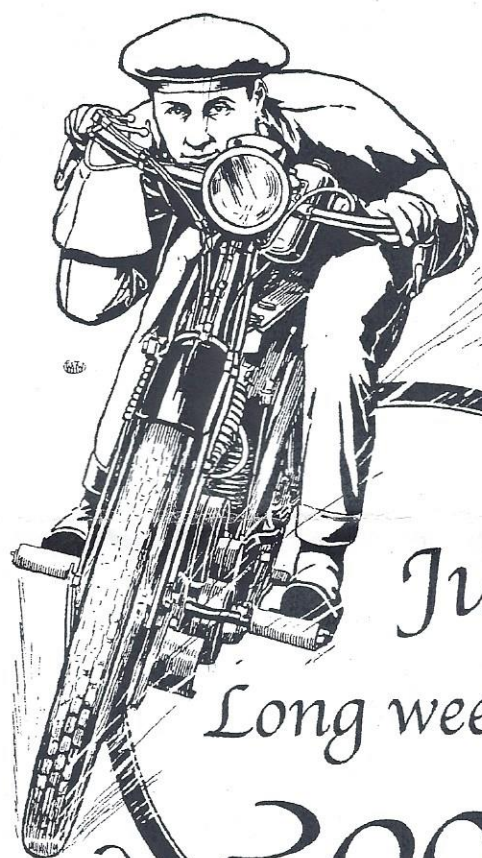


# Antique Motorcycle Club Of Manitoba Inc.

P.O. Box 1074 Winnipeg, Manitoba R3C 2X4

## RUST'N PIECES

Number 5 Volume 25 May 2002



## Bison Classic Bike Rally

July  
Long weekend  
2002

*Antique Motorcycle Club of Manitoba Inc.*

### 2001 Executive

President Jerry Stubbington.....667-5498

Past President Jim Harrison.....837-9093

Treasurer Ed Pauch.....832-0255

Property Manager Richard Gibbings..897-0639

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Dexter Greenwood

email:dexter@ilos.net

## UPCOMING EVENTS

June 28th - 30th

2<sup>nd</sup> Annual

AMCM Rally

at the Thompson place in East Selkirk  
Make plans to be there

July 26th to 27th

Pinoka Classic bike Rally

August 2nd to 4th

Biggar Classic Bike Rally

Contact: Fred Hill (306) 384-4989

Aug 24th-25th

BBQ at Marv Cooper's  
Pinawa

## Meeting Notice

Next meeting at Woodhaven Community Club

May 28th, 7:30 p.m.

Following month June 25th

7:30 p.m. Woodhaven Community Club

Glen

Karen



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## President's Note

Thanks to Ross M for his effort to arrange a mall show, unfortunately the interest from the malls was not there at this time. Let us not be discouraged! Anyone with an idea for a fund raiser or a ride or any activity, contact myself or bring it up at a club meeting.

Keeping the club alive, well, and active will only happen with member participation.

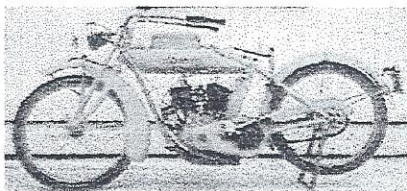
The deadline for registration for our July long weekend rally is fast approaching. We need to know at least a month in advance to make preparations for the catering and the T-shirt orders.

Anyone interested in attending the rally should contact myself or a member of the executive to confirm your commitment on the rally.

