



# AMOC TIMES

THE VOICE OF REASON? CERTAINLY NOT, OLD BEAN



Don't you just want to cry now?

HARLEYS NEW 'WORLD BEATER' 750&500'S

'THEY CANNOT BE SIRIUS' EDITION WINTER 2014

## **'Course it's not's.....**

**Editor's Reasoned Ramblings.....page 3**

**Harleys new 750/500's.....They really can't mean this?... can they?....page 4**

**Out 'n About with Oz .....page 7**

**The Indian Warhorse by Oz.....page 9**

**Victory tuning- from John.....call it a preview.....page 12**

**The Bobbies of Bodmin Moor.....page 14**

**What he wanted – guess they finally sorted all-weather protection ..page 17**

**Des Gussett Writes.....page 23**

**First AMOC run of the year..A23 Diner...and beyond.....page.....25**

**STOP PRESS SURREY CHAPTER HAS A NEW HOME-WE NOW MEET TUESDAY EVENINGS FROM 8PM AT TADWORTH SOCIAL CLUB KT20 5SA-PLEASE NOTE AS IT'S A SOCIAL CLUB IT COSTS £1 TO GET IN.**



Editors Reasoned Ramblings

Blurry hell its wet innit?

It's so wet I can't be bothered to go to the pub-that's how wet it is. My favourite café is in Yalding- a village wot used to be charming and all that stuff and wot now rivals Venice for watery beauty and no doubt will surpass it for bacon butties too at least if it ever surfaces again that is.

There's a hole in my roof too which keeps me busy bailing out buckets of water whilst perched on a narrow joist in a dark and somewhat damp loft space and, as for my shed- well we'll get to that in a minute or so.

The bike? My shiny Softail Custom? Frankly its sat outside in the front garden after I put it in a giant plastic bag , stuffed a load of silica gel in and sucked out as much air as I could with our trusty vacuum cleaner( So that's what it's for) and

cable tied the end having connected up an optimate to the thing first.

Hopefully I will have a shiny shrink wrapped Harley when the rain stops ...or then again I could just have a potential death-trap with a venting tank + a live electric feed all mixed together in a sealed bag- whichever, I'll be sure to let know what happens-er hopefully at any rate.

And my shed?

Good job I can't get the bike in there 'cos there's a tree in it right now....came in through the back wall from the neighbours garden...maybe I can convince their insurance people that my 'shed' was, prior to them lending me their tree, a 20x20 workshop with a power lift and paint booth

Hmmm

Al



**ONCE AGAIN AMOCTIMES SCOOPS THE WORLD...OR SHAMELESSLY NICKS ANOTHER ARTICLE FROM 'CYCLE WORLD'...WE LET YOU, THE READER DECIDE....AL**

**REVEALED! 2014 HARLEY-DAVIDSON STREET 500 AND STREET 750** All-new Harley takes it to the streets in its quest for young urban buyers



The night before the EICMA motorcycle show in Milan officially opened its doors to the press, **Harley-Davidson** took the wraps off its first all-new model in 13 years: the 2014 Street, which will be available as a 500 and a 750 when it goes on sale in the U.S. this spring, priced at \$6,700 and \$7,500 respectively. In short, the new Street is a liquid-cooled bike aimed at young urban buyers around the world, a model that Mark-Hans Richer, Harley's senior vice president and chief marketing officer, called "our path to the future." Given that heady responsibility, the attractively priced Street—which will be built at

Harley plants in Kansas City (for the U.S., Canada and Mexico) and India (the rest of the world)—deserves a close look.

Let's start with the engine, a liquid-cooled 60-degree V-twin whose chain-driven single overhead camshafts operate four valves per cylinder via roller rockers with screw adjusters. Called the Revolution X, this all-new powerplant, with a vertically split crankcase and plain bearings, is a modern design that traces its lineage back to the V-Rod of 2001. Jeff Coughlin, Harley's chief powertrain engineer, says a 60-degree design was chosen to help reduce the height of the wet-sump engine, which helps keep seat height and center of gravity low, important considerations given that the Street is seen as a first bike for many potential customers.

