# The Indian News Magazine

## Indian Motorcycle Club of Western Australia Inc.

April 2016 No 52

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Club meetings held at Wireless Hill clubroom,
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Meeting held every third Tuesday night of the month at 7:30pm

Club subscription are $20 joining fee and $30 subscription due on 1st July.
Cheques made payable to Indian Motorcycle Club of W.A. Inc and sent to
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## President's Report

What a wonderful time Rolf, Brian and I had at the All Indian Rally in Queensland, we were made to feel welcome from everyone involved in the event, the bikes we were given performed well and didn't let us down and in fact I think there was only two causality's out of a fleet of sixty bikes which is remarkable. The Malaney hills with it's rain forest surrounds and near vertical roads is the most spectacular riding country I have ever experienced and to all those who didn't go you missed one hell of a ride.

Many thanks go to those who helped us on the journey. In Brisbane, Kelvin and Valerie Swayne put us up for a week and if not for their efforts this would never have happened, thank you Kelvin and Valerie.
In Sydney, Mick Atkins lent us his car for three days so we could catch up with our Indian friends in New South Wales then onto Melbourne where Chris Horner and Glynis put us up for three days and showed us around the Indian scene there. Thanks also go to Jan Renee for lending a 46 Chief to Rolf and a 750 "101" to Brian, also Terry Kay for lending me his "Captain America" 344 Chief, again if not for your efforts we could not have done it, thanks. The grand tour was only possible because of the generosity of the Indian community which I have been lucky enough to have played a part in over the last fourty five years.

Front cover is Jan Renee's 1914 Indian with squaw.

M Morell

# CALENDAR OF EVENTS

*May 28th Arthur Grady Day* *organiser Alex Marshal*

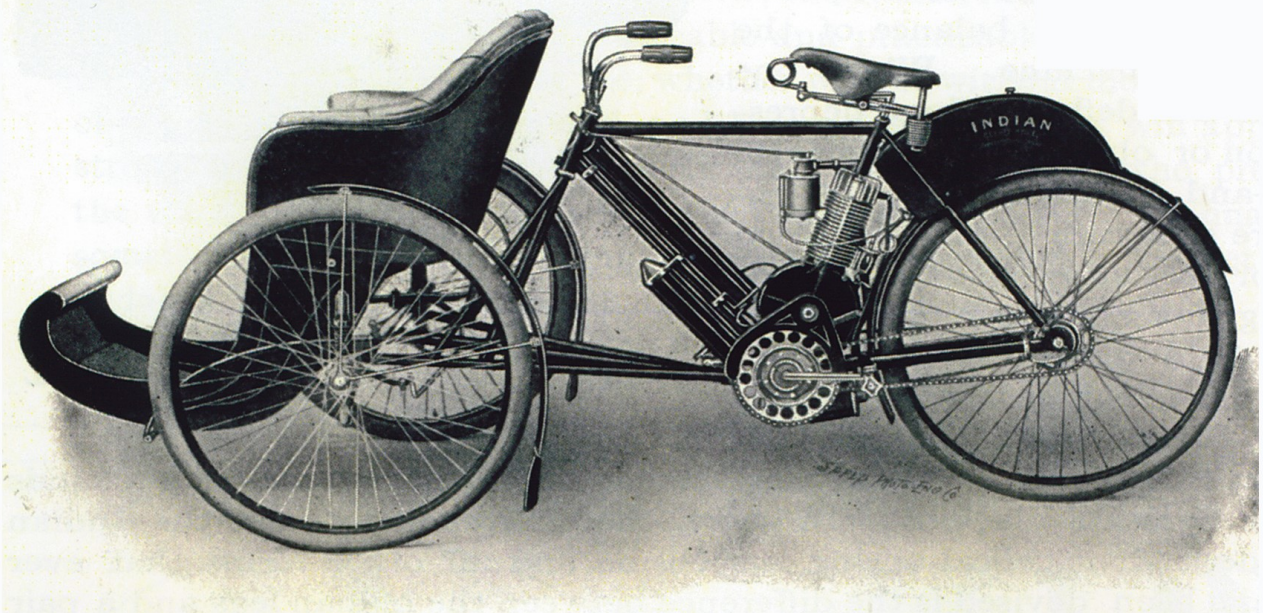
*This show is held on the Saturday and celebrates the great feat of Arthur Grady being the first person to ride a motorcycle around Australia.*

