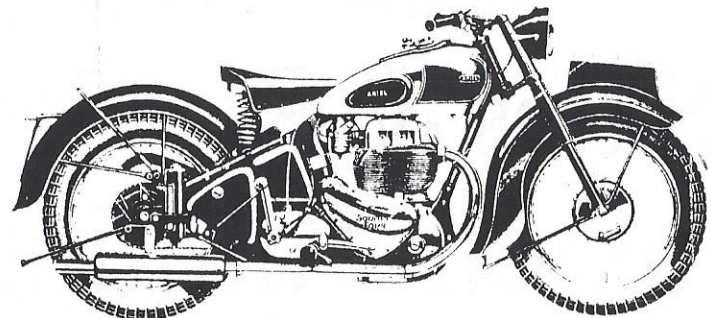


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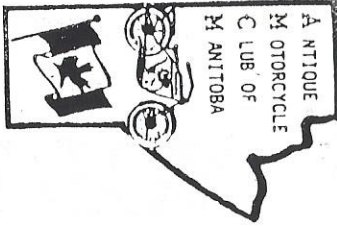


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Assistants.....Chuck Murray
.....Sandra Murray

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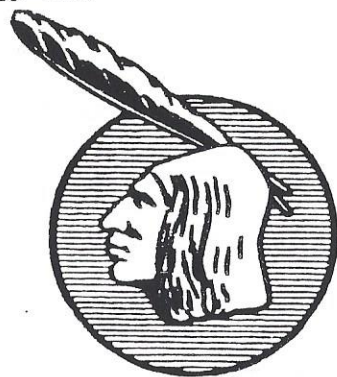
THE PRESIDENT'S NOTE

I have a few short notes to bring up. The turn out of our Threshermen's Reunion Run was badly attended, with only four members. Irv Lowen on his 36 Indian Scout and myself on my '40 Scout, Don Werstiuk and David Bjornson on their newer Harleys. We put on over 160 miles with no break downs. It was disappointment for a club run, and is not worth writing a report on on the newsletter. We did have a good time at the Reunion Run and few leads on some old bikes (Indians).

I certainly hope we will get a better turn out at our Cornroast Run. Let's all make this a successful run and have a good display of old bikes. This will be our last club run of the year.

Take care and ride safe and I will see you at our next meeting.

Siggi Klann



EDITOR'S

MESSAGE

Well folks, ya got let off easy last issue! - Chuck got tired of my procrastinating and set up without me. This issue I'm giving you some of the latest gossip notes and wishing you a great summer and lots of good riding. Get to all the events you can!

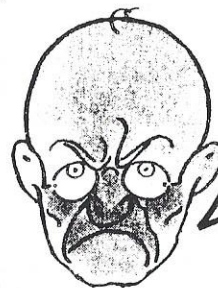
....AMCM member Roy Turnock (formerly Gateway Power Products - Honda, Suzuki, BSA, Royal Enfield) can now be found behind the counter of Cycle 1 at 948 Elgin. Rumor (not to mention my sore back) has it that he has added his former stock including wierd and British to the Harley and Japanese lines already available. -- Drop in

check it out - Our members deserve our business....

....Speaking of deserving members! Tiny Robins is moving! After 22 years at 16 Keewatin, Tiny has found the classic edifice he occupies is being condemned around him. Rumor has it the new building will even have plumbing....

