



# Smoke Signals

*The 'meant to be quarterly' newsletter of Iron Indian Riders Australia*

**Summer 2022/23 Edition**



Disclaimer: The editor does not necessarily agree with or endorse any of the opinions expressed in, nor the accuracy of content, in published articles or endorse products or services no matter how or where mentioned; likewise, hints, tips, modifications etc. must be confirmed with a competent party before implementation.

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Smoke Signals *may* be published each March, June, September and November

## **Monthly Meetings**

Victoria Last Tuesday of the month (except December) @ 7:30 pm  
Cross Keys Hotel  
350 Pascoe Vale Road, Essendon

## **The Front Cover**

Featured on the cover of this edition is the rare Ex Royal Australian Airforce version of the 500cc 1941 741B Scout that has been supremely restored by member Robert Hall who purchased it in January 1961 for just £5 pound. He was visiting a mate in Airport West and his neighbour had the bike for sale. Rob went and looked at it and bought it and they towed it home with a rope with his mate Norman driving the car. Rob rode it around the paddocks for years, then began restoring the bike in 2015 and finished it in 2020 in its original RAAF military blue colour. Simply outstanding work.

If you have a photo you would like to see on a future front cover, please email it to the editor of Smoke Signals along with a sentence or two telling its story.



# A Message From Your President

Hello to all I.I.R.A. members

Well November is nearly done so hope to see, as many members, as possible get to our meeting on the 29th at the Cross Keys Hotel Essendon, we miss the friendly mix of different personalities from all walks of life that make up our club.

This bumper size Summer edition of our newsletter is full of interesting articles, and our events calendar, A rally in Spain, our secretaries notes, and a lot other good reading.

Once again, I would like to thank our committee members that are the glue in holding this, club together and I commend them for their fine efforts.

I remain your humble servant, *Donald McDonald*

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## Secretary's Notes

Plenty to think about over the festive season coming up with firstly the Christmas Party on the 10/12/22 your committee has decided to let your partner eat for free, no charge, zero cost and we are raffling a INDIAN modular flip helmet for \$10 a ticket and again thank you INDIAN Motorcycles for this generous donation.

After 11 years of our existence you now hopefully know there will be no December meeting or a first Sunday of the month ride in January, but there will be The MIDNIGHT EXPRESS run 14/01/23 so time to get that generator sorted.

The Sitting Bull Rally in February has yet to have the dates and destination decided so keep your eyes peeled on the website, the Rain in the Face will definitely be on for winter so plenty to look forward to.

The Cross Keys Hotel - is it better than the Pascoe Vale Hotel? Good question, for meals definitely, the staff are also helpful but the background noise from families celebrating is not great and personally I think we will need to review it soon as it is difficult to run a meeting and the 9-30pm curfew of shutting the bistro doesn't help either, and the potential of guest speakers is not a consideration. Any suggestions will be welcomed but potentially in the same area please.

Happy CHRISTMAS & New Year

*Regards, Phil Pilgrim*

## Letters To The Editor

I know winter is well over, but that is no reason not to have those signal fires working! Not one letter, message or such like has been received or sighted by your editor. So, for the next edition – please try harder.

Feel free to write to the editor about anything you like – brickbats, bouquets or whatever. It would of course be helpful if your letters related in some way to the club, Indian's or Smoke Signals.

Email to: [iirozeditor@gmail.com](mailto:iirozeditor@gmail.com)



# Ride Report

## THE BIG CHORIZO 2022 COLOMBRES RALLY SPAIN

By  
Phillip White

A big hello to all old bike enthusiasts. My wife and I are on a post Covid European Holiday for a few months. There is only so much shopping and sight seeing a man can do before losing the will to live so I have peeled off and gone to Spain for this rally.

I have done this trip before this before when resident in France in 2019. On that occasion I rode "Mr. Lucky" my 55 Gold Flash. That fabulous old warrior has only ever had one careful owner, the rest rode it like they stole it. It has been a hire bike and various people including yours truly rode it all around Western Europe many times. I bought the bike back to Australia and it is now owned by a friend, which I am most pleased about because its still in the family so to speak, and will be ridden.



The Colombres is a very popular rally with well over a 100 entrants. It is staged by the "Moto Club Indianos" based in Colombres Spain in the Asturias region . The name translates as Indian Club and it was founded in 1911. The Club Does this rally Annually plus an equally large modern bike rally in the Summer, The Local Government is a big supporter as tourism is very important in this area. If any club officials in Oz are feeling a little over worked It is worth noting that the Club Moto Indianos currently has a membership of exactly Four people .....

Some years ago the rally was becoming polluted with modern bikes so to be eligible for entry you have to declare what you are riding and it must be pre 1988. That did not stop people simply not entering the rally proper and tagging along for the ride, so the club now books out all the hotels in the area, so no entry, no bed. Clever, eh? Of course, the flying fickle finger of fate is ever present, and if you fail to show on your entered classic, and have to use a modern, the organizers are very tolerant.

This time around Club Member George FitzPatrick elected to fly over and join me. I Have a mate in France who used to do Classic Tours and still has a barn full of bikes, some his, some owned by various friends. They no longer do tours but are now full time dealers for Royal Enfield and Ural.

Ural sales are currently slow for some reason, although parts supply is ok because the bikes are actually built in one of the "Stans", Kazakhstan I think. There were a couple of Guzzis available, they are owned by a chap in England and were last used pre Covid, They are both 1974 ,a T3 and a Californian.

My Wife and I had a rented a nice Villa within walking distance of the bike barn in the village of Maillane. When I got to the bikes they were chained together and covered in a layer of pre Covid Lime stone dust and obviously had not turned a wheel for years, however a couple of new batteries and a new tyre each saw them ready to roll. I am fond of Guzzis. They are extraordinarily long lived and reliable. In Italy Ducati Riders deride them as "Tractors" and there is some truth in that, for they are extremely tractable bikes to ride with predictable handling and excellent torque.



These machines are both 850,s a capacity which provides all the power one could reasonably want and to me, they are sweeter running than the larger engines. I did encounter a peculiar problem with the old Californian in as much as when gassing it up a long curve on a damp road the back tyre broke away suddenly. I stayed on but got a fright, this happened a few more times and was a mystery. Fortunately, a Knowledgeable Guzzista on the rally advised me that the rear shocks were knackered and with my luggage removed the lightly loaded bikes shaft drive would "Climb" up the pinion gear, eventually lifting the wheel. It was a relief to have a rational explanation , taking it easy on right handlers saved the day.



George arrived with a day to spare and of course, with 300 days a year of sunshine in Provence on our departure day it was pissing Pick Handles. I am no fan of Motor Ways as they are dead boring , so we headed up into the hills to the town of Castres, It is in the Tarn Precinct and south of the Millau Bridge, very Isolated. It is a heavily forested area with deserted roads, I could swear I heard Banjo Music. We arrived there in the middle of yet another cloud burst.

Castres is a very French town, The outskirts are a bit dull, however the medieval city centre is the place to be. Now a tourist warning: Many quaint European Hotels in the Touristy parts of town advertise that they have parking, but usually that just means the hotel will give you a voucher to use a municipal car park, which is usually a long way from the Hotel. All French towns have a "Hotel De Ville". But don't try for a bed there, it means Town Hall. We just dumped our bikes amongst the Motor Scooters in the Central Plaza a just a few feet from our accommodation. Europeans are very tolerant of two wheeled transport being parked wherever there is some room.



I was dead tired and hit the hay around ten. In the wee hours I snapped awake, I could not recall removing the GPS From my bike. I got dressed and headed out to the square. Sure enough, the GPS was still on the bike and lit up like a Christmas tree. No one had touched it. I am not sure one would be so lucky in Paris, or Melbourne for that matter.

George had chosen the next days route down through the Pyrenees, a hard days ride but stunning scenery. Early in the trip he pulled over as his bikes handling was deteriorating. The reason was a flat front tyre..... This tyre had been changed before we left but the mechanics must have pinched the tube. George took my bike and set off to find a garage, he scored a can of combination sealant and inflator. It worked fine and the tyre has given no further trouble, better than trying to fix the wretched rubber Doughnut on the side of the road. I will be carrying a can of this on my next big trip.



We had pre booked a room in a mountain town, it is very difficult to find accommodation in this area at this time of year because the El Camino de Santiago de Compostela starts here, so there are lots of pilgrims on the roads. This Famous Walk is over 800km long and people do it for various reasons, some religious, some personal or just for a bit of a walk. The way points are shrines and they can be recognised by the vast quantity of toilet paper and worse things littering the ground behind them.

We made registration day and were issued our T Shirts and special identifying badges that had to be attached to the front of the bikes, a different badge for the "North Of Spain" and the "Picos De Europa" [Peaks of Europe] as they are separate events. The Recovery vehicle is cheerfully painted up as "The Van Of Shame"

The Asturias region is very hilly, all the roads are either going up or down and always curving. I swear the cows have two short legs on one side. It is a poor region however. In the Early nineteenth century the Government sought to modernise the economy and decided to nationalise the many convents and monasteries that held vast tracts of arable land, and of course, paid no taxes. They figured local farmers could extend their holdings and create wealth. The good old law of unintended consequences kicked in. The land was snapped up by Foreigners, the traditional way of life was destroyed and mass migration occurred.