### **Where I Live – Harley-Davidson Street 750 and 500 Motorcycles**

Separate aluminum cylinders are fitted with pressed-in iron liners, and the only difference between the 500 and 750 versions, which share a 66.0mm stroke, is the bore. The 500's is 69.0mm, which makes for an actual displacement of 494cc. The 750's bore, at 85.0mm, makes for a displacement of 749cc. Redline for both engines is 8,000 rpm, and peak power for the 750, though not officially announced, was said by one Harley rep to be 54 hp at 7,500 rpm, with 44 pound-feet of peak torque arriving at an unspecified rpm. A single balance shaft keeps the V-twin from shaking too much, and a six-speed transmission works with Harley's familiar belt final drive.

Korry Vorndran, Harley's manager of product development, said the Street has been in development for the last two and a half years, and the goal was to produce a smaller, nimble bike that had enough suspension travel to handle rough urban streets. To that end, the blacked-out Street, which is based on a narrow, steel perimeter frame, offers two inches more travel front and rear than an Iron 883. "We wanted it to be light and fun, and have a more neutral riding position," explained Vorndran, who added that Harley has been more weight-conscious with the Street than it has with other models. Both Street models, for the record, tip the scales at a claimed 480 lb. wet, which is roughly 80 lb. lighter than, say, an Iron 883. The Street's fuel tank and fenders are steel.



Other Street hardware includes seven-spoke wheels and a simple fairing inspired by Harley's XLCR café racer from the 1970s, plus a slightly pulled back handlebar and a an attractive 2-into-1 exhaust. Single-caliper brakes are found front and rear, and components such as the headlight and turn signals are designed for worldwide use, so they won't need to be changed for the bike's numerous markets.

It's no secret that the new Street, by also being built in India, avoids steep tariffs and will help Harley strengthen its foothold in the world's second most populous nation. But at the press conference in Milan, the clear and more frequently mentioned focus was young buyers the world over. Harley, in fact, spent thousands of hours interviewing these folks, learning just what they wanted in a bike. And what was it they wanted? Personal style and individualization, as proven by the slick, Milwaukee-built Street customs that Harley also had on display at the global unveiling in Milan. "Personal freedom in not just an American ideal," explained Richer, Harley's marketing boss. "It's spreading around the world. People want to be who they want to be right now. We live in a world of personalized expression, right down to the ink on their skin."

**Well, all you 'young urban bikers'...does it float your boat or just leave you wondering what they'll do with the Sportster now?-AI**



## **OUT'N ABOUT**

### **WITH OZ**

Well, Amoc members, 2013 was a mad year for me. My wedding, a brother's wedding (Pat and Digger) and my son's wedding so most of the race and hill climb season was wiped out.

So going forward to 2014- a new all alloy competition motor in the racing Norton.-hope it was worth

the money. So new carpets have gone by the wayside for the time being.

Both mags-the Norton and the Rudge-have been rebuilt. The old open valve Norton engine I will also have rebuilt so hope for a good season.

Things I have planned so far.

Prescott Hill Climb

Indian Rally

May Day run

Amoc Rally

1000 Bikes

West Kent show

Goodwood

Kop Hill

Plus Lydden and Brands Hatch

Hope to see one or two Amoc there-that'd be nice

Oz



## THE INDIAN WARHORSE-BY OZ



Well 2014 will be 100 years since the Great War. So it would be nice to have a look at the Indian Warhorse.

The Indian Motorcycle Company of Springfield Massachusetts built the War Dept. 741B Scout. The 'B' model number was for military use. It was a descendant of the sporty 596cc Scout model introduced in 1920 though it's sleeved down 500cc engine derived from the Indian Junior Scout of 1932.

