

The INDIAN *News*

May 2012 № 5

Indian Motorcycle Club of Western Australia Inc.

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



Indian Motorcycle



Club of Western Australia Inc.

Committee

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<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>		
<i>Ride Co-Coordinator</i>	<i>Murray Morell and Terry Pascoe</i>		

Club meetings held at Wireless Hill clubroom, 6 Hickey street Ardross

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

PRESIDENTS REPORT

The club has decided on the form of the banner and is now preparing the art work for the banner to be made.

I have reproduced the banner so you can see what we will be getting.

The banner will be 2400 x 800 mm and will be on a quality white vinyl

Our good friends at the Iron Indian Riders of Australia Club have set aside a page on their website for us to display our newsletter so it can be read by their members and anyone else who might be interested.

The web site is www.ironindian.com.au then go to section news and then W. Aust News.

The Iron Indian web site is well set up and has plenty of information available for Indian enthusiasts which spans all years to present.

I would like to thank all those who participated in the club presentation for the blessing of the roads show at the Mandurah foreshore and particularly to Mathew Cook for the organising of our participation and the BBQ.

M Morell



***Indian Motorcycle Club
of
Western Australia Inc.***

Dedicated to the preservation, restoration and use of America's pioneer motorcycle

Banner donated by Mr Dave Banning

CALENDER OF EVENTS

May 27th Hills Ride, Leave Phil Skinners workshop 9:00am for a ride up to Midland, Mundaring, Kalamunda and onto the Elizabethan Village pub for lunch.

A good length ride and a great venue, bikes will be on display as we do lunch in the eatery above the car park so we can keep an eye on the bikes.

June 17th West Coast Motor Museum ride

Leave Murray Morell's home at 9:30am for a leisurely ride south to Mandurah to view the car museum of Mr Ron West. Bring steak/sausages for a BBQ lunch at the museum

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.



Indian club members enjoying a lunch stop in the beautiful little Adelaide hills town of Eden Valley before the Bay to Birdwood rally in 2010

Blessing of the roads ride and show

The Indian Motorcycle Club was asked to put on a display of Indian motorcycles at the Blessing of the Roads event held on the Mandurah foreshore.

The club had a wide variety of machines on display which was greatly appreciated by the crowds of people taking a close look and proclaiming they knew someone in the past who had one just like this.

Cameras were getting a workout as everyone wanted a photo of themselves next to an Indian motorcycle.

To top of the day Roger Bowen won best bike in show which was no mean feat as there were a lot of bikes to choose from, so from all the club members, congratulations and well done Roger.



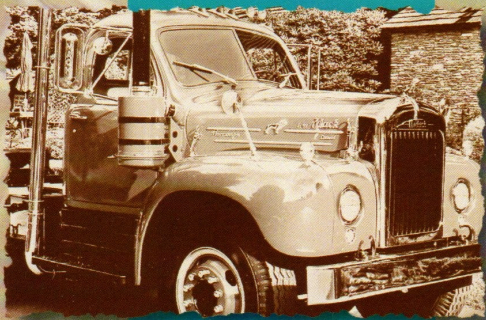
Roger proudly displaying his trophy



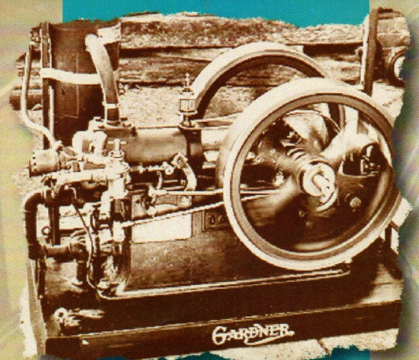
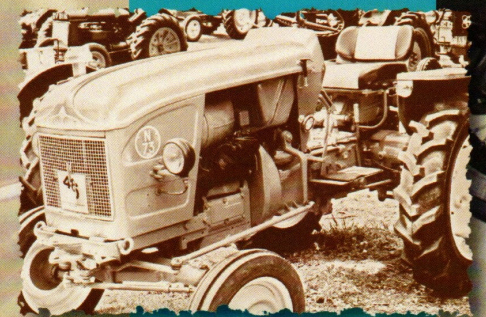
Bikes and crowds on the foreshore



15TH BIRTHDAY



*Vintage Motorcycles
Old Machinery
Displays
Cars • Trucks
Tractors*



*Motorcycle
Show & Shine*

Sunday 29th July 2012

10.00am - 3.00pm

19 Thornborough Road

Email: admin@peeltyre.com.au

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.