We visited the ruins of one such Monastery, It was huge and dated back to the eleven Hundreds.

Riding the hills and mountains today there is a village every few kilometres but they are villages in name only, mostly they are abandoned and crumbling away. The Autumn weather here is mild and usually dry, but often cloudy as the moist air off the Bay of Biscay condenses out on the mountains, so even though it might be a fine day below, up in the peaks we often rode in cloud. It is necessary to keep a weather eye out for Moo Cows in the mist. There is hardly any traffic.

The daily runs took in the Galician Coast with its stunning beaches and rock formations and the very rugged hinterlands with their valleys and dense forests. There are of course, the Cantabrian mountain ranges with their endless fast sweepers. Line of sight through the curves is very good and there are some very talented riders amongst the rally goers, of course, I am not one of them, still, its great riding country. The mountains are Lime Stone and there are often Graphic "Falling Rocks" warning signs. There are huge steel nets suspended above the road at danger points to catch errant boulders. The roads can either be cut into the cliff is or suspended from the mountain side. At one point the road was down to one lane with an automatic traffic signal controlling vehicles around a few barricades. I Looked up and saw that there was quite a tear in the steel net, looking over the barrier revealed a one metre hole punched clear through the roadway, one could look past the twisted reo bar to the valley floor far below.

That was a very big pebble.

One day the route actually ran for over 600 Metres through a huge Lime Stone Cave with massive stalactites and zero lighting, very surreal. We had route maps but many of the chosen roads were minuscule and had moss growing on them, so clearly they saw little traffic. Staying attached to



the motorcycle on these slimy little roads could be a bit problematic, and a few riders had mild get offs on the hairpin corners.

Speaking of Traffic, Spanish drivers are very considerate, I never saw any evidence of bad temper or bad driving. Fast drivers would sit on your tail, but only until you had a chance to pull over so they could overtake. We even had trucks pull into the dirt to let us past. Not like back home at all.



On one occasion I came around a corner and there was a huge Bon Fire in the middle of the road A motorcycle was at the centre of the inferno and the rider was running across the road with his whole left side blazing like a torch. There had been a rock fall [which is common here] and he had struck a bread loaf sized piece and the bike had somersaulted [It was a Commando] and ignited.

Bystanders eventually succeeded in extinguishing the Rider which was difficult, as the flames quickly reignited. People were looking after him and the fire around the wreck

in the road had died down enough to ease past There was nothing to be done by us and we needed to clear the area for the emergency vehicles so we moved on. As a post script, The Riders full face helmet and protective gear largely saved him, he was burned in the neck area and suffering from shock, but will recover.

Food is not a strong point here, It is all Bread, Meat and Potatoes. After a few weeks we started to dream about green vegetables, Scurvy is a distinct possibility. Booze is cheap however.

There was a plethora of interesting bikes to look at: Sanglas [A Spanish built 400 single, NSU, a Panther that leaked nary a drop of oil, and a road Going Manx Norton! Plus all the usual Triumphs, Nortons, Air Head Beemers etc. Restoration standards are stunningly high. My Personal Favourite was a 1927 OHV BSA 350. This bike never missed a beat and always arrived quite soon after any stop, plus there was a chap on a very patinated B33 which he had inherited from his Grand Dad. All He has done to Resurrect the machine has been to chuck in a set of Piston rings and clutch springs, living History.

Most riders are either local or have transported their immaculately prepared machines in Vans via Ferries from England, George and I are of the tiny minority who are riding to and from the event on our half a century old mounts, in fact the combined age of the two machines and two riders is every bit of 240 years!

Where did the time go?

Our return trip was a bit of a slog sometimes as we were tired. Our first overnight was at Mont De Marsan. This industrial town has nothing to recommend it except it is a natural staging post coming and going from Spain. For this reason it can be hard to get a bed here. The best I could get was this isolated Polystyrene Business Hotel miles from anywhere. It had no Bar or Restaurant but the receptionist said there was somewhere to eat just behind the hotel.

“Just Behind” turned out to be running across several very busy intersections then trudging past various Truck Depots, Builders Yards etc until we reached “Uncle Bob,s Country Eatery” a French idea of an authentic American and Western Bar and Grill. The staff were all minimum wage kids wearing boots and black Cowboy Hats. The Most authentic fellow there was a big black guy who spoke English and looked the part, but he was from Senegal! There are a lot of Arab Migrants

in this town and the sight of Ladies in Head Scarfs Boot Scoot'n to a three piece band was a tad surreal. Welcome to Modern Europe.

Next evening we stayed in Castres again, this time in dry weather, and rolled back into Maillane around 5pm.

It's worth noting here that our daily distances were not huge, a little over 400km, but if one chooses to eschew the delights of Toll Roads, the scenic routes make for a long days ride. Worth it though. We parked up the Guzzis back in the Bike Barn where I suspect they will not be used for years. They did the job though, that was a full 5,000 KM round trip and nary a hic up from the electrics or mechanicals of these old warriors. Very impressive.



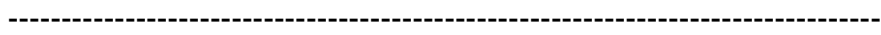
**POST SCRIPT**

On the way into town I discovered that I had lost my wallet on the Peage [Toll Way] Which apart from the usual credit Cards. Licence etc contained about 800 Euros in Fifties. Not Happy Jan.

I could not remember the toll section and presumed that was that. A few days after returning to France I got an Email from the Moto Club Indianos Saying they had been contacted by the Spanish Police, The wallet had been handed in Intact by a Good Samaritan! There was no way of tracing me except for one thing: We had been issued some free beer vouchers and they had the Club logo on them, There was one left in my wallet and the Police were able to get a contact number for the club. The club gave me a contact for the police and the very nice Police Girl asked me a few identifying questions and Presto! The errant wallet was priority posted back to me. Lucky Phil some would say.

Cheers.

See you on the Road



## IIRA Events This Season

When	What	Where
<b>Nov 29</b>	<b>Club Meeting</b>	<b>Cross Keys Hotel</b>
Dec 4, 2022	Club Ride	See Web Site
<b>Dec 10</b>	<b>2022 Christmas Dinner</b>	<b>Cross Keys Hotel - 7pm</b>
Jan 14, 2023	<b>Midnight Express Ride</b>	See web site
Jan 31	Club Meeting	Cross Keys Hotel
Feb 5	Club Day Ride	See web site
Feb 28	Club Meeting	Cross Keys Hotel



# Book Review

## The New Indian Motorcycle Restoration Guide 1932-1953 by Jerry Hatfield –

This book had been out of print since 1995! With overwhelming demand, Jerry Hatfield has updated this classic reference book, with 12 new pages, 68 new photographs, updated original photographs and updated the information for this new edition. Now spiral bound so it will lay flat on your workshop bench while referencing the photos during your restoration!

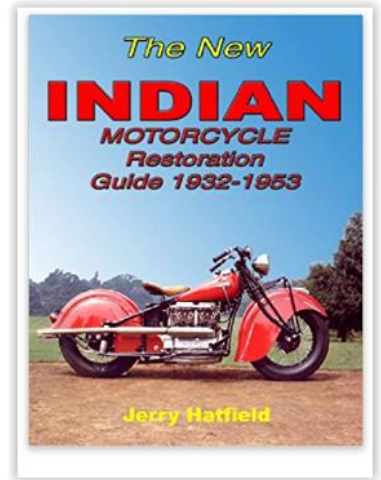
The "New Indian Motorcycle Restoration Guide 1932-1953", describes the great Indian motorcycles in unparalleled detail, including the famed Scout, and Sport Scout, the rugged Chief V-Twin, the classic Four, and all other civilian models. Each year and model is listed in comprehensive tables that cover the machines from front to rear, including everything from frames and cylinder heads to clips and fasteners. In 262 pages packed with more than 10,000 data entries and over 500 photos, the book shows complete motorcycles, individual components, and routing and placement of clips, cables, and assemblies. Special tables cover motor, generator, and carburetor specifications, as well as paint and plating. The captions describe the correct part numbers of the item pictured and point out incorrect restoration or factory inconsistencies.

The book is extensively cross-referenced and thoroughly indexed, allowing easy access to specific information. More than four years in the making, and 6 months in updating, "The New Indian Motorcycle Restoration Guide 1932-1953", is the source for Indian collectors and restorers.

