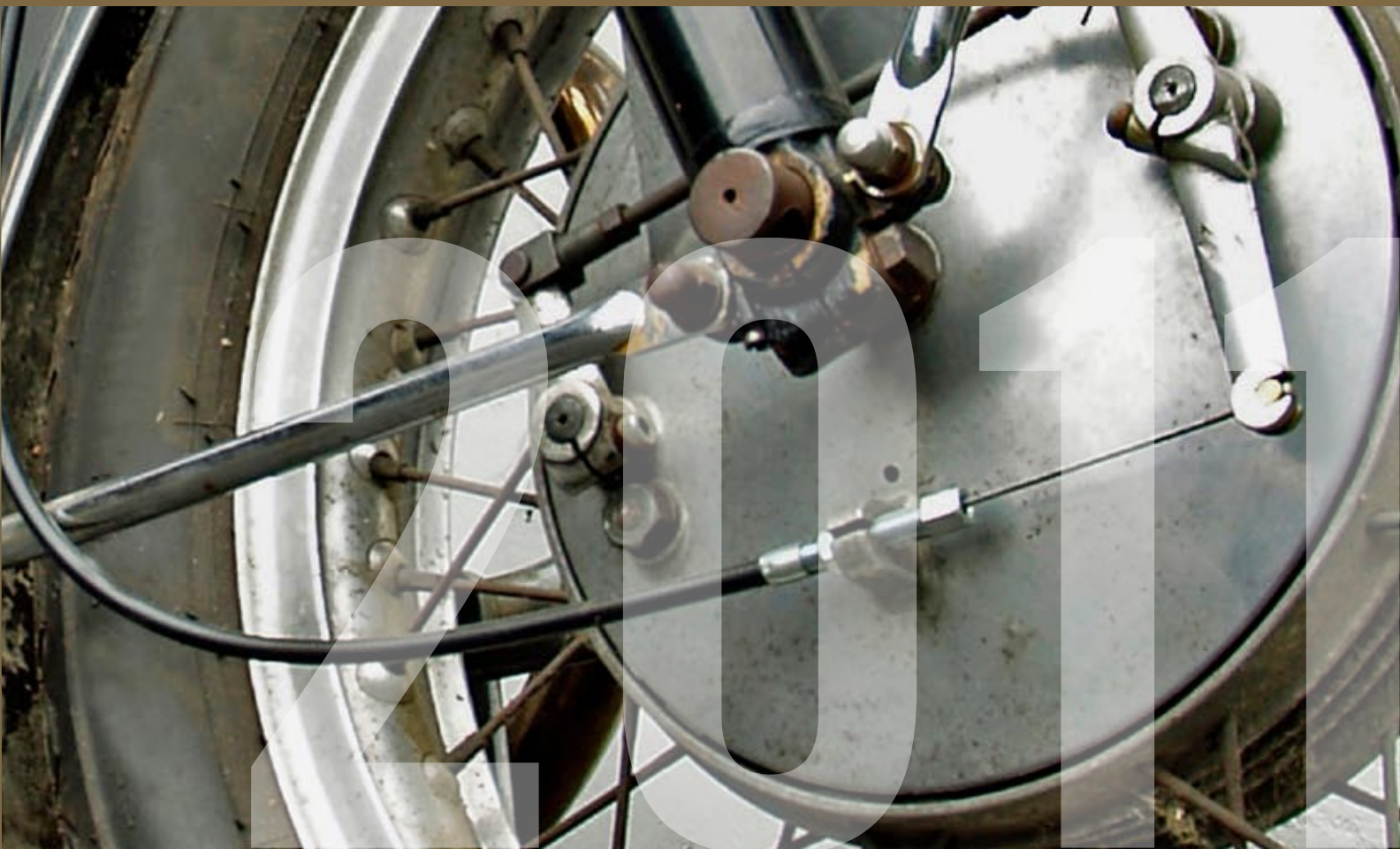




RIDE 'EM, DON'T HIDE 'EM.

Motorcycle
CLASSICS





Motorcycle Classics

Get front-and-center with the guys who buy motorcycles, parts, services, tools and gear. *Motorcycle Classics* devotees average two bikes in their garage, one between their legs and two others on their mind. They hunger for knowledge about classic bikes, their worth and items to accessorize, restore and maintain their prized possessions. These veteran riders work hard for their high household incomes, and don't hesitate to spend cash and time on their true loves. *Motorcycle Classics* buyers are more than collectors. As aficionados of motorcycle styling and engineering, they also ride today's two-wheeled machines. British, Japanese, German, American, Italian – we deliver them all. From detailed restorations and product reviews to intriguing events and scenic riding routes, we scratch our readers' itch for classic chrome. Take a ride with the magazine where these passionate purchasers connect, dream and buy.



