

Indian

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Indian Motorcycle Club of Western Australia Inc.



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<i>Ride Co-Coordinator</i>	<i>Terry Pascoe and Murray Morell</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 and sent to
13 Krugger Place Leeming 6149 W.A.*

EFT payment Bank of Qld. BSB 126566 Account No 21769590

Account name Indian Motorcycle Club of WA Inc.



Indian motorcycle club of w.a.



PRESIDENTS REPORT



Indian Harley Club of Bunbury held their 40th anniversary Two Day Rally and what a success it was with over a hundred and forty motorbikes taking to the streets of Bunbury and surrounds.

I don't think any of us troubled the score sheet with any winners so we will have to try harder next year.

All who went enjoyed the weekend and are vowing to be there next year.

How are you making out with the finding of the mistakes with the chief quiz? They say there are over 30 to find. Do we have a winner yet?

Lots of events to keep us busy over the next few months with Arthur Grady Display in Fremantle and the Vintage Motorcycle Club's Russelton two day time trial, the VMCCWA have invited us to participate and for those of you who wish to go please contact Murray for full details as you need to book a motel room early as they run out so quickly.

The story of the cover shot is on page 9 of the magazine.

No quirky bits and pieces this month about busted toes and burials only the old dog on the bike.



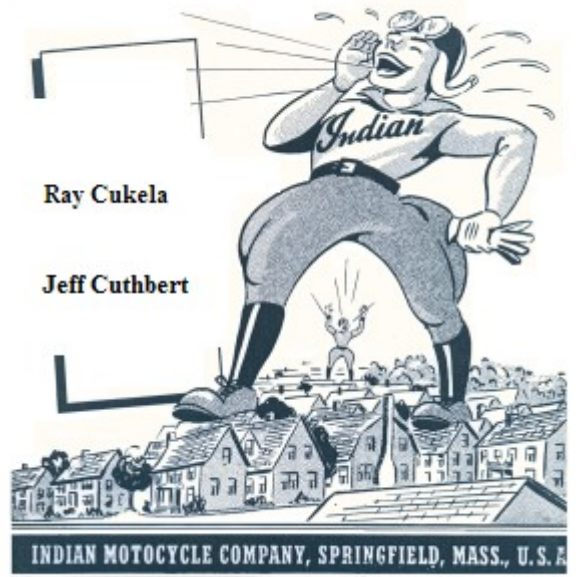
M Morell



new membership nominations

Ray Cukela

Jeff Cuthbert





CALENDAR OF EVENTS



April 6th Northam Flying Fifty Organiser Terry P

The VSCCWA is celebrating the 15th annual running of The Flying Fifty around the houses at Northam Sunday 6th April 2014. The VSCCWA invites Members of the Council of Motoring Clubs and other classic car enthusiasts to participate in the inaugural Classic Car Run leaving Stirling Square Guildford from 7.30 am to 10am via a scenic observation course to Northam. Parking will be provided in a designated club area by the river in Northam. A programme of events, a viewing tent of track, and access to the pits will be provided on the day. Cost of run is \$20.00 per car with part proceeds donated to breast cancer research. We will do the final details at Club meeting 18th March and advise members of our start time by E-Mail.

May 10th Arthur Grady Display Organiser Terry P and Murray

Arthur Grady display in Fremantle. Format has changed from last year, it's got bigger and better, see details below. Club will display like we did last year, please let Terry or Murray know if you are going.

May Sat 17th and Sun 18th VMCC Busselton 2 day ride

The Indian Motorcycle Club has been invited to join in the fun of this superb ride from the VMCC club rooms in Forrestfield to Busselton, this is the long run and there is a short run starting from Yarloop for those who wish to ride Veteran and Vintage bikes. I have been on both length rides over the years and they are most enjoyable, well worth the effort.

The VMCC have a dinner on Saturday night if you wish to attend, if not Busselton has plenty of eateries. You will need to fill out the entry form at the back of the Indian News. Anyone wanting to go who is not a member of VMCC please contact Murray for details about filling the entry form.

Arthur Grady Ride and Display Fremantle Heritage Festival

Saturday 10 May 2014

The Arthur Grady Ride and Display is on again this year. It is rapidly becoming an extremely popular motorcycling event in Western Australia. Last year saw over 200 bikes from all eras taking part and lots of interest from the general public.

The event celebrates the feats of Arthur Grady, who in 1924 became the first person to ride a motorcycle around Australia. He set off from the Fremantle Town Hall, returning five months later to a rousing reception, and a place in the history books.

The day will feature a running replica of the bike Arthur rode on his epic adventure, as well as lots of information and pictures of his ride. The day will also feature a huge display of veteran, vintage, classic, custom and modern bikes.

2014 will see an expansion of the event. The City of Fremantle will be closing William Street (the road around the Town Hall.) In addition to the bikes in the square, William Street will be filled with displays by the Machine Preservation Society, The Hand Tool Preservation Society, the Vintage Commercial Vehicle Society, The Bus Preservation Society, the Vintage Pram Society, Vintage Bicycle Club of WA and a collection of pre 1930's cars.

The centre of the event will remain the motorcycles and the area directly in front of the Town Hall will be set aside for pre 31 bikes. It would be great to see a big turnout of these fantastic machines.

The event however remains open to all motorcycles from all eras, and post 31 bike will be displayed as in previous years throughout the square. I would encourage you all to take part in what is rapidly becoming one of WA's great motorcycle gatherings.

The Order of the Day for bikes will be:

- Assemble Kings Square Fremantle from 10.00am (There will be three main sections in the Square Pre 1931, 1931 – 1988 and 1988 – present)
- Static Display 1130 – 1400
- BBQ Lunch from 1130
- Depart Kings Square 1400

Any one bringing bikes on trailers, in vans or utes, that will not be ridden on the day, will need to notify me for drop off and parking instructions.

This is a great day for celebrating Western Australia's rich motorcycling heritage, see you there!

Any Further queries or to book a space for your club please contact:

Alex Marshall 9432 9716 or 0405 307 126 or alexm@fremantle.wa.gov.au

VINTAGE MOTORCYCLE CLUB

SWAP MEET



MARCH 30TH 2014

CANNINGTON SHOW GROUND
ALBANY HIGHWAY CANNINGTON

- BIG DISPLAY OF VINTAGE BIKES
- BIG PRIZES FOR WINNERS
- PLENTY OF BIG DEALS ON BITS
- PLENTY OF BUYERS AND SELLERS

SELLERS FROM 7AM \$10 ENTRY

BUYERS FROM 7.30 AM \$5 ENTRY

WEB WWW.VMCCWA.COM

ENQUIRE CHRIS WHISSON 92553393





INDIAN



Ray and Anne Selley invited the Indian Club to view their terrific collection of veteran machines including a 1903 De Dion Buton car which Ray started and ran sweetly. Ray has the only surviving example of The Victor motorcycle which was made in South Australia.

