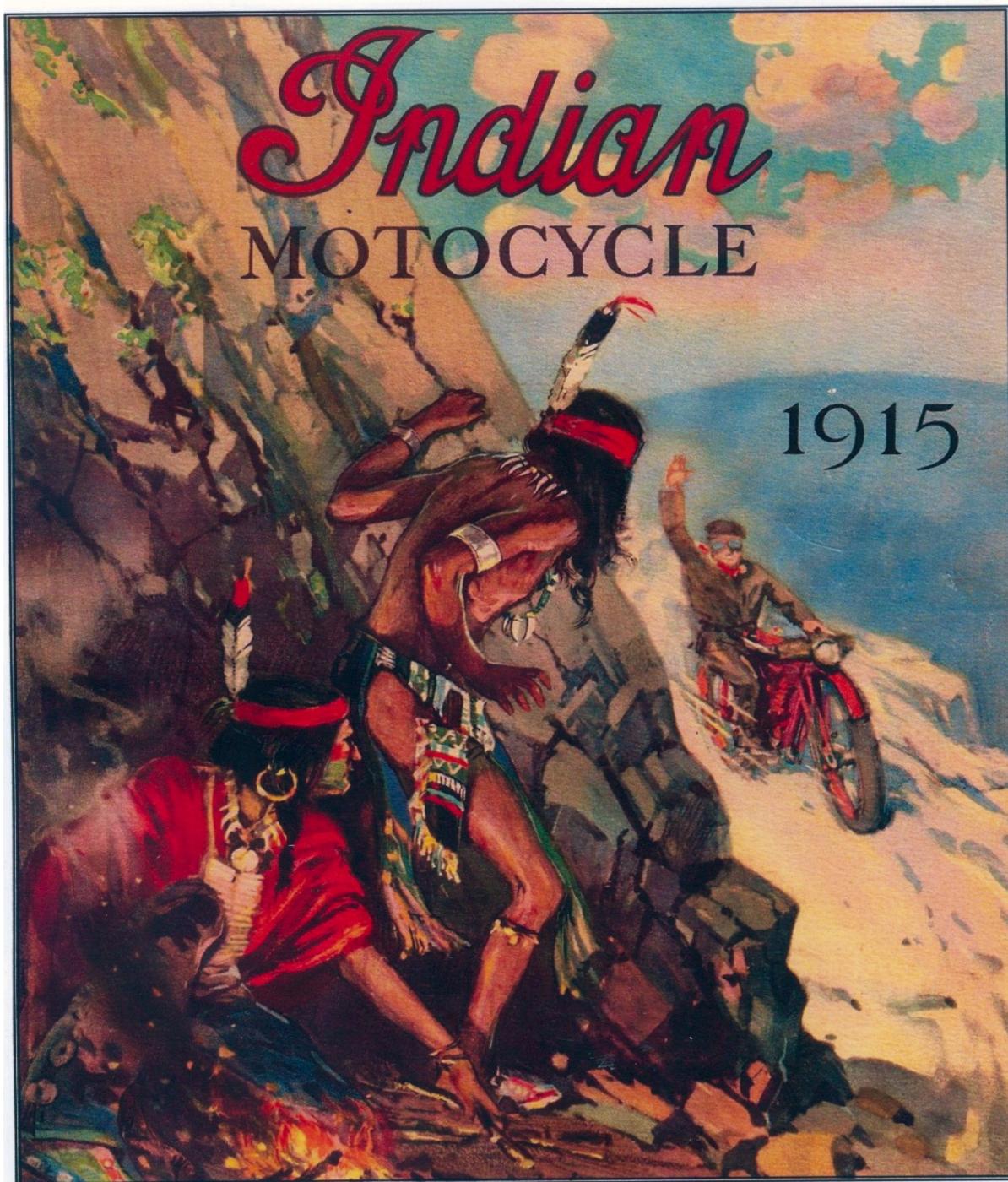


The News

February 2012 № 2

Indian Motorcycle Club of Western Australia Inc.

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





Committee

<i>President</i>	<i>Murray Morell</i>	<i>9332 8826</i>	<i>mjmorell@optusnet.com.au</i>
<i>Vice President</i>	<i>Kevin Badby</i>	<i>9399 2802</i>	<i>redcar@netspace.com.au</i>
<i>Secretary</i>	<i>Peter Robinson</i>	<i>9572 1630</i>	<i>audreyrobinson2@bigpond.com</i>
<i>Treasurer</i>	<i>Keith Russell</i>	<i>9497 8286</i>	<i>shakey125@yahoo.com.au</i>
<i>Membership secretary</i>	<i>Peter Robinson</i>		
<i>Committee members</i>	<i>Rolf Jorgensen, Peter Jorgensen, Roger Bowen and</i> <i>Phil Skinner</i>		
<i>Magazine Editor</i>	<i>Murray Morell</i>		

*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

A month has gone by now and I have not received any stories from club members for the magazine.