MOTORCYCLE CLASSICS READERS ARE **AFFLUENT,**
PASSIONATE AND **ENGAGED.**
THEY **FIX** AND **MAINTAIN** THEIR OWN **BIKES.** THEY
ARE **EDUCATED,** ACTIVE RIDERS WHO
ARE ALWAYS LOOKING FOR **NEW PRODUCTS**
AND **ACCESSORIES.**

Tap into a market that buys motorcycles and accessories each year.

Motorcycle Classics readers have money to spend

Motorcycle Classics readers have discretionary income to spend on bikes and riding accessories

- * Average HHI is \$104,471
- * 66% have a post-secondary education
- * 58% of our readers are in the professional/managerial/sales & office fields
- * 46% plan to purchase a motorcycle within the next 24 months

Motorcycle Classics readers are engaged and passionate

Motorcycle Classics provides marketers with an unparalleled opportunity to speak to influential consumers

- * 92% have read the last 6 issues
- * 115 minutes average time spent reading each issue
- * 60% refer back to each issue 3 or more times
- * 91% have taken action as a result of reading advertisements

Motorcycle Classics readers fix and maintain multiple bikes

Reach an audience primed to purchase tools and equipment

- * 98% perform their own repairs and restorations
- * 64% plan to restore a motorcycle in the next 12 months
- * 73% fabricate their own parts

Motorcycle Classics readers are active riders & owners

Motorcycle Classics readers are always looking for new products and accessories

- * 80% ride their motorcycle weekly
- * 62% take one or more 500-mile motorcycle trips each year
- * 82% attend one or more motorcycle shows each year

Source: 2010 Custom Study



CLASSIC SCENE

Bikers' Classics at Spa-Francorchamps, Belgium

Photos by Stuart Cook

The Bikers' Classics at Spa-Francorchamps, Belgium, is the largest motorcycle event of its kind in Europe, and it's a must-see for anyone who loves the sport. The event is held at the Spa-Francorchamps race track, which is one of the most famous in the world. The event is held over a weekend, and it features a variety of activities, including races, exhibitions, and live music. The event is held in a beautiful setting, and it's a great way to spend a weekend with friends and family. The event is held in a beautiful setting, and it's a great way to spend a weekend with friends and family. The event is held in a beautiful setting, and it's a great way to spend a weekend with friends and family.

Christian Van der Vliet, a Dutchman, is often called a 'Biker King'. He is one of the most successful riders in the world. He has won many races, and he is a member of the Dutch National Team. He is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders.

Herby Straker and Gordon Straker were two of the best riders of the post-war era. They were both members of the British National Team, and they were both very successful. They were both very successful, and they were both very talented. They were both very successful, and they were both very talented. They were both very successful, and they were both very talented.

The 2011 event will be held on 24-26 June. It will be held at the Spa-Francorchamps race track, which is one of the most famous in the world. It will be held over a weekend, and it will feature a variety of activities, including races, exhibitions, and live music. It will be held in a beautiful setting, and it's a great way to spend a weekend with friends and family.

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WORLD SHOTS

Jay Leno and his Vincent Special, circa 1985

The most of the world has a fond up connection and has right most. Jay Leno, a well-known comedian and actor, is a fan of vintage motorcycles. He has a collection of several vintage bikes, and he is often seen riding them. One of his favorite bikes is a Vincent Special, a vintage motorcycle that was produced in the 1930s. The Vincent Special is a very rare and valuable motorcycle, and it is considered one of the best of its kind. Jay Leno is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders.

The Vincent Special is a very rare and valuable motorcycle, and it is considered one of the best of its kind. It was produced in the 1930s, and it is a very beautiful and powerful motorcycle. It is a very rare and valuable motorcycle, and it is considered one of the best of its kind. It was produced in the 1930s, and it is a very beautiful and powerful motorcycle. It is a very rare and valuable motorcycle, and it is considered one of the best of its kind.

PRODUCT REVIEWS Full reviews on helmets, riding gear, luggage and accessories sure to please motorcycle enthusiasts along with the latest books and videos to keep you informed and entertained. **RESTORATIONS** Restoring tips, products, reviews, information and more. Come inside the *Motorcycle Classics* garage as we repair, rejuvenate and upgrade our own bikes. **FAVORITE RIDES** Providing riders insights and information about great destinations that are even more enjoyable when visited on the back of a classic motorcycle.

