

ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.

RUST 'N' PIECES

PO Box 1074, Winnipeg, Manitoba R3C 2X4

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WINTER IN 1903 ON A HARLEY!

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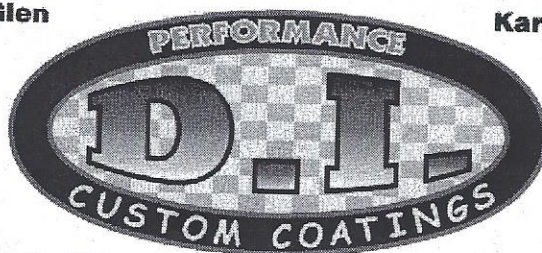
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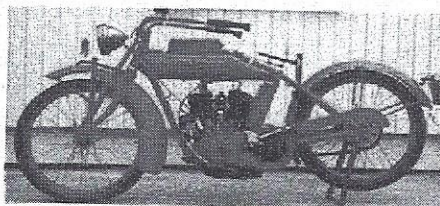
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NOTES FROM THE EDITOR

Here we are at the start of another year, I'm sure we are all looking forward to the riding season. Indeed it's hard to imagine those long hot days of summer when we are in the clutches of these bone-chilling days of January. I hope all of you had time to spend with family and friends over the Christmas season and ponder on how lucky we are to live in a free country. It might be almost the coldest place in the world but at least we don't have to worry about suicide bombers and the like.

As we continue to put the Newsletter together it's now February 13, Christmas and our fun night at Ross' seem so far away. Still we look forward in anticipation to warmer days to come.

Stand by for a few words from your "President" ... (did he ever have only a few words to say?)

Cheers!

Marie

PRESIDENT'S COMMENTS

I hope everyone is surviving the cold weather that never seems to end. I would like to thank Ross & Kris Metcalfe for hosting our Movie Night in January. We didn't have our biggest turn out but those of us who made it had a good time and great fellowship. The weather played a big part in some of our members not being able to make it, still, conversation and treats were good as always.

The Motorcycle Show in January was a success, with lots of bikes on show. Congrats to our newest member Barry Smith for winning Best Antique with his 1973, 750 Triumph and John Thompson on winning Best European with his 1977 Moto Guzzi Lemans 11.

I would encourage you to share your riding adventures, it makes for interesting reading for the members.

I would like to welcome our newest member Barry Smith, to the club.

One last thing, don't forget to renew your membership, without you we don't have a club!

Respectfully yours!

Greg

WHERE ARE THOSE "RUST 'N' PIECES"?

Wanted

Manitoba motorcycle license plates prior to 1960. Any condition.

Wanted

Lead on a complete or restored Harley WLC military 45ci. Original preferred or an older restoration. Any leads will be appreciated.

Wanted

Old Motorcycle Chums and Big Five Motorcycle Boys children's books. Circa WW1.

Contact: Ross Metcalfe:
837-8165 or email:
moose102@escape.ca

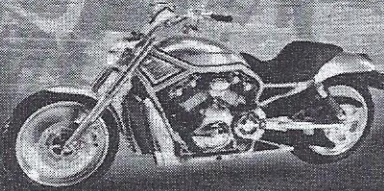
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"CLASSIC" GARAGE SALE

by David Pritchard

I need garage space! Will someone share some of my collection?

1970 BSA 650 Lightning

Last of the good ones; rebuilt engine, new paint, tires, etc. Excellent condition, original bike. E-mail for pictures
Cost: \$6900. CDN

1952 AJS 18S 500cc

Engine rebuilt, running, new tires and paint, correct in work. A nice machine! E-mail for pictures. Cost: \$2900. CDN

1971 Norton Commando FastBack RED

A good running bike, new paint, new seat cover, electronics, a desirable model. E-mail for pictures. Cost: \$3900. CDN

197? Bultacco dirtbike: \$750

david@bardalfuneralhome.com or 204-797-6698

UPCOMING EVENTS

FEBRUARY

AMC Meeting

Tuesday, February 24 7:30 p.m.
Woodhaven Community Centre

MAY

CMMG MLA Ride

Watch this space for date and time!

