

Antique Motorcycle Club Of Manitoba Inc.

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

RUST'N PIECES

Number 6 Volume 26 June, 2003



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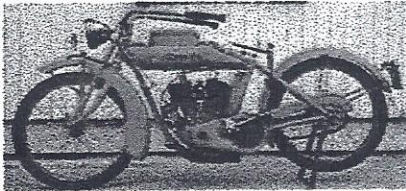
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UPCOMING EVENTS

June 20th to 22th

Manitoba Ride For Sight
contact Diane / Ivor 284-6753

July 4th to 6th

3rd annual AMCM Rally

July 10th to 13th

Moto Guzzi National Owners Club
National Rally (MGNOC)
Mt. Vernon Wshington
Richard Guthrie (206) 246-3181 or
email rtguthrie@jun0.com

August 1-3

Biggar Rally

August 24th

Breast Cancer Pledge Ride
Winnipeg to Morden
contact Tracie 233-9398
Sharon 633 2453

August 30-31

Cruisin Dauphin
Contact Brad Brezden (204) 638-6738

August 29-30

Balgonie Rally

Sept 6th

Corn Roast

Meeting Notice

Next meeting at Woodhaven Community Club
June 24th, 7:30 p.m.
Next month July 29th
Community Club contact: Anne Boyd 831-1635

Minutes of the May Meeting

The parking lot was littered with Nortons, but some Italian & German machinery sort of evened up the numbers.

Eventually the meeting got under way with 23 members present. New faces to the club were duly welcomed namely Chas Peters & Mark Regehr.

The Presidential address was short & sweet – we've got to encourage him to have a say about something soon so I have an item to report!!!

As sec, the main topic was our up & coming rally.

Support is required to mow grass & other menial tasks to prepare for the event. The trophy list was handed to Greg for manufacture – Thanks in advance for the effort.

It was reported that Gords did not have a poster. If any member still has one it would be appreciated if they could run it out to Gords – Ta again if this has now been covered.

Some members with a parallel persuasion were heard to make rumblings about a slight tic problem at the site.

It was pointed out that the tic referred to was far less serious than the one oft encountered emanating from motors of their Nortons !!!!!!!!!!!!!

Other events on the calendar this month were:
15th June – Marion Hotel – show & shine by Winnipeg Harley Riders Assoc. 10 said they would enter

28th June – Farmington – AM/CC America – Rally/ swap meet

27th July – Altona "Legends" – Antique truck/ car/motorcycle event – see poster for details- (I forget who has it !!!!!!!!!!!!!)

Finally the club library book list was issued to those present. All other members should receive it with this newsletter

Our venerable treasurer reported that we were currently up to 43 members and had \$2975 in the bank.

Rally enrollment stood at 8 – (but shortly after

climbed to around the 15 mark as some more enrolled – sec).

Ed also reported that the MAAC had again failed to list our rally in their events listing. Assurances were made that this would be rectified in the next issue.

Mike the book reported that all was well in the library. In producing the reference listing mentioned above, his typing was much appreciated – let's hope it was worth it by more members being aware of the content.

Our Editor's main job this meet was to report on progress made by our unfortunately absent Property Manager on clothing.

Apparently we (those of us who did order) missed out on golf shirt offer, but another was available @ \$22.00. Those present who had ordered said the alternate was fine. Keith would relay this to Richard.

Club jackets were also "coming soon", again to those who ordered. If more are required, then a 2nd order can be made.

On the clothing front the colour of the rally shirt was confirmed as Forest Green.

That cleared the main business & all were ready for a bolt to the coffeehouse if only we could agree which one we were headed to.

This leads us back to another topic – evening rides to places during the week – not much success has been encountered here yet as many have not yet attempted balancing on 2 wheels this season

What seems to be happening is Wednesday & or Friday nights several of us head out for a run somewhere around 6.30 ish & a stop for coffee somewhere around 8-8.30ish.

If you want to come of met us somewhere or request a location to head to please phone Jerry, Jim R. or me or even put up a roster for inclusion in the mag. All suggestions welcome. Don't forget – rally registration would be greatly appreciated PRIOR to the event!!!!!!

That's it, my soapbox is over for another month

John T.