DOIN' THAT CRAZY HAND JIVE

Talk about rockin' and rollin' — these hand-shift racers dance to a different beat

Story by Richard Bachus Photos by Stephen Clark

Veteran racers tend to ride bikes that they have a direct, personal connection to. Gary Nixon usually hits the track on a late 1960s or early 1970s Triumph, while Jay Springsteen sheds his vintage rubber on a mid-1970s Harley XR750 or similar.

Sage racer Gary Nixon has a 1968 Triumph 650cc and a 1970 Triumph 650cc. He has a long history of racing, and he is a very talented rider. He is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders.

Jay Springsteen is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders. He is a very talented rider, and he is a great role model for young riders.

HONDA CB1100F CAFÉ RACER

THE ONE-YEAR SUPERSTAR MOTO GUZZO SPECIAL

Motorcycle CLASSIC

NORTON RETURNS!

DIDN'T THINK IT WOULD HAPPEN? BELIEVE IT, NORTON IS BACK — WE RIDE THE NEW CAFÉ RACER

MOTO MORINI 3 1/2
THIS LITTLE ITALIAN PROVES BIG THINGS COME IN SMALL PACKAGES

TRIUMPH BONNEVILLE
THE BIKER'S FAVORITE CELEBRATED FOUR-CYLINDER AFFAIR WITH ENGLAND

PLUS:
• 3,000 INDIAN SCRAMBLER, PUM AND SPORT SCOUT
• CLASSIC COP CAR (1967 DAILY DRIVER)
• 7 HELMETS FOR THE REAL WORLD
• RACING RETURNS TO CHALKY ISLAND!

AUDIENCE DEMOGRAPHICS

Subscriptions: 21,000
Single Copy Sales: 14,000
National Paid Subscriptions: 35,000

Source: July - Dec 2010 Publisher's Own Data

Total Print Audience: 70,700

Source: July - Dec 2010 Publisher's Own Data

Total Audience: 332,310

Source: 2010 Custom Study

Average age	56.7
Average HHI	\$104,471
Average value of owned home	\$295,757

	% of readers
Gender	
Men	99.3%
Women	.7%

	% of readers
Education	
Attended/graduated college	65.6%
Graduated college plus	31.2%
Attended college	21.5%
Post graduate	13.0%

	% of readers
Age	
18-24	0%
25-34	2.3%
35-44	7.1%
45-54	29.9%
55-64	40.7%
65+	20.0%

	% of readers
Marital Status	
Married/committed relationship	79.1%
Separated/widowed/divorced	13.9%
Never married	6.5%

	% of readers
Occupation	
Professional/business owner	30.8%
Skilled craftsman/serviceman	23.5%
Technical	12.8%
Executive/manager	10.3%
Service	14.1%

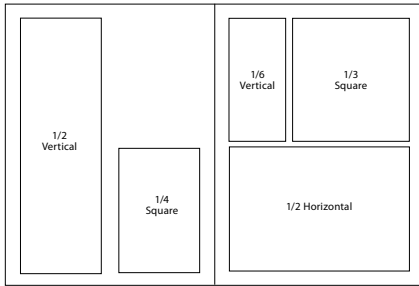
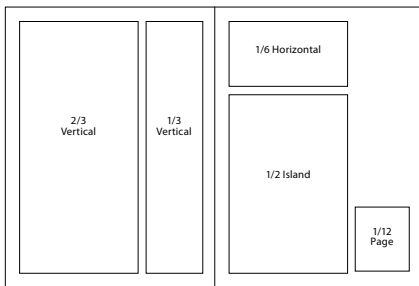
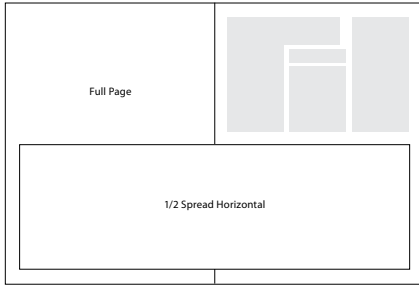
	% of readers
Home	
Home owned	94.2%
Home value: \$500,000+	16.4%
Home value: \$200,000-499,999	39.5%
Home value: \$100,000-199,999	30.4%
Home value: \$50,000-99,999	11.8%
Less than \$50,000	2.0%