The Indian gasoline tank, as supplied on the 1926 Indian Models, represents the acme of motorcycle tank construction. It is simple and durable in construction, sensibly and correctly designed, and is unexcelled in beauty of outline. This tank is not clamped about the frame in two pieces as some tanks are but it rests upon a firm base and hence, is not easily subject to frame flexures in service, remaining in perfect alignment at all times.

Construction throughout of heavy, lead-coated metal renders this tank safe against the inroads of rust and corrosion. The two halves are pressed out in the shape shown in the illustration under a pressure of 15 tons, and are entirely one piece of metal, rather than a series of forms soldered together. This one fact makes for strength and durability. These forms are strongly braced and ample reinforcements are added where it is necessary. Heavy plates are thoroughly set into the bottoms of the halves where they rest upon the frame of the motorcycle and the baffles, which form supports for the top of the tank, are set upon these plates. This construction forms a scientifically braced

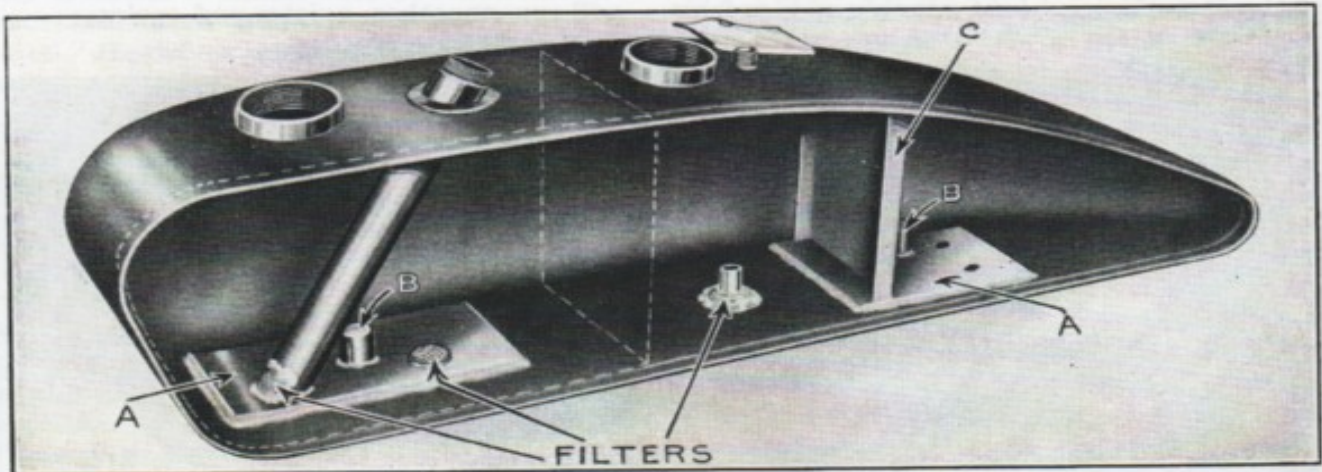
structure which distributes the weights evenly over the entire tank.

The dotted lines in the illustration represent the position of the oil compartment walls.