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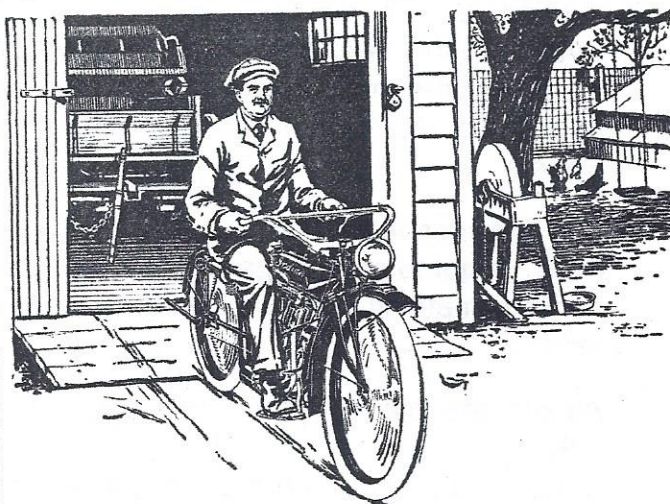
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(Part Three of Three)

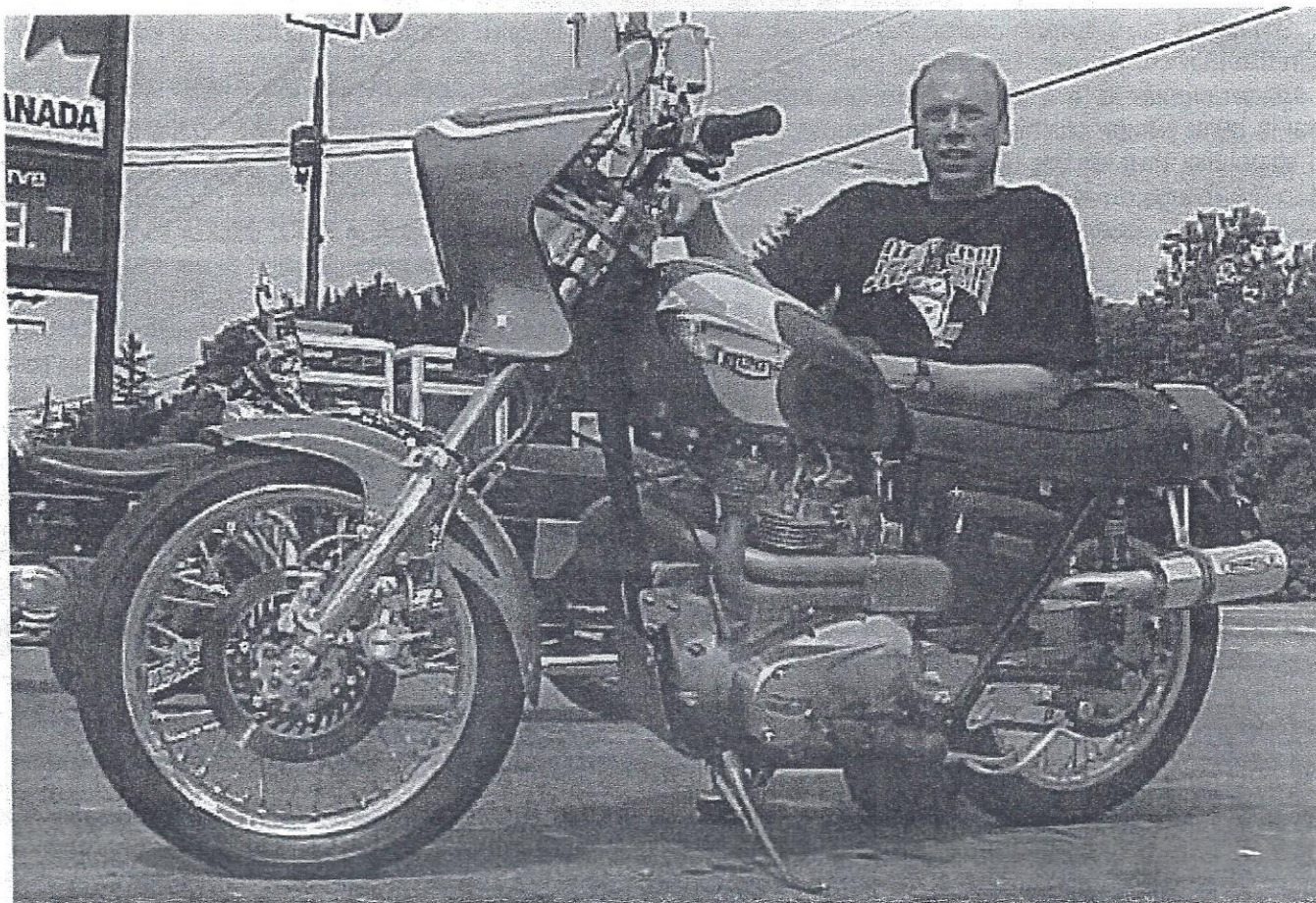


Figure 3 – The author, CVMG member Geoff Collins and the offset-crank Triumph in July 2002