*The event has grown into a fantastic celebration of all things vintage.*

*Last year saw displays not only of fine vintage motorcycles, but also vintage bicycles, trucks, machinery, buses, tools cars and prams. Right in the centre of Fremantle.*

*Indian Tri-car on display in the Indian Motorcycle Museum in Queensland, these are rare and unique so it's terrific to see one on display in Australia thanks to the efforts of Mr Daryl White and his father Phil. The museum is a must see for the Indian fanatic as it's full of wonderfully exotic Indian relics which I have pictures of in other pages of our magazine.*

# Indian Tri-Car.




Patent Applied For.

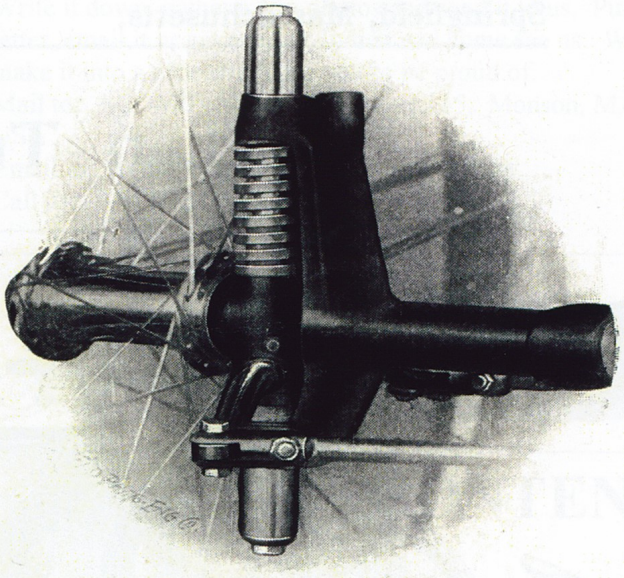
| | |
|---|---|
| Price of Attachment, | $125.00 |
| Price Complete with Motocycle, | $335.00 |
| Price of Tricycle Attachment, | $100.00 |

If anything is more remarkable than the Indian motor bicycle it is the Indian Motocycle with the Indian forecarriage attachment, which converts it into a tri-car, and, please bear in mind, if you will, that this attachment is quite unlike any other passenger or parcel-carrying cycle auxiliary to be had in this or any other country. It is not an unyielding, bone-racking device designed chiefly for use on smooth roads.

That, unfortunately, is the limitation of all three-wheelers save the Indian tri-car. It is a limitation that spells failure, a limitation that caused the failure of the pedal propelled tricycle and the tandem tricycle, and the earlier forms of those cycles to which motors were applied. It induced us to discard several previous designs of tri-car, indeed, it was not until we hit upon the Indian independent helical spring suspension that we felt warranted in marketing a tri-car worthy of recommendation and being made interchangeable with a motor bicycle of such proud repute as the Indian.

This form of suspension removes every objection. It permits the three-wheeler to be used on any character of road that affords a narrow track for the driving wheel and affords a degree of luxurious comfort not readily described in words. Each wheel of the tri-car proper