We were to have had lunch in Mandurah but Ray and Anne put on such a spread that we didn't need lunch, we were spoilt!!

We were also spoilt with Ray's amazing collection of W.A.'s motoring heritage and his knowledge of our motoring past, the photo's below don't do justice to this wonderful collection, Thank you Ray and Anne for such a memorable day.





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Indians are coming to a museum in Geebung

By JACQUELINE HUSSON

THE opening of the Indian Motorcycle Museum of Australia in Geebung on Saturday, March 15 is a dream come true for owner Darryl White.

The museum will house Indian motorcycles and memorabilia Mr White has spent 20 years collecting from all over the world.

Mr White said, "Indians are my dream and my passion and I'd like other people to see my collection."

"I've loved Indians since I was a teenager, I love their shape and remember seeing them on the roads as a kid."

"I have travelled the world buying Indian motorcycles and Indian memorabilia and I've made friends all over the world, including Eric Henn who is painting a mural at the museum."

Mr Henn, an artist and fellow Indian enthusiast, has travelled from his home in Dayton, Ohio to paint an eight metre by 3.2 metre mural, featuring Indian motorcycles, on the wall of the museum.

"I'm super excited to have Eric here doing the mural, it's given the museum a real atmosphere," Mr White said.

"It's been amazing to watch the mural

grow every day. He's a great friend and we've been having an awesome time."

Mr Henn said, "It's a privilege to be here, I've always wanted to visit Australia."

"I've ridden motorbikes since I was 15 years old and I own and love Indian motorcycles."

• Continued, page 3



• Indian Motorcycle Museum of Australia owner Darryl White has enlisted friend and fellow Indian enthusiast Eric Henn from the United States to create a mural at his new museum in Geebung. Mr White is sitting on a 1928 Indian 101 Scout 750cc. Photo: Jacqueline Husson.

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INDIAN



Indian motorcycle museum opens

• From page 1

“As well as painting murals, I also paint motorcycles with vintage paint jobs, especially in winter in Ohio when it’s too cold to paint outdoor murals,” Mr Henn said.

Indian Motorcycle Museum of Australia’s free open day will include a motorcycle poker card run, working displays and exhibits, historical talks and information sessions and a jet motorcycle courtesy of the Australian Motorcycle Museum.

Mr Henn will also be signing some limit-

ed edition prints on the day.

The open day is on from 9am to 5pm on Saturday, March 15 at 419 Newman Road, Geebung.

For more information email info@indianmotorcyclemuseumaustr.com.au or follow them on Facebook by searching Indian Motorcycle Museum of Australia.

INDIANS
are coming!!



Like us on Facebook

IN MARCH
E: info@indianmotorcyclemuseumaustr.com.au

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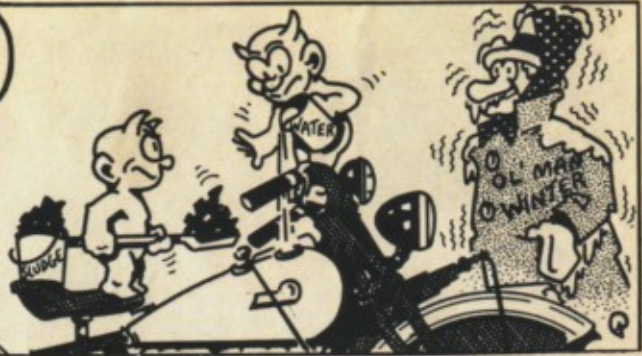


Indian Motorcycle Club of W.A. Congratulates Dick, on a job well done.

Dick Grylls set a land speed record at Lake Gairdner on the 38 Sport Scout. 98.44 mph. The run was in the heat of the day, would have gone faster if I could have got a early run in the cool of the day but had to give up with ankle issues. The 350 goldie also got a record with 84.1 mph.



Winter Gremlins In The Oil



Summertime all we have to think about as far as lubrication is concerned is to keep the tank up to level and perhaps change the oil after a couple of thousand miles. Now with ole Man Winter buzzing around just having the oil won't help much unless we can be sure that it's doing the job it was intended for.

Nowadays it seems that as the warm breezes leave for the South, the little water gremlins and the dirt gremlins come rushing down from the north and sneak up inside the breathers and find themselves a nice cozy spot inside the motor, where they just make themselves at home for the winter. And it is just about impossible to get them to leave until the first warm breeze comes along and blows them back up North.

Take some rider that rides his motorcycle back and forth to work every day. He has to kick it over a few times on full choke before he can get the motor to perk and naturally there is quite a charge of raw gas sucked into the combustion chambers by the time the motor starts knocking them off. Gasoline is compounded of particles of fuel of different properties. Some are light fractions that vaporize quickly and help to give us easier starting. Others are medium fractions that go to work in normal operation. Still others have heavy properties that give maximum power and mileage. When the cold motor starts, the lighter

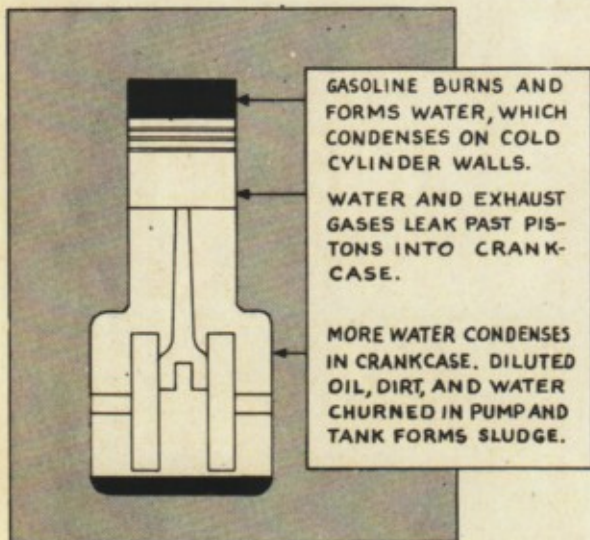
there they work down the cylinder, some getting all around the oil rings, others being carried off and into the oil system.

At the same time some of the gasoline particles, which are not vaporized and go into the cylinder as liquid gasoline, work down past the rings and just naturally thin out the oil.

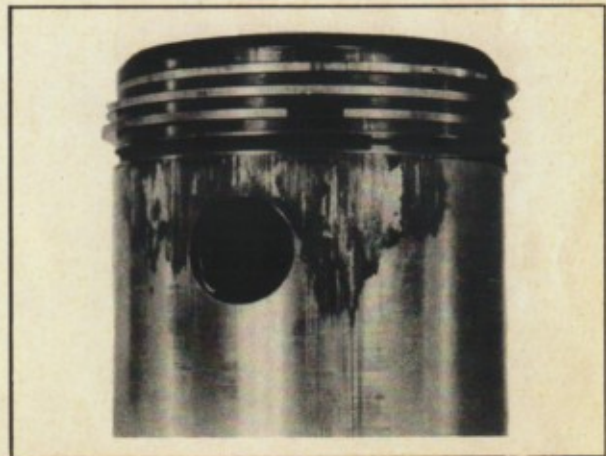
In wintertime we also run into a moisture condition inside the motor. Gasoline is composed of hydrogen and carbon and when it burns, the hydrogen unites with the oxygen taken in the air intake to form water. Approximately one gallon of water is produced for every gallon of gasoline consumed during the processes of combustion. This water usually emerges from the exhaust pipe in the form of steam, although when the cylinders are cold some of this steam condenses inside the cylinders, again mixing in with the motor lubricating oil.