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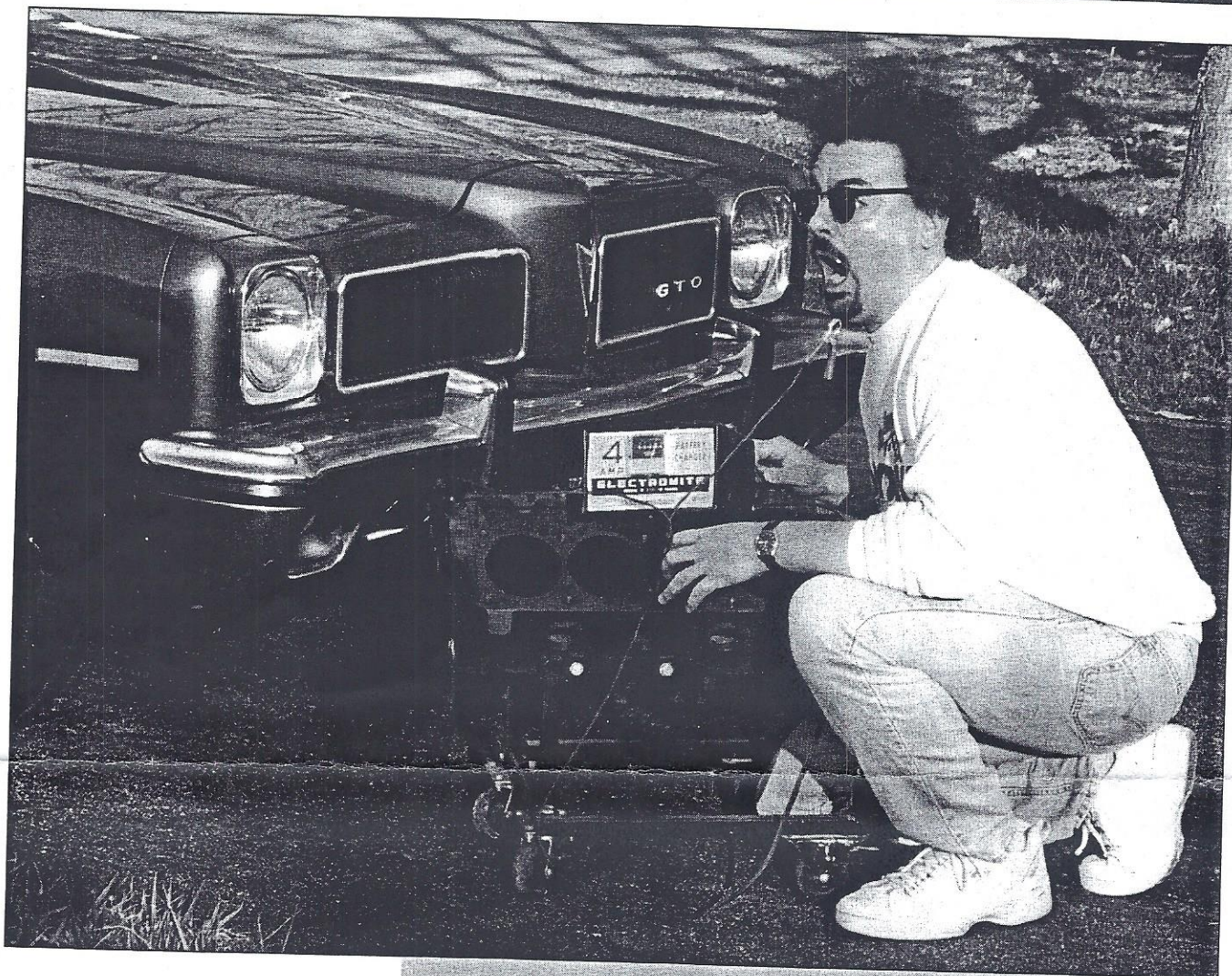
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email: [adelaine@electrobuild.mb.ca](mailto:adelaine@electrobuild.mb.ca)





If you have any experience with cars or restoration, chances are you have come into contact with rusty metal. When iron oxidizes, it gives up electrons, leaving iron oxide—rust. This process can be greatly accelerated with the introduction of water and/or salt, which acts quickly to break down unprotected ferrous metals. If you live in the northeastern United States, where there is frequent use of salt to melt ice and snow on roads, it's a way of life.