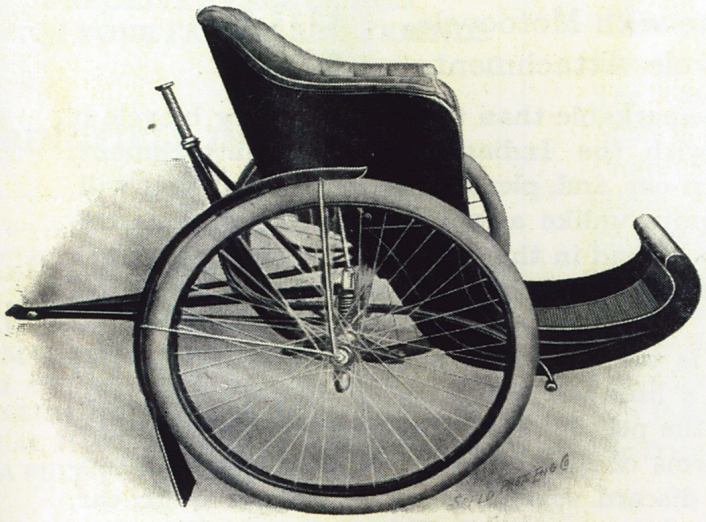
being flexibly independent of the other, it is free to conform to any depression, elevation or other inequality of the road without regard to its mate, the finely tempered spring permitting each wheel to yield sufficiently to preserve the equilibrium or even balance of the whole machine. When one wheel is deflected by a depression or obstacle, the other one —and in consequence the entire structure—is not deflected nor does it receive the attending shock.



Patent Applied For.

INDIAN INDEPENDENT HELICAL SUSPENSION.

As a result, the usual tendencies of three wheel machines to "veer around," to tilt sideways, to "capsize," or to yank the handlebars out of the rider's hands are agreeably lacking. In short, the difference between the Indian independent helical spring suspension and all other forms that ever have been devised is the difference between the human legs and a pair of stilts. The similie is very apt and should convey a complete understanding.



Patent Applied For.

TRI-CAR ATTACHMENT.

Price, $125.00

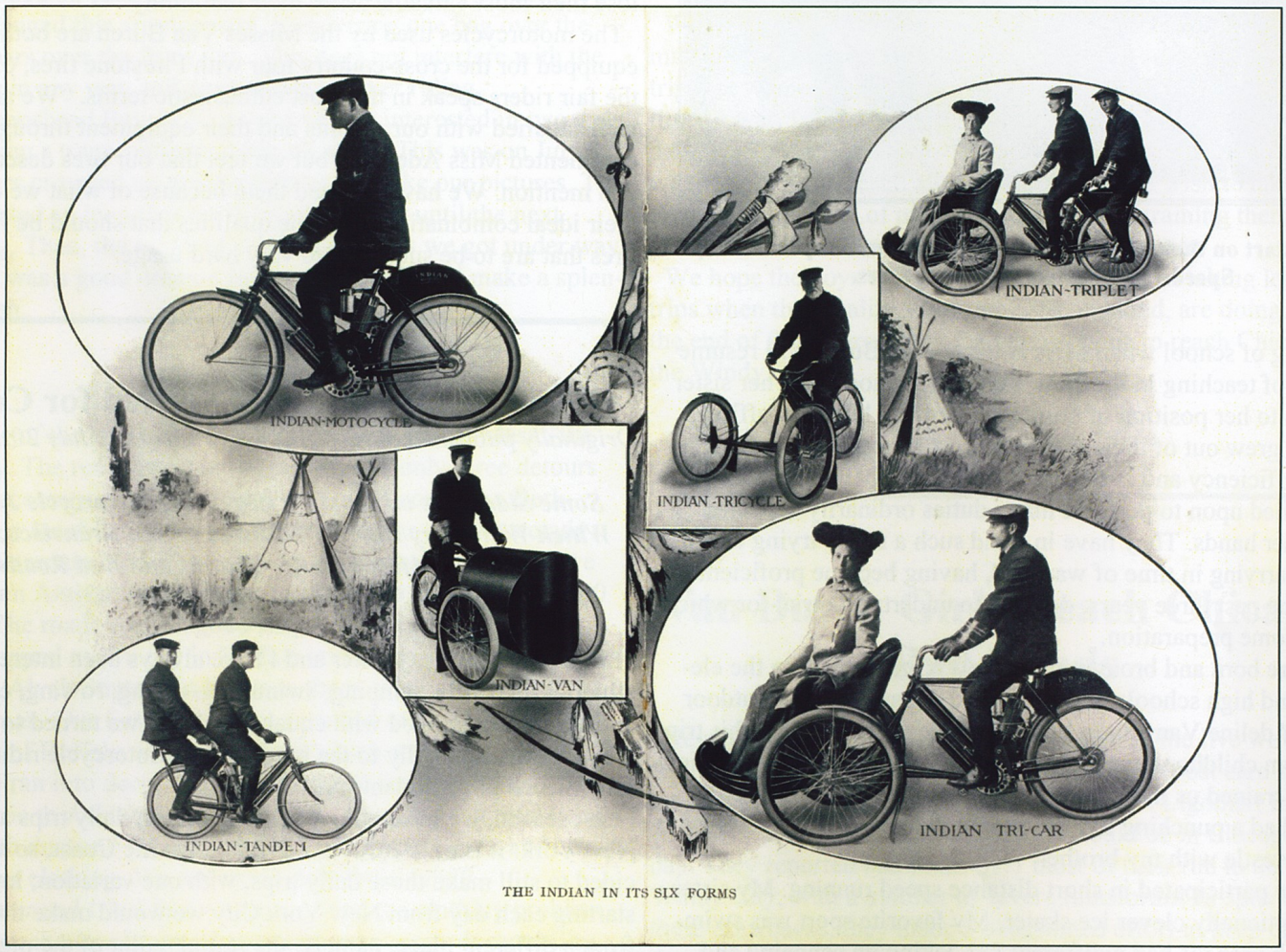
Every other detail has been thought out and carried out with regard to the "eternal fitness of things." The seat is proportioned for real comfort. It is made of aluminum, the cushion springs and sides being upholstered in tufted dark blue leather and being suspended on springs which gently yield backward, affording a sense of ease equalled only by the favorite sitting room chair.