	% of readers
HHI	
\$150,000+	15.6%
\$125,000-149,999	7.9%
\$100,000-124,999	14.4%
\$75,000-99,999	13.5%
\$50,000-74,999	16.8%
\$40,000-49,999	8.4%
\$30,000-39,999	6.5%
\$20,000-29,999	2.9%
<\$20,000	1.7%

	% of readers
Area of Residence	
County size A	19.0%
County size B	19.2%
County size C	16.3%
County size D	26.0%

Source: 2010 Custom Study

AD SIZES



AD TYPES	SIZES
Trim size	8.125" x 10.875"
Full page	7.125" x 9.875"
Full page with bleed	8.375" x 11.125"
2 page spread	15.25" x 9.875"
2 page spread, bleed	16.5" x 11.125"
1/2 page spread	15.25" x 4.8125"
1/2 page spread, bleed	16.5" x 5.625"
1/2 page horizontal	7.125" x 4.8125"
1/2 page horizontal, bleed	8.375" x 5.625"
1/2 page vertical	3.4375" x 9.875"
1/2 page island	4.8125" x 7.125"
2/3 page vertical	4.625" x 9.875"
1/3 page vertical	2.25" x 9.875"
1/3 page square	4.625" x 4.8125"
1/4 page square	3.4375" x 4.8125"
1/6 page vertical	2.25" x 4.8125"
1/6 page horizontal	4.625" x 2.281"

PUBLICATION TRIM SIZE
8.125" x 10.875"

PERFECT BINDING
Image area of all full bleed ads must extend 1/8" minimum beyond trim. Live area must have 1/4" allowance from trim on all four sides.

KICKSTAND AD SIZES	
1/3 page vertical	2.187" x 9.875"
1/3 page square	4.625" x 4.8125"
1/6 page vertical	2.187" x 4.8125"
1/6 page horizontal	4.625" x 2.281"
1/12 page	2.187" x 2.281"

2011 ISSUE AND CLOSING DATES

Issue Date	Ad Close	Materials Due	On Sale Date
Nov/Dec 2010	Aug 30, 2010	Sept 2, 2010	Oct 19, 2010
Jan/Feb 2011	Nov 1, 2010	Nov 8, 2010	Dec 28, 2010
Mar/Apr 2011	Jan 3, 2011	Jan 5, 2011	Feb 22, 2011
May/June 2011	Feb 25, 2011	March 4, 2011	Apr 26, 2011
July/Aug 2011	April 25, 2011	May 4, 2011	June 28, 2011
Sept/Oct 2011	June 27, 2011	July 5, 2011	Aug 30, 2011
Nov/Dec 2011	Aug 30, 2011	Sept 7, 2011	Oct 25, 2011
Jan/Feb 2012	Oct 31, 2011	Nov 8, 2011	Dec 27, 2011

Published bimonthly (six times a year).

MATERIAL SPECIFICATIONS

We require all ads be supplied electronically to the following specifications:

FILE FORMATS: PDF/X-1a files or Macintosh InDesign CS files are preferred. Do NOT send low-rez PDFs. For tips on creating PDF/X-1a files, visit www.quebecorworld.com/uploadedfiles/Client_Tools/how2pdf.pdf.

Other acceptable files include Macintosh Quark files, Photoshop Tiffs and Illustrator EPS files (no Tiff-It, JPEG or GIF files, please). Send all support files that are incorporated into your ad (e.g., fonts, logos, images, etc.). All images must be at least 300 dpi. When submitting EPS files from Adobe Illustrator, be sure to convert all text to outlines before saving the file. We cannot accept TrueType fonts. Please note: All native files will be converted to PDF/X-1a files, and the publisher does not guarantee exact replication.

All colors must be in CMYK format: no RGBs, Pantones or spot colors. Any ads with non-compliant colors will be converted to CMYK, and color accuracy cannot be guaranteed.

Thin lines, fine serifs and medium to small type should be restricted to one color and not reversed. As a guideline, reverse type and line art should not be less than .007" (equivalent to a 1/2 pt. rule) at the thinnest part of a character or rule.

Rich blacks should not exceed 280% and 100% is recommended for the black channel. Using 4-color black type on small type is not recommended.

SUBMITTING MATERIALS:

E-mail: Ads (no larger than 10 megabytes) can be e-mailed to AFisher@OgdenPubs.com. Any ad sent via e-mail should be accompanied by a PDF for proofing purposes only. (Only PDF/X-1A files are acceptable for production.)

YouSendIt FTP site:

- Visit www.yousendit.com.
- Enter recipient e-mail address: AFisher@OgdenPubs.com and your e-mail address.
- Select file and send it.