Meanwhile, our subject motorcyclist has arrived at his destination and snapped off the switch of his motor. Cold breezes immediately whistle around the fins and start chilling off the motor. Cold air starts coming in the breathers and upon hitting the still warm motor parts condenses and leaves drops of moisture. The little water gremlin immediately gets his squeegee out and sweeps this water down into the base.

Thus in cool weather two conditions build up inside the motor and its lubricating system. The soot and carbon created by choking and the incomplete combustion of gasoline during the warm-up period, and the condensation of moisture due to the rapid change of temperatures on the motor parts and in the oil tank. Abrasive dirt swimming around in oil of normal body or viscosity is plenty bad enough, but when the same abrasive matter circulates in oil diluted with raw gasoline, the effects on the vital parts of the motor may well be serious. Add to this an amount of water in the base and oil tank that continually increases



elements in the gas burn completely while the heavier particles form the black soot which is often noticed coming out the exhaust pipe when a choked motor is revved up. However, not all these unburned fuel particles go out the exhaust pipe. Some of them are caught by the dirt gremlin who tosses them into the oil on the cylinder walls. From



A condition quite often found in winter showing the piston scuffed, with the oil ring already seized in the groove. Too many r.p.m. before the motor is warmed, slow oil circulation due to heavy oil, or lack of oil due to sludging contributes to the damage.



Sludge is one of the reasons oil rings clog up and prevent proper oil control with the resulting low oil mileage.

in quantity and the result is bound to be trouble. Rust eats into cylinder walls and rings, and pistons begin to wear in a hurry.

Normally water and oil do not mix, but the action of these elements in the lubricating system has been likened to mixing the ingredients that go into mayonnaise. The soot, carbon, and dirt combined with the oil and water are whipped up inside the motor and oil pump, and hold the mixture together in the form of sludge.

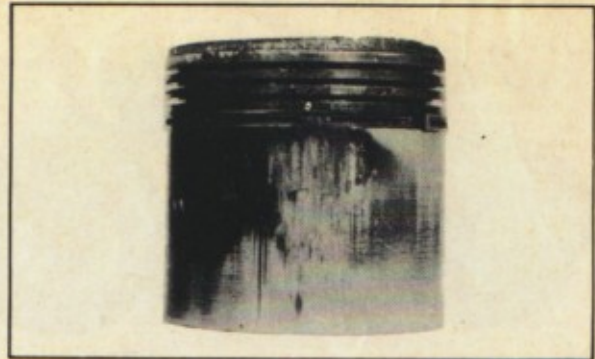
Sludge is the motorcycle engines nemesis. It clogs oil screens and slows up the passage of what worthwhile oil may be in the system. As the temperature drops, this mixture thickens and eventually congeals into a semi-solid, slushy mass in the oil tank, pump, or motor base. Usually the freezing occurs at the tank bottom first, shutting off the flow of oil to the pump. It is not enough to remove the oil tank cap and watch for a bubble of oil from the return line as positive indication that the pump is working and that oil is circulating. This might well but illustrate the fact that there *was* oil in the crankcase and that it has been pumped back up to the tank.

Sludge builds up in a surprising manner under certain conditions, and the simplest and most positive way to insure good lubrication during cold weather is by more frequent oil changes based on a time interval rather than according to mileage. A recent discussion of the subject brought out some rather fancy suggestions, quite in line with other ingenious solutions offered by motorcyclists, who as a class never seem to run out of answers to any problem. The first was to install a petcock in the oil tank bottom and drain the water-laden sludge from the tank at frequent intervals. Another was to have two changes of oil, frequently removing one from the tank and allowing it to settle until the water and oil separated, at which time it became simple to remove the water and have the oil ready for the next exchange.

Fortunately motorcycle dealers are still able to supply proper oil for motorcycle use. The advantages of putting a couple of quarts of fresh, clean oil into any machine a motorcyclist thinks enough of to own should always overcome any other feelings in the matter. This is excepting any operation under conditions so severe that the oil is removed from the tank daily and replaced in a warmed condition before the motorcycle is next put into operation.

Good clean oil in the tank gives reassurance that when the throttle is cracked on there is a tough film of protective lubricant on the crankshaft bearings and up and down the cylinder walls, and there is no need to worry about a handsome repair bill even if the motor is pushed.

In the interest of good service and long motor life oil should be kept as clean as possible. Appearance is a fair test of cleanliness. Too frequently an oil change is performed in a spare moment — the old oil drained, and new oil replaced in the tank without getting every possible bit of dirt and sludge from the bottom of the tank and from the motor base. In a very short time the color of the new oil loses its brightness and begins to take on a dirty appearance. Its effectiveness is cut down immediately. The old dirt is being picked up and carried through onto bearing sur-



Another example of piston and ring condition with heavy carbon deposit which may best be prevented by maintaining a clean supply of oil of the correct grade.

faces where it does more damage in a few moments than many miles of fast riding. Kerosene will loosen some of this dirt from the tank bottom, but there is still nothing quite as handy and effective as a little gasoline to dissolve and wash away every bit of sludge from the oil tank. We can still spare the small amount required to do the job right. The difference in keeping fresh oil "fresh-looking" is surprising until this method of cleaning is tried.

Breather pipes often become dented and the ends covered with ice. Keep them open!

Allow your motor to warm up before riding. Warm it up more quickly by covering it and allowing it to run at slightly faster than idling speed.

Sludge will result in ring sticking, valve sticking, rapid wear of parts and loss of power. Sludge forms less rapidly in good oil than in poor oil. Use good oil and change it when necessary.

OUR COVER

An inseparable phase of the battle of production is the engineering, development, and testing that has made it possible not only for American industry to supply equipment in quantity to the Armed Forces, but has won and maintained a superiority in the quality of the product produced.

At Indian, the testing and development of better motorcycles for the Armed Forces parallels the daily production of military motorcycles.

In fur-lined suits and boots, Pete Peterson, Stan Witinski, Henry Bousquet, and Bill Hess check out at the factory gate on their various assignments of putting new features into use on the highway, checking motors off the production line, or piling up miles that represent years of motorcycle operation into a few months.