The convertibility of the tricar is one of its attractive advantages. Just as the Indian motor bicycle is readily transformed into a tri-car or tandem tricycle, merely by removing the front wheel and fork and attaching the fore-carriage—an operation that can be performed in

## Springfield, Massachusetts.

ten minutes—so the tri-car may be converted into a tricycle pure and simple by detaching the front seat, or into a "van" or business vehicle by substituting the delivery body, which may be divided by shelving into compartments of whatever sizes may best suit the purpose of the user.

In whatever form of three-wheeler, the Indian independent spring suspension renders it a safe, agreeable and practicable vehicle. As a tricycle, it is the first of the type, whether with or without motor power, of which this can be truly said, and because of the fact it will appeal strongly to the thousands of elderly men, and other men, who prefer the stability of three wheels and yet desire that sense of indefinable something that comes of being seated astride a saddle, with feet on pedals and hands grasping a handle bar, which is begotten of the bicycle.




THE INDIAN IN ITS SIX FORMS

# INDIAN

Indian

1919

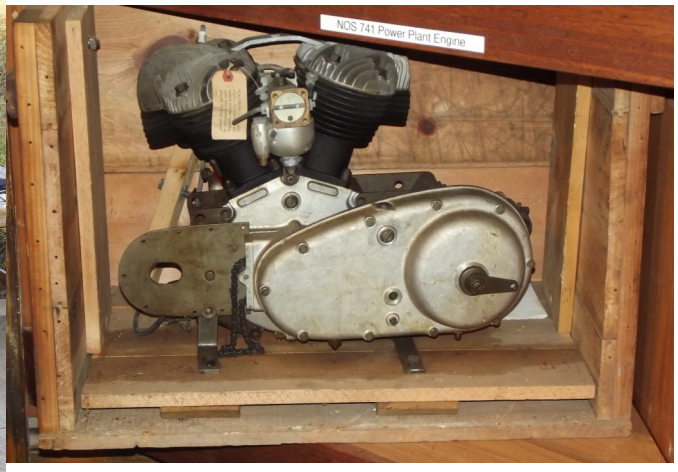
Indian Scout
World's most popular Motorcycle
Indian
Indian

