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MAILING ADDRESS

Antique Motorcycle Club of Manitoba  
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NEXT MEETING

Our next meeting will be held on July 31st at the Rothman's Board Room 816 St. James St at 7.30 P.M.

CLUB ROSTER

The club rosters are ready and are being mailed out the same day as the July newsletter.

CLUB CREST

We have 50 crests on order now and they should be ready for the July meeting, if not they will be ready for sure on our August meeting. The cost of our crests is 13.00 dollars each. If you can try and pay for them as soon as possible to try and help out our club treasury.

LIBRARY NEWS

Well not too much to report this time. Thanks to Len Hardy for donating a few more Nicholson Bros. Catalogues to the Library. Classic Motorcycles ordered from Easyriders hasn't arrived yet. A bill for mailing charges for it has arrived (after they advertised that they paid the postage.

We made enough money on our last draw to order an Earlyriders book. Pat Chequette won the raffle. Well that's it for this month. See you next month at the meeting.

John & Pat

\*MOTORCYCLES MATTERS\*

by Bert Bentley

Last newsletter I said I would write a few words on four cylinder motorcycles this month, so here goes.

Perhaps the first four cylinder bike was the Holden which was produced in England in 1898. This machine had pedals on the front wheel, just as a child's tricycle has today, and the four cylinder engine lay flat with the connecting rods driving directly onto cranks on the rear axle. Single speed of course and no clutch. It must have been a dandy to handle on the road.

Another old European machine was the Belgian FN (Fabrique Nationale). This was a small capacity four cylinder, along more or less normal lines. The motor was in the accepted position, along more or less normal lines. The motor was in the accepted position in the frame but its outstanding feature was the complete lack of drive chain-it had a shaft drive. This was a good machine.

In the early 1930's, the British Ariel Company produced the first of their "Square Fours". This was a wonderful motor and was, in effect, two vertical twins with their fly wheels geared together. The first models were of 500 c.c. but this was subsequently increased to 1,000 c.c.

Unfortunatley they ceased production of these wonderful machines several years ago. They are now a real collectors item.

On the American continent, the "fours" followed a more orthodox pattern having "in line" engines of from 1,000 to 1,300 c.c. and rear chain transmission. Such makes as the Cleveland, Henderson, Ace, Indian, Pierce, (which had shaft drive) are mentioned, and all are now collectors' items.

Many of the "fours" made today are very high performance racing machines which cannot be purchased. The Italians have the 500 c.c. MV Agusta and the Gilera, both world record holders. The Japanese have now entered this field with some really first class fours from the Honda factories. I am told that they now have a 50 c.c. four which runs at about 17,000 RPM and you have all seen many "Fours" on the streets of today.

See you again next month.

\*SWAPPING POST\*

A complete engine for a 1930 Harley-Davidson. The motor can be either a 74 or 80. See John Choquette at the next meeting or phone 1-482-5001.

P.S. Films will be shown of our second annual run at our July meeting . These films were taken by one of our own members Ray Heude.

Sincerely Yours  
Siggi Klann