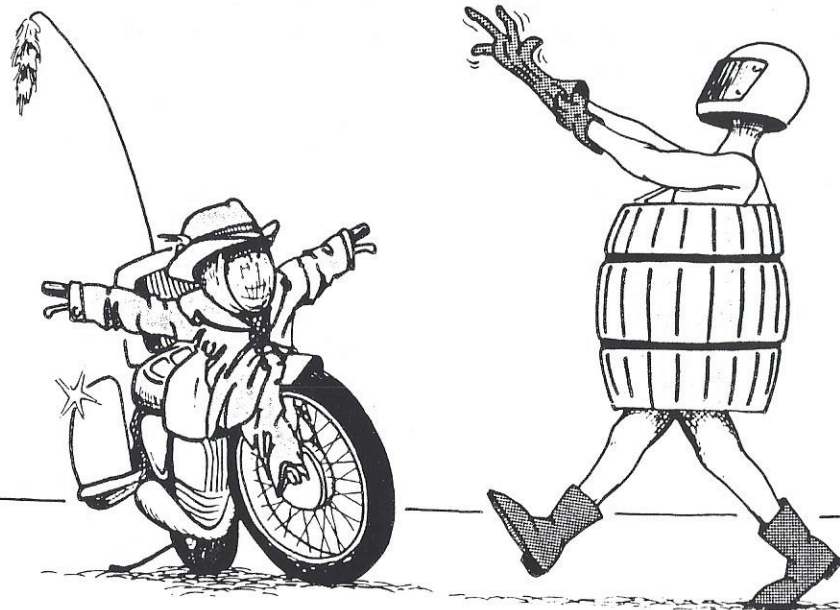
....Jim Mudry of Cycle 1/Design Cycle has set up a company called Big Rig Specialties at the building in the rear of Cycle 1. Just drive around back and there he is. He's back in manufacturing and doing semi-trailer accessories, mini-sprint race cars, and any custom fabrication you can dream up and pay for. Assisting in some projects is AMCM member John Pressed (who hates having his name

Continued on page 21



THAT'S NOT FUNNY

the Land Yacht, a fully dressed touring bike



THE LAND YACHT - "fully dressed" touring bike that can travel any distance at any speed. When purchasing these pricey cycles, riders often look for options like pneumatic suspension adjusters, hydraulic valve adjusters, and private insurance adjusters.

DEFINITION OF BOOZE: (slang)

Alcoholic beverage. If cars had the good sense of motorcycles, they would fall over in parking lots on drivers who've had too much to drink.



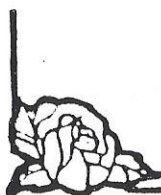
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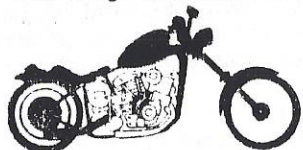
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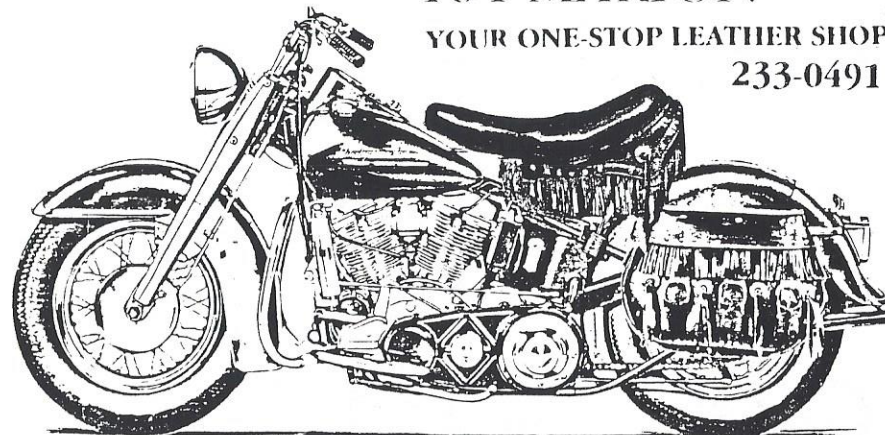
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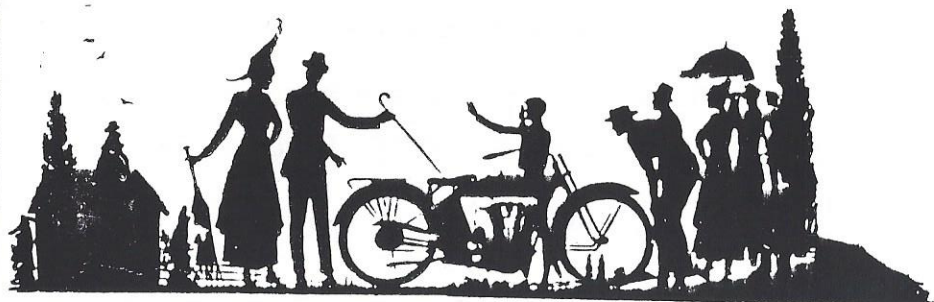
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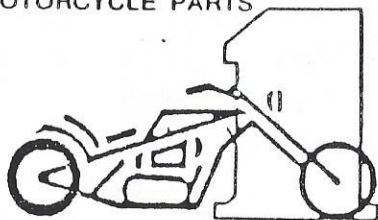
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S.P. ALLEN