E.A.M
19
04

INDIAN
FIRE PATROL
Indian

# INDIAN

Indian
SCOUT
N.S.W.
28-101


NOS 741 Power Plant Engine

Indian
SILVER ARROW

Indian

# BUILDING A MOTORCYCLE

## Our Punch Press Department

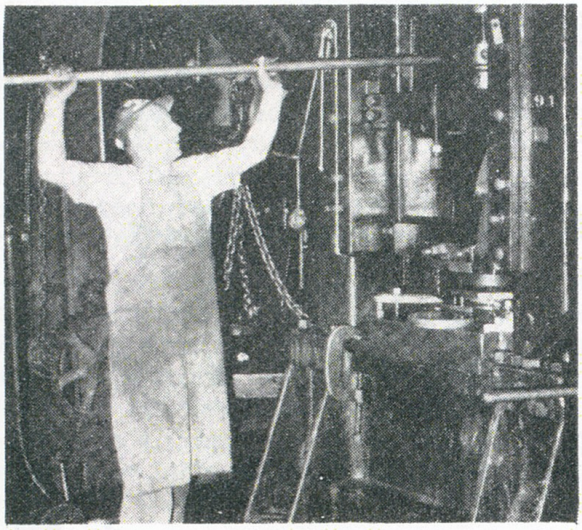
Building a motorcycle is no slam-bang proposition, yet quite a number of parts are started along the line of motorcycle manufacture in a "knock-out" manner. Proof of this is our punch press department — one of the real hot spots of activity at Indian.

Located in more or less the central section of our plant, department 17 is truly a mighty cog in the wheel of motorcycle manufacture. Here are men and machinery at work . . . taking sheet steel, flat stock, and tubing, and transforming them in "magic-like" fashion into motorcycle parts. Here the thud of heavy presses, the clang of punches, the snip of cutters, and the rapping of power hammers beat out the tune of "Production for Victory" as they start raw metals along towards being a finished motorcycle.

In and out of department 17 roll a steady stream of trucks, feeding in the raw materials and wheeling the processed pieces to finishing departments in the shop. In between this, the crew under Charlie Matton transforms shapeless metal into the easily identified parts that go into a motorcycle ready for action.

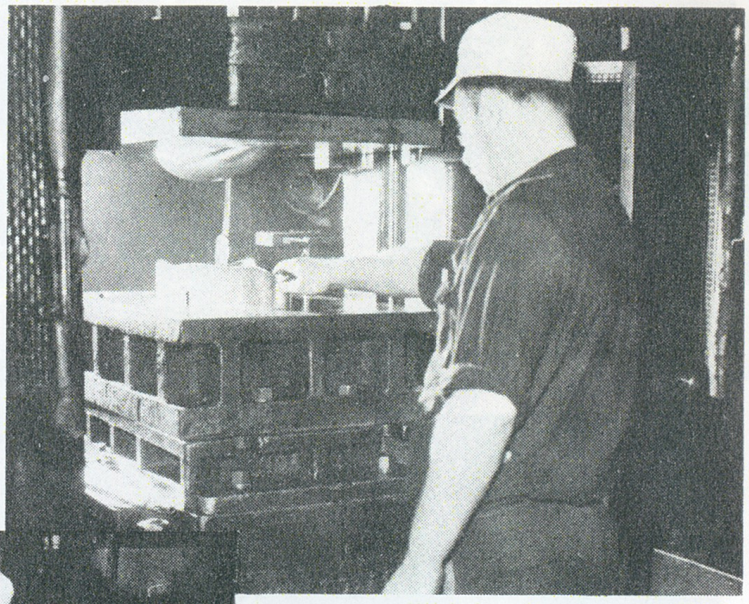
One of the most interesting presses is on our left as we enter the department. It is a 40 ton "double-action" Toledo used for forming gas tanks. A flat sheet of metal, cut to shape, is set in the press. The operator swings the safety gates shut and reaches for the control lever. Giant cranks turn, dies crunch together — and open. The gas tank section is ejected from the die and the operator lifts it out. Before leaving the department, the tank section will be trimmed on a rotor shear, the filler holes punched out. Also, the gas and oil filler necks are trimmed to fit the tank, and the tank brackets by which the tank fastens to the motorcycle frame are blanked and punched.