YOUR ADDRESS

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Engine Lubrication

Incorrect lubrication is one factor involved in the operation of a motorcycle which can offset everything that has been done to provide you with a reliable and economical motorcycle. Your motorcycle will run for some time if you pay but little attention to lubrication. It will run better if you pay some attention to lubrication. On the other hand, it will perform at its very best if you lubricate it correctly; and in addition, its riding life will be prolonged indefinitely.

Correct lubrication is insurance against rapid wear, poor service and costly repairs, and is simply a matter of maintaining the protective film of lubricant between moving metal parts of the vehicle. Actually, with the lubrication system designed and built into the motorcycle, it remains a simple matter for the motorcycle rider to maintain the effectiveness of that system although he must first understand what the lubrication requirements are.

The first essential of correct lubrication requires that oil of the highest quality obtainable be used. There are many brands of oil on the market, each claimed to be superior in some respects to other kinds and each having different qualities. In order that the motorcycle rider may readily obtain an oil particularly for his motorcycle, Indian engineers have selected oil from the best available oil producing area for use in motorcycle engines. Indian Oil is made of selected pure Pennsylvania crude oil, regarded universally as the world's best lubricating crude. This oil is not just a Pennsylvania base oil (a mixture of Pennsylvania and other crude oils) but it is guaranteed to be 100% pure Pennsylvania oil.

In addition to being of good quality crude, oil must be refined to have certain characteristics to suit the lubrication purpose for which it is intended. So in addition to being a 100% pure Pennsylvania oil, Indian Oil is refined and processed to give it the necessary qualities of body, flash point, flow and freedom from carbon and gummy deposits for use in the air-cooled motorcycle engine. Indian specifications in the selection and processing of oil have been proved through many thousands of miles of factory road-testing and in actual rider use to be absolutely satisfactory.

Finally, the oil which has been selected as best for the motorcycle engine must be used in the manner recommended, and this is where it is up to the actual rider to insure correct lubrication. In spite of the fact that Indian Oil is of the highest quality and has proven best suited for motorcycle engines it must be changed regularly. Offhand there are several reasons for changing oil, any one of which is sufficient to warrant the change when properly considered. During choking of the engine considerable raw gasoline reaches the cylinder walls and some can easily work down into the crankcase and circulate throughout the oiling system. Road dust works in through the oil filler cap, crankcase breather and is carried in by the air required in combustion and is picked up in the lubricating oil. Carbon formed by burning oil and by gasoline in the combustion chamber and under the piston head is washed down into the crankcase and enters the circulating oil system. Minute metal particles worn from internal parts collect in the bottom of the case where they can be picked up by the oil sump. Moisture is formed in combustion, and in cold weather condenses on the cold walls of the crankcase and must eventually be removed from the oil system. So, in addition to being a lubricant, and a cooling agent which carries off the intense internal engine heat in an air-cooled engine, oil provides an important cleansing action internally and should be kept clean so that it may perform this function to best advantage.

If possible, drain the oil tank when the oil is warmed as it will carry off more impurities at this time. After draining the oil from the tank through the drain plug (if oil is drained

by disconnecting the feed line, the fitting with the stand pipe in the tank must be removed to allow the sludge to drain from the bottom) flush the tank with gasoline and reach in with a swab loosening up the sludge and foreign matter that has settled to the bottom of the tank. Drain and rinse with clean gasoline until the tank is clean.

Frequently when the subject of changing oil is discussed, the "wearing out" of oil enters the discussion. But whether oil "wears out" or not, we know that in circulation oil absorbs a certain amount of unburnt gasoline, carbon, dirt, and it becomes contaminated with moisture and acids which develop during combustion. Filtering and distilling equipment has been developed to process drain oil and to remove impurities from oil but such reclaimed oil does not have its original high flash point and body qualities necessary to provide the lubrication you want when you open the throttle of your motorcycle. Draining the oil in the tank and crankcase every 1,000 miles, or more frequently under extreme conditions, and refilling with Indian Oil assures you that your engine parts will be lubricated with clean oil of full lubricating value.

When changing to new Indian Oil, temperature conditions must be considered. Before the oil pump can supply fresh oil at the bearings the oil must flow through the lines and passages in the oiling system to the pump. Thus oil with proper flow qualities or viscosity must be used according to atmospheric temperatures.

Proper Grades of Indian Oil for the Motorcycle Engine

Below	0°F.	Use S. A. E. #10-W
Between	0°F. and 32°F.	Use S. A. E. #20-W
Between	32°F. and 60°F.	Use S. A. E. #30
Above	60°F.	Use S. A. E. #50

Proper Grades of Indian Oil for Primary Drive and Transmission

Below	0°F.	Use S. A. E. #10-W
Between	0°F. and 32°F.	Use S. A. E. #20-W
Above	32°F.	Use S. A. E. #30

It is recommended for breaking-in new engines or engines that have been rebuilt to factory specification that oil one grade lighter than indicated by temperature down to #10-W be used.

Even with clean oil of proper viscosity, oil should be given a chance to circulate before any fast riding is attempted. Run the engine at idling speed until you can feel the cylinder warming up on the left side of the engine or opposite the exhaust valve. Look in the oil tank and check if the oil is circulating back through the oil return tube into the tank. On four cylinder engines, allow the engine to idle until the oil pressure normalizes.

Special Conditions in Cold Weather Operation

It is especially important that oil circulation be checked very frequently during cold weather particularly when many short trips are made. Frequent changes in crankcase temperature occurring in starting a cold engine and during rapid cooling increase the amount of condensation which forms in the crankcase to such an extent that it cut off oil circulation in a very short time. Observe any unusual delay before oil spurts from the tank return tube and notice any slushy formations in the oil tank and change oil when this occurs.

Actually engine lubrication is no problem, but simply a matter of following the recommendations laid down by motorcycle engineers. Use good oil, keep it clean and free from dirt, carbon and condensation by changing it according to conditions. Use the proper S.A.E. grade according to the lowest atmospheric temperatures encountered, and you will have satisfactory, long-life engine lubrication.



INDIAN



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***Smoother Running . . .
 Snappier Performance
 Quieter Running . . .
 Longer Life***

The new Indian Oil provides for the motor and transmission, the finest in correct lubrication. You must try it to actually know what a difference it will make in the smoothness, snap, and silence of your motor. It has been especially refined to do a real good job in Indian motorcycles, and there's a grade to suit **YOUR** model.