This is Indian expert Jerry Hatfield's eighth book about Indian motorcycles. Cover: Softcover Binding: Spiral Pages: 262 ISBN: 0-615-25150-1 ISBN13: 978-0-615-25150-9

Limited copies available to order on-line through Amazon:

<https://www.amazon.com/Indian-Motorcycle-Restoration-Guide-1932-1953/dp/0615251501>



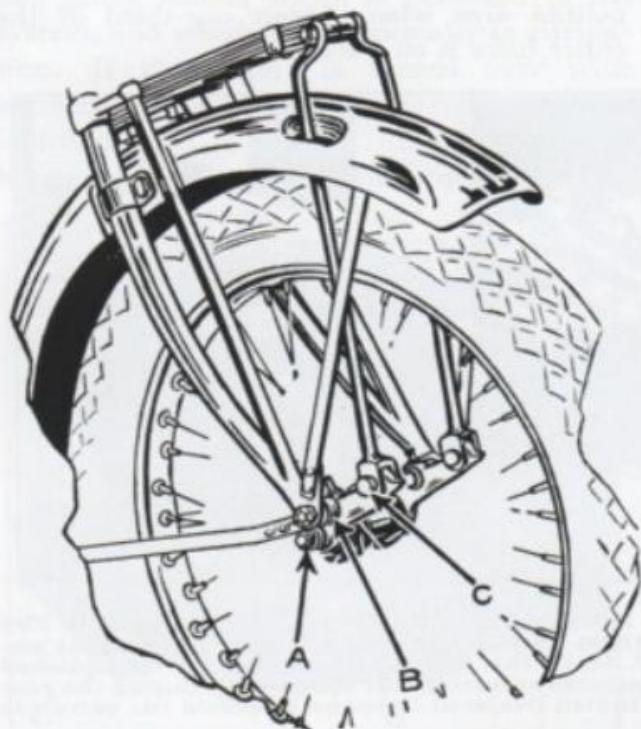
## Future IIRA Seasons' Events — update your diary now

When	What	Where
Autumn 23 (Mar- May)		
Mar 5, 2023	Club Day Ride	See web site
March TBA	<b>The Sitting Bull Rally</b>	TBA
Mar 28	Club Meeting	Cross Keys Hotel
Apr 2	Club day Ride	See web site
Apr 25	Club Meeting	Cross Keys Hotel
May 7	Club Day Ride	See web site
May 30	Club Meeting	Cross Keys Hotel
Winter 23 (Jun-Aug)		
Jun 4	Club Day Ride	See web site
Jun 27	Club Meeting	Cross Keys Hotel
July TBA	<b>Chief Rain in the Face Rally</b>	TBA
Jul 2	Club Meeting	Cross Keys Hotel
Aug 6	Club Day Ride	See web site
Aug 29	Club Meeting	Cross Keys Hotel
Spring 23 (Sep-Nov)		
Sep TBA	<b>Crazy Horse Rally</b>	TBA
Sept 26	<b>Annual General Meeting</b>	Cross Keys Hotel
Oct 1	Club Day Ride	See web site
Oct 31	Club Meeting	Cross Keys Hotel
Nov 5	Day Ride	See web site
Nov 28	General Meeting	Cross Keys Hotel

## Indian Front Fork

**T**HE Indian leaf spring front fork, used on Chief and Scout models, represents the result of years of development and research on the part of the Indian Motorcycle Company. The shocks of the roughest roads are absorbed by this modern fork, it is noiseless in action, and wholly eliminates handlebar vibration. Just to make sure that you may realize how a fork can accomplish all these things and still be simple in construction, we are going to tell you all about it.

The suspension spring on the Chief model is made up of seven leaves, and on the Scout model of six leaves. These leaf springs are adjustable to the rider's weight. If the rider is of heavy build, the nuts on the four spring bolts should be loosened, and the spring moved to the rear, while for a man of lighter weight the spring should be moved forward to permit softer spring action.



Indian Chief and Scout Front Fork

The bell cranks on the lower ends of the fork are long, and are supplied with oiling facilities to insure freedom of action always. The wheel axle is at A, and the connecting links, which run to the leaf spring, are pivoted at C. When the wheel strikes a rough spot, the bell crank pivots at B, and point C is depressed, pulling against the leaf spring. This allows the axis of the wheel, A, to rise, and in this action the shock is taken by the wheel, and absorbed before it can reach the motorcycle frame or handlebars.

### Smooths Out Road Irregularities

The illustration shows that the Indian fork has true trail characteristics. The front wheel is pulled, rather than pushed, over road irregularities. To use an illustration, perhaps you have noticed that it is much easier to PULL a wheel-barrow over a curbing than it is to PUSH it over the same curbing. The same principle applies to the Indian front fork construction;—the forward thrust is applied through the frame, at a point ahead of the wheel axis.

### All Springs Tested

The spring assemblies of all Indian Forks are individually and specially tested in a machine designed for this purpose by Indian's Chief Engineer, before they are assembled with the other fork parts. All spring leaves when assembled are thoroughly packed with grease, to insure smooth and noiseless action and to prevent rusting. Squeaking of the spring indicates that the lubricant needs renewing.

For directions on greasing and proper care of Indian front forks, see the Instruction Book, which you may obtain from your Dealer.



## Your Webmasters ravings

[CLICK HERE to visit our web site](#)

It's summer believe it or not and with rain it seems we are in winter, the new website is like that new bike or car when you find a button that you never knew existed that's exactly what it feels like each time I go on it there's something unexpected.

A few things that members will have noticed is the ease it can be viewed and the compatibility with your phone and tablet helps to be much more user friendly, of course it relies totally on input which your editor Martyn has asked for and your webmasters in that same position, notice how good it is to read Phillip White's article in the current edition two or three of articles such as those will be eagerly consumed by our membership even though you think it's boring!

I encourage all to write at least 1500 words a year and I think that's not to much to ask, the subject can be on perhaps a repair, a breakdown or a recent ride you have been on maybe something that you did on your motorcycle years ago, even how you bought your first motorcycle all good stuff to read I think.

*Regards, Phil Pilgrim*





# IIRA MALDON RUN, 07/11/22

By Andrew Ellis

3 Riders departed the Ampol petrol station heading for Keyneton in some unusually nice Melbourne weather.

Dave led us to Whittlesea then onto Flowerdale then across country to Broadford, sadly along the way we came across the aftermath of a rider who had introduced himself to the Armco railing, not sure how he ended up but he didn't look to flash as we rolled by.

Once we hit Broadford it was on to Keyneton for a coffee & a sausage roll, there was plenty of bikes out & about & the boys from the Ducati club looked envious of Phil's lovely bevel drive.

From Keyneton we headed to Maldon to meet Mark Barthelmie & have some lunch, the ride over from Keyneton was spirited & just before Castlemaine my Trumpy's exhaust tappet came loose, Phil suggested we should take it easy & when we hit Maldon he tightened it up for me so all was well.



We met up with Mark & had a terrific lunch at the Maldon Hotel, good food & company meant a couple of hours sped by & then we were on our way home straight down the Calder.

There is a ride on the 1st Sunday of every month so hopefully we can have a better turn out over the summer.

## *Riders*

Phil Pilgrim; Ducati Bevel Drive

Andrew Ellis; 1968 Triumph Tiger

Dave Cattrall; Indian Chief

Mark Barthelmie; Indian Chief





## Spannering – *Tales from the workshop*

# Gudgeon Pin Extractor

Gudgeon or wrist pins retain the piston to the connecting rod with varying degrees of clearance, transition or interference fit according to the predicted running temperature of the engine, and are retained by a circlip at each end in addition to any fit. This means that removal of the circlips will sometimes allow the pin to slide out, but more often than not you'll need to warm the piston such that it will release its grip on the pin. Obviously, belting the end of a tight pin will do your connecting rods no favours at all, so anything other than very light tapping is a no-no.

A much better approach is to use a gudgeon pin extractor. These usually consist of a threaded rod passing through the pin, some means of holding the pin, a tube large enough to allow the pin to come out and a large washer to spread the load.

You may make this extractor to deal with the gudgeon pins, which are quite tight. It is made of a bit of 1" tube, with a closed end turned from aluminium; that's threaded rod in the middle. The tube is long enough to accommodate a 3" long gudgeon pin.



A turned steel plug fits neatly into the gudgeon pin aperture in the piston and is reduced to just fit inside the pin such that it doesn't slop about. It's threaded internally and is retained with a nut for the moment.