*Charlie Matton, genial foreman of the Punch Press department.*

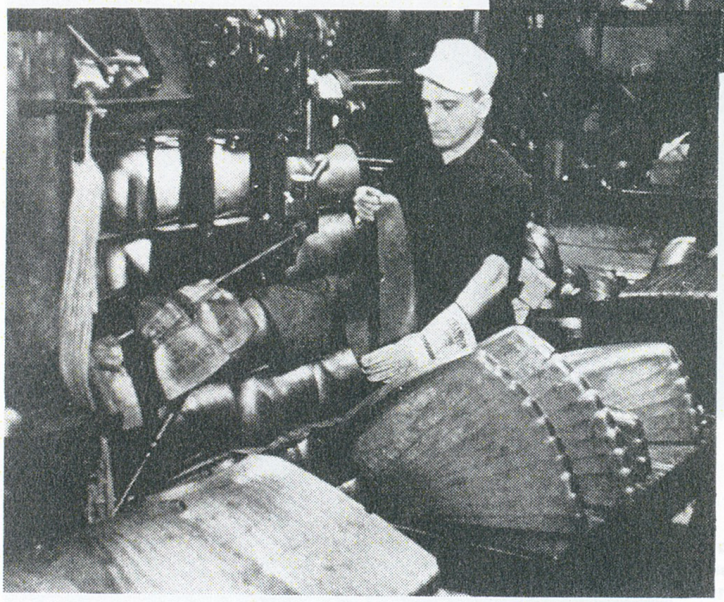


*Pete Dembowski goes about the task of setting up his machine.*

The next press, a Bliss, is turning out brake plates. The steel disc is blanked and the axle and brake cam holes punched. Farther along, brake pedals are blanked, the rod and return spring holes punched, the shaft bushing is fitted, pedal formed, and the foot



*Charlie Giammarino turning out tank sections from the sheets shown at the left.*



*Hector Trembly puts the finishing touches on the tank sections which will soon be carrying the vital gas and oil on some military motorcycle.*

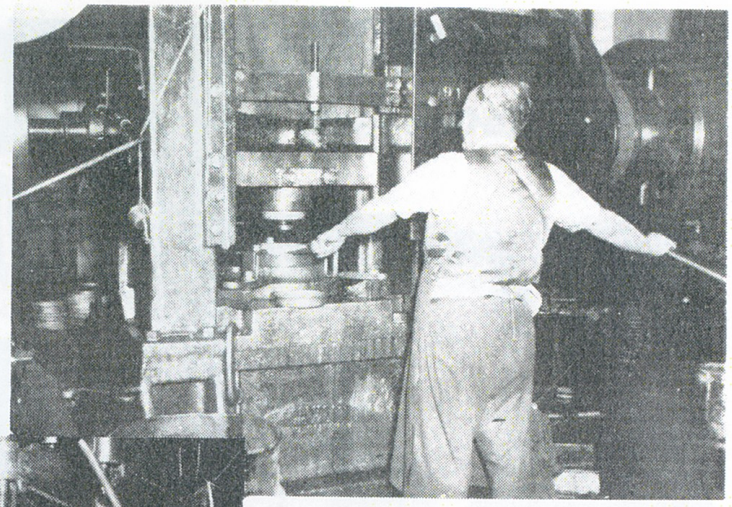
contact section is corrugated. A serrated connection between the brake cam and lever is now used for strength and positive adjustment. In a new method the spline serrations are cut in one operation on a "horn" press.

Tubular fender braces for the stubby military "field fenders" are formed, ends flattened and the bolt holes punched. Shift levers are "splined" and formed. Rivets are set in clutch spring plates, and clutch pedal and side rails are blanked and assembled.

