

The Indian News Magazine



Indian Motorcycle Club of Western Australia Inc.

November 2015 No 47

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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

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.

President's Report

This month we have a slightly new look to the magazine which has come about by the retirement of our hard working printer Kelvin Swayn. Kelvin has been getting the magazine printed for us since issue 2 which is three and a half years worth of effort and the club owes him a great debt of gratitude, if it wasn't for Kelvin we would not of had the magazine we have today.

We have put the feelers out for anyone (business) who wishes to support our worthy cause and print our magazine, if you are able to help we look forward to hearing from you.

The Perth Motorcycle and Scooter Show for 2015 held at the Claremont Showgrounds was a great success for the club, we had a very prominent position in the main hall and the bike display which was 100 years of Indian, 1915 to 2015 featuring a bike from the teens, twenties, thirties, forties, fifties and the latest 2013 didn't let the organisers down. lots of comments about "my dad had ones of these, wish I still had it" and "I've seen lots of photos of these bikes but this is the first time I've seen one in the flesh".

A few new bikes were unearthed and now we will see if they do anything with them.

M Morell



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CALENDAR OF EVENTS



December 13th Christmas Ride and lunch at the Serpentine Hotel
Meet at Murrays for a 10.00am start
Murray will lead us through the wilds of the area to arrive at the lunch venue. Members unable to ride who wish to attend by car are encouraged to do so and join in the festivity.
This is the club ride for December.

December 6th VMC Peter Groucott Memorial Run.
Roger Bowen is running this event and any members wishing to attend are welcome.
Roger and Roxanne put on a terrific meal after the ride for a very reasonable price.

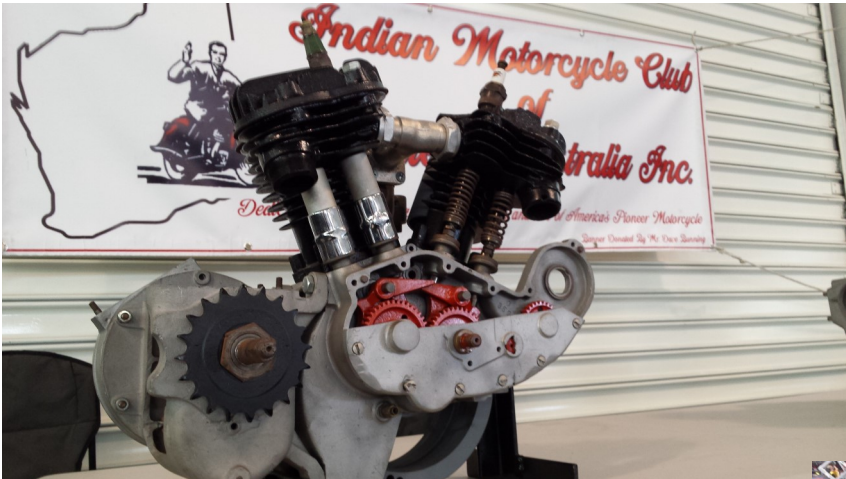
January 2016 will once again be a ride free month, it was decided that it's getting too hot and too many members are away on holidays.