Here it is, set up and ready to extract the first pin:



The extractor set up on the piston.  
The end of the tube is curved to fit the piston, so spreading the load over the piston wall:

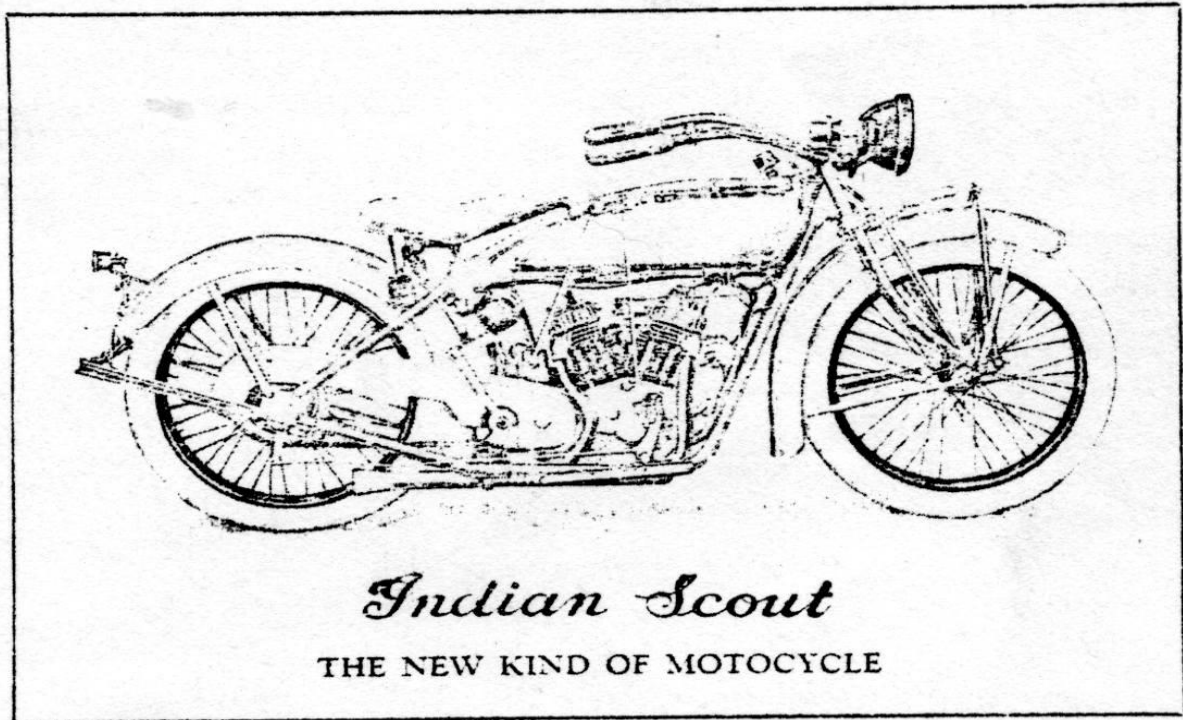
A blast of heat on the piston crown and some steady winding are all that is necessary to draw the pin out of the piston, without placing any side load on the connecting rod. When you have done winding, the pin is neatly enclosed in the extractor:





In The Rear View Mirror – an item from the past (1927!) ..

A TREATISE ON THE  
CORRECT LUBRICATION  
FOR ALL MODELS OF  
*Indian Motorcycles*



INDIAN MOTOCYCLE CO.

SPRINGFIELD, MASS., U. S. A.

# Correct Lubrication of *Indian Motocycles*

Chief, Scout and Standard Models

Whether you get out of your Indian Motocycle all the miles of trouble-free service, all the days of keen enjoyment that potentially we have built into it depends on you—*on your interest in its Correct Lubrication.*

We can tell you from ample experience that the service is there—and that from our standpoint we have taken every precaution to insure its fullest enjoyment to you. But whether or not you actually get this service depends not on us—not on what we have built into Indian Motocycles—but on the continued presence of oil between the many parts which slide, or roll, one upon the other; on a thin film of oil, hardly ever thicker than a piece of paper—your safeguard against premature wear and troubles.

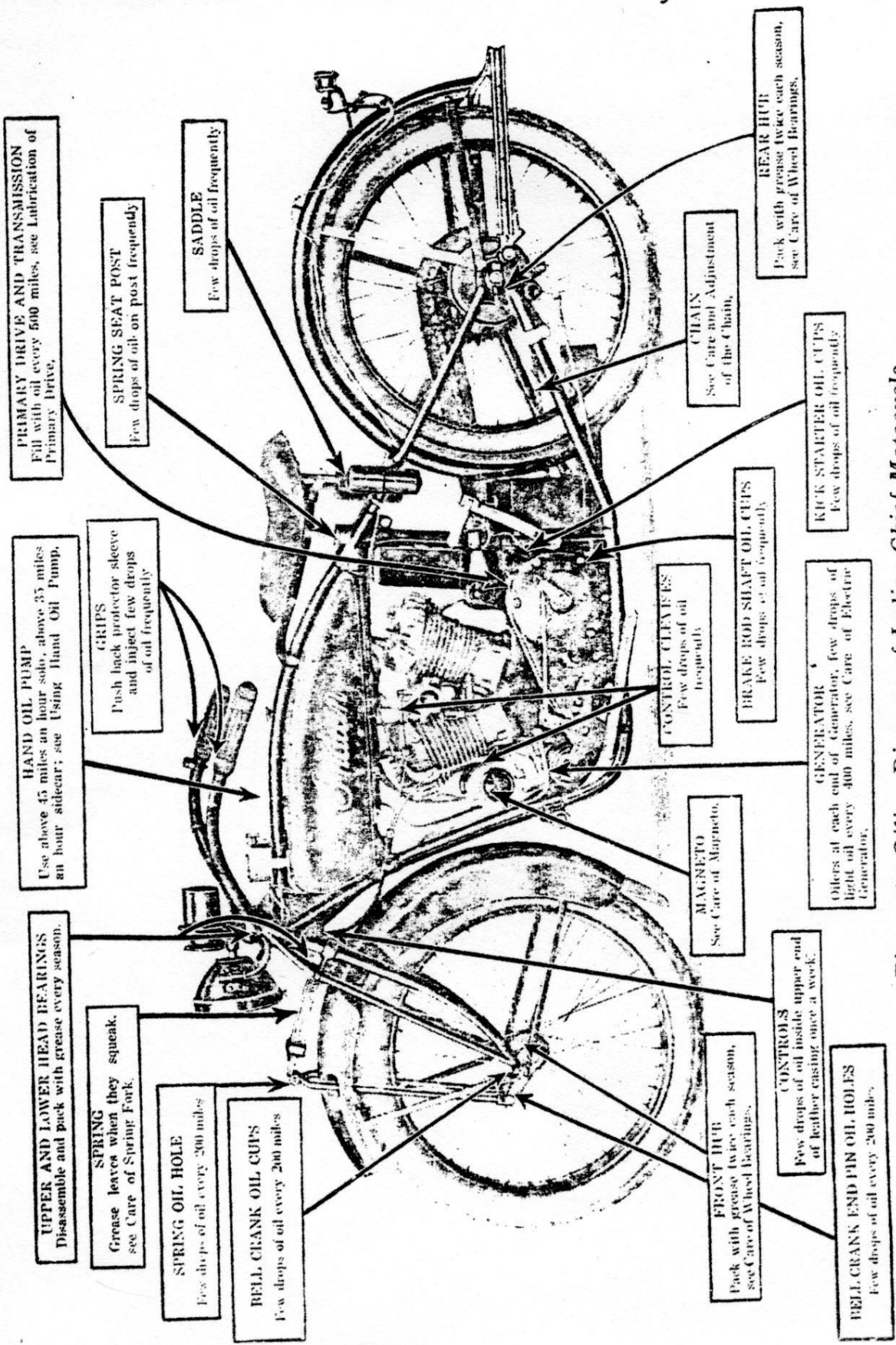
Since our motors are air cooled and depend largely on lubrication for cooling, we feel that close attention to the instructions and suggestions on proper lubrication outlined in this booklet will eliminate troubles and add materially to the life of Indian motors.

Read it—digest its information—and apply it; *get your money's worth out of your Indian!*

## ABOUT LUBRICANTS

We could write volumes about oils—their quality—their tests—their sources; and when we got all done you would not be able to judge between them—for while there are differences in lubricants, such differences do not lend themselves to simple description; they cannot readily be expressed in figures or in tables or in other ways familiar to people who have not devoted much time to a study of oil technology.





**PRIMARY DRIVE AND TRANSMISSION**  
Fill with oil every 500 miles, see Lubrication of Primary Drive.

**SPRING SEAT POST**  
Few drops of oil on post frequently

**SADDLE**  
Few drops of oil frequently

**HAND OIL PUMP**  
Use above 45 miles an hour solo, above 35 miles an hour sidecar; see Using Hand Oil Pump.

**GRIPS**  
Push back protector sleeve and inject few drops of oil frequently

**UPPER AND LOWER HEAD BEARINGS**  
Disassemble and pack with grease every season.

**SPRING**  
Grease leaves when they squeak, see Care of Spring Fork.

**SPRING OIL HOLE**  
Few drops of oil every 200 miles

**BELL CRANK OIL CUPS**  
Few drops of oil every 200 miles

**CHAIN**  
See Care and Adjustment of the Chain.

**REAR HUB**  
Pack with grease twice each season, see Care of Wheel Bearings.

**CONTROL CLEAVES**  
Few drops of oil frequently

**BRAKE ROD SHAFT OIL CUPS**  
Few drops of oil frequently

**KICK STARTER OIL CUPS**  
Few drops of oil frequently

**MAGNETO**  
See Care of Magneto.

**GENERATOR**  
Oilers at each end of Generator, few drops of light oil every 400 miles, see Care of Electric Generator.

**FRONT HUB**  
Pack with grease twice each season, see Care of Wheel Bearings.

**CONTROLS**  
Few drops of oil inside upper end of leather casing once a week.

**BELL CRANK END PIN OIL HOLES**  
Few drops of oil every 200 miles

Figure 1—Oiling Diagram of Indian Chief Motorcycle.

