



1953 Moto Guzzi Racer

# THE ANTIQUE MOTORCYCLE CLUB OF MANITOBA

P.O. BOX 1074, WINNIPEG, MANITOBA

R3C 2X4

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## **1997 Executive**

President: Jim Harrison - 837-9093

Treasurer- Siggy Klann - 668-7679

Editor - Ed Pauch - 832-0255

Secretary and Librarian- Mike Baraschuk - 757-2368

Property Manager- Ray Houde - 253-9059

## **President's Note**

I hope everyone survived the holidays. The string of coloured lights has been removed from my '53 Ariel (talk about weird cultural customs) for another year and we are into another Januarrrry. We are also into our twentieth year as a club. As a way of kicking off the year, our revered (ordained?) secretary/librarian (will also tame wild motorcycles?) MIKE is promising treats at our meeting this month.

So, everyone, come out to this month's meeting (party!) and please bring any photos you may have of the club activities over the years.

We've almost used up our letterhead paper supply with the Ariel on it. We are going to try to have a variety of machines on our newsletter heading. But fear not, I have saved a sample of the Ariel one.

Happy New Year 1997.

Jim H.

## **Editors Note**

A new year, our twentieth as an organization.

This may well be a critical time in the life of the club. Will it live or die?

Our membership base is slowly recovering, but we do have to ask if the club is fulfilling a need.

The members that come to meetings seem to enjoy the conversation and seeing each other, but is that all it's about? These members seem to be running out of conversation.

How about some feedback.

Ed P

## **Meeting Notice**

Next meeting is at Woodhaven Community Club, 7.30 PM

Meeting date: JANUARY 28, 1997

Next month: FEBRUARY 25, 1997

## **Special News-RENEWALS**

A reminder that 1997 club dues now payable - same low price as last year! (How do they do that?)

If your renewal is not received by March, you will no longer be getting this fantastic newsletter! (This is an offer you can't refuse!!)

## **AMCM Anniversary-1997**

January - six months and counting. We now have to get serious about our celebration plans. Please try to come out to the meetings and assist with the arrangements. We do not want to have this affair flop. There will not be a great deal to do but some people will be required.

In particular, to help with traffic control, and selling T-shirts and posters.

Also to meet lots of people and have a fun day.

### **Why does it do that?!**

Ah yes, alternators. These are really just a different type of generator, with field coils and an armature, but with a few important differences.

The first is that they produce AC and not DC like a generator does. An solid state rectifier bridge is used to convert the AC to DC. This is a "one way door" device allowing the current to flow only one way and come out as DC. As a one way device, the rectifier eliminates the cutout contact in the regulator. Already things seem simpler.

The built-up sectional commutator is eliminated, so the two carbon brushes last a lot longer.

The downside is that power is required to activate the field coils, so the automotive type alternator will not "bootstrap" itself, and will not charge a battery that is almost dead.

The voltage regulator can still control the output by limiting the field current (the magnet strength) and not overcharge.

In many motorcycles, the alternator uses a permanent magnet rather than a field coil, with the result that voltage output is not limited or controlled. To avoid overcharging the battery, a "voltage safety valve" ( Zener diode) is used to waste the excess power (over 13 or 14 volts) and dump it into the frame (and sometimes a heat sink). If the Zener diode burns out, the system voltage will climb with the engine revs, and may burn out light bulbs, etc.

There are some wiring systems that control the alternator output without using a Zener, using the light switch to vary the load on the alternator. Norton/AJS have used such a system, as Mike B. has encountered. I would like to get another look at Mike's wiring diagram.

Another alternator variation (Lucas) spins the magnet instead of the armature - this does away with the brushes, but the coils are subject to damage by the spinning magnet and that can get expensive. Mounting the magnet properly on the end of the crank is critical!

The alternator is not a cure all - It was used for cost and simplicity reasons, especially on automobiles.

Generally, alternator output is higher than a generator of the same size, but the inability to self-start is a problem not recognized by many people, especially those getting boosted after leaving the car lights on and discharging the battery. You still may have to put a battery charger on to recharge the battery!

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WE'RE 20 YEARS  
OLD AND  
HAVING A PARTY  
TO CELEBRATE



ON JANUARY 28, 1997

AT WOODHAVEN C.C.

THERE IS TO BE CAKE  
AND DRINKS FOR ALL!!!

OUR ARCHIVES REVEALED TO US THAT ON  
JANUARY 31, 1977, 18 CHARTER MEMBERS SAT  
DOWN TO THE FIRST MEETING AT ROTHMAN'S ON  
ST. JAMES STREET. ROSS METCALF WAS OUR  
PRESIDENT FOR THE FIRST YEAR.





At the A.M.C.M. Tenth Anniversary, January, 1986:

Left photo, Ray Houde, second from left; Bert Bentley, right; Siggi Klann, holding the cake.

( Who is the fellow on the left? ) *Paul Bobby*

Photo below, Paul Baribeau, second from right, shows Ed Maisey, right, some of Joe Baribeau's photos. Paul's dad, Joe, set a world speed record, for motorcycles. He did this at a local track, in the early 1900's.







Some of the people at the first meeting of the Antique Motorcycle Club of Manitoba, Jan. 1977: left to right, John Choquette ( standing ), Saggi Klann, (seated ), Ross Metcalfe ( on the right ). Who is the fellow, second from the right?