We all know that there are a variety of processes to remove rust from metal. Some of the more common are sanding or sandblasting, wire brushing, acid dipping or chemical stripping. While these methods are effective, they can be expensive and messy and some run the risk of damaging the metal, either by wearing through it or making it brittle and difficult to work with. Concentrate the stream coming out of a sandblaster on one spot of a fender for a few seconds and you're going to blast a large hole in it.

Also, what can you do to free an old engine that has been locked up due to the piston rings rusting

# Zap Away Rust

*Electrolytic rust removal:  
the low-buck rust busting  
alternative*

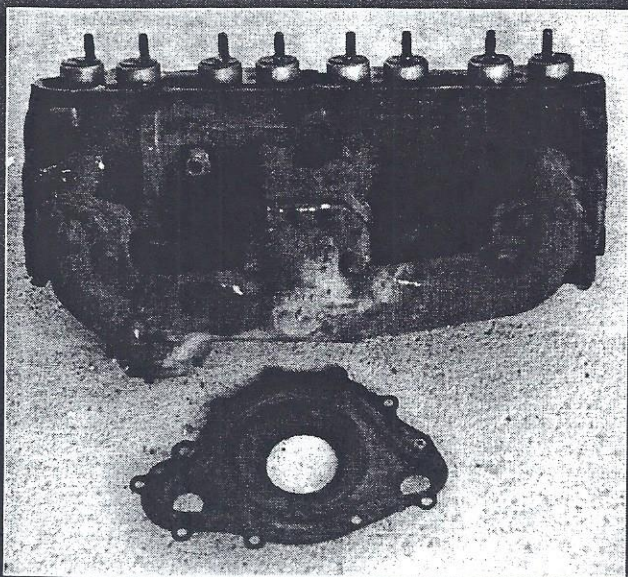




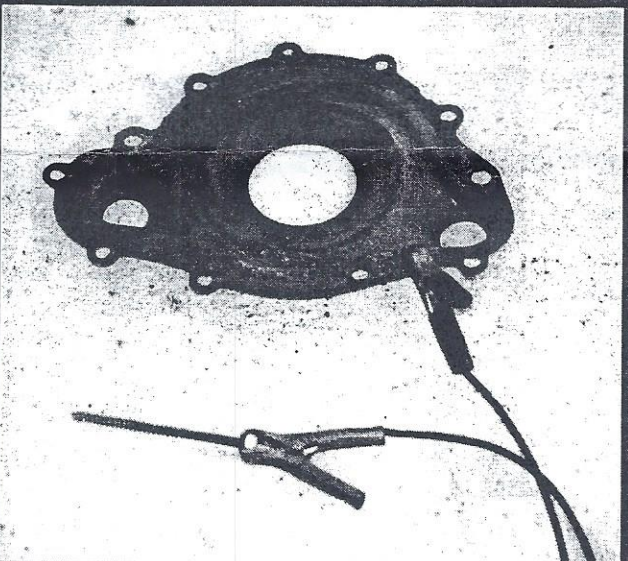
Here's what you'll need to get started: A plastic wash tub, a box of Arm & Hammer Super Washing Soda and a battery charger. This 20 gallon tub was actually a little too short to completely submerge our 4X head, but we were able to finish the job by just turning the head over and submerging the other end. The rubber gloves are also a good idea, especially if you are prone to skin irritation.



Add one table-spoon of washing soda per gallon of water used. Adding more won't really help with conductivity. Fill the container with water, mixing up the solution to dissolve as much washing soda as possible.



The before shot: Both the 4X head and the exhaust manifold were heavily rusted, though the water pump insert was only lightly rusted. While the manifold needed to come off because it was cracked and the bolts were seized up with rust, the head itself was in decent shape and easily rebuildable.



Always make sure the positive lead on the battery charger is connected to the electrode and the negative lead to the part to be cleaned. If the connections are reversed, your part will be quickly eaten up by the process. The negative lead can be submerged with the part, though the positive has to remain above the waterline or it will be destroyed by the electrolytic process. We found that out the hard way!

to the cylinder walls? You can fill the cylinders with automatic transmission fluid or drop the short-block in a barrel of oil for a few months. Maybe it will free up and maybe it won't. What if you don't have a few months to wait? Is there an alternative?