Photos on pages 3 and 4 are from the Perth Motorcycle and Scooter Show 2015



INDIAN



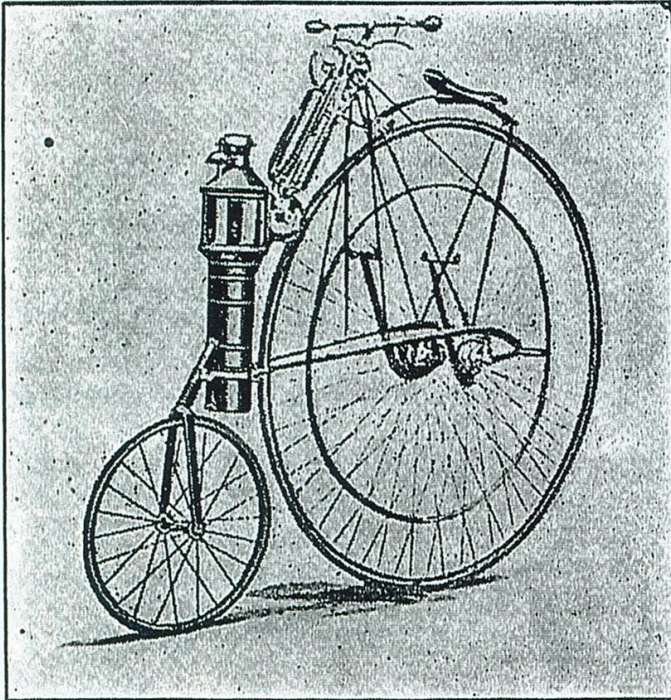
This fella stole the show





The Story of the Motorcycle

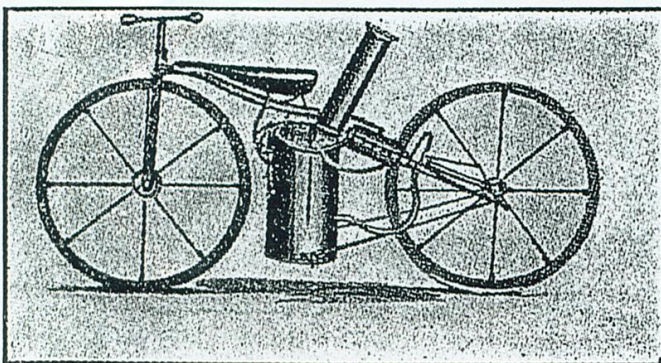
Interest in the development of mechanically propelled two-wheel vehicles began soon after the introduction of the bicycle in its first practicable form. Man's natural dislike for manual labor quickly found objection to the physical effort of bicycle travel, and accordingly sought to devise mechanical means of overcoming it.



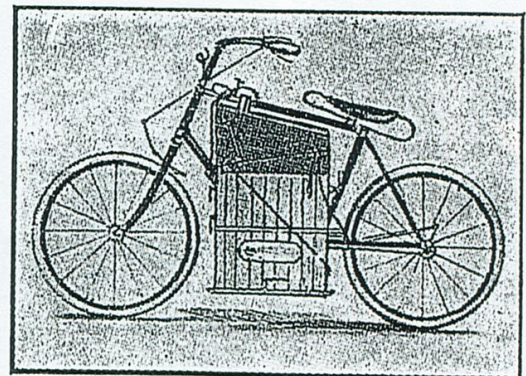
COPELAND MODEL, 1884

The earliest known attempt to construct a two-wheel vehicle which would proceed under its own power was made by W. W. Austin, of Winthrop, Mass., in the year 1868. This crude affair consisted of a small velocipede upon which was mounted a crude coal-burning steam engine. The piston rods of the engine were connected directly with cranks on the rear wheel. The boiler was hung between the two wheels and directly back of the saddle, while the engine cylinders were placed slightly above horizontal just behind the boiler. Despite the crudity of this outfit, Austin claimed that he had traveled some 2,200 miles on this, the "granddaddy" of all motorcycles.

L. D. and W. E. Copeland, two Californian experimenters, are credited with the next known effort to produce a two-wheeler which would travel by its own power. Their first model appeared in 1884. The bicycle to which this miniature steam-



AUSTIN STEAM VELOCIPEDA, 1868



ROPER'S MACHINE, 1886

power plant of the Copeland brothers' invention was attached was one of the old high-wheel models with the small steering wheel forward. The steam engine of this truly ingenious contrivance, together with the boiler and the driving pulley, weighed

* Illustrations by courtesy of the Hendee Manufacturing Co.

THE STORY OF THE MOTORCYCLE

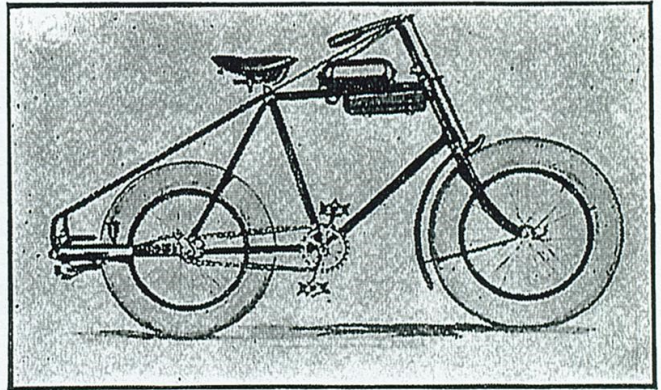
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only sixteen ounces. The Copeland model was probably the first motorcycle to use belt drive. It should be understood that propulsion of this first Copeland model was not intended to depend solely upon mechanical power, but to be operated in connection with the foot pedals.