Grades of the NEW Indian Oil to Use in Indian Motorcycles

	SUMMER	WINTER
Indian Scout	Indian Standard Oil	Indian Light Oil
Indian 74	Indian Standard Oil	Indian Light Oil
Indian Four	Indian Light Oil	Indian Winter Oil

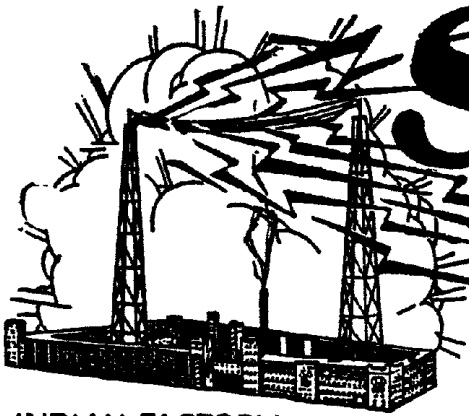
1. Above list applies to motors with either cast iron or aluminum alloy pistons and should be used in both motor and transmission.
2. For *extreme hot weather* conditions use the *next heavier* grade than specified for summer use.
3. For *extreme winter* conditions use the *next lighter* grade than specified for winter use.



Ask for the *new* Indian Oil at your Dealer's, and look for it to come out of a drum or sealed one gallon can with a design and colors like those shown here . . .

You can obtain the *new* Indian Oil *only* from drums or cans in . . .

These Colors!



INDIAN FACTORY

Service Shots

FOR
Indian Dealers



INDIAN DEAL

No. 112

April 18, 1940

TRANSMISSION OILING

On some of the 1940 model 340 and 640 motorcycles, ...oil has gone over from the transmission case into the primary drive or clutch case causing the transmission to be too dry or to require too frequent oiling.

On any machines acting this way, it is advisable to connect the transmission case and primary by means of a hole and allow the oil level to be the same in each. MOTOR OIL SHOULD THEN BE USED FOR LUBRICATION.

The above change can be made as follows:
(refer to attached diagram)

1. Remove primary case cover
2. Back off chain adjusting screw until chain shoe rests on bottom of primary case.
3. Place a 1/4" drill (use grease on tip) between clutch sprocket teeth and potate sprocket until drill is in position shown on the diagram attached.
4. Drill hole thru case and flange into transmission case.
5. Flush out drill chips and reassemble.
6. Fill primary drive with one pint MOTOR OIL thru filler cap. It will level off thru drilled hole and keep transmission properly lubricated.

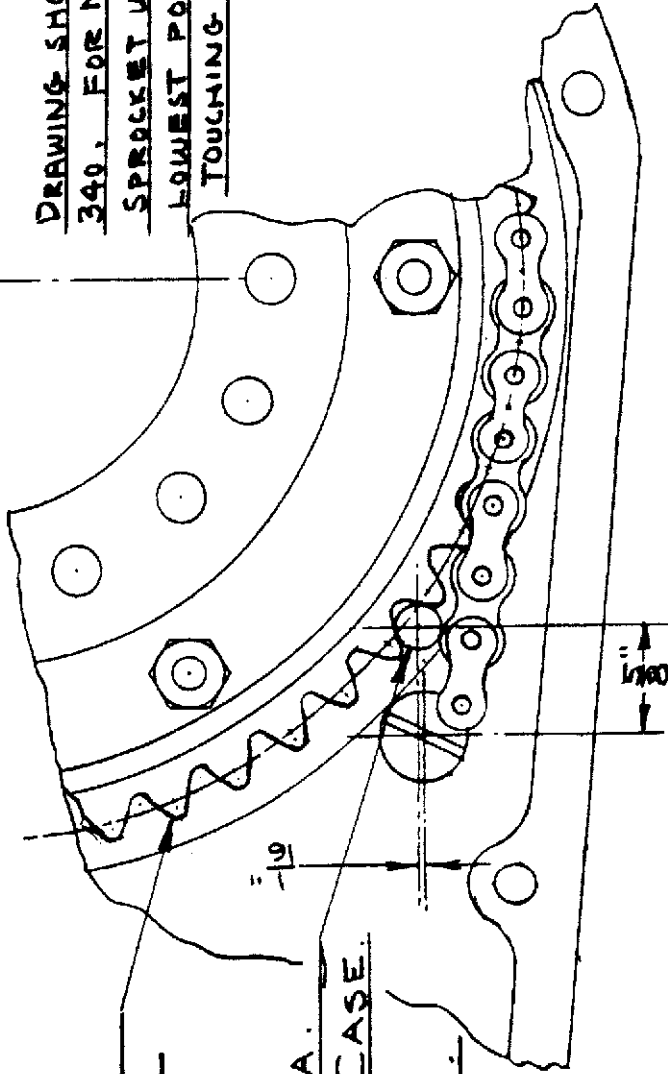
NOTE:

All model 340 machines starting with motor number CDD 2154M and all model 640 machines starting with motor number FDO 659B will have holes between the primary drive and transmission. THE SAME LUBRICANT SHOULD BE USED FOR BOTH.

Erle Armstrong,
Service Engineer, DM

SERVICE SHOTS No. 112
APRIL 15, 1940

DRAWING SHOWN IS FOR MODEL
340. FOR MODEL 640 ROTATE
SPROCKET UNTIL DRILL IS IN
LOWEST POSITION WITHOUT
TOUCHING CHAIN BEFORE DRILLING



CLUTCH
SPROCKET

DRILL $\frac{1}{4}$ " DIA.
HOLE THRU CASE
INTO
TRANSMISSION.



By Kickstarter

Occasionally, when driving short distances in my car, I wonder if it is altogether economical to be driving around behind an engine capable of putting out over a hundred horsepower and of going a hundred miles an hour just to go a few miles to work and back. And yet, our way of life is built up around the fact that you can jump in the car in any weather and buzz down the corner to get a paper or pack of cigarettes. (What corner?—Ed.) There was a time when many motorcycles were sold and used in this country because they were *more convenient* than any other mode of transportation. You could ride the footpaths along the side of the road which were smooth, and make better time than an automobile driving along the rougher road surfaces. To start the bike, you pushed or pedalled and away you went. To start the car, meant cranking it, and when you did get it going, you were no more comfortable or better protected than on the motorcycle.

But, things have changed, because automobiles have heaters and windows and tops and self-starters; in short, they are built for utility and comfort and anybody can run one.

Many of us don't realize to what extent the motorcycle can be used as a utility vehicle. Of course, many people start out riding a motorcycle with the utility idea in mind. Then, because they have not been shown how to use the bike for utility riding, they become discouraged the first time it rains or gets cold. My own interest has been to be able to ride the bike all year round to work and back, to get the groceries, to make business calls, to drop downtown to lunch or over to the country club for a swim or a game of tennis or golf. And it can be *done* and in most climates most of the year round! It's just a case of knowing how to do it.

There are certain types of equipment that make it particularly easy to use the motorcycle in any weather, and in your street or business clothes. The setup I recommend as the *most useful* is as follows:

1. A sport windshield.
2. A "rain apron" or "lap robe"—(more of this item later.)

3. A good raincoat or jacket.
4. A pair of gauntlet gloves or mittens.
5. A helmet or ski cap or hunting cap.
6. A scarf.
7. A roomy pair of saddle bags in which to carry the equipment when not needed.

Goggles are not necessary with a windshield, boots are not necessary with the "lap robe" and a rain suit is not necessary if the "lap robe" and raincoat or jacket is properly used.