The ride:

The initial rides were eerie; there was no vibration at break-in speeds as well as the lack of wind-in-the-face feeling giving an indication of the road speed (the fairing). At typical city speeds (between 50 and 80 klics) the bike is vibration-free; its just you and the road with nothing but the roar. Some vibration showed at higher speeds in the fairing but that was fixed with rubber mounts. With some miles on the bike I found cruising between 100-120 klics (60-75mph) was smooth but seemed slow as the fairing hid the wind blast. A slight tingle came through the bars but that was fixed by using an aluminum Renthal trials handlebar. Approaching the 1000 klics mark I began taking it on the highway at higher speeds with its first runs at an indicated 130-140 klics (80-90 mph) for extended periods. Ride enjoyment is now limited by the range of the 2- ½ gallon tank.

Going further, its not so much how fast it goes but how you feel after a ride; I wasn't tired and didn't have to find a can in a hurry for a big dump. The same run on a stock Triumph would be tiring but this bike feels effortless. I've run it up to 160 klics (100 mph) for short bursts and the bike still feels smooth and rock-steady. Around the city I notice another feature aided by the 2 pounds shaved from the stock crank's weight. The front wheel easily hops up in first gear without dumping the clutch at high revs – just roll it on.

The sound:

Its a hooligan bike; the custom two-into-one exhaust system starts as two 1.5" stainless steel pipes before merging under the left sidecover into a 2" collector with a modern aluminum can. The bike doesn't sound like a Ducati, as expected, instead it has the low rumble of a slow V-8 at idle taking off with a similar stock-car sound. Someone listening from behind might have another impression but that's what it sounds like from the saddle. Other people have reported that is also sounds similar to a Sportster because of the valve clatter – the bike did cause puzzled looks when blasting past a bunch of Harley riders.

Other Notes:

The exhaust system is a one-off 22 gauge stainless steel item. Its routed inside the frame under the left sidecover with a Hindle aluminum "can" muffler hung from a titanium bracket - the bike is not quiet. An in-line oil filter compensates for the lack of a sludge trap, buried neatly beneath the stock left sidecover. The battery box was moved back a bit to fit the oil filter. Of note; there are only two head-steady brackets, both made from 1/16" titanium. Compare that to the stock heavy steel items (4 pieces). The bike weighs about 325 lbs dry.

It took 4 years to build and its still under development. Although the bike is run regularly there still lots to do such as a better chainguard and a modern steering damper. One recent modification was moving the footpegs back 3" to improve the riding position. Figure 5 shows the shift linkage that was built by adding another pivot point into the stock gearbox cover. The new footpeg position gives the bike a modern sport-bike feel. There's also a 30mm Lectron carb with specially built manifold to try out next summer.

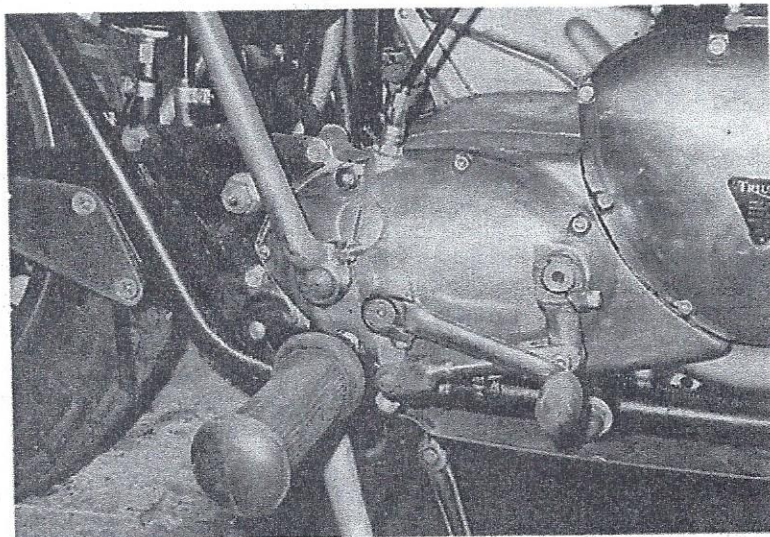


Figure 5 – Footpegs moved back 3" using shift linkage

I built most of the bike but still had help from many people; CVMG members Rick Harrett,