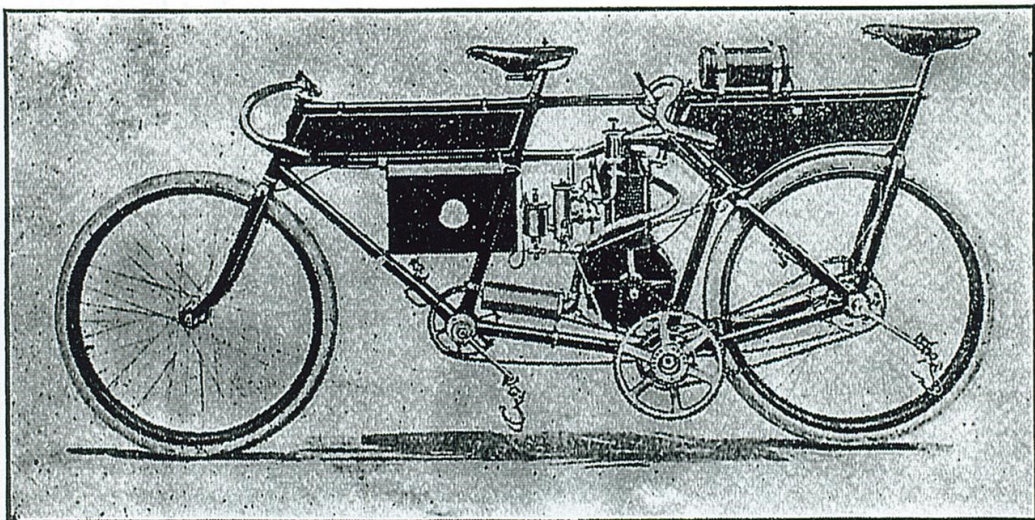
The Copeland brothers are to be credited with the first attempt to produce the motorcycle upon a commercial basis, but their efforts were unsuccessful. Their invention seemed to be far ahead of the times, and their project passed by unappreciated.

In 1886, S. H. Roper, of Roxbury, Mass., appeared with a steam-propelled bicycle which consisted of a specially designed engine placed in a bicycle frame of the type with which we are familiar today. This invention was awkward, and its weight of 150 pounds made it difficult to handle, but in spite of that its inventor is said to have obtained considerable use from it.

The year 1895 saw the first public exhibition of mechanically operated two-wheel vehicles held at Madison Square Garden, New York City. The sensation of the show was a motorcycle which was presented by E. J. Pennington of Cleveland. This was the first public appearance of a cycle propelled by a combustion engine, and in that regard it may be called the first appearance of the motorcycle in the form that it is known today. The Pennington machine was the first-known vehicle to attempt



THE PENNINGTON MOTORCYCLE, 1895



HEDSTROM MOTOR TANDEM, 1898

the use of gasoline. History fails to relate a great deal about the mechanical detail of the Pennington model, but it is said to have made a very creditable performance in exhibition. It appeared at the Madison Square Garden in two forms, as a single motorcycle and as a motor tandem.