Surely someone has a story to tell, it could be about your purchase and restoration of a bike and some of the trials and tribulations of getting it on the road.

The list of things to do gets a little shorter as we now have the bank account organised and the club logo is finished.

Secretary Peter Robinson has put together a welcoming letter for our new members.

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

The club put bikes on display at the Dwellingup log chop on Saturday, with eight Indians on display the day was a success but highlights the need to get the insurance sorted out.

Regards



new member nominations



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.

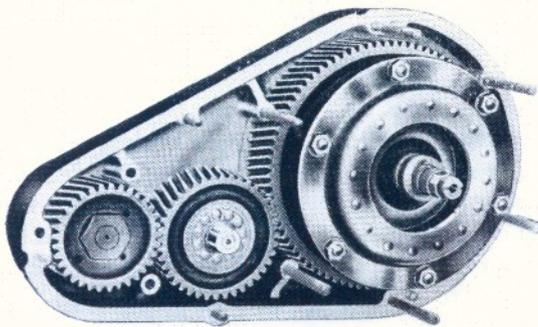
Short rides, long rides it doesn't matter.

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 HELICAL GEAR DRIVE

IN high-powered multi-cylinder motorcycles it has been a problem, until recent years, to transmit power uniformly and efficiently from motor to countershaft. This mechanical difficulty was solved by the perfection of the helical gear drive—the necessary primary drive where maximum power and performance are required.



INDIAN PRIMARY DRIVE

Although the Indian Helical Gear Drive is costly, it is used on all Chief and Scout models because it is an expense more than justified by the added performance and efficiency it gives the motorcycle.

The Indian Drive eliminates the short chain. Though a short chain may fit when new, it eventually stretches, and unless this stretch is taken up, it produces a yank and strain with each motor impulse.

Furthermore, when the chain drive is used, the motor and gear box are necessarily mounted as separate units, and for this reason it is practically impossible to keep them always in perfect alignment. Consequently the sprockets and chain are subjected to excessive wear, power is wasted, broken links occur frequently, and adjustments are constantly required. These adjustments and repairs are made with inconvenience, and the dirt and grease which accompany them add an unpleasant feature.

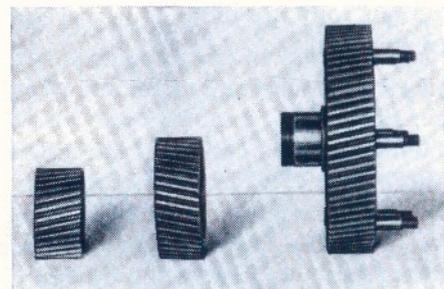
Indian Helical Gear Drive consists of a

solid, compact train of three helical gears, accurately designed and machined, meshing perfectly, revolving on roller studs and bearings; the whole enclosed in a dust-proof case and running in an oil bath.

With these special gears there are always at least two complete gear teeth fully engaged. This type of gear train gives continuity of action and a uniformity of pressure that ordinary spur gears are incapable of giving.

Indian primary drive is part of the Unit Power Plant, and connects the engine and gear box in permanent, solid construction and alignment. The first gear takes the power direct from the motor, and transmits it to the large gear through the middle idler gear. The largest gear houses the clutch which consists of alternate steel and raybestos discs, and provides a clutch that is simple, effective, and easily operated.

The uniform, slide-rolling action of the helical gears transmits power cleanly and sweetly, with practically no waste through friction, and none at all because of replacements. For whoever heard of one of these gears breaking? Frankly we never have. Lots of riders have never seen them, unless the primary drive cover was removed for some special purpose. Another beauty of the Indian Drive is its ideal wearing properties. The drive actually improves with use and lasts as long as the machine itself.



GEARS SHOWING HELICAL CUT



INDIAN FACTORY

Service Shots

FOR
Indian Dealers



INDIAN DEALER

No 98 August 14, 1939

DRY PUSH RODS, TAPPETS AND VALVE ASSEMBLY 339

The crankcase vacuum plays a very important part in the lubrication of the assembly during the breaking in period of a motor and in City Police Departments, where the speeds are very seldom over 45 miles per hour, the crankcase vacuum is at its highest. This condition tends to drain the oil from the cam case into the crankcase, causing a drying up of the valve assembly.

This condition can be satisfactorily overcome by drilling a 1/8" hole in the crankcase breather disc. This will reduce the crankcase vacuum and will allow a dampness of oil to accumulate around the valve stems, tappets and push rods.

The following is a brief explanation of crankcase pressure and crankcase vacuum: Front and rear pistons travel up and down at the same time. On the downward stroke of the two pistons the breather valve opens and this causes the air pressure in the crankcase to pass out thru the breather valve. When the two pistons start up, this breather valve closes, and very little air is drawn back into the motor base. This creates a vacuum in the motor base and tends to draft the oil away from the push rods. At higher speed, the volume of air in the crankcase tends to equalize itself with outside atmospheric pressure. At the point when this happens the oil has a chance to travel from the crankcase to the cam case and up to the push rods and into the valve assembly. Now, this condition is controlled entirely by the breather valve.