## CORRECT LUBRICATION

And so throughout this booklet we will leave theory to those who make it their business and will deal entirely with practical matters affecting the Correct Lubrication of Indian Motorcycles.

From this purely practical standpoint, there are three essential things which you should know:

### *Lubrication Fundamentals*

1. To get the best results, you must use a quality oil—you cannot maintain the necessary protective film unbroken and unimpaired in times of severe stress with an oil of doubtful quality.
2. Quality alone is not sufficient—some quality oils are of improper grade for the conditions met with in Indian engines; the oil used must be suited in body and character to the operating conditions met with in service.
3. Even a quality oil of the correct body and character will fail to give satisfactory service unless it is properly used—fed in the proper amounts—maintained in good condition.

*Summary:* To insure Correct Lubrication you must use a quality oil of grade suited to the engine and observe a few rules to feed it properly and keep it in proper condition.

### **OILS RECOMMENDED FOR INDIAN ENGINE LUBRICATION**

Our part in this program of insuring Correct Lubrication to Indian Motorcycle users is to determine the quality and grades of lubricants that are best suited to the lubrication of Indian Motorcycle engines—and to safeguard a supply of these oils wherever Indian Motorcycles are likely to be used.

### **INDIAN MOTORCYCLE OIL**

We are supplying Indian dealers throughout the World with Indian Motorcycle Oil—a lubricant of superior quality—in three grades, Heavy, Special Heavy and Medium, for use as stipulated in the following table:



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**INDIAN MOTOCYCLES**


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	Summer	Winter
Indian Chief	Indian Oil Heavy Grade	Indian Oil Medium Grade
Indian Standard	" " " "	" " " "
Indian Scout	" " Special Heavy Grade	" " " "

Indian Oil is specially prepared for the lubrication of Indian Motorcycle engines and is available only through recognized Indian dealers. *We cannot urge too strongly that you confine your purchases of lubricants to Indian dealers—and use only Indian Oil as stipulated above insofar as is practicable.*

There will be times, however, when conditions make it impossible to obtain Indian Oil—and this is especially true abroad. So that you will not go astray on such occasions and use something totally unsuited for the lubrication of Indian Motorcycle engines, we recommend the use of Gargoyle Mobiloil in accordance with the following schedule:

	Summer	Winter
Indian Chief	Gargoyle Mobiloil "B"	Gargoyle Mobiloil "A"
Indian Standard	" " "B"	" " "A"
Indian Scout	" " "BB"	" " "A"

Gargoyle Mobiloil, like Indian Oil, is a superior product and our test work has indicated its entire suitability to Indian conditions when these recommendations are adhered to. It is, moreover, available the world over.

Thus, with Indian Oil available at all Indian agencies—and Gargoyle Mobiloil available at thousands of filling stations, garages and dealers wherever Indian Motorcycles are used, there need be no question concerning what oil to use. *Use Indian Oil as recommended wherever possible. Use Gargoyle Mobiloil as recommended when Indian Oil is not available.*

### INDIAN SYSTEM OF LUBRICATION

The lubricating system is a "fresh oil" or "all loss" system—fresh oil from the oil tank is fed to the crankcase chamber by a positive, gear-driven plunger pump in accordance with the engine speed. The splash action of the fly-wheels which are housed in

**CORRECT LUBRICATION**

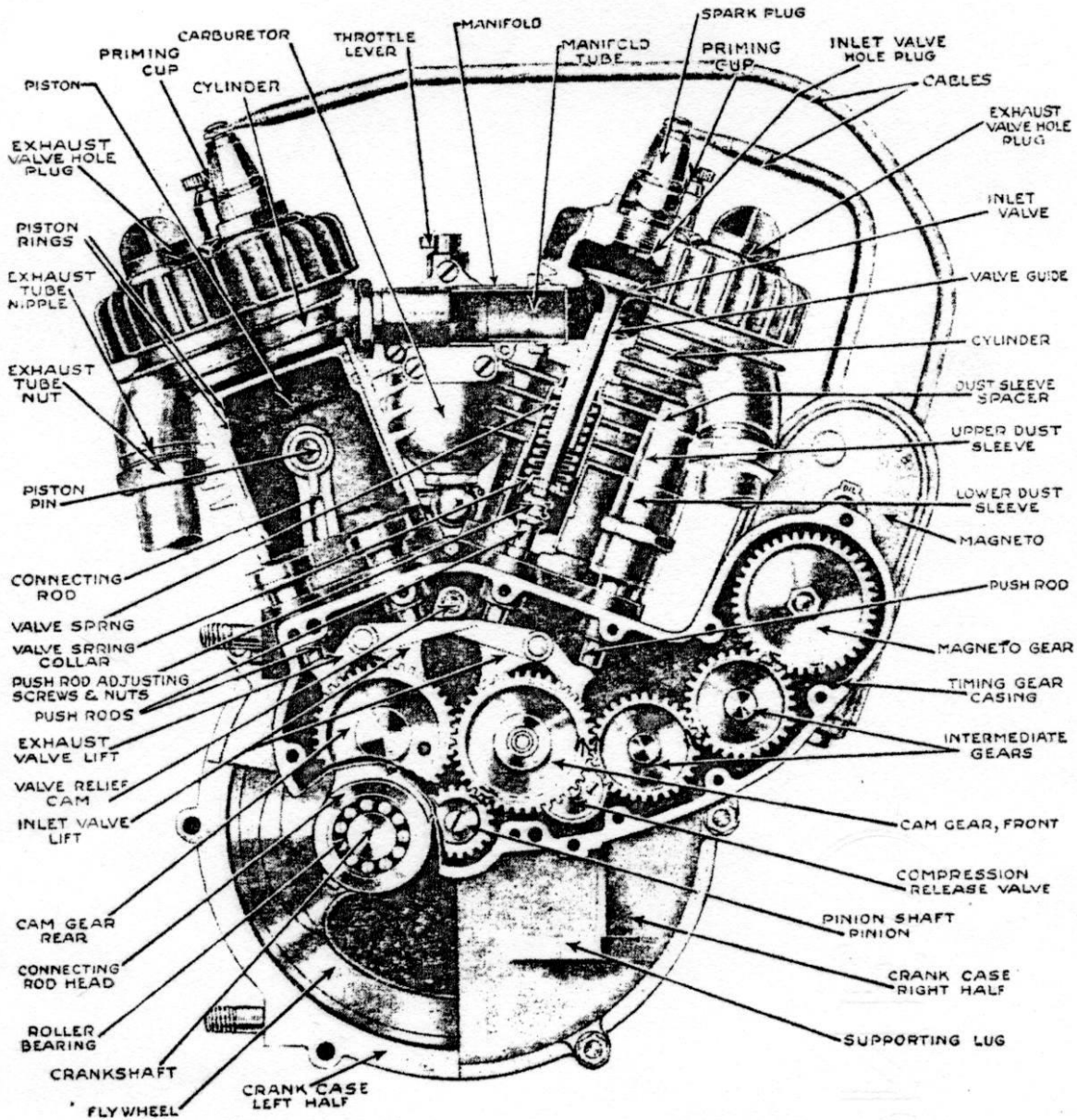


Figure 2—Sectional View of Scout Motor

the crankcase chamber distributes the oil in a fine spray to the cylinders, pistons and piston rings—and to the bearings and other engine parts requiring lubrication.

The oil supply which is fed by gravity to the mechanical oiler is carried in the front compartment of the fuel tank. Two oil lines



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## INDIAN MOTOCYCLES

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lead down to the engine from the oil reservoir—one to the mechanical oiler driven by one of the timing gears on the right-hand side of the crankcase; and the other directly into the crankcase at the upper left hand side; this second oil line comes from the hand oil pump housed in the oil tank and provides a separate supplementary system of lubrication for emergency use in very heavy going.

On the Chief models the mechanical oiler forces the oil through an outside lead to the forward cylinder where it enters at the rear. On the Scout Model the mechanical oiler forces the oil through the outside lead to the motor base. The oil so introduced into the crankcase chamber is caught up by the flywheel and distributed to the bearings, pistons, cylinders, cam case and other parts.

By arrangement of the holes in the baffle plates in the crankcase located at the bottom of the cylinders, piston rings and cylinder walls are supplied with the proper amount of oil which in turn is controlled by the crankcase oil level and by the grade of oil used.