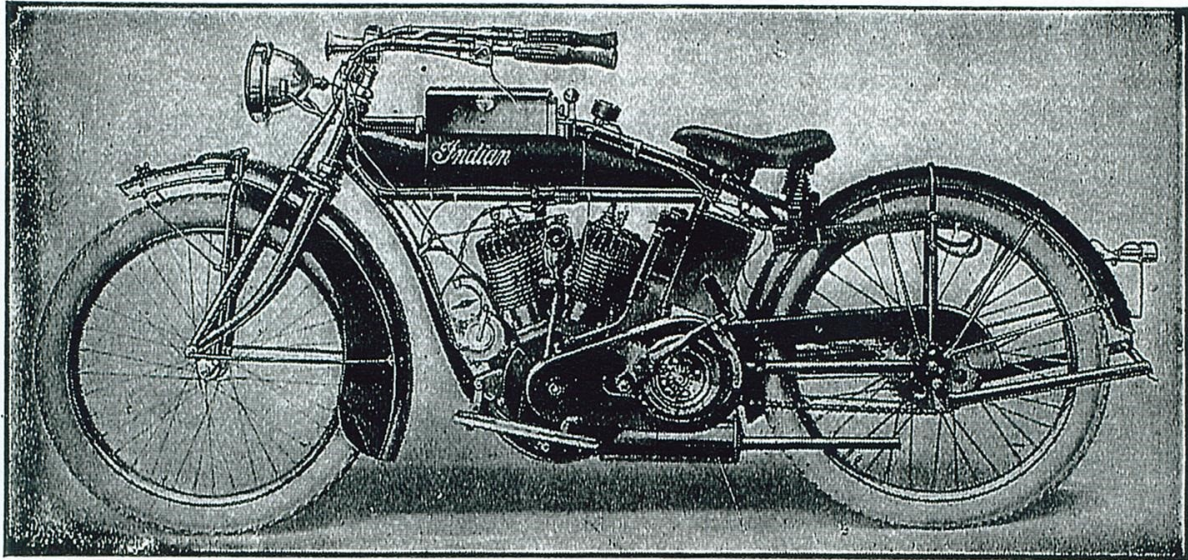
There was little or no interest in motor vehicles of any description in that period of the early nineties, consequently the Pennington efforts were fruitless. Shortly