It is imperative that you pay attention to the outside temperature as indicated by a *thermometer* at certain times of the year so you will dress warmly enough. The important thing is to protect the body and limbs from the blast of cold and wet air. The windshield will deflect the air up over the head down onto the back of the rider's body in a forward swirl. A ski cap with the ear flaps down is really all the protection needed for the head and face if a windshield is used. A collar or scarf covers the back of the neck. For temperatures down to 30° or even lower, this outfit will protect the head and face and neck in a really remarkable manner. The air from below the windshield is deflected downward against the knees and legs. The lap apron covers these parts and if properly made, protects against cold and wet clean down to and including the toes in the worst rain and in bitter cold down to below freezing temperatures.

The "rain apron" or "lap robe" is a canvas or artificial leather apron fastening to the front of the footboards with snaps and coming up over the feet and legs and lap. It should be wide enough at the sides to blow back and cover the legs. The inside should be properly cut to close the portion at the top of the tank and deflect water away from the saddle and legs. The knees sometimes get cold because the robe pulls tight over them, and an extra padding of felt or sponge rubber sewed in at the knee point will help this situation. A properly designed apron prevents water from pouring in at the front of the saddle and inside of the legs around the gas tank. The upper section of the lap apron should reach higher than the belt. There is a tendency for this to blow down when a windshield is used, but this isn't too bad. If your raincoat has a belt, the top of the apron can be pulled through it in front to hold it tightly.

The arms extending outside the windshield to the bars will remain warm if a real pair of gauntlet mittens are worn that thoroughly cover the openings of the sleeves. Certain all leather ski tow mitts are good for bad weather riding if treated with water repellant oils or shoe polish. A hot treatment of castor oil and bees wax is said to be a good water proofing for leather, but shoe polish does quite well. The mitts referred to are soft and the gauntlets long and soft with a draw strap to pull around the sleeves. An extra pair of gloves or wool mitts inside the leather covers are good in cold weather.

The coat or jacket should have button flaps around the sleeves to pull them tightly. An ordinary trench coat has been found very acceptable. A zipper shower-proof jacket even of thin gabardine can be amazingly warm, especially if really windproof. The new type shower-proof cloth is amazingly water repellant and windproof. I have ridden 10 miles in a hard summer thunder storm with one and remained quite dry. The latest military cold weather outfits are made up of light shower-proof jackets and trousers or entire coveralls instead of heavy coats and fur-lined jackets.





The scarf should be large. Wool is good. A turkish towel is good, but is inclined to chafe the chin and neck. It absorbs water though, and for that reason is good in wet weather.

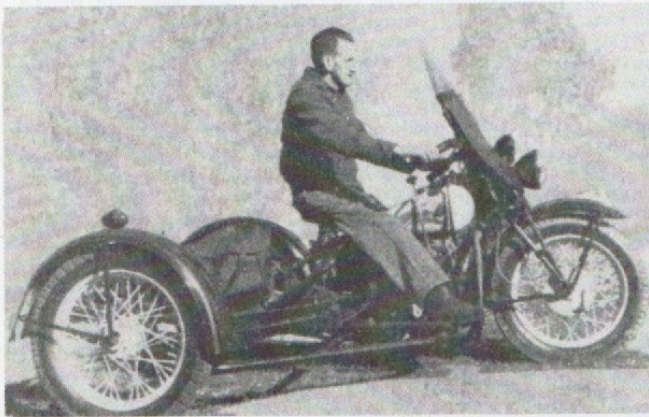
Road surfaces in bad weather must be treated with the proper respect. As a rule, wet surfaces on modern roads are not too serious and with the removal of trolley tracks in many areas, things are really improving. Your good visibility is your advantage over a car. Snow and ice are not good for solo riding although perfectly O.K. with sidecar. Solo motorcycles are best left at home in icy going or snow although many people do ride in this kind of weather. It never struck me as good judgment to try to use a solo motorcycle for transportation in snow and ice.

I have ridden a ten-mile one-way trip back or forth to work all year round in New England with temperatures as low as 5°F and in driving fall and spring rain storms. With a little care, it is amazing how dry you can stay in rain. Keeping road splash and cold air off the feet and legs is performed well by the apron and the writer is surprised that this simple item isn't more popular. Its advantage over the rain suit is that you don't have to walk around dressed like a deep sea diver and you don't have to spend the time to get into the rain suit. A conventional rain coat is all that follows you when you dismount. The apron thrown over the saddle keeps the water off it when the machine is parked.

It is said that riding in an open car or motorcycle is less a cause for colds in winter than in a closed car with its accompanying drafts. I have actually found this to be so in my own case and I know first hand of others who have. Of course, getting your feet wet or clothes wet and spending the day that way isn't the best way to stay healthy.

Thus, you can use your motorcycle as one man, all weather transportation with great success—it's just in knowing how! Try it—it's fun!

ROSS CYCLE, CANADA, ADAPTS HAND CONTROLS TO MOTORCYCLE



Courtesy Canada Cycle and Motor Co., Lt.

The problem of personal transportation is especially important to those without the full use of their legs, but for Mr. Fred Pattenden, St. Thomas, Ontario, that problem is definitely improving. The reason is Mr. Pattenden's new motorcycle.

Through friends, Mr. W. A. Davidson, a relative of Mr. Pattenden, arranged to obtain a motorcycle and sidecar from Ross Cycle and Sports in Toronto. Ross Cycle had several 1940 Indian 45's, which had been sold by the Canadian Army, and selected one for Mr. Davidson. The machine was reconditioned, fitted with the side chassis, and under the direction of mechanic Leo Lacourse, the controls were converted to hand operation.

Completing the job Leo Lacourse drove the outfit 135 miles from Toronto to St. Thomas to deliver it and to instruct Mr. Pattenden in operating it. Everyone concerned is especially pleased as the new owner has found the machine easy and safe to operate. It is expected similar motorcycle equipment could be used by many other disabled persons.

ROLLIE FREE'S ACT TOPS WAR BOND SHOW



Rollie Free on his way around the Ogden Field Post theater on the motorcycle. The officer sitting on the steps is in the act of shaving himself and some of the "props" for other stunts may be seen.

Although Rollie Free (now Major) was one of the first motorcycle dealers to get into the Armed Forces when the war started he is just as motorcycle minded as ever, naturally. In fact his reputation is even better in that respect since his most recent episode.

All the officers at Ogden Field, Utah were called to a meeting to launch the most recent War Bond Drive and they assembled expecting to hear the usual appeals and to subscribe in the usual manner. A surprise was in store! Five minutes after the Colonel started the War Bond meeting funny things began to happen all over the theatre. The committee had arranged a regular Olson-Johnson "Hellza-Poppin'" show and they went at it with a vengeance. Of course, the Colonel was in on the deal.