Tim Bardsley, Keith Newton, Paul Martin and Naughty Nancy and business' such as Scarborough Engines, Gulesserian Machine, D. Garland & Sons, Toolweld, Super Alloys, North Star Polishing, James Interiors, Hindle Exhaust Systems, Four Seasons Auto Body, Ontario Honda, British Cycle Supply, Walridge Motors, Moto Montreal & Bent Bikes. I built the crankshaft tooling and did most of the custom machine work with assistance from some of the people listed when my tools or experience weren't up to the accuracy required.

Extras that resulting from the entire project include a mould that I made for a boat-tail fiberglass seat that will fit a stock 60's Triumph frame with modified stock hinges. This seat was designed around the Suzuki Katana taillight. Figure 6 shows CVMG member Naughty Nancy with the muslin used to test the patterns she made for the seat.

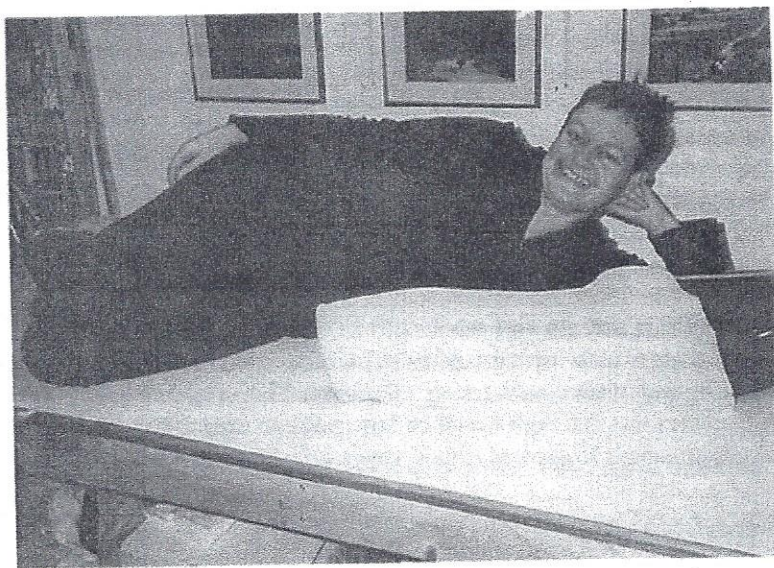


Figure 6 – Naughty Nancy with muslin for seat pattern. She also made the paper patterns for the upholstery shop

Summary:

I'd recommend this change to anyone that rides their British twin regularly, especially if you like the light throw-it-around feel of a lightweight bike coupled with new-found highway ease. If you are considering a complete rebuild of your British twin it is worth considering the offset-crank modification with the caveat that it will add approximately \$2000 to the cost of the engine rebuild (crank, cam and ignition system). Where you go with cosmetic and other customizations is up to you and your wallet. Geoff Collins can be contacted through his address in the roster or at gcollins@rachisholm.com.

MAAC Report - April Meeting

Calendar

Our Rally was omitted from the calendar. It was an Oops, so a stamp was made up, and some calendars were stamped with our event. Late, but at least they tried.

World of Wheels

The event was a success, MAAC clubs will provided security.

NAAACCC

No report

MAAC Comittees

A revised Vehicle Inspection Handbook will be issued in late summer.

No action on the Municipal front.

Wpg Police have created a program to combat street racing, MAAC is working with them to provide a safe site for the Sunday madness. A petition is being circulated on the Net asking the City to provide such a site.

The cost of insurance has risen to \$57.00 for the year. MAAC will pick up the \$7 for this year.

Volunteers are required for the Manitoba Marathon – call Bev Dyck at MAAC.

MAAC will meet in June and August.

Next meeting May 28, Pony Corral on St. Mary's.

Ed P.

MAAC Minutes – May Meeting (from printed minutes)

Ross made a presentation regarding the donation of Jim Pearn's collection to Headingly.

Some movement is being made on the Vintage Plate, actual terms are still unclear. Limited use MAY be allowed.

Manitoba government is committed to the Ethanol program, and will keep MAAC informed.

Cruzin downtown starts June 4 at Pony Corral .

Next meeting moved to June 24th.

Ed P.