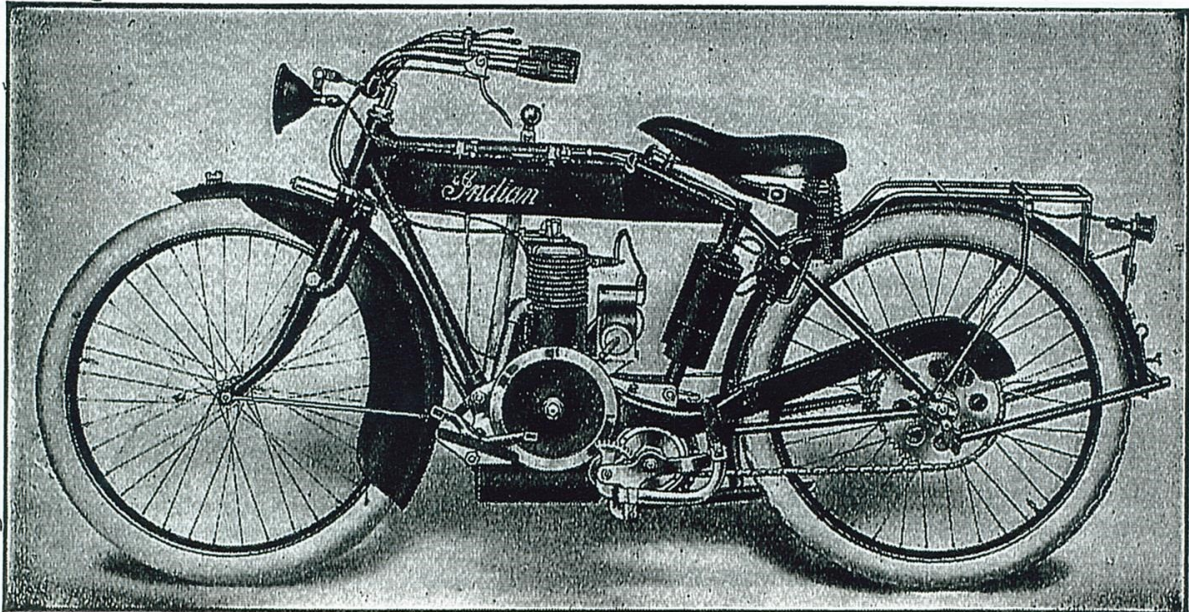
INDIAN



THE STORY OF THE MOTORCYCLE



A BIG TWIN MODEL



AN UP-TO-DATE "FEATHERWEIGHT" MODEL

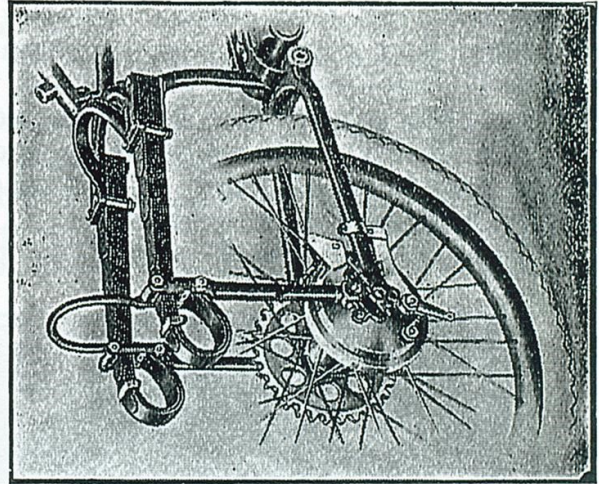


THE STORY OF THE MOTORCYCLE

after the public exhibition of his models, financial difficulties are said to have overtaken Pennington and he is reported to have departed suddenly for foreign climes, bringing his experiments to an abrupt end.

Along in the late nineties a keen interest in bicycle racing led to the introduction of what is known as the motor-paced tandem. This consisted of a regulation tandem bicycle on which was mounted a gasoline motor geared up to the rear wheel with a chain drive. The tandem rider on the forward seat did the steering and the foot pedaling, and the rear rider operated the motor. It is believed that the first of these tandems came over here from France.

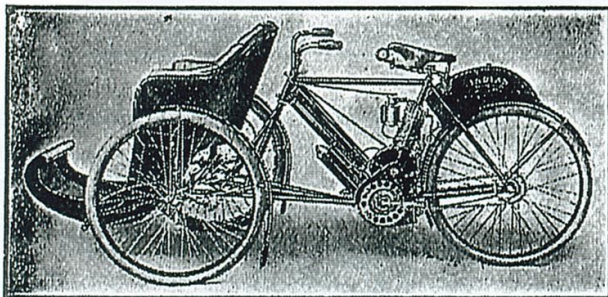
By 1898 the popularity of the motor-paced racing bicycle became so great that attention was soon directed toward their manufacture. Chief among the bicycle manufacturers who took up the making of the motor-paced tandem was Oscar Hedstrom, a racer with many notable victories to his credit. He believed that he could make a motor tandem which would prove far superior to any other American machine made, if not better even than any foreign machine.



CRADLE SPRING FRAME CONSTRUCTION

The machine which he produced with a motor of his own design was entered in some big races at the Pan-American Exposition in Buffalo in 1901 where nearly every record was broken. Mr. Hedstrom's partner on this tandem outfit was Henshaw, a bicycle racer of some repute. Following their debut on the motor tandem at Buffalo, this pair proceeded to make records throughout the country, several of which still stand today.

In 1901 a bicycle manufacturer of Springfield, Mass., foresaw a future for a motorcycle designed for pleasure purposes instead of exclusively for racing. Hitherto,



FIRST HEDSTROM MOTORCYCLE WITH TRI-CAR, 1902

all motor-propelled cycles had used the power of the engine of whatever form it was merely as an aid to locomotion. None had been successful in producing a machine that could proceed anywhere solely under its own power. Convinced that such a machine could be produced, and certain that it would find a ready market, this manufacturer set about to put his ideas into execution.

He recognized in Oscar Hedstrom, as the leader of the motor tandem racing field, the man who knew more about combustion engines than any other man in

America, and accordingly enlisted his services. Oscar Hedstrom retired to a little mechanical laboratory in Middletown, Conn., and in a short four months emerged with a completed motorcycle which he had not only designed himself, but had constructed entirely by his own labor. Its performance on its first trial trip was absolutely astounding to every observer. In road tests under every conceivable condition, this first motorcycle of Oscar Hedstrom's displayed a perfection of mechanical operation which had to that time never been approached. It moved