Electrolytic rust removal is a possible answer to the aforementioned problems. Electrolysis is nothing new—actually it is a very old concept and has been successfully used by antique tool and tractor restorers for decades. For some reason, it's not as well known in the automotive field, but electrolyt-

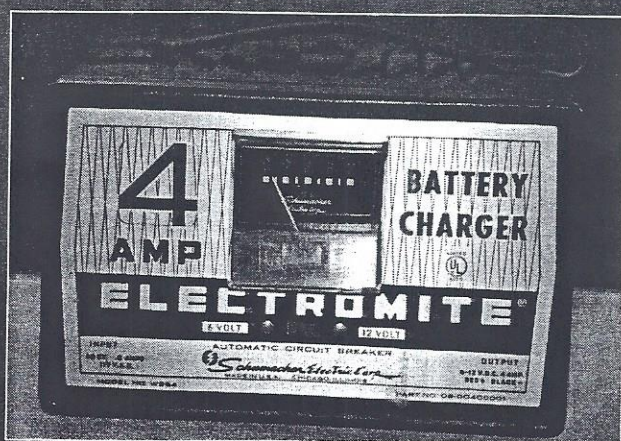
ic rust removal has incredible potential to help engine builders and auto restorers to inexpensively get rust out of their lives.

The process is ridiculously simple. Electrical current is run between the part to be restored and an electrode via a liquid solution or electrolyte that conducts electricity. Electricity frees electrons from the electrolyte and adds them to the metal part, returning it to the original iron or steel. Where other rust removal methods take away rust and possibly even good metal, electrolytic rust removal

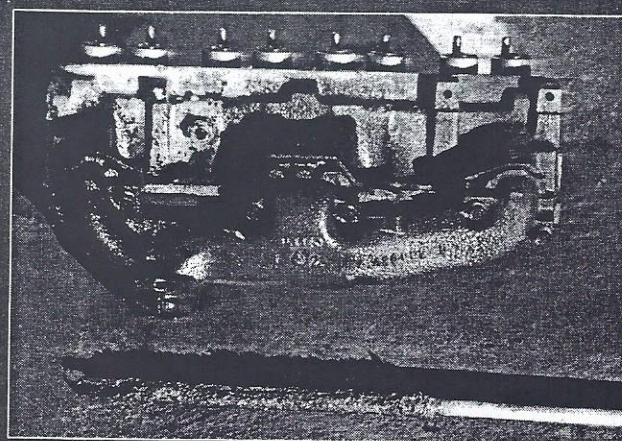
takes nothing from the metal. Unrusted metal will be untouched, as will plating in good condition and most kinds of undamaged paint.

While this process will not restore the lower six inches missing from your rust-eaten fender, or remove the pitting from your exhaust manifold, it will completely remove the rust that is still present. Best of all, it is very simple to set up and you probably have most of the equipment you need already. If you don't, everything is easily obtainable and dirt cheap. Read on for the details.





The charger's built-in ammeter is only reading about one amp here. It's enough to get the process going, though it will take a long time to get the job done. It is best to be at four amps or above. If you're having trouble getting to that level, try moving the electrode closer to the part, clean any corrosion off of the electrode, or change to a stainless steel electrode. In our own experiments, we were able to pull more than seven amps with a stainless electrode, which dramatically cut down the cleaning time and sent a strong and steady stream of bubbles to the surface.



The left side of this 4X head was electrolytically treated, while the right was above the waterline and left untreated. Note the black areas on the head where rust was removed. In addition to removing all of the rust, the cleaning also revealed a sacrilegious coat of Chevy orange paint on the head. The piece of steel tubing below the head was used as an electrode. It went from clean shiny steel to a rusty mess in a matter of minutes. If you are planning to use scrap pieces of steel for electrodes, getting a good contact is essential and will require periodic cleaning off with a wire brush or roto-stripper. Stainless steel definitely lasts longer.