Until such a time as the cylinder and piston rings are worn to the extent of allowing a blowby on compression and firing strokes, at this time is when a pressure builds in the motor base and tends to blow the oil out thru both the breather and the valve mechanism and this oil blowing condition will be at all speeds of the motor. This is the warning that should tell you that it is time to service pistons and cylinders and rings. Oftentimes, piston rings alone will overcome this condition.

Now, it is desirable to have a certain amount of vacuum in the base at all times but where a machine is operated continually at the lower speeds, it will be necessary to reduce this vacuum by drilling the crankcase breather disc.

INDIAN MOTORCYCLE COMPANY
SERVICE DEPARTMENT

What's in a name, lots, in fact it's what distinguishes us from each other and when it came to naming the club we went to great lengths to get exactly the name we wanted so names are important..

Why would anyone want to name a motorcycle Indian, well here is an interview with George Hendee in 1914 and he explains it all.

The Indian motorcycle was named three years before it was even thought of, in 1897.

The Hendee Manufacturing Company was building the Silver King and Silver Queen bicycles, gentlemen's and ladies models respectively, in Springfield.

It's business was pretty healthy for that time, it's annual output being in the neighbourhood of 4,000 machines.

Incidentally, it did considerable export business through New York commission houses, these shipments consisting of what we termed "nameplate" bicycles. When a commission firm placed an order with us, which usually consisted of 100 bicycles or so, he specified the name by which that particular lot of machines were to be known, and we attached name plates accordingly.

In the course of time, a large number of our machines went abroad under all sorts of names. Practically all of these bicycles were identical except for the name, and sometimes the colour. Finally we realised that this practice would have to be stopped, and I made a special trip to New York to take this matter up with the commission houses.

"Look here", I said to the manager of the first place I called, "why not discontinue this indiscriminate branding of our goods and send them all out under one name hereafter.

For instance, the name "American Indian" is a pretty good bet, for the American Indian is known around the world and a bicycle of that name would become equally well known".

My suggestion instantly appealed to them and those concerned with production.

Fortunately I had little difficulty in persuading our other brokerage customers to fall into line. Thereafter all of our export bicycles were known as the "American Indian", but at the factory we always referred to them simply as the "Indian".

Soon I realised that in the name "Indian" we had a winner for bicycles, and we just discontinued our other brands then and there and built Indian bicycles exclusively.

When the motorcycle came along, a year or so later, it simply was out of the question to think of calling it anything but Indian.

This name suited the motorcycle even better than it did the bicycle, and before many moons passed, this new warrior had deposed the old chief altogether from the wigwam.

That is why there is an Indian motorcycle today.

INDIANS

1926 MODELS FOR
**Speed, Comfort, Safety, Economy,
and Pleasure**



Indian Prince, 2 3-4 h.p. £69 10 0

(Holder of the Adelaide to Melbourne Record
for 2½ h.p. and 3½ h.p. Machines)

Indian Scout, 5.6 h.p. £89 10 0

(Holder of the Adelaide to Sydney Record all
powers up to 10.12 h.p.)

Indian Chief £104 0 0

Indian Super-Chief £107 10 0

Electric Light fitted to all Models. Exc. £12 10/

**Golding Sidecars Complete to suit the
Scout and Chiefs £35 0 0**

SEND FOR THE INDIAN LITERATURE

**THE ARMSTRONG CYCLE AND
MOTOR CO. LTD.**

di-
m-
ery
rst
em
at
ed
to
his
rce
led
ent
ble
to
per
for
nat
nce
er-
m-
bly
ads
eir
ese
in
is
as-
ats
by
ed;
ery
he
ge
or-
he
er
ily
air
ely
its
on
nd
re)
be
nd
nd
h-
b-
ch
ut-
re
is-
if
pt
ns
re
ey
it.

This advert in the Kalgoorlie miner dated 1926 actually shows a 1921 to early 24 bike. Armstrong cycles were the Indian dealers in Western Australia and were located in Perth, Fremantle, Kalgoorlie, Boulder, Coolgardie and Bunbury.



*It's all action in the Indian Club, original members doing
their thing at races and gymkhana
Photo courtesy of Royce Loveland*

MURRAY MORELL

INDIAN MOTORCYCLE PARTS & SERVICES

13 KRUGGER PLACE LEEMING W.A. 6149

Ph (08) 9332 8826 E-MAIL mjmorell@optusnet.com.au

PARTS CATALOGUES AVAILABLE FOR ALL MODELS

QUALITY WEST AUSTRALIAN MADE PARTS AT AFFORDABLE PRICES

SOME OF THE SERVICES
AVAILABLE

FULL MOTORCYCLE RESTORATION
POWERPLANT REBUILDS
ELECTRICAL WORK INCLUDING MAGNETOS
TANKS FULLY RECONDITIONED

LAUGH AT THE REST WHEN YOU RIDE THE BEST

Indian