Thorough Tests and Inspection

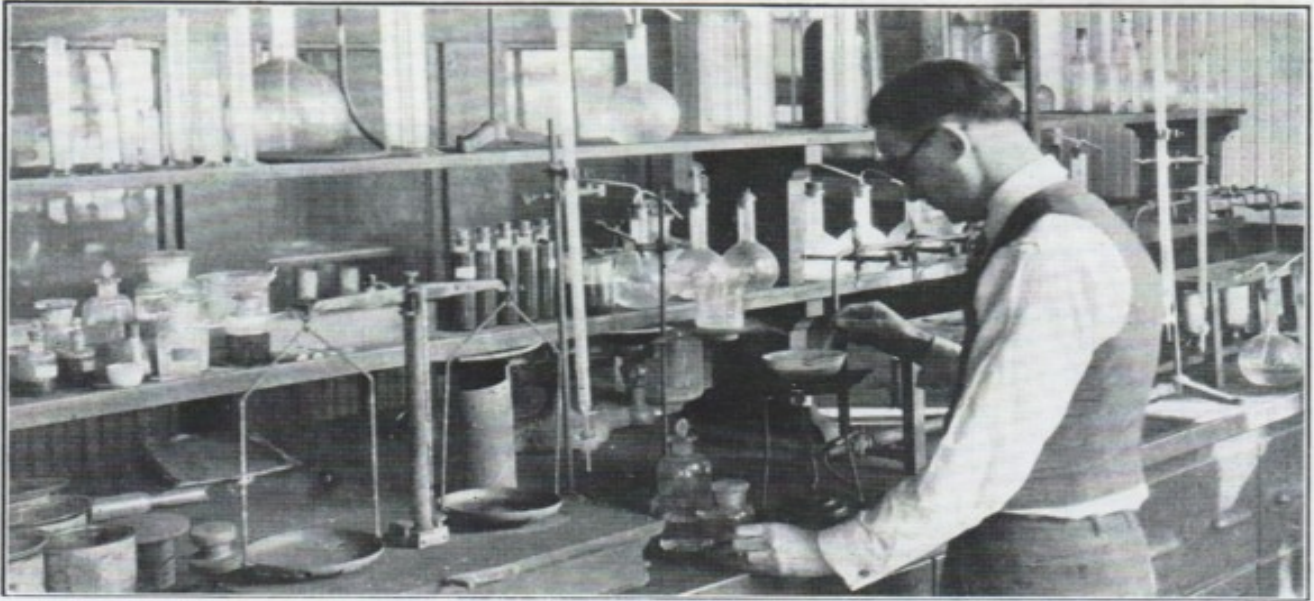
After the wall of the oil compartment is soldered in place, an inspector lowers a small electric light down into the compartment and with the aid of a small mirror on a rod, he examines the seam to make sure that the solder seals it thoroughly. Following this inspection the oil compartment is filled with air under pressure, and placed under water to locate possible leaks. Later on, when the two halves of the tank have been assembled, the gasoline compartment is filled with air under pressure and a gauge is connected to the oil filler cap. Thus if there is even a slight leak from one compartment to the other, it will be instantly detected on this sensitive gauge.

The walls of this compartment are stiffened by ribs and angle irons to guard against vibration in service. All fittings are of the best grade of brass, with the exception of the screen filters, which are of copper.



This illustration shows how the right half of the Indian gasoline tank looks with the oil compartment removed. The reinforcements (A) strengthen the metal for the installation of bracket lugs (B) and the Baffle (C).

A Peek Inside the Indian Factory



THE METALLURGICAL DEPARTMENT

THE Indian Motorcycle Company maintains a completely equipped metallurgical department for the testing and analysis of raw materials entering into the manufacture of Indian Motorcycles. Before any steel, casting or fitting is used for manufacture it is checked for chemical and physical properties. Oils, paints, and enamels must also fulfill certain prescribed requirements. The department is in charge of a graduate technical expert. His first duty is to check all raw material against the specifications on which it was ordered; these specifications having been previously determined as best for each material when subjected to motorcycle service. Tests consist of chemical analysis to determine the quantities of various elements making up the metal, and also to determine its mechanical strength, elasticity, hardness, bending and twisting properties.

Equipment for Numerous Tests

For the purpose of making these necessary tests, a fully equipped chemical laboratory is provided, an Olsen testing machine from which is determined the tensile and compressive strength of metals; a microscopic photographic machine through which may be seen and photographed specimens of steel and other metals showing the crystalline

structure of the particular sample; also furnaces and other special pieces of apparatus necessary for the complete determination of chemical and physical properties.

Not only are the raw materials inspected and analyzed, but also certain pieces of the finished or semi-finished products are tested. From repeated experiments, it is sometimes found that a change in the original specifications will increase the worth of a particular part when used on a motorcycle. But before any change for betterment is made, the finished part is thoroughly tested under actual road conditions.

Heat Treatment Essential

Another duty of the Metallurgical Department is to specify the correct heat treatment for the various metals used in manufacture, and to check the heat treating from time to time. This is very important as heat treating is very essential for the strength and durability of the part as it enters the construction of a motorcycle.

The Metallurgical Department maintains a close cooperation between the Heat Treating Department, Production Department, and Engineering Department. This cooperation insures the use of the right material for the right job at all times.

Cavalcade of West Australian motorcycles



Who could this beauty be? and I'm not talking about the bike.

Photo is from the Royce Loveland collection and was taken on an Indian Club ride, looking at the clothes she is wearing suggests she was definitely not riding that day.

The bike is a brand new 1926 Scout and I wonder where it is now, perhaps a lucky member owns it and its still on the road.

THIS MONTHS QUIZ

Correctly identify this motorcycle and win absolutely nothing but you will go to the top of the class.



Answer in next months Indian News



Carl Montgomery hard at work in the Indian factory in 1944 so therefore he has had plenty of experience in cleaning all your parts on your latest restoration.

For all your blasting requirements contact Carl 0418 941620



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Anthony Lees 20 Bellows St Welshpool 9454 9140 0419 193438

MURRAY MORELL

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Indian