### Equipment Needed

- A plastic container large enough to completely submerge the piece to be de-rusted. Plastic construction is necessary to prevent shorts, which could produce a fire or shock hazard. The plastic container can be as small as a household bucket for small items or as large as a kiddie pool for engine blocks, rear ends or other large components. If your item is too large for the container or sticks out of the solution, one side can be treated and then flipped over to finish the entire piece.
- An ordinary 12-volt car battery charger. This unit will provide the electrical current necessary for the process.
- A box of Arm & Hammer Washing Soda. Washing soda helps the water conduct electricity and, as a side benefit, provides a mild degreasing effect. Others have used lye or baking soda to achieve a similar outcome, though lye is more hazardous to work with, is a skin and eye irritant, and attacks aluminum. Baking soda is not as effective. Washing soda gets the job done best without being caustic. Enough said ...
- A scrap piece of iron or stainless steel. The electrode delivers current needed for electrolysis. Stainless works better than iron as it usually doesn't get eaten up by the process. Avoid metals with galvanizing. The ideal electrode would be a length of stainless sheet that could be bent around the submerged object and be tall enough to clear the waterline. If that isn't readily obtainable, no big deal. In my own experiments, I have used small pieces of steel tubing and even a discarded iron exhaust manifold. By far, the best results were obtained by using stainless steel.
- Rubber gloves to keep hands clean and provide

a little electrical insulation, as you can give yourself a small jolt if you touch the electrode or the item to be cleaned while positioning things in the water. It's low enough voltage where it's not going to injure you, but you'll know you were zapped.

### Getting Started

1. Be sure to perform this procedure outdoors or with adequate ventilation, as small amounts of hydrogen will be released. Fill the plastic container enough to completely submerge the item. Mix one tablespoon of Arm & Hammer Washing Soda per gallon of water.
2. Connect the battery charger's positive lead to the electrode. Be sure that the positive lead connection is above the waterline or it too will be consumed by the electrolytic process.
3. Attach the battery charger's negative lead to the item to be cleaned. If necessary, the negative lead can be submerged, as it will not be damaged by the process. Remember, polarity is very important. If you put your rusty part on the positive lead, it will get eaten up in short order. The electrode always gets the positive lead and the part to be de-rusted always gets the negative. Make sure the part and the electrode are close together for maximum effect, but not touching, as that will short it out and possibly damage the charger if it doesn't have internal circuit breakers.
4. The process will begin when the charger is turned on. A fine stream of bubbles will begin rising to the surface, indicating the rust is being converted. Getting good contact is a necessity for this process to work. Depending on how

good the contact is, the system will draw up to 4-7 amps and complete rust removal will be achieved in anywhere from a few hours to a few days, though an overnight session will most likely do for most purposes, especially if the system is pulling more than four amps.

### The Aftermath

When the rust is completely gone, the process will stop automatically. Electrolytic rust removal is self-limiting and will not "overclean." The formerly rusted areas will be black in color, though pits and other surface imperfections may be present. The part will be very susceptible to rusting again, so be sure to completely dry the part off with an electric hairdryer or heat gun and immediately prime and paint or spray with oil or silicone spray.

Though the electrolyte will become very cruddy with dirt and rust, it will never lose its effectiveness. Evaporation and the electrolytic process will lower the water level so you'll probably need to top off the container periodically. Add only water; additional washing soda will not be needed. If the solution becomes too disgusting to deal with, it can be discarded without negative environmental impact. You may wish to strain out the rust particles so it doesn't clog your drain, though. Be sure to contact your local municipality for disposal compliance information.

The electrolytic process is the most gentle way to remove the rust there is. With a little care and even less money, you can return your vintage Pontiac parts to their former splendor or get that seized-up engine apart with a minimum of hassle.