A.A.PETCH

' misspelled) of Pressed Paints (although why he doesn't just spray the paint on is beyond me) who just did the metal and paint work on Siggi's Chief -- Which should be completed in time for a cool fall break in....
....Chuck and Sandra Murray got out of the hot tub long enough to almost complete the restoration of one of their collection of 1947 Ford trucks --- It is not true that they have tried to buy them all -- Their yard just looks that way!-- Hey, What a better way to haul your vintage bikes -- than in a vintage truck and when you got a lot a vintage bikes..... Well.....

Dave Johnson

CYLINDER

DISPLACEMENT

Multiply the BORE with the BORE
Multiply the RESULT with the STROKE
Multiply this RESULT with 0.785 and
Multiply with the number of Cylinders

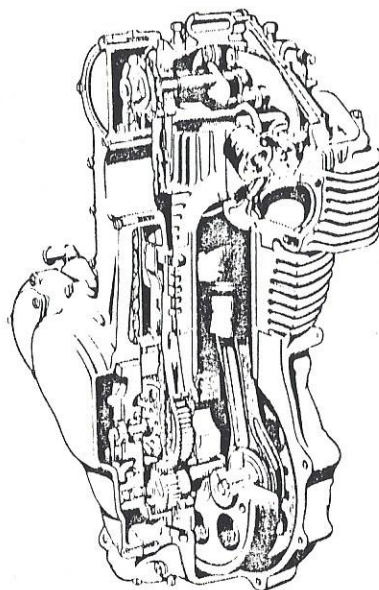
EXAMPLE: AJS 7R (349cc) 1960 -

75.5mm X 75.5mm = 5700.23

5700 x 78mm = 444600

4446 X 0.785 = 3490.11

349 X 1 = 349



July 30, 1987

The Meeting was held at the Freight House, 200 Isabel St and was called to order by the President, Siggi Klann. The minutes of the previous meeting were read and adopted by Dave Johnson and seconded.

There were 11 members present and three guests; Roy Boltz, Ron Shelby and Shane.

-- EXECUTIVE REPORTS --

Treasurer - Irv Lowen said the bank account has a balance of \$2,147.00.

Activities - The Threshermen's Reunion had an attendance of four bikes of which two were vintage.

Property - No report due to absence.

Librarian - No Report due to absence. The usual publications and the award medals are in.

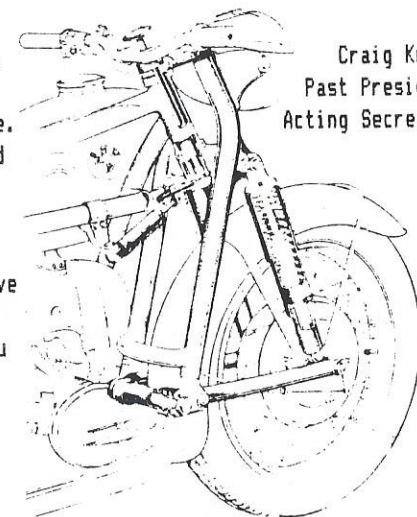
Public Relations & Editor - The rosters were handed out. If you live out of town they will be mailed out to you. If you live in Winnipeg you must pick them up or you don't get Rosters can be picked up at the regular monthly meetings.