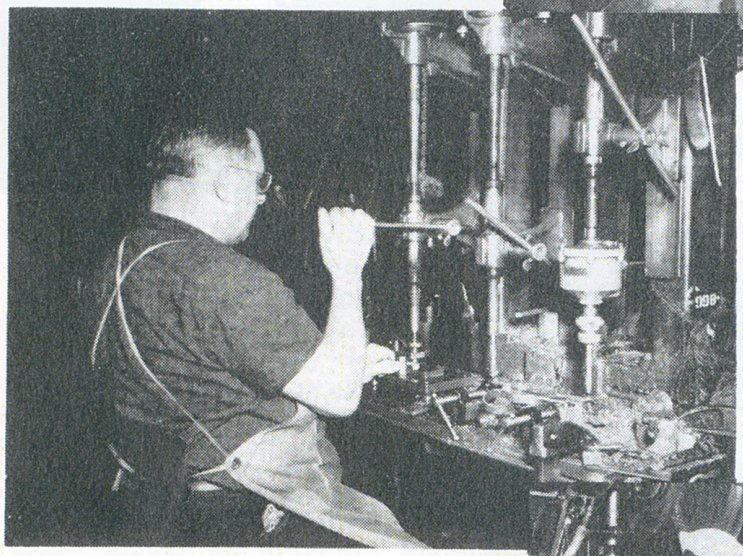
The number of different operations going on are amazing. Foreman Matton fondly nicknames it his "five and ten" department. Horn button bodies are blanked, formed, and the button hole punched. Tiny breather discs, and numerous washers and spacers are cut in rapid-fire fashion. All sorts of flat parts such as motor mount brackets, clutch plates, chain guard plates, and damper plates are blanked and the required holes punched.

Here a man is working on rear wheel drive sprockets. The sprockets were previously blanked, and have just come back from the hardening room. Extreme hardening temperatures tend to warp the sprockets and this operation puts them back in line. The sprocket is fed in, a hammer strikes it, it is turned and struck again, then flopped over and the process repeated. We gauge one — find it square; slide it onto a test hub — it runs straight as an arrow.

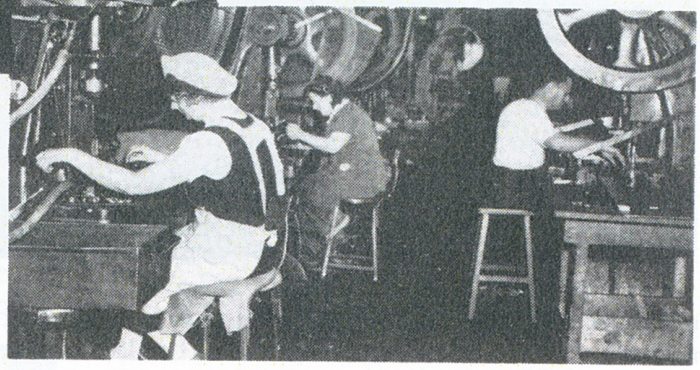
Heavy work on sidecar frame sections is being done with an 80 ton



*Machine set, Pete Dembowski starts turning out the brake drums in rapid-fire fashion.*



*Harry Gilman performs three drilling operations on one of the many small parts turned out in the department.*



*Mary Dobek, Angi Lacedonia, and Jerry Isham beat out the production tune in department 17.*

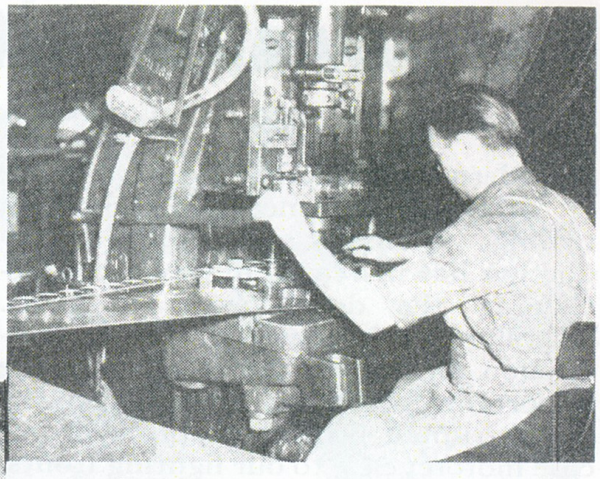
Toledo. After the section has been reinforced, it is heated cherry-red, set in the press, flattened and formed in one blow. This operation is most colorful as a "flare-up" occurs when the hot metal is struck.

