

The News

January 2012 #1

THE INDIAN MOTORCYCLE CLUB OF WESTERN AUSTRALIA Inc.

The views expressed within are not necessarily the view of the Indian club



THE TRUE BELIEVERS



COMMITTEE

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Membership secretary	Peter Robinson		
Committee members	Rolf Jorgensen, Peter Jorgensen, Roger Bowen and Phil Skinner		

Club meetings held at Unit 11-25 Hanson Street Maddington every third
Tuesday night of the month at 7:30pm

Club subscription are \$20 joining fee and \$30 subscription due on 1st July.

PRESIDENTS REPORT

Happy new year to all our members from the committee.

They said it couldn't be done but we have proved them wrong the Club is well and truly on the scene and will be out and about spreading the Indian word in the coming year.

It was a struggle getting the name we wanted but persistence and our letter setting out the fact that we are a heritage club to the department paid off and we can truly say we follow in the footsteps of the original Indian club giving us over thirty years of West Australian Indian history to draw upon.

We already have a library of photos from the original club courtesy of Royce Loveland ready to place on our web site when we get that organised.

We have been able to get a loan of the original club jumpers and badges so we can reproduce these if needed.

A very busy time is ahead for the committee as we organise the clubs insurance, bank account, concessional licensing, club banner and logo to name just a few of the things which need sorting.

The club could do with a ride co-ordinator to get the ride calendar under way so if you think you can help please step forward.

Putting together our first news letter has given me lots of ideas for future issues, I have an extensive library of Indian literature and enough bits to keep the Indian

News a very informative and helpful addition to your library starting with the "lets take it to pieces" from the 1926 Indian News Magazine and will be in every issue of our club magazine for the year.

If you have any stories or pictures you would like to contribute let me know as local content is what the magazine is all about, its your club help make it your magazine.

Regards



New member nominations

Mathew Cook

Kelvin Swain

Jamie Barron

CALENDER OF EVENTS

April 29th Blessing of the roads at Mandurah foreshore.

Mathew has booked a spot for the club and will be bringing the BBQ so bring your steak and sausages.

We have been displaying bikes at this event for two years now and the Indians are always well received.

July 29th Peel Tyre service run by club member Mathew Cook will be holding a bike show to celebrate their 15th year in business, Mathew is looking for members to display their bikes

September 2012 Bay to Birdwood.

This is reputedly the worlds biggest one day rally with over a thousand vehicles taking part.

This year will be even bigger as we join with The Iron Indian Riders Club for the Gypsy tour from Perth to Adelaide in an epic eight day ride.

For those who wish to do the Perth to Adelaide or the Bay to Birdwood see Murray for details.

The club is looking to fill every month with a ride so if you have a favourite ride please don't be shy let the club know.

Short rides, long rides it doesn't matter.

Tech tips for your INDIAN

No. 1

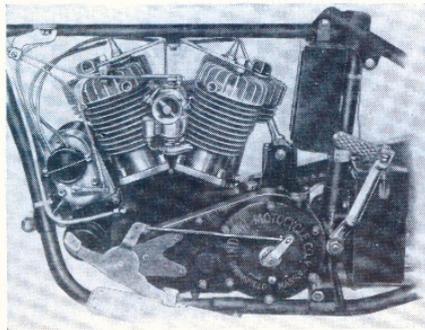
Indian News

Let's Take It To Pieces

No chain is stronger than its weakest link. By the same token the efficiency and performance of any machine is entirely dependent on the construction and design of the various units making up the machine as a whole. In each issue of INDIAN NEWS, this page will be devoted to detailed description and explanation of some unit or feature in INDIAN design or manufacture.

INDIAN UNIT POWER PLANT

THE power plant is the heart of any motor driven vehicle. Developing power and transmitting it are the two most important functions of the power plant. If these fail or fall short the whole vehicle amounts to practically nothing no matter how good



the rest of it may be. On the Indian Chief and Scout models all parts performing these two important functions are assembled into one separate, simple and compact unit. Hence the name—unit power plant. One unit instead of several, which means added accessibility, added simplicity, added efficiency, and added performance.

INDIAN UNIT POWER PLANT consists of engine, clutch, primary drive, and gear box united together in permanent, and never-varying alignment.

It needs but a glance to prove to even the novice that this construction is more expensive. It is absolutely necessary, however, for the proper performance of high powered motors. That is why it is found as regular equipment on the Indian.

The entire power plant is anchored in the double tube vanadium steel frame at three points as indicated in the illustration. While this anchorage is most secure, its accessibility is in itself an individual feature. The entire motor unit or any part can be removed without disturbing other units.