The Threshermen's Reunion was discussed and the poor attendance was mentioned.

The Cornroast Run date is September 19th, 1987. (Raindate September 26th, 1987.) Meeting at Robin's Donuts on McPhillips at noon and leave at 1 p.m. There will be a charge of \$3.00 per person for food.

Discussion was made regarding buttons for the Cornroast. Dave Tissot motioned that this be done and Mike Baraschuk seconded. Carried

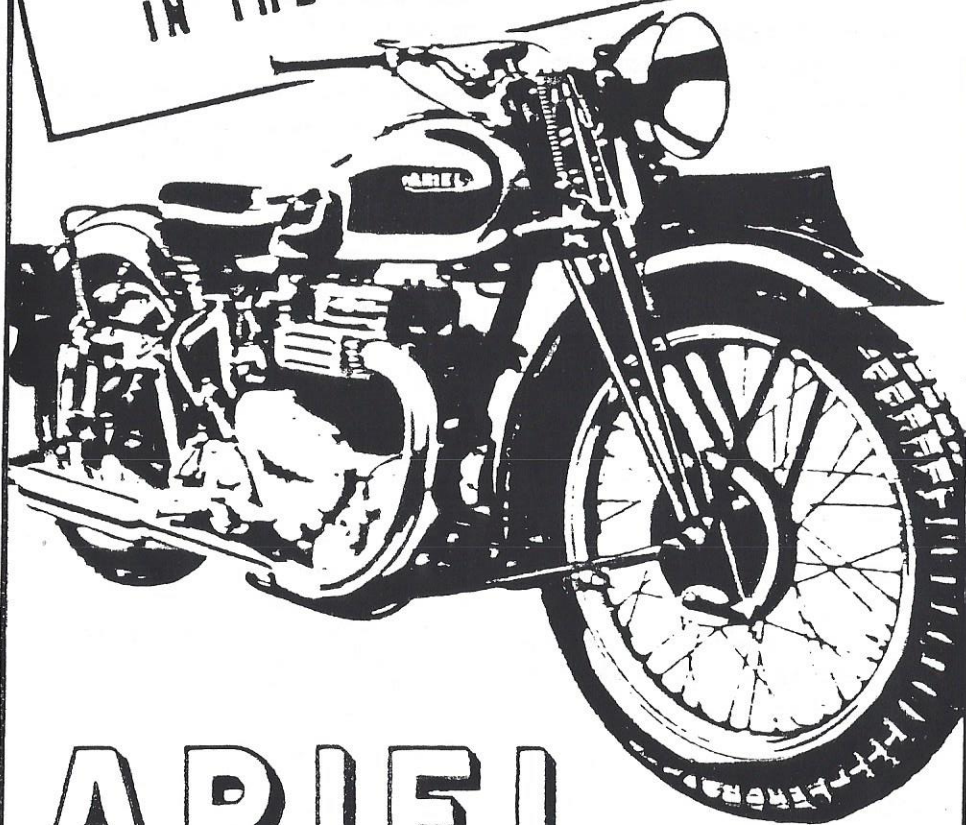
All those involved in the making of the roster were congratulated. Motion to adjourn by Dave Tissot. Seconded by Mike Baraschuk.



Craig Kraft
Past President
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16th June, 1987

Dear Sir,

We are motorcyclists who enjoy finding examples of vintage bikes in an unattended condition and bringing them forth over a period of time to a decent standard of originality and finish. However, we are becoming increasingly frustrated at both the 'quality' of most pattern parts and the lack of good originals.