The mechanical oiler is so adjusted when leaving the factory that it will supply slightly more oil than will be necessary after the machine has been run 500 miles. It will be noted that a rider should reduce the amount of oil supplied the motor for normal running after this mileage has been covered. Details on the proper adjustments for lubrication are covered in a later paragraph. The Indian Motorcycle engines are fitted with the mechanical oiler so that a constant supply of fresh oil is added to the crankcase supply to take the place of the oil that the motor consumes.

The auxiliary hand pump is used to add oil in extra amounts to the crankcase as required. Oftentimes, due to heavy side-car loads or high speed service, additional oil is required.

### *DETAILED LUBRICATION INSTRUCTIONS INDIAN MOTOCYCLE ENGINES*

*When the machine is new.*

*First:* Fill the oil tank with the proper grade of Indian Motorcycle Oil.

## CORRECT LUBRICATION

*Never put oil in the gasoline tank, or gasoline in the oil tank.* The tank in all models will hold slightly over three quarts. See that the oil is kept clean in transferring from the container to the oil tank.

*Second:* Prime the mechanical oiler to guard against an air lock after the engine has started. Remove the small bleed screw in the bottom of the mechanical oiler case (see Figure 3, Screw 5) and allow the oil from the tank to flow through the pipe to the pump for several seconds, thus clearing the line of air and properly priming the pump. Replace bleed screw tightly.

*Third:* Remove the oil level testing plug which is the upper of the two plugs located on the lower left hand side of the crankcase. Then pump two or three charges from the auxiliary hand pump located on top of the oil tank to raise the level until the supply of oil in the bottom of the crankcase flows out of the level testing hole. Replace level testing plug tightly.

*Fourth:* The engine is now ready to run; however, it is still new and stiff—it should be broken in with care. Do not race it for the first 500 miles—never race it idle. The hand pump should be used in addition to the mechanical oiler every 10 miles or more adding enough oil to the motor to keep it smoking lightly for the first 500 miles while breaking in.

*CAUTION: Always keep an ample supply of the correct oil in the oil tank; should the tank go dry, stop immediately and replenish supply. Be sure and follow directions above for priming the mechanical oiler before starting engine after the oil tank has gone dry.*

## **DRAINING AND CLEANING THE CRANKCASE**

With the fresh oil lubricating system used on Indian engines dilution of the crankcase oil with fuel—a prevalent evil and source of danger on lubricating systems on automobiles—is not a factor on motorcycles.

The oil in service will acquire a certain amount of sediment, however, especially when the engine is new. There will be gritty matter, bits of carbon flaking from the undersides of the pistons,



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## INDIAN MOTOCYCLES

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particles of metallic wear which must be cleansed from the crankcase periodically else they will be distributed with the oil, tending to increase friction and wear. So, every 500 miles:

*First:* Remove the drain plug in the lower left-hand side of the crankcase, allowing the old oil to drain off. It is best to do this while the engine is warm and the oil is thoroughly mixed; this will carry off most of the sediment.

*Second:* Replace the plug temporarily and force several hand pumps of oil into the crankcase. Run the engine for a few moments, and drain this off. If this oil is very much darkened in color, repeat this flushing process.

*Third:* After the crankcase has thoroughly drained, replace the drain plug tightly and remove the level testing plug. Then fill the crankcase to the proper level with the hand pump.

**CAUTION:** If the oil tank is emptied by flushing as described above, make sure to re-prime the mechanical oiler as described on Page 8 before starting the engine after refilling the oil tank.

**Flushing with Kerosene:** We do not advise flushing with kerosene. Its cutting action is so great that it loosens much sediment and gritty matter that is pocketed in the system and which is not normally circulated. When the engine is turned over with kerosene in the crankcase, this loosened matter is carried directly into the bearings, starting pitting and scoring.

Flush with the regular engine oil or flushing oil—it will carry off all the *loose sediment*—the attached sediment is out of circulation and is no longer harmful—*do not loosen it and carry it into your bearings with kerosene.*

### CARBON DEPOSIT

It is a most natural thing to blame all the carbon faults on the oil—good, bad or indifferent, its the oil that's at fault.

But is it? Let us look into it a bit. It is essential that we get *some oil* above the pistons. If we got none—if the rings formed a positive stop—damage would result to the piston rings and cylinder wall!

## CORRECT LUBRICATION

So we must pass some—enough oil to lubricate but not enough to “oil pump.”

The margin between the two conditions is a narrow one. For instance, idle a motorcycle engine at the curb for a while—then open the throttle—and for a moment or two it will smoke. Drive the same machine along the road at 30 to 35 miles per hour and the exhaust will be as clean as a whistle. Under *idling* conditions it is an “oil pumper”; under *normal loading* it is just a properly lubricated engine.

What's the difference?—just a difference in combustion chamber temperature. At low throttle there is not enough heat to burn clean the amount of oil drawn into the combustion chambers—under load with increased temperatures, we attain clean burning.

Unfortunately, there is no such thing as a “carbon free” oil. All mineral lubricating oils are combinations in varying amounts and forms of hydrogen and carbon and are grouped under the general term “hydrocarbon”; and the gasoline we use is similar, but simpler in structure.

This, then, brings us to the point—how to avoid “oil pumping” and carbon deposit.

*First:* Use nothing but the highest quality oil of the body and character exactly suited to your engine. We strongly urge that you stick to the use of Indian Motorcycle Oil as recommended on Page 5.

*Second:* Be sure that the mechanical oiler adjustment is exactly right—see directions for adjustment elsewhere in this book.

*Third:* Use the auxiliary hand pump sparingly—only in starting or occasionally when the engine is worked on full throttle or in low or second gear in hard going.

*Fourth:* If the instructions on maintenance are carried out, you can expect many thousands of miles of service before noticeable cylinder wall and piston wear takes place.

When such wear occurs, have cylinders reground and over-size pistons fitted.

Do not attempt to compensate for wear by using a heavier bodied oil than has been recommended. An over supply of heavy bodied lubricant is the most frequent cause of fouling



## INDIAN MOTOCYCLES

spark plugs—sticking valves—excessive carbon formation—and “carbon knock” or pre-ignition. Avoid it.

*Fifth:* Be sure that your carburetor is properly adjusted. You cannot expect the flame of combustion to burn clean the oil normally reaching the combustion chamber if the mixture is so rich that there is not enough air to consume all the fuel! With a rich mixture carbon forms from the incomplete combustion of both oil and gasoline.

*Sixth:* “Missing” promotes both oil pumping and carbon formation. Therefore, keep the magneto clean and in perfect adjustment; and see to it that the spark plugs are in good condition, clean and the gaps perfectly adjusted.

*Seventh:* Compression losses lower the efficiency of combustion and the ability of the burning fuel charge to dispose of excess oil. Therefore keep the valves properly ground in—the tappets properly adjusted—and the pet cocks and cylinder head gaskets tight—and use the grade or grades of oil recommended to insure proper sealing of the piston rings against compression losses.

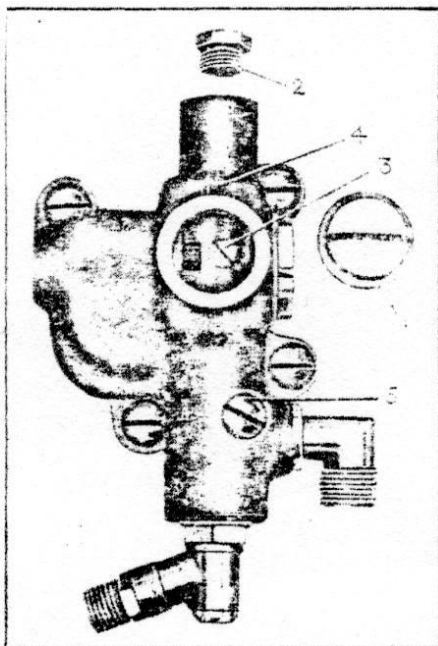


Figure 3—Adjustment of Mechanical Oiler

### ADJUSTMENT OF THE INDIAN MECHANICAL OILER

The mechanical oiler is properly adjusted at the factory before the machine is shipped to care for the oil supply while the motor is new. This adjustment may require resetting after the machine has been operated 500 miles.

If the nature of the country where the motorcycle is used is such that a re-adjustment of the oil feed is necessary, proceed as follows:

## CORRECT LUBRICATION

*First:* Remove caps 1 and 2 (Figure 3) and loosen, but do not remove screw 3.

*Second:* If it is necessary to increase the oil feed, turn plunger screw 4 to the right (clockwise) not more than half a turn. Tighten screw 3, replace caps 1 and 2 and test machine to see if adjustment is correct. Repeat if necessary.

*Third:* If it is necessary to reduce the oil feed, follow above, except that screw 4 should be turned over to the left (anti-clockwise) instead of to the right.

*Note:* The oil feed is proper when in normal driving a very slight blue haze is noticeable at the exhaust and the oil level is maintained at the proper point in the crankcase.

The oil feed is below normal when it is necessary to use the auxiliary hand pump to maintain the proper crankcase level in normal service.