Ogden FTP site:

- Install FTP software on your computer. (PC users can download an FTP program called WS FTP and Mac users can download an FTP program called Fetch from www.download.com).
- Log on to FTP address <ftp.oweb.net>.
- Enter login: ogdenpubs-guest (lowercase).
- Enter confidential password: t017pa (lowercase).
- Upload file/files in the *Motorcycle Classics* folder within the ADS_IN folder. Save any Mac files as Macbinaryll.
- E-mail AFisher@OgdenPubs.com or fax a hard copy to (785) 274-4316 to let us know the file has been uploaded with information about the software used.

Please note that any files sent through e-mail or FTP must be compressed. Please verify receipt of all e-mailed/FTP ads.

CD-ROM or DVD: Ads submitted on a Macintosh-formatted CD-ROM or DVD must be accompanied by an accurate digital proof.

All ads are electronically archived for two years. Materials not in compliance with our published requirements will be accepted only at the publisher's discretion. Additional production work for materials that do not meet our specifications may be billed at prevailing rates.

Send all materials to:

Advertising Department
Ogden Publications Inc.
1503 SW 42nd St.
Topeka, KS 66609
E-mail: AFisher@OgdenPubs.com
(800) 678-5779

COPY AND CONTRACT REGULATIONS

- Advertisers may not cancel orders for, or make changes in, advertising after the closing dates.
- Publisher reserves the right to charge advertiser the cost of production and film work.
- All insertion orders are accepted subject to provisions of our current rate card. Rates are subject to change upon notice from the publisher. Should a change in rates be made, space reserved may be cancelled by the advertiser or its agency at the time the change becomes effective without incurring short-rate charges, provided the advertisements published to the date of cancellation are consistent with the appropriate frequency or volume rate. Cancellation of space reservations for any other reason in whole or part by the advertiser will result in an adjustment of the rate (short-rate) based on past and subsequent insertions to reflect actual space used at the earned frequency or volume rate in that contract year.
- All contents of advertisements are subject to publisher's approval. Publisher reserves the right to reject or cancel any advertisement, insertion order, space reservation or position commitment at any time without cause. Publisher reserves the right to insert the word "advertisement" above or below any copy.
- The publisher will not be bound by any conditions, printed or otherwise, appearing on contracts, orders or copy instruction, that conflict with set policies.
- Advertisements received after closing date will not have the privilege of OK or revision by the advertiser or its agency.
- Failure to make the order correspond in price or otherwise with the rate card is regarded as a clerical error, and the advertiser will be billed under the terms of the schedule in force without further notice.
- All advertising is published upon the understanding that the advertiser and the agency assume full and complete responsibility and liability for advertising submitted, printed or published.
- The liability of the publisher for any error for which the publisher may be held legally responsible will not exceed the cost of the space. The publisher specifically assumes no liability for errors in the key numbers or in type set by the publisher.

All advertising insertion orders are accepted subject to the condition that the publisher should have no liability for failure to execute accepted advertising orders because of acts of God, governmental restrictions, fires, strikes, accidents or other occurrences beyond the publisher's control (whether like or unlike any of those enumerated herein) that prevent the publisher from partially or completely producing, publishing or distributing *Motorcycle Classics* or *Motorcycle Classics Online*.

WHY ADVERTISERS DEPEND ON *Motorcycle Classics*

Because every article, photograph and column in the magazine motivates readers to buy products – yours!

“We consider advertising in *Motorcycle Classics* to be one of the ‘best buys.’ Each ad pays for itself many times over with the customers it brings to us. We attribute this to the high quality of this magazine and the good people who work hard to make it that way.”

— RANDY ILLG, **Framecrafters**

“As a motorcycle painting company we got exactly what we wanted from advertising in *Motorcycle Classics*: reasonable rates and great service. We highly recommend any business in the motorcycle industry to advertise in *Motorcycle Classics*.”

— CRAIG MCGLOTHLEN, **Precision Motorcycle Painting**

“Keep the ideas flowing, my dear friend! I can honestly say *Motorcycle Classics* is by far superior. We have NEVER had a company or magazine demonstrate such help. You will make it easy to write the check!”

— KITTY DICKERSON, **Rykel Industries/Crampbuster**

“When I picked up my first issue of *Motorcycle Classics* I was excited to see a magazine dedicated to popular classic motorcycles with articles about the people that own and ride them. Now after a few years I am happy to see the magazine continue to grow and cover these classic bikes and some new retro models as well. Thanks for the great magazine. I am glad we continue to advertise with you and hope our current and future Moto Guzzi owners also appreciate the fine work you are doing.”