JUNE

Manitoba Ride for Sight

When: Saturday, June 25 to Sunday, June 27
Where: Legislative Grounds
Registration is Saturday from 9-10:45 am

JULY

Club Rally

Friday, July 2 to Sunday, July 4
(see poster, page 6 this issue)

AUGUST

Breast Cancer Pledge Ride

Southern HOG Show and Shine
Morden Park

SEPTEMBER

Corn Roast

Saturday, September 18; Choquette's

MEMBER'S

CORNER

RESULTS OF WINNERS FROM BIKE SHOW!

Best in Show: Marcus Bylo, 2003 Rolling Thunder Softail

American Wild: Robert Boulet, 2000 Royal Rider Softail Custom

American Mild: Robin Froese, 2002 H-D Deuce

American Stock: Kim Robinson, 2003 H-D Road King Classic

Sportster: Nick Costs, 2001 1200 XLC Custom

Japanese Touring: Royce Hanson, 2002 Yamaha Roadstar Silverado

Japanese Cruiser and Sport: Tony (Tig) Ursini, 2002 Kawasaki Vulcan Drifter

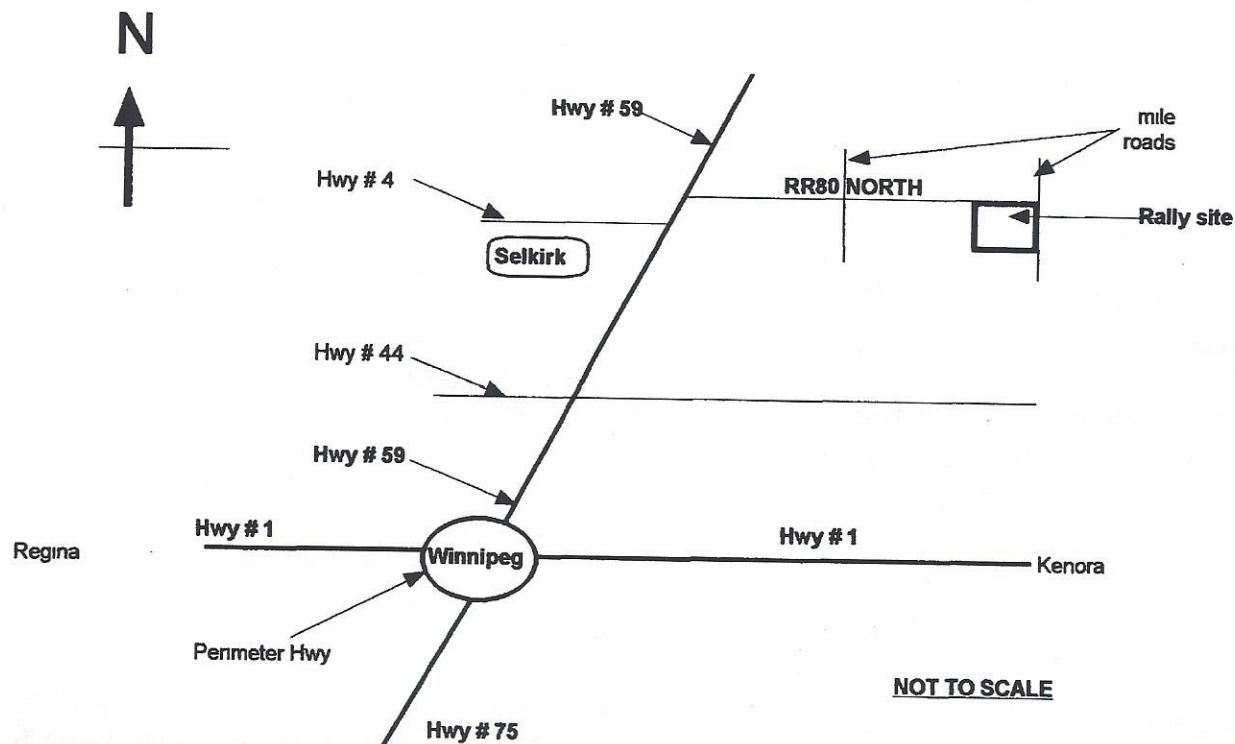
European: John Thompson, 1977 Moto Guzzi Lemans II