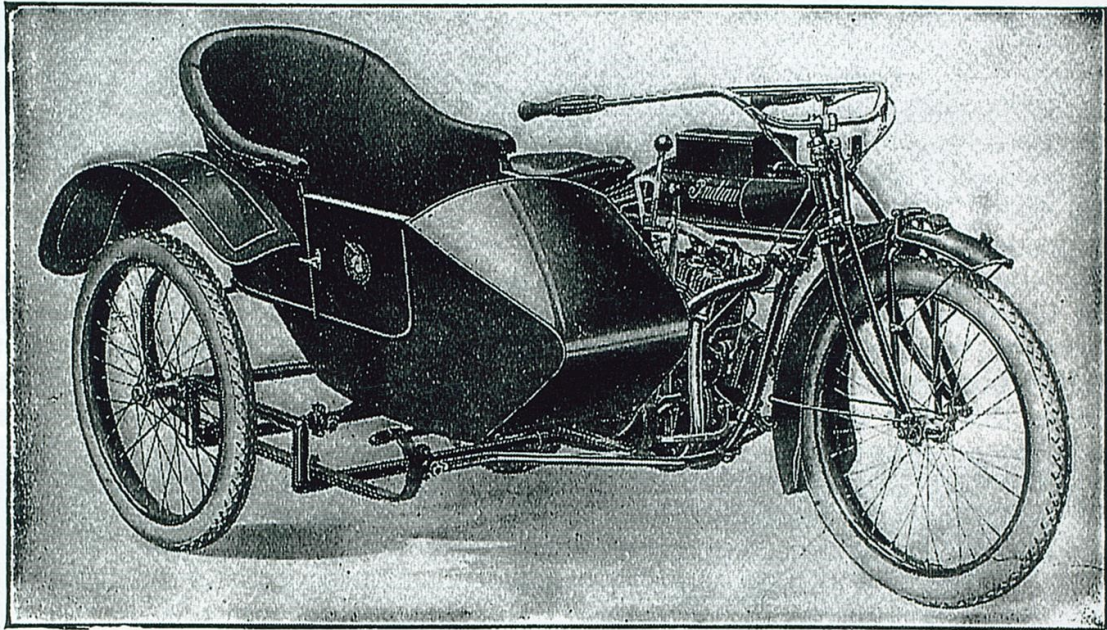
THE STORY OF THE MOTORCYCLE

entirely under its own power, could climb hills and could travel on the level road at speeds which had never before been exhibited by vehicles of that type.

By reason of the successful performance of his first motorcycle, Oscar Hedstrom is given the credit, in many quarters, for producing the first motorcycle of practicable construction. All successful machines of this type since then are said to have been modeled more or less on the fundamental principles of that first Hedstrom machine. Part of Hedstrom's success was due to his mastery of the important problem of carburetion, and a carburetor expressly designed for that first machine constituted a marked step in motorcycle development. The leading carburetors of today are said to be based upon the principles of the first Hedstrom carburetor. The date of the appearance of the first Hedstrom motorcycle was 1901.

Manufacture of the motorcycle upon a commercial scale forthwith commenced in the bicycle manufactory at Springfield, Mass. Such is said to have been the humble beginning of the motorcycle.

Their first motorcycle was offered to the public in 1902. Its mechanical detail



MODERN "SIDE-CAR" MODEL

is worthy of note for the sake of comparison with the models of the current year. Its motor was the Hedstrom single-cylinder motor of $1\frac{3}{4}$ horse-power; frame, 22 inches; tires, $1\frac{3}{4}$ inches, single tube; chain drive; weight, 93 pounds. From the year 1902 to 1909, the style of their motorcycle remained substantially the same in appearance. The models of that period are referred to as "camel backs" by reason of the location and shape of the gasoline tank on the rear mud guard. In 1909, the loop frame was introduced to provide additional strength to the machine, being required by the increased weight of the motor; 1906 saw the introduction of twin cylinders for racing models, and the following year they appeared in the regular models.