Doctors dragged patients from the audience to the stage where they had an operating table, and they performed some unique operations. A "Truth or Consequence" program started up in the other corner of the stage. Things were going on all over the theater but when Major Free came buzzing down the aisle and across the front of the show on a red motorcycle . . . as one officer put it, "After that, nothing could surprise him."

Seems that Rollie was quite a sensation and the papers said he was the hit of the show. About half of the officers knew he was an Indian motorcycle man before that day; now they all know about him.

From Rollie's angle, he was having the time of his life. He turned a couple of laps going down one aisle, across the front and up the other aisle and on the second lap pulled up in front of the stage and signed up for his War Bond. As a final touch he had one of those smoke bombs rigged up and at this moment it went off adding to the noise and confusion. Everyone had a lot of fun and a good share of the officers at the field signed up for extra Bonds on that first day.

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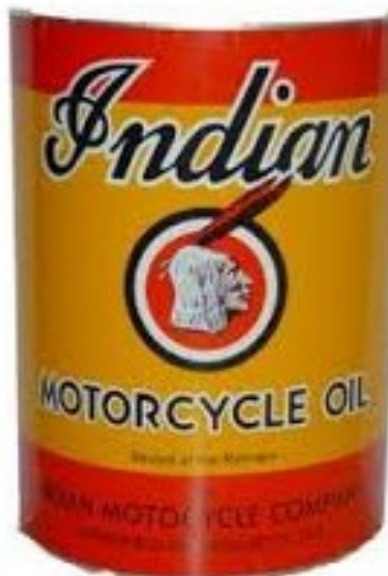
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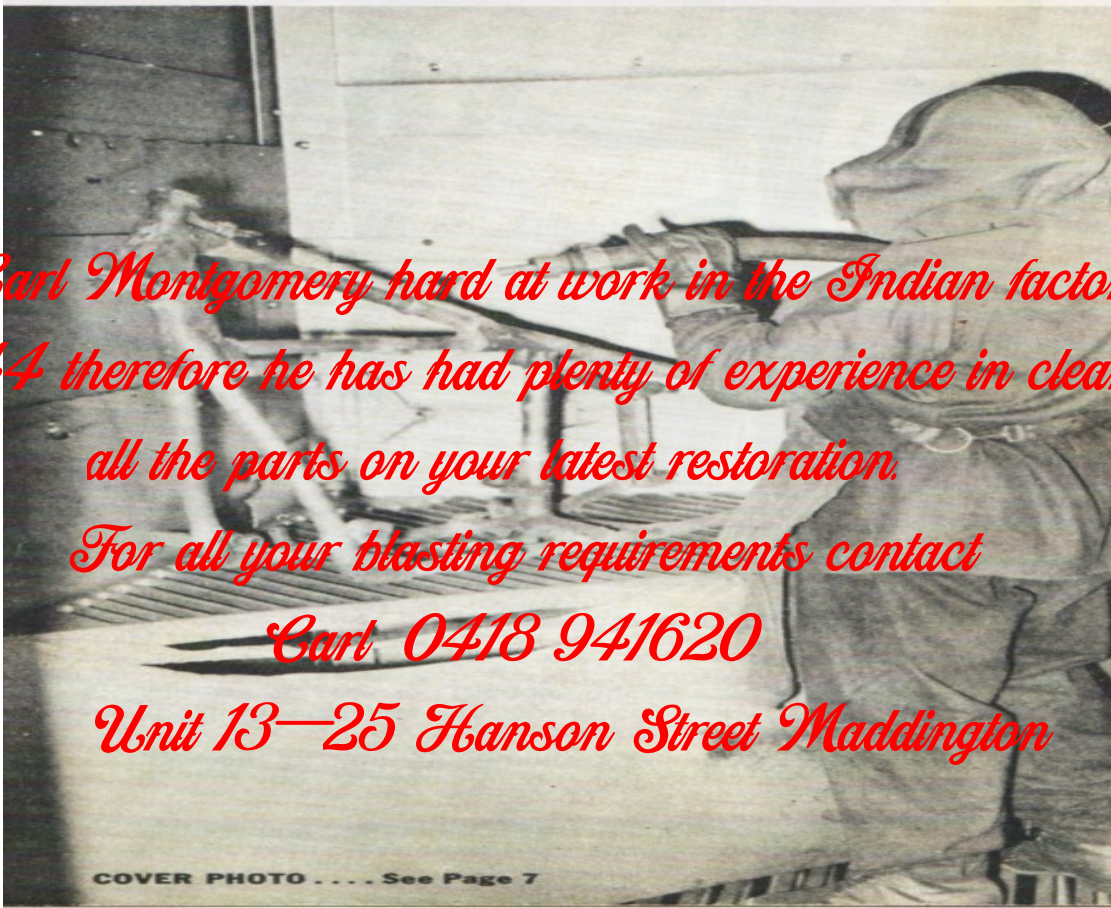
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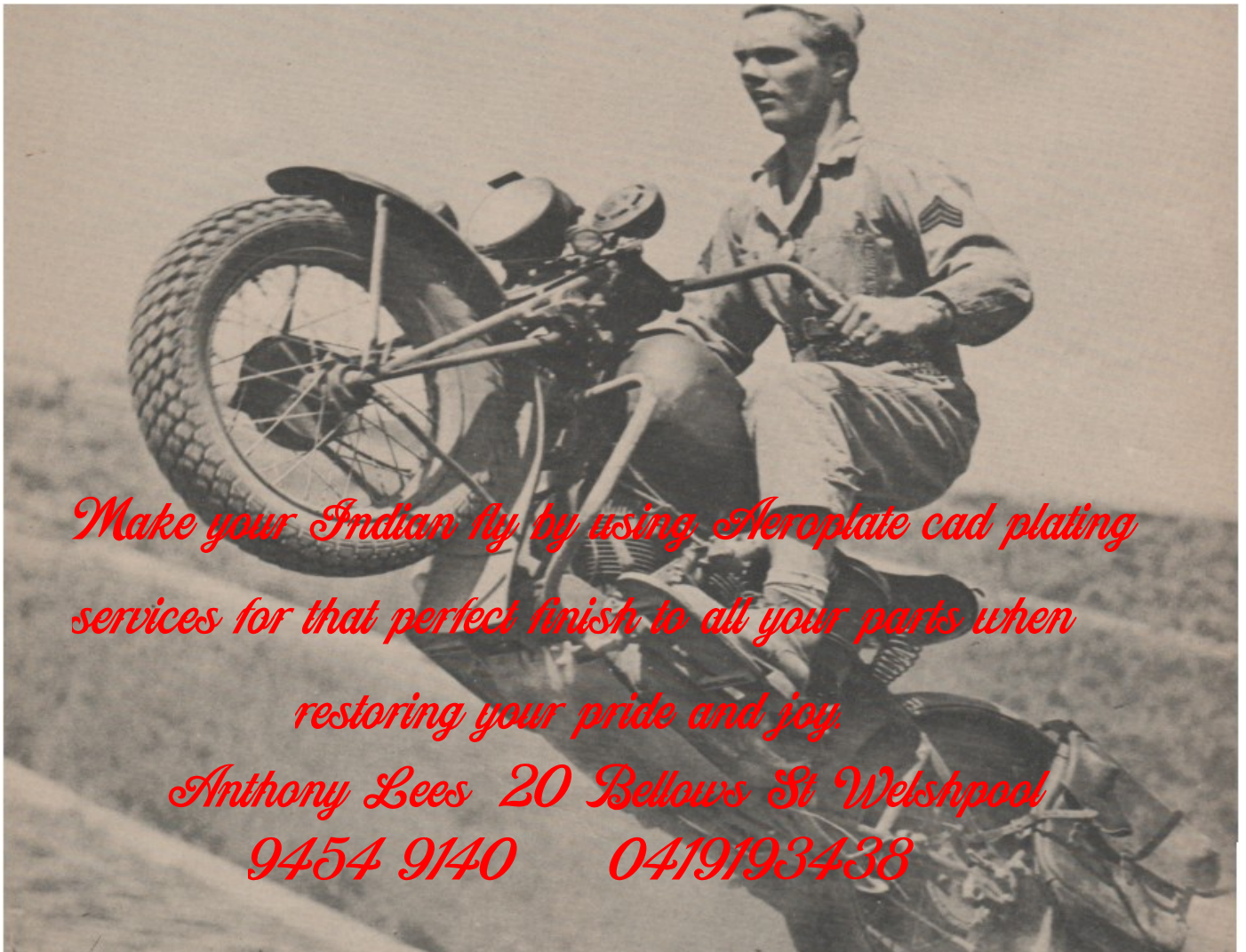
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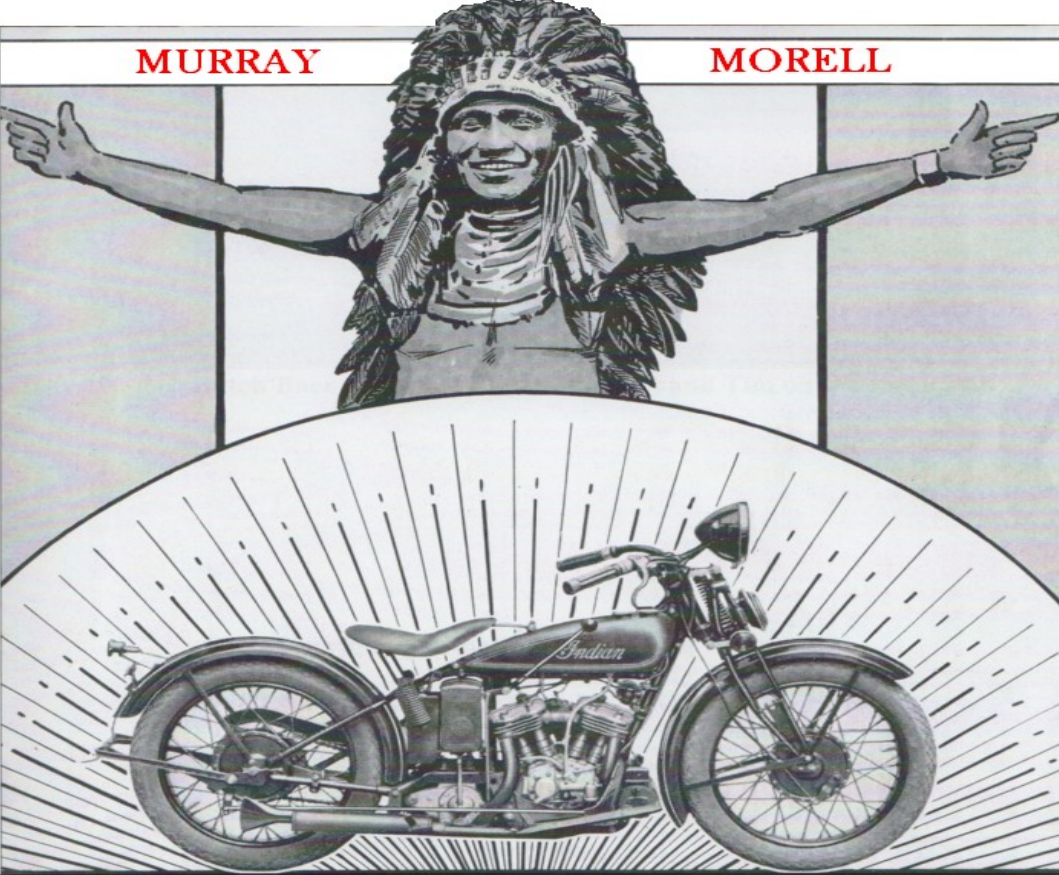