Antique: Barry Smith, 1973 Triumph 750 Tiger

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
Greg O'Kane
Jerry Stubbington
Keith Freeman
Terry Neustater
Michael

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President / Field events
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Road events
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albion@mts.net
gokane@escape.ca
bsakid@hotmail.com
TerryNeustater@hotmail.com



REGISTRATION FORM

Please complete & return to
Please make cheque payable to

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

The undersigned agrees to hold blameless the host, organisers & promoters of the event who will not be held responsible for any loss, damage, accident or injury for whatever reason. Entry is entirely at participants own risk

Name:

Signature:

Address:

Telephone :

No of persons @ \$30 / Head
No of children under 12 Free
No of Mens T- shirts @ \$20 / each
No of Ladies T- shirts @ \$20 / each
No of Sweat shirts @ \$30 / each

I enclose cheque

Total

\$

Mens T - Shirt size reqd

S

M

L

XL

Ladies T - Shirt size reqd

S

M

L

XL

Sweat Shirt size reqd

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M

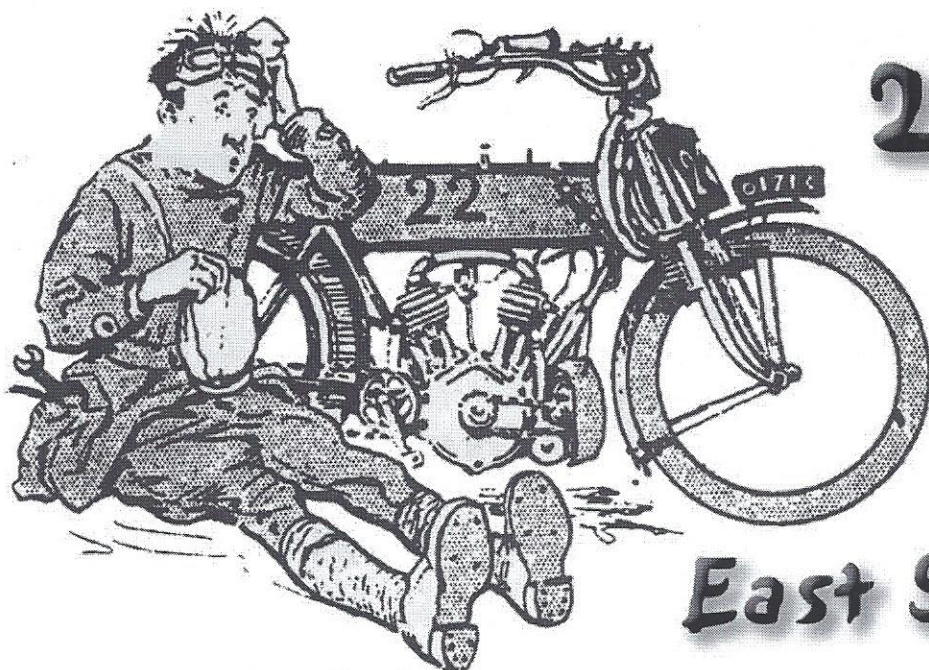
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XL

Bison Classic Bike Rally

2004

July
2-4



East Selkirk

Registration Includes:

Camping for the weekend

Food:

Fri. evening - Irish Stew

Sat. morning - Breakfast

Sat. evening - Supper

Sun. Brunch

Activities:

Sat. morning - country run

Sat. afternoon - skills event

Sat. evening - campfire & yarns

Sun. morning - Show & Shine - Awards

\$30 Registration Fee (for bookings prior to June 1st)

Rally T-shirts \$20 or Sweatshirts \$30 are available

but must be ordered at time of registration

Presented by:



Contacts:

John (204) 482-8185 or albion@mts.net

Michael (204) 896-9055

SYNTHETIC OILS—

Almost Always Better Than Petroleum Based

By James R. Davis

In almost all cases the use of synthetic oil (at least now) is better in your motorcycle than straight petroleum based oil. But not in all cases. Oil additives with Teflon in them, for example, don't make any sense to me. I guess some people might not understand that a good part of petroleum-based oils are synthetics anyway (virtually all the additives). Thus we already have some experience with synthetic lubrication fluids in our engines.

The principal drawback to the synthetics is that they are more expensive than straight petroleum-based oils. But in exchange for that higher price you usually get your money's worth: longer life before they have to be changed, more consistent performance regardless of temperature of engine RPM, better lubrication (more slipperiness), as well as all the functions of better oils with their additives.

But your oil does more than help pieces of metal slide/roll easier. It has the job of loosening and keeping in suspension sludge and varnish. It has the job of absorbing moisture to inhibit rust and to diminish corrosion. It has to have sufficient variability in viscosity to continue to do its job regardless of temperature changes. It has to be able to withstand sheer forces as well as heat and pressure. And, not incidentally, they must not destroy seals while they work.

Generally, synthetics are made today that do all of this, and more, as well as or better than petroleum-based oils.

Some synthetics were not as well designed in the past as they are today. Mobil-1, for example, used to eat seals, for example, but it no longer does.

Manufacturers recommend against using synthetics during your engine break-in period. This, because these oils are too slippery and normal break-in wear would not take place as quickly as without them.

Many of those manufacturers used to advise against mixing synthetics with regular oils until they found that they were denying themselves of much of their markets by doing so. Now these synthetics are made so that they can be mixed without any trouble (But I would recommend NOT doing so in any event.)

It is simply not very smart to put some brands of synthetic additives into a motorcycle; such as "Slick 50." First, because you run a wet clutch and this kind of synthetic could render your clutch quite inefficient and possibly useless, depending on how much of that product you use. (If not, there may well come a time when you elect to no longer use it and you may well find that your clutch has to be rebuilt just to get rid of what was in there.)

Second, because their claim of bonding Teflon to metal cannot be true, and if the manufacturers of that product need to rely on false claims to sell their products, what else might they be saying that you are relying on?

Third, Teflon is a SOLID! Your oil filter is designed to get rid of solids. Teflon greatly increases in size with high temperatures, so even if the microscopic-sized particles will travel through your filter to start with, there will come a time when you actually ride your bike and it warms up. Then there are all the other oil-flow surfaces and oil passageways that will get smaller as a result of being coated with Teflon. In any event, the next Tip will discuss additives containing Teflon in detail.

In summary, I agree that virtually all the synthetic oils are better for your motorcycle than are regular petroleum-based oils. They are more expensive, but probably worth the added cost. Your shifting will be easier, you can go longer between oil changes, and you should experience slightly less engine wear by using them.

(Not incidentally, you can expect about a 1 percent increase in engine power if you use synthetics.)

ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.

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

MEMBERSHIP APPLICATION AND ROSTER FORM

Name _____

Address _____

Postal Code _____

Phone Number(s) _____

CATEGORY: **A** Restored **B** Being Restored **C** Restorable **D** Original **E** Parts Bike

TYPE OF BIKE	YEAR	NO. CYL.	CCs	CATEGORY
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

I, _____,
(signature)

will abide by the By-Laws of the Antique Motorcycle Club of Manitoba Inc.

Date _____

Dues are \$25 per year.

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Synthetic Oil Seminar
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