Motorcycle design has made wonderful progress. The powerful, easy-riding machines of today with their many refinements are truly marvelous pieces of mechanism. Mechanical perfection is as nearly approached as it is possible for the best brains and the most approved methods of manufacture to attain. There are numerous modern refinements which have contributed materially to the present-

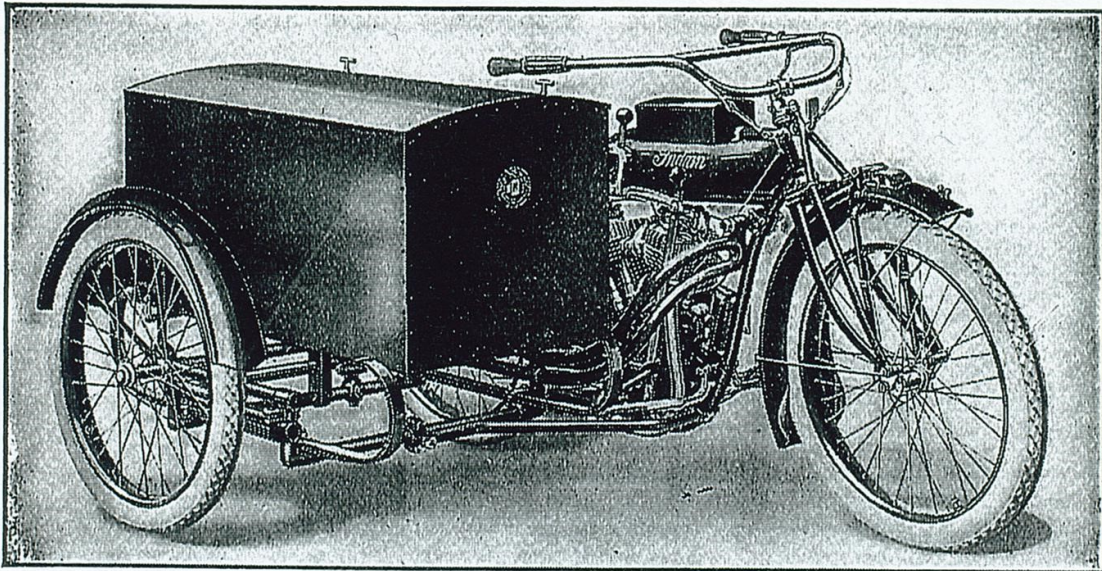
THE STORY OF THE MOTORCYCLE

day popularity of the motorcycle that are worthy of special note. Chief of these is the kick-starter, which enables the rider to start the engine of his machine without mounting it upon a stand or pedaling on the road. Improved clutches, gear ratios which permit varying speeds, double-braking systems and electric lights are present-day refinements which add zest to the sport of motorcycling.

One of the greatest of all motorcycling comfort creations is a device known as the cradle spring frame which consists of pairs of cushion-leaf springs of the semi-elliptical type, which are located at the rear of the frame just beneath the saddle. This affords the maximum of riding comfort by the elimination of all jar and jolt occasioned by an uneven roadway.

Magneto ignition first appeared in 1908; previous to that date all ignition had been dependent upon batteries of the ordinary dry-cell variety.

The last two years has seen the introduction of what is known as the light-weight model. This style of motorcycle has a smaller motor, which is usually of the two-stroke type, single cylinder. The frame is of lighter construction, the mechanism



MODERN DELIVERY VAN FOR GROCERS, DRUGGISTS, ETC.

is simpler, and of course the speed is reduced. This type of two-wheeler, however, finds favor among those who like power and speed but in modified form. Lower initial cost and lower operation expense are factors which especially recommend the light-weight models.

There has been considerable difference of opinion as regards the comparative efficiency of chain drive and belt drive. The consensus of opinion, however, seems to favor the chain drive, as evidenced by its use on most of the leading makes of present-day machines. Some of the light-weight models are using belt drive, but chain drive is generally conceded to be superior. In the early days of motorcycling, belt drive was rather generally used, but the heavy duty required soon brought about the change to present usage.

Motorcycle manufacture is today carried on in some of the largest and most up-to-date manufactories that can be found in the United States. The oldest and the largest factory devoted to motorcycle manufacture is said to be that which has been built up under the direction of the Springfield manufacturer, the man who first saw the great commercial possibilities in the development of the motorcycle for pleasure and business purposes. His company had a capitalization of \$12,500,000

in 1916. Some 2,400 skilled workmen were employed in its two big Springfield plants. Its output, said to be the largest in the industry, is over 25,000 machines per year. Numerous models meeting varying requirements are produced.