The oil feed is excessive when the engine smokes profusely and continuously in normal service and there is a tendency for the crankcase level to build up—the spark plugs to foul—the engine to act sluggish—and carbon to accumulate.

### PRIMARY DRIVE HOUSING EMBRACING DRIVE GEARS, CLUTCH AND TRANSMISSION GEARS

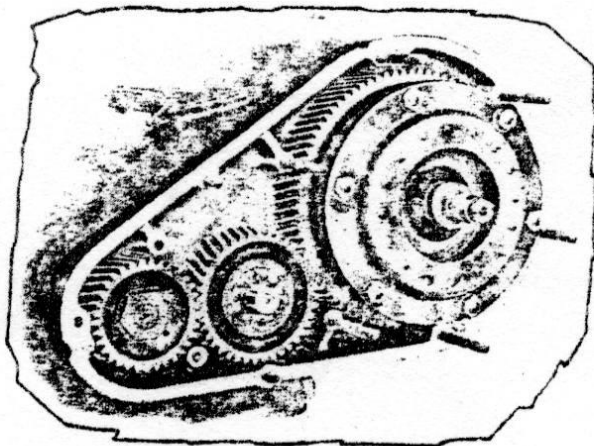


Figure 4—Primary Drive.

On the Indian Chief and Scout models the engine and transmission are combined in one sturdy compact unit which represents the most modern and efficient design in motorcycle manufacture. This eliminates the use of the short chain, which has been used in the past to transmit the power from the engine to the counter shaft. In place of the short chain a system of three spiral gears carried on roller and ball bearings transmits the power developed; these gears operate in an oil bath.



## INDIAN MOTOCYCLES

The clutch used is of the multiple disc type, using alternate steel and Raybestos faced discs, and operates in a bath of oil. The thrust is carried by two sets of ball bearings, and the correct clutch tension is controlled by a number of coil springs.

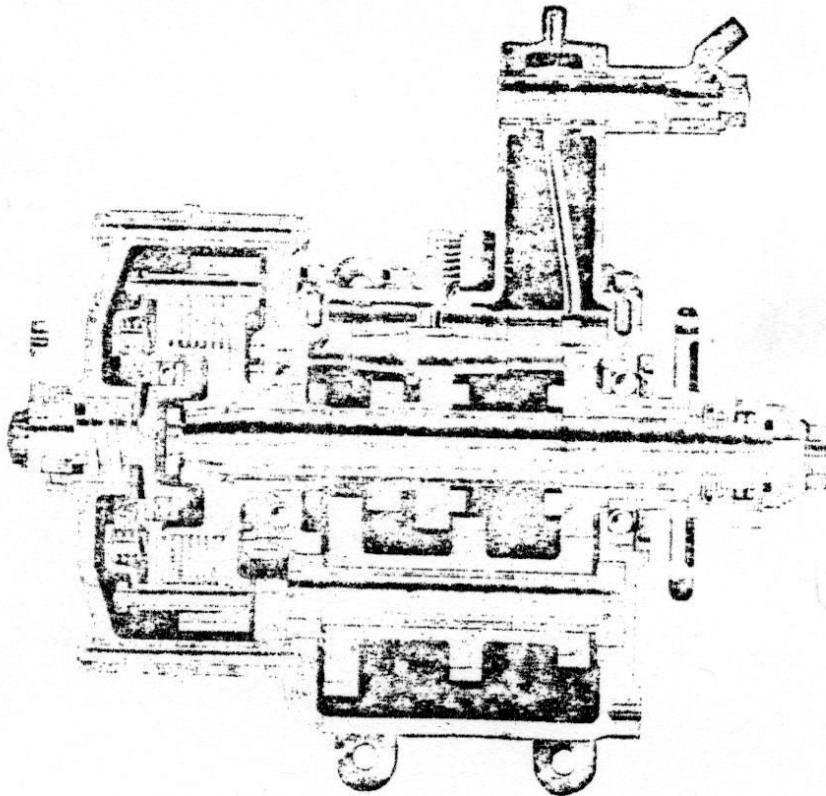


Figure 5—Cross Section of Transmission and Clutch  
Showing Assembly of Component Parts

### LUBRICATION OF TRANSMISSION UNITS

The primary drive housing is oil tight and carries the lubricant for the main drive gears, the clutch and the transmission gears. This unit is filled when the machines leave the factory, but it is best to check up on the oil supply before putting the new machine into service.

To Fill—Remove the filling and level testing plugs and pour in the proper brand and grade of oil until it begins to overflow through level testing hole.

CORRECT LUBRICATION

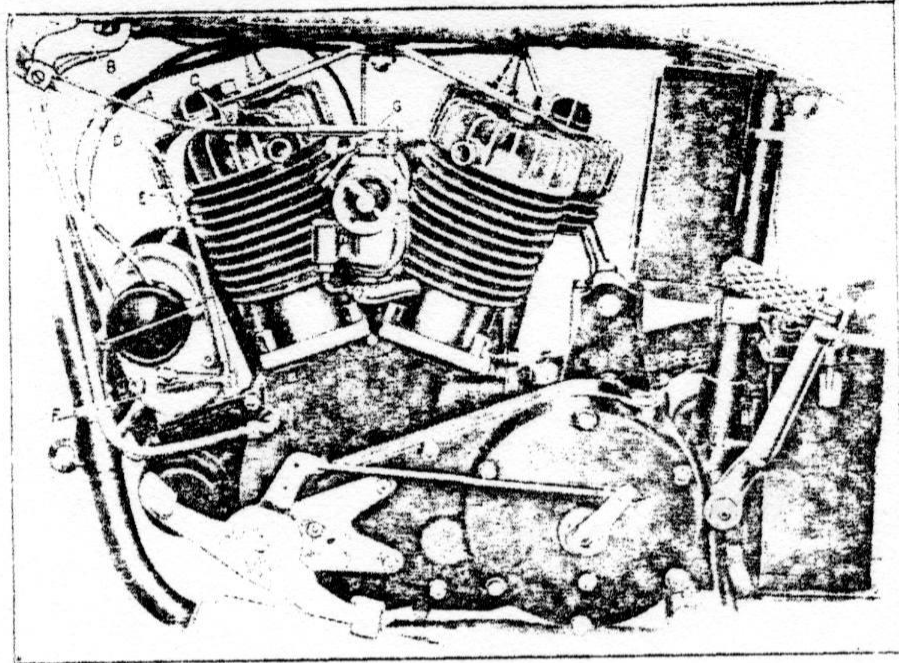


Figure 6—View of Indian Unit Power Plant, Drive Side.

We recommend Indian Oil Medium during summer weather or Gargoyle Mobiloil "A." During winter weather—when you change to the winter engine oil—use Gargoyle Mobiloil Arctic in the primary drive housing.

*Caution:* Do not fill this primary drive housing with heavy oil. It will cause the clutch to slip. Under no circumstances should grease, graphite or non-fluid oils be used in this unit!

In very cold weather, the oil lubricating the clutch may have a tendency to thicken when the motor has been cold for some time. This tends to make the clutch "drag" when gears are shifted. However, as soon as the motor warms up, the oil will thin down to its usual consistency and the clutch will act normally.

**WHEN TO REPLENISH TRANSMISSION OIL SUPPLY**

The oil in the transmission and primary drive cases should be checked for level every 500 miles and if necessary oil should be



## INDIAN MOTOCYCLES

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replenished up to the oil level screw hole. After each 1,000 miles of operation the oil in the drive housing which lubricates the primary drive, clutch and transmission gears, should be drained out by the following method:

*First:* To drain Chief models remove the drain plug located at the bottom of the transmission case, drain off old oil, remove filling plug located on top of primary drive case, flush out primary drive and transmission cases with flushing oil. Remove oil level test screw on left side of primary drive case located just under clutch worm and lever. To drain Scout models remove oil level test screw on left side of primary drive case and tilt machine over on left side which allows the oil to drain off. Remove filling plug located on top of primary drive case, flush out primary drive and transmission cases with flushing oil and drain out by tilting to left as before.

*Caution:* This housing should never be flushed out with kerosene. If it is necessary to flush housing, use a light body oil.

*Second:* In Chief models, replace the drain plug tightly and refill to proper level with the brand and grade of oil as recommended. Replace filling plug and level testing screws tightly.

In Scout models refill to proper level with the brand and grade of oil as recommended. Replace filling plug and level testing screws tightly.

### WHEELS AND FORK HEAD

The wheel hubs and fork head are packed with a medium bodied grease when the machine is shipped from the factory, and need very little attention other than re-packing with grease and adjusting twice each season. A high quality grease of medium consistency is recommended for use in these parts. It is well before repacking with fresh grease to clean out the old lubricant.

## CORRECT LUBRICATION

### CHAIN

To ensure long life and quiet operation it is essential to properly lubricate the driving chain.

Every 1000 miles the chain should be removed from the sprockets and thoroughly cleaned in gasoline with a stiff brush and allowed to dry thoroughly.