The whole power plant has just naturally the most "get-at-able" construction you can find on any motorcycle today. Every moving part is enclosed. Every bearing surface is designed to carry between 40% and 50% more load than can possibly be imposed upon it.

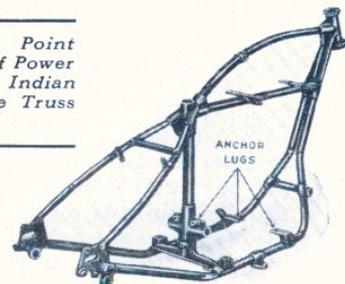
One of the biggest single factors in the unit power plant is the famous helical gear drive which eliminates the troublesome short chain; but that in itself is a special unit which will be treated separately in some following issue of *Indian News*.

The motor in this unit power plant is individually balanced. Cylinders are ground to a very fine degree of accuracy. The valves are the large side-by-side type, actuated by wide cams of hardened steel, making possible quick get-away, maximum speed, and excellent pulling power where the going is hard and rough.

The gear shift mechanism represents simplicity itself and eliminates the necessity for a number of bolts, clips, attachment plates, and other hung-on parts. Compact grouping permits low saddle position and low suspension of entire power plant.

When all is said and done, it is not any one of these individual features in the Indian Unit Power Plant that is responsible for its sterling performance. It is the design and workmanship in co-ordinating all of these essential individual features into one perfect, compact unit. That's why the unit power plant develops its remarkable speed and power with the greatest economy.

True Three Point Anchorage of Power Plant in Indian Double Tube Truss Frame.



This article started in December 1925 with the Indian News magazine and continued for some years.

I will include all of 1926 in coming issues of our magazine.

Tech tips for your INDIAN

December 16, 1941; Mr. Briggs Weaver, Indian Motorcycle Company, Springfield, Massachusetts.

“Dear Sir

“I am an Indian dealer, booster, and rider, and well wisher. I obtained your name from Al West, and I feel that I must write you. . .

“As an Indian booster who desires Indian to do well and give service, which means the same thing, I am taking the liberty of writing to you. I have a very sore spot in connection with our present two cylinder model machines which has existed for a long time. The engineering department in the past has told me that nothing can be done about it because of costs. It is high time something was done, regardless of cost, because it is costing Indian more not to do the job right. This sore spot, which my fund of words cannot sufficiently condemn, is simply valve stem and valve guide wear.

“I sell new Indian motorcycles which are oiled properly and yet the valves and guides are worn out at sometimes 2,000 miles, and surely at 6,000. Perhaps not every valve and guide, but one or more are completely out of limits in clearance, and as a result the engine will not perform as it should. It seems that some simple method of valve stem and guide lubrication could have been incorporated years ago. However, it has not.

“Now if the factory is designing a new kind of motorcycle, which I have reason to believe, if you have any kind of control over design, do not make the mistake of all our past years on this one spot. I recommended to Douglas McGregor years (plural) ago that he make a tappet box cover like the 1934 English single cylinder Triumph had, which was nothing more than an automobile tappet box. Positive oiling would be best, of course, vapor would be better than the present bone dry, run in rust system.

“The above may be unnecessary, as you may have already done the job. However, I have written because of the fear that if you are new to Indian you might take it for granted that intelligent people would not let such a condition exist for a long time. In other words, you might get the impression that engines built for so many years would be good in such respects as valves and guides, at least inasmuch as these parts have so much bearing on performance. The valve and guide wearing condition in our twins is simply lousy...

“Very truly yours, Roland R. Free.”

Rollie was onto something here unfortunately the factory paid no attention. I was surprised and gratified to see this in the Rollie Free book which I received from a customer as a Christmas present this year. This is why I have always made my valve guides from hardened cast iron, better than Indian could produce.