Soon after the first practicable motorcycle appeared in 1902 there arose a demand for a contrivance that would accommodate an additional passenger. Consequently, there was produced an attachment called a tri-car. This was mounted on two pneumatic-tired wheels which were fitted to the front fork together with necessary steering devices. Later it was found that the passenger conveyance could better be carried at the side mounted upon a springed chassis which was supported by a third wheel. That form was thereupon generally adopted, and remains today the general practice in the manufacture of motorcycle side-cars, as they are called.

Naturally enough, interest in motorcycles was quickly directed toward their application to commercial uses, and to that end there were produced numerous styles of side vans and parcel carriers intended for parcel delivery.

The use of the motorcycle for commercial purposes was for a time overshadowed by the abnormally rapid development of the automobile, but the factor of upkeep and operation costs of an automobile is bringing the motorcycle into prominence now. In this respect the motorcycle is said to have the advantage overwhelmingly. The tendency, however, among business houses is to investigate their individual requirements for delivery service and determine to what purposes either form of motor vehicle is best adapted. For light parcel system there is said to be no form of delivery that excels the motorcycle in speed and efficiency and nothing with operation costs so low. The commercial motorcycle is said to be gaining widespread favor, and therein lies its greatest future.

Foreign countries have contributed little or nothing to the development of the motorcycle. To be sure, efforts were made to produce two-wheel motor vehicles, but little success is recorded. Record of the earliest known effort was found in an English newspaper of 1876. This report, however, was very meager and lacking in any profusion of mechanical detail. Moreover, beyond the newspaper reports there is little verification that any steps were really taken at that time. The French contribute the only known features that are credited to foreign inventors. The DeDion motor was used in some of the racing motor tandems which appeared in this country in the late nineties. Other French racing bicycles were no doubt in existence, but there is no history which can ascribe any truly constructive innovations in motorcycle making to any foreign country. The motorcycle in its form of today was designed and built by America.



INDIAN



Geo. M. Hendee, President of the Hendee Manufacturing Company

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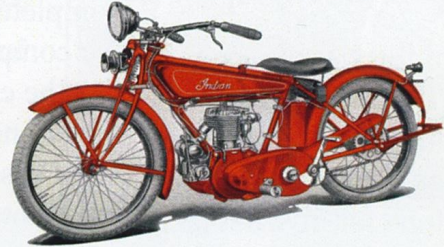
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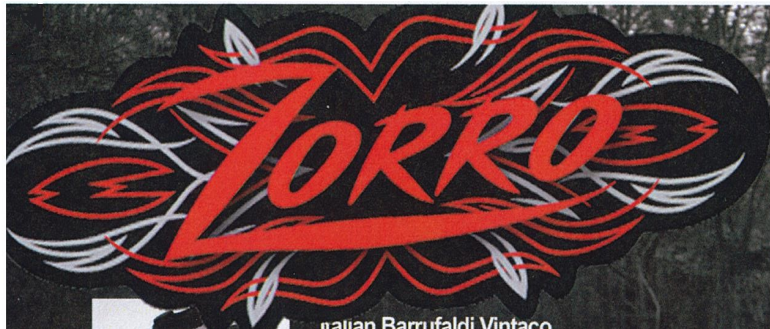
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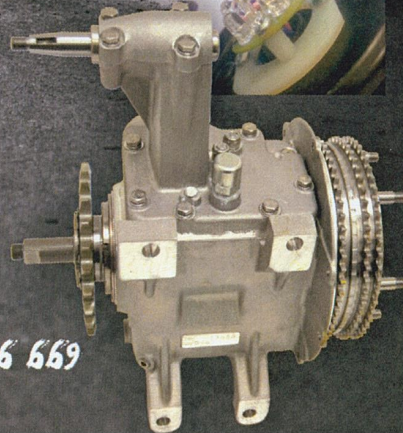
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Indian Motorcycle Club of Western Australia.



Club meeting nights in **red** rides in **yellow**



2015

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