As a result we have endeavoured to find small engineering firms capable of manufacturing the components we need to the required standard. The problem is (as I am sure you are no doubt already well aware), individual orders are either prohibitively expensive or just plain impossible.

To this end we are contacting various Owners Clubs around the world in the hope of compiling a list of the most desired parts. To assist us in this task could you and your members find the time to fill in the attached sheet and then return this to us. We apologise for the lack of a S.A.E. but we are just private individuals trying to create a service for both ourselves and others.

Upon receipt of yours and other replies, we will analyse the requests made and hopefully this will create a sufficiently high demand for certain parts. Firms willing and capable of undertaking this work will then be contacted. With the assistance of friends in the V.M.C.C., a large number of original patterns can be borrowed, and firms will be asked to faithfully reproduce these items. We would emphasize that we are only interested in having 'quality' components produced, so that they fit as they should and carry out the function intended for them.

At this stage we will send details of the specification(s) and provisional costs to interested parties. This method will hopefully allow those clubs/individuals interested to make their decisions as to whether they make an order or not. Once the total requirement for a part is known, the cost can then be fixed.

We would be most grateful if, with your returned list, you could make suggestions which would improve what we are trying to do. We eagerly look forward to your reply.

Yours faithfully,

S. P. Allen
A. A. Petch.

Continued on page 21

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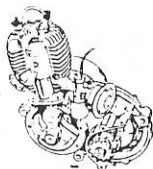
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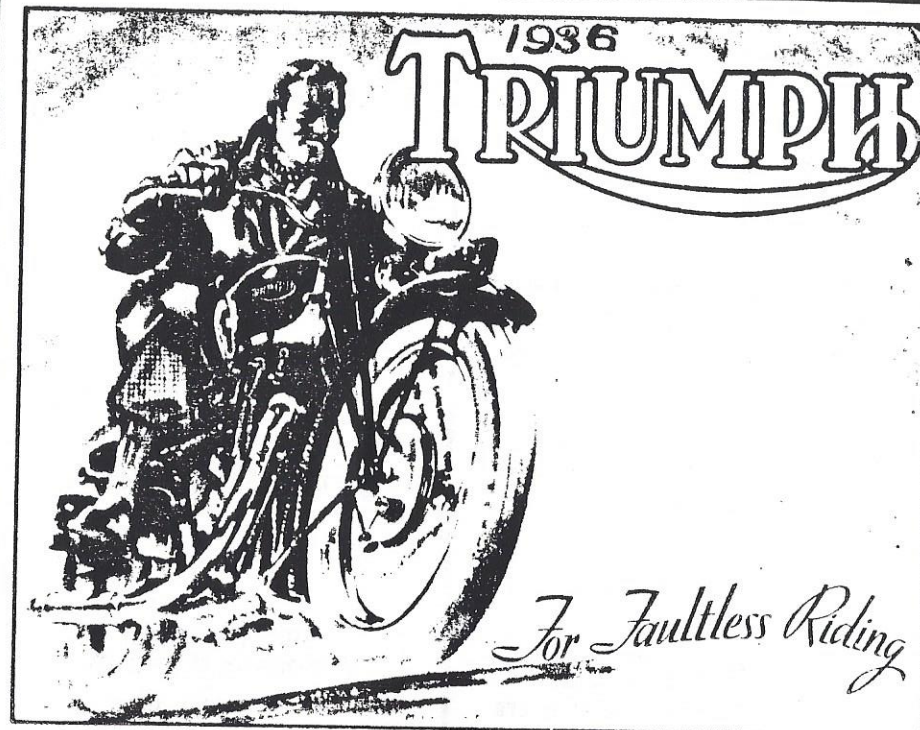
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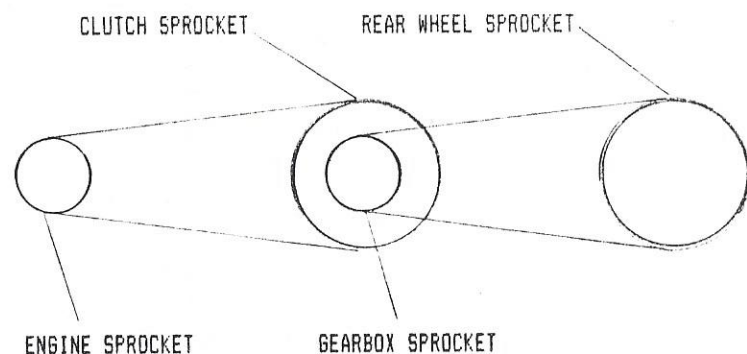
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To find the gear ratios of a machine, calculate the top gear as follows: -