1916 INDIAN POWERED

The "Master" Woodworker

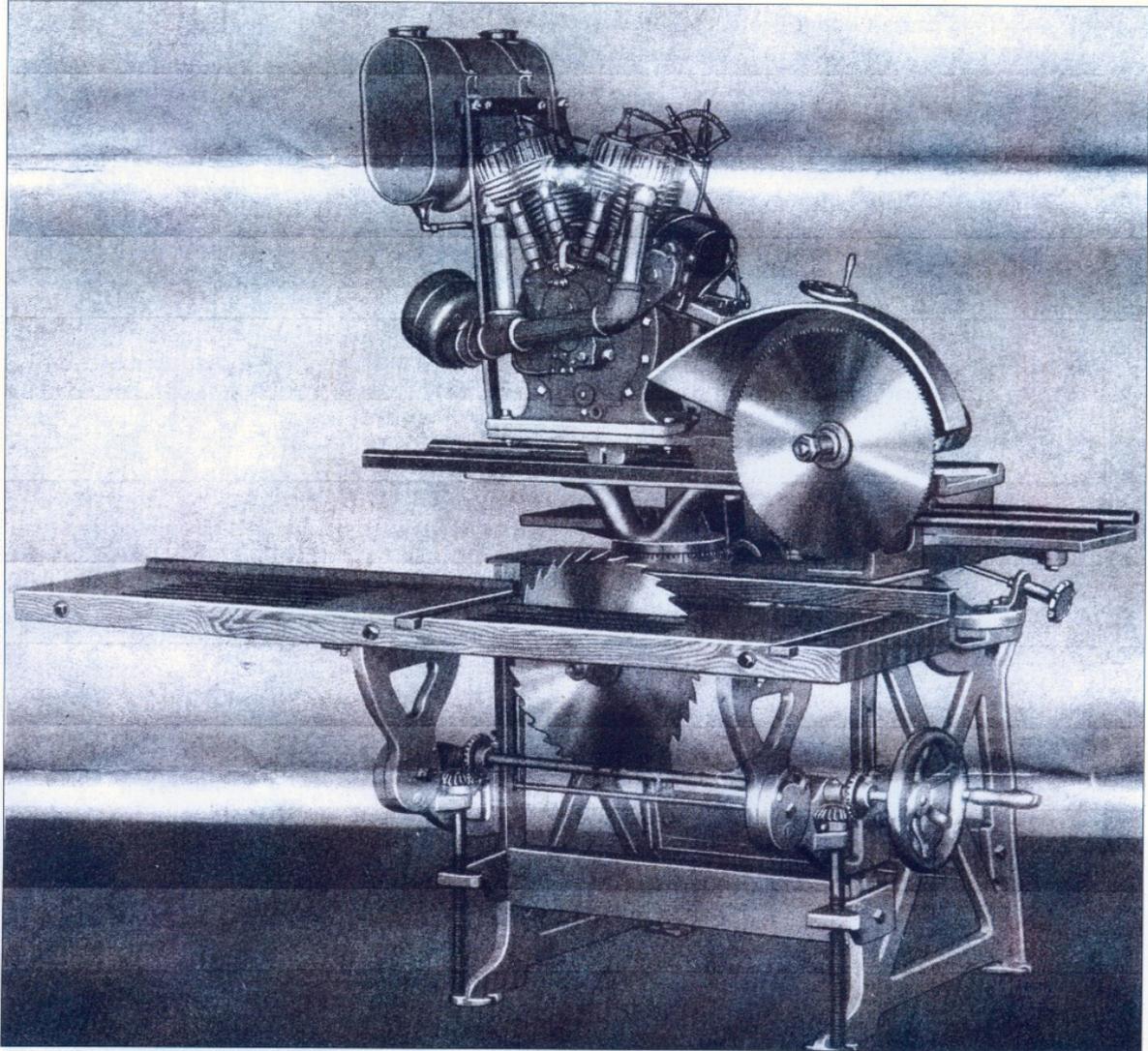
Manufactured by

The Master Woodworker Manufacturing Co.

610 BRUSH STREET, DETROIT, MICHIGAN

MODEL NO. 9

Gasoline Engine Driven

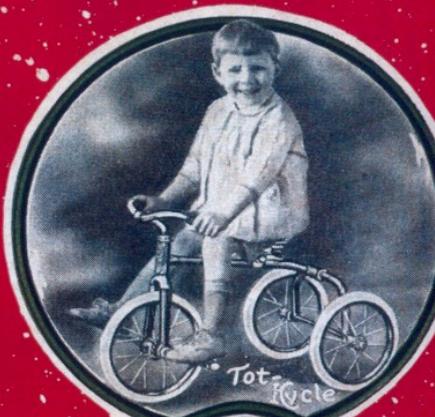


The Model No. 9 has been designed for use where electricity is not obtainable. The machine is in every sense of the word PORTABLE—2 men can carry it. It is the World's most POWERFUL Woodworker, being equipped with an INDIAN TWIN CYLINDER GASOLINE ENGINE, which is actually 25 pounds lighter than the Electric motor, and 40% more powerful. It is the last word in engineering design.

Who needs a Triton Workbench when you can have one of these little beauties. With none of those pesky guards to get in your way it's only a matter of time before you end up in hospital, work safe would love this one.

INDIAN CHILDREN'S VEHICLES

Yes sir! With Indian Children's Vehicles and with the complete line of Indian Bicycles, every member of your family can now ride an Indian. You will find in the children's and bicycle lines an ideal gift that will gladden their hearts and give them greater pleasure than anything else you could bestow.



Printed in U. S. A.

The caption says it all



Indian club ride at Northam in the twenties

Photo courtesy of Royce Loveland.

MURRAY MORELL

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Indian