— RICK PANETTIERI, *Brand Manager*, **Moto Guzzi**

“I have been advertising in one form or another for the seven years we have produced this product, but I know very little about the art of advertising. I think your having experience and being willing to help is great, and I can’t think of anyone else who has approached selling ads this way. Good service on your part.”

— ROD BRAKHAGE, *President*, **Wheeldock Co.**

ONLINE



www.MotorcycleClassics.com

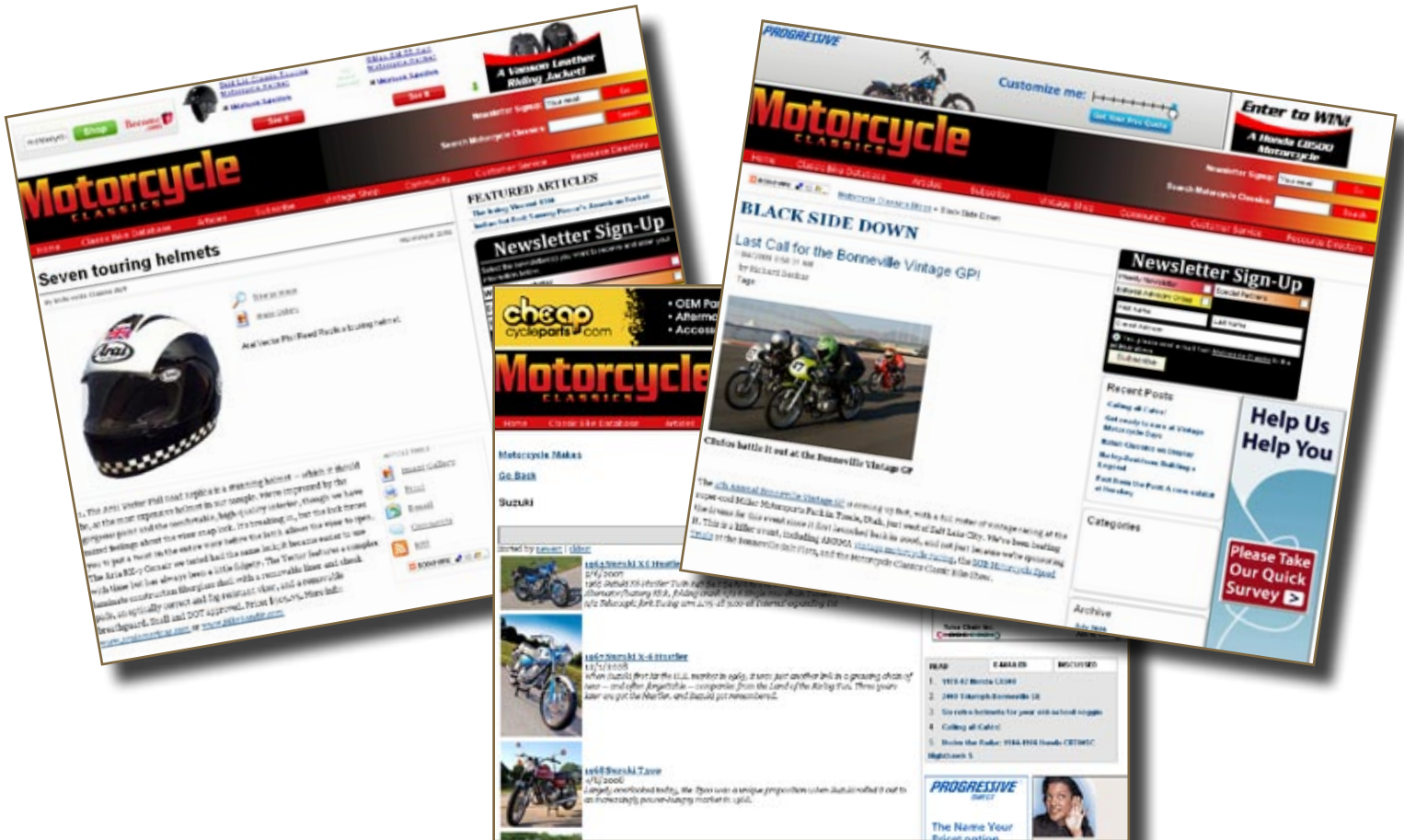
MotorcycleClassics.com complements our magazine, reaches a broader audience, and offers new content including videos, photo galleries, events, blogs and more.