Divide the number of teeth on the clutch sprocket by the number of teeth on the engine sprocket and multiply the result by the number of teeth on the rear wheel sprocket, divided by the number of teeth on the gearbox sprocket, as example: -

$$\frac{\text{CLUTCH SPROCKET}(43)}{\text{ENGINE SPROCKET}(17)} \times \frac{\text{REAR WHEEL SPROCKET}(42)}{\text{GEARBOX SPROCKET}(19)} = \frac{1806}{323} = 5.591$$

To find the intermediate gear ratio, multiply the overall top gear by the internal gear ratio concerned, as example: -

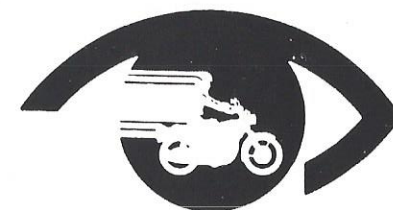
top gear 5.591 or 5.6 X bottom gear internal ratio 2.58 = 14.4 bottom gear

$$\text{GEARBOX INTERNAL RATIO} = \frac{\text{LAYSHAFT GEAR}}{\text{MAINSHAFT GEAR}} \times \frac{\text{MAINSHAFT TOP GEAR}}{\text{LAYSHAFT TOP GEAR}}$$

as example: -

$$\frac{(\text{layshaft 3rd})22T}{(\text{mainshaft 3rd})26T} \times \frac{(\text{mainshaft top})23T}{(\text{layshaft top})17T} = 1.144$$

R I D E F O R S I G H T "1 9 8 7"



The results are in! This years National Ride for Sight has been the biggest and best so far. Over half a million dollars raised for eye research. A new R.P. record!

With results in from 9 out of 10 provinces (Quebec's Ride is held 2 weeks after the others for local reasons) and not of course counting mailed in books and funds yet to be received (not everyone collecting makes it out to the ride every year- it snowed in parts of Newfoundland) the tally to date is that the 1987 National Ride for Sight involved 6,798 riders bringing in over \$515,000. in donations. This is an increase of \$85,000 - over 1986.

In Manitoba the northern ride at Giles Park and the Southern Ride at Hazelridge involved over 300 motorcyclists who raised over \$26,500. for the Retinitis Pigmentosa Eye Disease Foundation.

The strong support by individuals, clubs, motorcycle and accessory dealers has provided not only a base for growth in Canada but a springboard by which the Ride for Sight will become

a major fundraiser in the U.S.A. starting in 1988. Yes! The Ride for Sight will go international in 1988. A little local Ontario event expanded across Canada and into the US with no limit in sight. Isn't it amazing what you can accomplish with a little idea and some bikers who care.

The A.M.C.M was well represented this year by provincial chairman Roy Turnock, ably assisted by John Prest and myself as well as such notable participants as Tiny Tobins, Ray Houde, Jim Ross, and their significant other, President Siggi whose Indian became a spectator event.

Craig Kraft, Don Halfyard and many others I'm going to catch heck (this is a family magazine) for missing and I was only there Saturday (some of us gotta work on Sundays).