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SIGNED..... **SIGNED**.....

DATE..... **DATE**.....

APPLICATION FEE \$20.00

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BUSSELTON TWO DAY TIMED RALLY

17th – 18th MAY 2014

CLOSING DATE FOR ENTRIES: 10th April 2014

Entry Fee: \$15.00
Dinner in Busselton: \$25.00 (must be prepaid before 10/4/2014)
Total you are paying \$ _____

Online payment BOQ BSB 126547 Account No 21998733 Reference BSN 2D _____ (member No)

Make cheques payable to V.M.C.C. of W.A. Entries received after 10 April 2014, will attract a late entry fee of \$10.

NAME.....

ADDRESS.....

TELEPHONE: Home Work

Membership No: Make of Machine:

H.P. or C.C. Solo or Sidecar Year of manufacture:
Motorcycle Identification No. Reg Plate No.

SPEED CATEGORY (Nominate as per last year, if you wish)

GROUPS Veteran, Vintage, Post Vintage SHORT COURSE 40 TO 60 KPH
GROUPS Vintage, Post Vintage LONG COURSE 60 TO 75 KPH
Your preferred speed (between 40 and 75)Course.....

Conditions Cert.
Machines must be Roadworthy Club eligible and with a current Licence
No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals
Accommodation to be privately booked in Busselton for Saturday night (17th May) some accommodation available at Paradise Motor Motel ph. Pauline 9752 1200

CLASSES: PLEASE CIRCLE CLASS ENTERED

Please note. Only Veteran or Vintage bikes are eligible for trophies on the Short Course

Short Course Veteran () Vintage () Two Stroke ()
Long Course Vintage () Post Vintage () Sidecar ()

DECLARATION AND INDEMNITY

I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined.

I declare that my machine is currently licensed and I hold the appropriate driver's license.

APPLICANT'S SIGNATURE

PASSENGER'S SIGNATURE

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Tel: 040 6112916. Pay on line as above or make cheques payable to V.M.C.C. of W.A. Cash acceptable. If paying online suggest scanning then emailing your entry form to John.