If you want to increase sales, build awareness, increase website visitors and get more repeat customers, www.MotorcycleClassics.com will extend your ad campaign beyond the printed pages of the magazine.

70% of *Motorcycle Classics* readers have bought motorcycle products online in the past year.

We offer a wide range of options to fit your budget and objectives. Please contact your sales representative for more information on our advertising packages or to create a tailored program to meet your needs.

Approximate Monthly Impressions: 250,968
Approximate Monthly Unique Visitors: 120,010
Minimum Ad Buy: 25,000 impressions



ONLINE ADVERTISING SPECIFICATIONS

ARTICLE PAGES All Titles

Ad Size: 728 x 90

Ad Size: 300 x 250

Ad Size:	Ad Size:
160	160
x	x
600	600

Ad Size: 300 x 250

Ad Size: 300 x 250

BLOG PAGES All Titles

Ad Size: 728 x 90

Ad Size: 160 x 600

Ad Size:	Ad Size:
300	300
x	x
250	250

Ad Size: 300 x 250

Ad Size: 300 x 250

SIZES FOR RUN-OF-SITE ADVERTISING:

- Leaderboard (728 x 90)
- Banner Ad (468 x 60)
- Jumbo box (300 x 250)
- Skyscraper (160 x 600)

CURRENTLY ACCEPTED AD FORMATS:

- GIF, GIF89, Animated GIF, JPEG
- All ads should include a click-through URL.
- All ads may include an alternate text description.

HTML/JavaScript (DHTML)/Flash (URL embedded)

- Locally hosted on ad servers, these HTML and JavaScript ads can consist of text, images, pull-down menus and/or formats.

FILE SIZE:

- File size of 40kb or less at 72 dpi

VIDEO ADVERTISING FORMATS:

- .mp4 or .wmv
- 4:3 aspect ratio

MATERIAL SUBMISSION:

- Send all ads to bhurwitz@ogdenpubs.com.
- Within the e-mail please note the following: *Company name, contact name, contact number, website the ad will be running on and expected start date.*

E-NEWSLETTER SPECIFICATIONS

Motorcycle Classics SHOP TALK (subscribe) \$24.95

Home / Classic Bike Restoration / Articles / Vintage Shop / Community / Discussion

Get ready to race at Vintage Motorcycle Days

Ad Size: 468 x 60

Malcolm Smith Goes Through With Promise to Sell Banned Motorcycles

Last week, we reported that Motorcycle Hall of Fame official racing champion **Malcolm Smith** was **defiantly** [sic] the federal government's ban on selling motorcycles and ATVs to kids under 12, a ban enacted as part of the Consumer Product Safety Improvement Act of 2008. Not that anyone doubted he would, but Smith's luck to his word, setting up a table in the middle of his Riverside, Calif., dealership and selling the banned bikes to three trike buyers - Jeff Ward, Tony Lee and Bill Feltskamp - who turned out with dozens of others to support his protest against the CPSCIA.

Ad Size: 160 x 600

Counter-Steering

Found on eBay: 1975 Moto Guzzi 850T

Photo of the Week

Destinations Spotlight

Ad: Logo with 50-word text

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Motorcycle Classics, Classic Bike Restoration, Search Engine, Search Engine, Vintage Bike Shows, Gold Motorcycle, Classic Motorcycle, Motorcycle Classics Shop Talk, Motorcycle Classics Shop Talk

If you no longer wish to receive these emails, please reply to this message with "unsubscribe" in the subject line or simply click on the following link: [unsubscribe](#)

Motorcycle Classics Shop Talk Newsletter (4 issues per month)

Use Motorcycle Classics' unique insight to reach subscribers interested in the latest news and information about the greatest motorcycles of all time – an audience eager to learn about shows and events, and who want to see and read about the most brilliant, unusual and popular motorcycles ever made.

Rates: \$100 per ad or \$200 for all 3 ad positions
Current Circulation: 21,590

Specifications

SIZES FOR E-NEWSLETTER ADVERTISING:

- Banner Ad (468 x 60)
- Skyscraper (160 x 600)
- Text Ad – logo (150 x 150) + 50 words

CURRENTLY ACCEPTED AD FORMATS:

- GIF, GIF89, Animated GIF, JPEG
- All ads should include a click-through URL.
- All ads may include an alternate text description.

FILE SIZE:

File size of 40kb or less @ 72 dpi

MATERIAL SUBMISSION:

Send all ads to bhurwitz@ogdenpubs.com. Within the e-mail please note the following: Company name, contact name, contact number, date and name of newsletter.