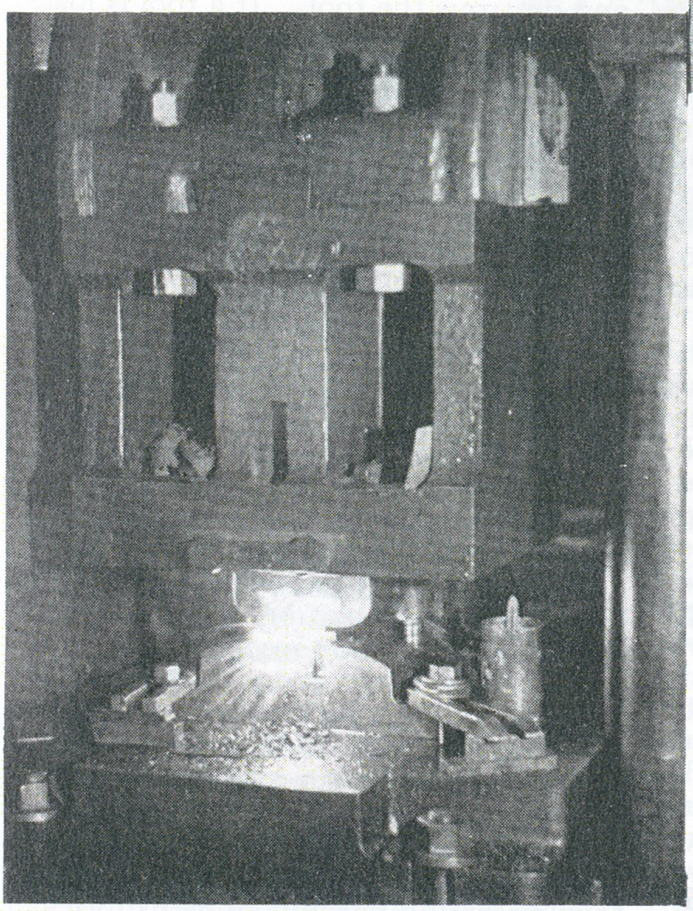
Here rugged machinery is at work. Doing jobs that require plenty of power yet handling each piece almost gently. Shaping tough metals not with any smashing blows yet turning out part after part with the exacting power that gives every piece just the treatment required.

At one end of the department, long racks hold hundreds of dies — dies for every piece that is produced in the department. These dies plus the ready presses combine with the skill of the men in the punch press room. And the skill of the men handling these dies and presses — setting up heavy machines to that fine line of perfection makes Indian what it is.

Here are men whose ability to turn out the job is amazing. Working with foreman Matton is his key man, Louis Canor, and as for the rest of the department, Charlie says, "You can't beat them!"

*Thud-thud-thud as Horace Daudlin knocks out spacers from a strip of flat stock.*





*Close-up of the big 80 ton Toledo as it forms the heavy sections of a motorcycle sidecar chassis.*

*Setting up the big Toledo is a job that requires muscle and skill. Jerry Isham and John Wilk turn the head down to just the exact setting required.*

*Hundreds of dies go to make up part of the equipment required in department 17. Bill Scholes reaches for one of the dies that will soon be turning out motorcycle parts. A card index system keeps every die in its place.*

Indian

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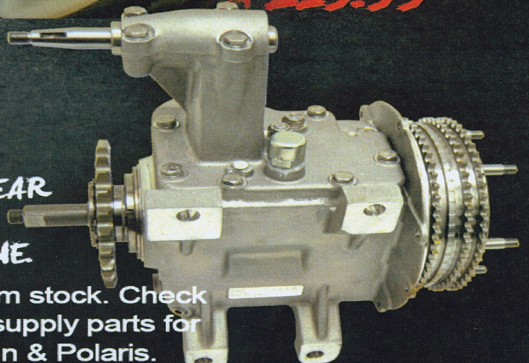

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