Them most donations brought in was over \$2,500., with second being over \$1,800 - (and all I wanna do is rate a 500 dollar pin). At the Northern three people brought in over \$1,500. Now thats what I call participation!

See you there in 1988!

Dave Johnson

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Continued on page 16

CANADIAN BIKER

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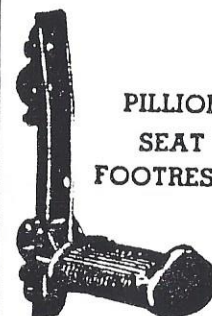
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COVER STORY

The cover of this issue features a 1949 Aerial Square Four 46. The machine earned its name because four cylinders were arranged two by two, in a square format.

It first appeared in 1930 in a 497cc and 597cc version. This initial design was not completely successful. The flywheels lacked weight and the cylinder head was difficult to cool because of insufficient air space was left between the head and the underside of the overhead-camshaft housing.

Its redesigned appearance was in November 1935, a 997cc with the overhead-camshaft mechanism replaced by pushrod overhead valves. The 597cc version continued in its original state til it was also changed to the new design. The smaller engine failed to survive the 30's with the big "Thousand" catching on. The thousand was exceptionally flexible that could be ridden from 10 to 100 mph in top gear.

The second World War halted production but after the war it returned unchanged from 1939 except now it had a telescopic front fork.

In 1948 it was given a new up-grading with the cast iron head replaced by light alloy components which improved cooling but also reduced weight. The model, "46" as shown on the front cover.

Unlike other British motorcycles of the period, the Ariel company products - single, twin and four cylinder employed a dry multi-plate clutch housed in a separate compartment on the outside of the primary chaincase. The engine driving sprocket was mounted on the rear of of the two crankshafts.

Final transformation of the Square Four was 1960, when the cylinder was again modified. It emerged as the Mark II. This was the last attempt to reduce cylinder-head overheating and the resulting distortion which had been an ongoing problem with the machine.



COURAGE AND COLD STEEL

There are no roads to Hudson Bay. Riding a motorcycle to the port of Churchill had seemed impossible, but Graham Dates' outlandish late-season expedition north over 1,200 km of Hudson Bay Railway was on the brink of success.

With just a hundred kilometres to go, Dates knew that a sudden snowstorm could leave him helpless stalled and danger of freezing to death. The Arctic wind sweeping across the barrens from the icefields blew snow into his frozen face, and every snowflake brought with it the possibility of disaster.

Dates leaned over into the sidecar of his Ariel Red Hunder combination to escape the wind's blast. His eyes were painfully sore, his nose was frozen and his ears had no feeling at all beneath his double-layered helmet. But on October 4, 1932, the grain elevators of Churchill rose up over the horizon and Dates rode in to greet the town's astonished residents.

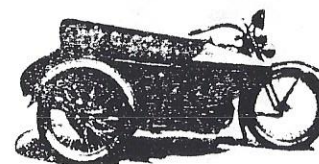
Dates was the first person to reach Hudson Bay on a conventional motor vehicle. Four years earlier, he'd been the first to cross Canada from sea to sea on a motor vehicle. Both journeys were made on an Ariel motorcycle and sidecar, at a time when roads didn't exist over long stretches of the country. When the roads stopped, Dates continued on the railway tracks.

The motorcycling exploits of Graham Dates in Canada have been almost forgotten, but to many Canadian motorcyclists of the 20's and 30's he was a heroic figure, and the entire country knew of his accomplishments.

Dates was a slight, wiry man, modest and bespectacled but endowed with remarkable strength and an unbreakable spirit. He was a fearless and perhaps even foolhardy adventurer and explorer, in the tradition of his Uncle Captain Lawrence Dates who had been a member of the doomed Scott Antarctic expedition.

(Graham Dates is a relative of Dave Dates. If you'd like to read more of the Graham Dates story a copy of "Courage and Cold Steel" was donated by Tiny Robins and is available in the club library)

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