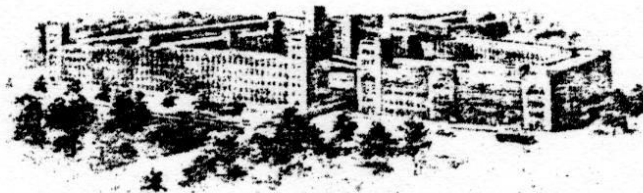
Place the chain in a bath of hot Gargoyle Mobiloil "C," a heavy bodied gear oil possessing exceptional adhesive properties. Allow the chain to remain in this lubricant for 15 or 20 minutes; then hang it up and allow the excess oil to drain off.

After cleaning the sprocket teeth replace the chain, making sure that the proper tension is obtained.

### MISCELLANEOUS

The kick starter shaft, brake shaft, seat post, and upper front spring stud should be given a few drops of engine oil weekly. Oil cups and oil holes will be found readily accessible.

Magneto and generator are properly packed with a lubricant when they leave the manufacturer, and have oil holes as indicated, where two or three drops of light sewing machine oil should be used every thousand miles.



*Indian Motorcycle Company  
Springfield, Mass.*



# Everybody's a Mechanic – Not!

Contribution from Phil Pilgrim

These days it's anybody that knows the difference between a ECU and a ESL or even a EIL but when it comes to the crunch is that important? Seriously? No it isn't.

In the last decade I've trained General Steam, Light Engine, marine, and Power Equipment mechanics and even a few Heavy Vehicle mechanics to round it out, some quite good and some were "oxygen thieves" if you know what I mean.

Back in my day (as my father used to say to me) when I was trained things were quite different, you did a fitting and turning class and then Auto Electrical, not counting welding and diesel, with suspension, fuel systems and Transmissions both manual and auto chucked in as well as practical learning and theory. These days all of the above is virtually redundant as the government decided years ago a modular system was the American way and a multi-trained tradesman was not needed, these separate courses were to be done by individuals trained fully in only that area of their expertise.

So the government never making mistakes have given us over the last 40 years a group of semi-skilled tradesman who can only do some jobs very well and most jobs hopelessly bad, I can't blame the individuals for that and it's sad when we import workers to do trades that we no longer are trained in. Many a time I have to "battle" with YouTube certified technicians who are chicken sexers working at Ingham's poultry farms by day and keyboard warriors at night that have one model and know everything about all models without prompting, for those people a little knowledge is a dangerous thing!

So what is a good mechanic, easy; a good mechanic can fix almost anything mechanical, ie a dishwasher, washing machine, 2 stroke either diesel or petrol, carby repair, vacuum wiper motor, horn, voltage regulator adjustment, speedo repair, front suspension repair either car, motorcycles, or trucks, differential, manual or automatic transmission repairs or adjustment, rewiring, use a lathe or mill, electric gate repair, fridge repairs, mower, outboard motor repairs, fix a radio or a air conditioner, seat upholstery, repair fuel tanks, to name a few things and be able to weld all metals that's a minimum. This type of mechanic is a dying race, the guy you need when your vehicle is broken down at the "back of Bourke" who doesn't ask to see a computer but looks at how it can be fixed with the bare necessities of tools or equipment.

My ex boss was such a bloke in the maintenance crews at Tobruk working on troop carrying trucks in Libya at 45-50C in the desert with German Stuka's strafing them while bullets and mortars were going off all round him, all the while nonchalantly asking, "where that 1/2" ring spanner was", that's the type of mechanic that we need now not guys that are thinking of more body art and piercings, and wearing baseball caps back the front or trendy overalls and have sold their soul to the Snap-On (Snap-Off)agent.

My apprentice at Mussett's once told a smart alec customer how to time his Triumph after this guy kept annoying him, the customer had a pre-1968 model with no timing strobe hole and he wished to check it with a timing light he was politely told " Put the gearbox in top gear then set the engine at TDC on the firing stroke then turn the motor back 38 deg or 3/8 inch, mark the tyre with chalk level with the swing arm, then start the motorcycle select top gear and sit the revs on 2500 and use the swingarm as the timing mark" I often wonder how long this bloke persisted pointing his timing light at the tyre and altering the timing trying to get it adjusted.

The old saying " Bullshit baffles brains" only works if you're the real mechanic!



# IRON INDIAN RIDERS 2022 CHRISTMAS DINNER

Saturday, December 10



We have booked the Cross Keys Hotel at [350 Pascoe Vale Road Essendon](https://www.crosskeyshotel.com.au/), for 7.00pm on Saturday the 10<sup>th</sup> of December, there is a set menu, sorry, no BYO.

If you would like to attend and have some festive cheer with your fellow club members, or a gripe about what a poor job your committee is doing or whatever the case may be.

Club members partners dine for free after the committee twisted your treasures arm! plus there will be an Indian helmet raffle.

Please R.S.V.P. by Wednesday 30<sup>th</sup> November 2022, by text, please add your name and how many are attending, to 0487 682 120 or email to [deemac58@hotmail.com](mailto:deemac58@hotmail.com) as we need to let the Hotel know exact numbers attending for seating and catering requirements.

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# *A look at Etymology for Motorcyclists*

*A rare contribution from your Editor*

**MANY** of the words used in Motorcycle Engineering are quite obvious in origin—a connecting rod could hardly be anything else—but others are much more obscure. Why gudgeon-pin, for instance?

**BUSH** The Dutch bus, and the German buchse, signify a box, container, or cylindrical vessel, and hence, something round that you put something else inside.

**CAM** from the German word kamm, which means a ridge of hills, or a tooth of a comb. Comb itself comes from the same root as kamm, but is a much older word. The German word for cam, though, is nocken. We get the expression "double knocker" from doppelnocken.

**COG** Now meaning a complete toothed wheel, this word originally meant just a tooth of the wheel, apparently from a Norse or Swedish word kogge. What was originally a cogged wheel became cog-wheel and simply cog, just as sprocket-wheel became sprocket.

**DYNAMO** From the Greek dynamis power or force, originally dynamo-electric machine, or device for turning mechanical power into electricity. The distinction that a dynamo only produces direct current is a modern convention, which in any case does not apply to bicycle dynamos. The word **magneto** has a similar history, from magneto-electric machine, whilst magnet itself is from the Magnesia district in Thessaly, half-way up the right hand side of Greece, which has also given us magnesium, and manganese.

**GASKET** This word entered engineering as the packing material on the pistons of water pumps: "There is a wide groove around the bucket, which is filled with hempen rope or gasket". It got there by a strange route: "A small cord or piece of plaited stuff by which the sails are kept close to the yards." The word is from the French, garcette, a diminutive of garce—wench (of which the masculine is garcon). I leave the connection to your imagination, but see grommet and gudgeon-pin if you need prompting.

**GROMMET** Very much of the same history as gasket—a grommet was a small ring of rope used to reinforce the hole in the sail to which the gaskets were fixed, and thus anything used to prevent chafing when wires pass through a metal panel. The history is through French again, gromet or groomette being a diminutive of groom (as in bride-groom, horse and groom), a boy or lad. How the nautical chappies managed to get the lads and lassies inside out, so to speak, is one of the mysteries of life.

**GUDGEON-PIN** Pin is common to many languages (Latin pinna from spina, a thorn) but what of gudgeon? Again, a nautical word, meaning the iron swivel supporting the rudder and quite naturally applied to the swivelling action of the piston on the connecting rod. The French word gown now means a dowel, in the same sense, but its history is, again, a bit on the naughty side. French has gouge meaning wench, prostitute, and I suspect that this might have something to do with it—especially considering the origins of the word for the iron pin on the rudder which fits inside the gudgeon—the pintle. This comes from a good old-fashioned Anglo-Saxon word pint, penis (which itself is the Latin for tail, so how the Romans managed quite escapes me).

**PILLION** From the Scottish Gaelic word pillean, from peall, a skin or hide. Our hairy-kneed northern friends used a skin over the back of the horse for a saddle so "on the pillion" simply means on the skin. My dictionary of 1920 calls the word "archaic"—this was because horses had been replaced at that date by nasty oily two-wheeled things, and the flapper bracket had hardly been invented.

**SPROCKET** Originally sprocket-wheel. A sprocket originally was a carpenter's term for a small projection, perhaps even a little sprag or spragget. First use of sprocket wheel in connection with chain is on the capstan used to haul up the anchor chain of a ship.

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## UNION JACK MOTORCYCLES



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Detailed description: This is a vintage advertisement for Indian motorcycles. The central focus is a woman in a green military-style uniform with a matching cap, a red belt, and fishnet stockings. She is holding a large red propeller and a red lollipop. The background is a collage of vintage Indian motorcycle advertisements and logos, including the iconic Chief logo. The text at the top reads 'CHALLENGER'S, PREPARE TO BE LICKED!' in a bold, stylized font. The word 'Indian' is written in its signature script font in the middle and bottom. At the bottom, the website 'WWW.INDIANWINCITIES.COM' is listed, and a small copyright symbol is in a circle in the bottom right corner.