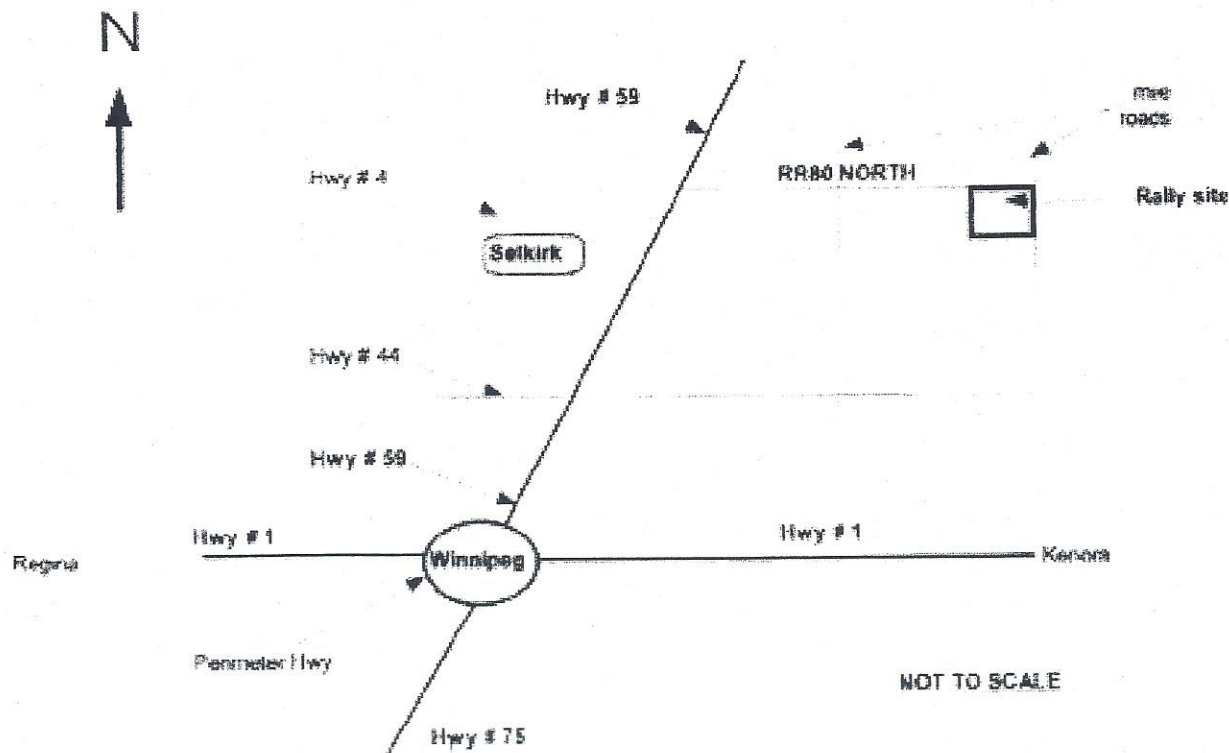
*Special thanks to Dan Hodge, Don Christoff and Charles A. Keefe for their assistance in the preparation of this article.*



# ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.

## SITE LOCATION

Rally site is located 2 gravel miles down RR 80 north  
RR80 is turning right off Hwy 59 50 yards past junction with Hwy 4  
Selkirk is 10 miles from site down Hwy 4  
Winnipeg is 30 miles south of site



## Directions / Help / Inquiries Registrations :

ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.  
C/o P.O. BOX 262 EAST SELKIRK, MANITOBA R0E 0M0

### Contact:

John Thompson  
Jerry Stubbington  
Jim Harrison  
Kern Freeman  
Greg O'Kane  
Bill Watt

Host / Secretary  
Club President  
Past President  
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bsakud@hotmail.com  
gokane@escape.ca



## REGISTRATION FORM

Please complete & return to  
Please make cheque payable to:

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_____	_____	_____	_____	_____
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I, \_\_\_\_\_, will abide by the By-Laws of the Antique Motorcycle  
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Dues are \$25 per year, make cheques payable to: Antique Motorcycle Club of Manitoba Inc.  
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