

ANTIQUE MOTORCYCLE CLUB
*** OF MANITOBA ***
(A.M.C.M.)

March 1978

Volume 1 No. 3

New Mailing Address-

Antique Motorcycle Club of Manitoba,
P.O. Box 1074 ,
Winnipeg General Post Office,
Winnipeg, Manitoba,
R3C 2X4.

Next Meeting*

Our next meeting will be held on March 27th at the Rothman's board room, 816 St. James St., at 7:30 P.M.

Change of address-

I would like to thank Brian Nazacko , our new member, for letting us share his postal box for half the price of the rent. This will become our permanent mailing address, so send in your ads, stories, activities, or whatever you have to the above address.

Coming Event-

On May 28th, the Antique Motorcycle Club of Manitoba will have it's first run for this year out to Tom Ellison's farm in East Selkirk, Manitoba. I would like to thank Tom Ellison for letting us have this run out to his farm. We would like to see as many old bikes on this run as possible, even if you have to trailer them. There will be food, games, prizes, and other activities. More information will be published in future newsletters.

SO- mark MAY 28th, Sunday, on your calendar for our first run this year.

Library News-

First I would like to thank those who donated books at the last meeting. Casey Sidoway donated an autographed copy of Great Motorcycle Legends, which is a limited edition, a very nice book. Len Hardy gave us a 1947 Northwest Cycle and Motor catalogue. Jim Baily presented us with a very old story book called The Big Five Motorcycle Boys in Tennessee Wilds.

We now have 11 books in the library which have been donated by members. Our draw last month was won by Laddie Nos.

In our first two draws for the library, we took in \$15.00 and \$17.50. After expenses, for draw tickets, a photo album, loose leaf binder and refills, and other necessary supplies, we had enough left to send away for a few books from Bruce Main-Smith. They will take approximately six weeks for delivery, so they probably won't arrive in time for the next meeting, but should be here for the April meeting. As you can see, our library is starting to shape up.

If anyone wants to look through Bruce Main-Smith's or Clymer's catalogues to see about ordering books for themselves, see me at the meetings. I have sent away for 5 other catalogues for books, which we should have soon. If anyone has addresses for other sources of books for the library, please see me at the meetings.

See you at the next meeting.

John and Pat

Wanted-

Indian 30-50 parts. Contact T.H.Metcalf 888-6192

Wanted-

Someone to set up club by-laws in their spare time.

Phone- Ross 888-6192

Siggi 772-5240

For Sale-

1955 TRW Triumph, 500 c.c.. Open to offer. No mileage on rebuild.

Phone- Ross 888-6192

- Motorcycle Matters- by Bert Bentley

My article this month will cover two famous small machines built and marketed in the 1925- 1934 era. At that time, big Harleys and Indians were the order of the day and these large, Heavy machines did not appeal to all potential riders, so both factories turned their attention to a small 350c.c. single cylinder type. In the 1963 summer issue of the Antique Motorcycle Club of America's quarterly magazine, "Antique Motorcycles", there was an excellent article by Art Tucker on these two machines and I am taking the liberty this month of drawing extensively on Art Tucker's Article

The year was 1925, the middle of the "Roaring Twenties". The two contenders were named, The Indian Prince, & the Harley-Davidson New Single. These machines were both 21 cu. in. four stroke singles, and both were offered in a side valve and an overhead valve version. Much engineering and design work was lavished on these little machines, and as a consequence they introduced many new features for their respective breeds, one of the most important being the detachable cylinder head. Now it was possible to remove the cylinder head, clean the carbon, reinstall the head and be ready to ride in twenty minutes, (IT SAID IN THE CATALOGUE), all without removing the engine from the frame. Because many new riders were reluctant to start out with a heavy machine, these lightweight s filled a distinct need as they do today. The factories stressed safety, economy, and ease of handling in these light machines to appeal to the parents of youngsters who wanted a motorcycle.

While the experienced motorcycle enthusiast tended to look on these machines with scorn, to the extent of calling them nicknames such as ; Pea Shooter, Putt Putt, One Popper, and some names which were unprintable, the fact remains that these cycles were responsible for garnering many new adherents into the fraternity who later graduated to larger machines. It is ironic that while these bikes started life as a safe, easy handling machine for amateurs many of them ended up broadsiding on dirt and cinder short tracks in the late twenties and early thirties in the hands of professionals. It is also interesting to note that after the discontinuance of these singles, two factories did not make a single until 1948, when Indian introduced the Arrow, and Harley-Davidson the 125. With this background, let's go into the individuality of these two motorcycles.

The INDIAN PRINCE

The Prince single was introduced in 1925, It was a completely new machine, quite unlike the Scout and Chief of the period. The lightweight frame and fork arrangements were designed exclusively for it, as were also the compact 3 speed transmission and clutch. All of these features were later used on the Pony Scout and Sport Scout models although the latter were twins. The first Prince motorcycles were furnished with pegs instead of footboards and had short flat handlebars, with hand clutch and brake levers on the bars, Later models had conventional footboards and clutch and brake pedals. The first models had a wedge-shaped fuel and oil tank, but in 1928 a nicely shaped teardrop tank was used which was similar to the 101 Scout. In 1928, a front brake was added in common with the other Indian models.

COLORS

All Prince models were standard Indian Red, except on special order. Thin gold stripe on both sides of the tank in addition to the Indian script. Some later models had PRINCE in small block letters under the Indian Script. Wheels were black.

THE HARLEY*DAVIDSON NEW SINGLE

The New Single was introduced in 1926 and was accompanied by extensive National advertising. The main point stressed in this advertising was "80 miles per gallon". This was a real capable little single which could do ~~do 45~~ ~~xxxxxx~~ 50 to 60 M.P.H. and the overhead valve Sport Model was advertised to do 65 and upward. Like the Prince, it had many new features which the big twins did not have.

It had a newly designed fork springing arrangement which was light and very stable. These forks were so well liked that they are still being used on some hill climbing motorcycles today. The arrangement of the fork springing was later used on the twins. The 3 speed transmission and clutch were also designed for this machine, and a nicer, more rugged little box could not be found. This transmission was later used on the 45 inch twin with very little change. The engine was a little masterpiece of design, as the speed ~~xx~~ boys soon found out. It was a real breather with ample port area and quite large valves. It had a good bottom end and could be modified to put out a lot more than came from the factory. The intake and exhaust cams are geared so that each one can be advanced or retarded independently, and with a little grinding of the cams, some real wild valve timing was possible. The overhead valve engine had roller tappets and double valve springs which really snapped them shut. The O.H. valve model was used extensively for night speedway racing on the short tracks with good results in the early thirties, but they were no match for the imports built especially for racing and gradually passed from the racing scene. In 1929 Harley introduced a 30.50 ~~xxxxxx~~ ~~xxxxxx~~ cubic inch single, along with the 45 inch twin. This single was known as the model C and was Continued along with the 21 inch side valve Single until 1934.

Motorcycle Matters- Continued-

Colors

1926 to 1929- all were olive green. Early wheels- olive green, later wheels- black. $\frac{1}{2}$ inch wide maroon stripe on tanks with thin gold stripe in center. HARLEY-DAVIDSON in red block letters with black and gold edging.

Bert Bentley

Buy with confidence, own with pride-

If you value your hide you'll ride an old motorcycle.

Count the old motorcycles on the road-
the others on the roadside.

Sincerely Yours,
Siggi Klann