360° MARKETING

Motorcycle Classics is the ultimate destination for companies seeking purposeful dialogue and interaction with a community of serious classic bike enthusiasts. We offer all of our customers 360° experiential marketing solutions that extend well beyond the page. From innovative online tools to sweepstakes to event marketing and sampling, let us design the promotional package that maximizes your ROI.

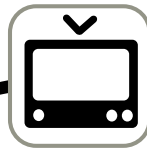


Video/Television

Ogden Publications develops entertaining video content for cable, network and online platforms, delivering brand integration opportunities.

Sweepstakes

Grow your e-mail lists for future e-commerce communications.



Online

We'll partner with you to develop a 360-degree, 24/7 online destination that meets your company's goals and needs.

Branded Products

Partnering with us can provide new audiences and instant authority, as well as huge promotional vehicles through our media.



Events

Consumers can experience your brand firsthand at one of our live, exclusive events, bringing you closer to your customer.

Custom Publishing

Custom content is the perfect opportunity to build relationships with customers, employees and prospects.



Research

We can provide marketing intelligence to help you understand and define the market for your product or service.

Direct Mail

Let us create targeted direct mail lists and help you find new customers.



Print

Let our sales team work with you to create a print campaign that will reach your target audience.



REJUVENATION

Birth and final chapter of our Triumph TR6C project

We turned the first wrench on our project, and it's now finally drawing to a close. We'll note, however, that we didn't finish because we won't call it finished until it's 99 percent of the way there. And surprisingly, it wasn't that hard.

We noted some issues installing our harness. Namely, the Mikuni wouldn't work with the stock air box. We couldn't believe it until some Triumph specialists confirmed what we thought was a simple fix. Apparently, most folks doing this don't like the stock air box or simply don't know how to modify it to make the Mikuni work.

Options, we turned to eBay for a used air box. Without feeling too bad if we ended up here, we found a few sets available when we went to look. The first thing we discovered was that boxes for the TR6C were perfect for our planned modification. Single-carb and dual carb inner boxes are made of plastic and bolt together around a central tube. The single-carb box, once modified, has an oblong hole at the front for a carb to fit into the assembly to the carb. But the twin-carb box, which fits with the air tract running from the outer air box, has no hole, we could not fit it.

It took us three days and three days were ready to begin the job. With all our pieces in hand, we discovered it was a straightforward process. We modified the twin-carb box, the conversion kit, and rubber spigot. We lined up the Mikuni carb and spigot. Carefully, we couldn't install it in the Mikuni position because the Mikuni position is for the inner air box, we had to line up the air box mounting holes on the air box housing and bottom of the Mikuni carb. Following that, we had the Mikuni opening cut.

box, allowing an extra eighth-inch all around for a rubber seal, and cut away with a Dremel tool. It took a bit more fiddling after making our first cut, but everything went together perfectly, and we ended up with exactly what we were looking for: A superior Mikuni carb without compromising the original look of our classic TR6C.

Getting wired
With the Mikuni sorted we turned our attention to installing the new main wiring harness from MAP Cycle. A job we were excited about in an odd, god-I-hope-things-gone-well sort of way. The oil-soaked and fraying original harness was about as trashed as they come, being made of a fourth of the bike's various electrical bits together.

It was also probably responsible for taking this bike off the road in the first place, as it had a nasty habit of eating fuses every few miles. The last time the bike ran it was wired straight, with no fuse, until it stopped. Hmmm. We made careful note of all the original attachments, labeling connections, taking copious photos and drawing out little diagrams detailing connections to items like the voltage regulator and the ignition system. You can't record too much when you're taking apart old iron.

All that preparation paid off when we went to install the harness, because frankly, it was amazingly painless. We made a mistake

or two (like inadvertently main loom to the handlebar and brake light circuit supposed to, and more almost everything, but I'm confident we were on moved on to more main cable, the rear brake light rear turn signals (we



Motorcycle Classics (subscribe) \$24.95

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Fast from the Past: The Competition
Motorcycles of yesteryear are a natural pairing. That pairing completed last year's alliance between the Antique Motorcycle Club of America (AMCA) and the Antique Automobile Club of America Museum (AACM), all the AACM's exhibiting at the AACM museum in Hershey, Pa. The tale is full from this partnership is Fast from the Past: The Competition Motorcycle of the Year.

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Photo of a vintage motorcycle.

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Photo of the Week

Photo of a vintage motorcycle.

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