Indian produced military Scouts in both this and the less common 750cc form of the 640 model during WW2 though the original prototype in 1939 was designated the 641.

Most 741B's date from 1941 & 1942 and were destined for service with the British Commonwealth and its forces although a final batch of 3120 machines saw homeland deployment with reserves during 1943. The Springfield factory manufactured 35044 units under the contract to the US Government for its Lead-Lease programme.





## Specifications

### 1942 Indian 741B Military model

Engine type	42 degree side valve v twin
Capacity	500cc 30.5 cu inches
Bore and Stroke	63.5mm x 77.7mm
Carburettor	Linkert
Ignition	6volt distributor
Gearbox	3 speed right hand change
Clutch	wet multi-plate left foot operation
Primary Drive	Triplex chain
Frame	Single down tube open loop
Suspension	Girder front fork full rigid rear
Tyres	3.50 x 18 front 4.00 x 18 rear
Brake	Drum
Wheel base	56.75 inches
Weight	456lbs
Top speed	60mph
Fuel Capacity	2.9 US Gallons
Oil Capacity	5 pints



# VICTORY TUNES-from John



Pictured is compared to stock, I think they removed about 10lbs off the ~34lb crank. We're making this into a 104" to power a very light sporty steel frame Vic. Hoping for 130's horsepower and a 7000 rev limit.

Q. don't mean to put anyone on a downer, but that sure seems like a lot of meat taken off the connecting rods journal,

the counter balance doesn't look to be any prob, but just saying, shaving that weight may make the engine rev.

quicker , but how do you figure it will help in Torque / Horsepower ? or Longivity ?

A. I don't have a worry in the world. Our Victory's are not actually perfectly balanced and the crank is quite heavy. That makes for nice low-end torque, and the balance issue is probably intentional and is not really an issue. This lightened crank however is perfectly balanced and we're designing the whole bike around the purpose built engine. Yes, it will totally change the way the engine develops power, and yes, we went into this knowing we were trading low-end torque for quick revs and lots of high end horsepower. I'm certain we'll not have a thing in the world to work about though, in fact I'm looking forward to seeing the world go by on some top-speed triple digit runs, huddled close to the tank, pipes blaring at 5000 rpms!

Take a close look at an aftermarket purpose built high performance crankshaft that is designed to handle probably double the power.

Ok so I missed some of the context here but Johns away at present so I can't check it out with him

I'll ask him more when he's back -Al





## THE BOBBIES OF BODMIN MOOR

It was spring-officially-which meant that it had finally stopped raining, the sun was occasionally out to play and temperatures had soared above zero.

These facts taken together could only mean one thing –it was time for the First Run Of The Year.

Yippee.

First run of the year was a bit of an institution for the likes of us- us being my brother Dodgy Doug of Dartford , Larry and of course my good self( I never invited my not-so-good-self on these runs).

It usually involved a longish trip down to Charlotte's cottage in Cornwall and this year was no exception.

I probably need to explain a bit about Charlotte and her cottage.

First off, it wasn't actually her cottage-it belonged to her family and she had the use of it. Secondly Charlotte didn't actually belong to anybody either-she was just a long-time friend of us all. In fact if anything Charlotte was a bit of a hippie and had the propensity at times to fill said cottage with kindred souls. Naturally, us being bikers, we could reckon on hours of endless fun freaking out the gentle people, should we find any in residence.

Oh and the cottage wasn't yer typical cottage in Cornwall either.

It was up on the tree line right on the edge of Bodmin moor-so far off the beaten track in fact that to get to it you needed to ride off the road and through a farmyard then hit the throttle and see if you could make it up the slope to the door-about a mile up the slope actually. We usually managed it.

And it was primitive-first job on arrival being to drive the adders out the woodshed where they'd settled down for the winter months.

Then raid the woods for some more fuel.

Then set the fire

This was lit in a huge 8ft wide stone fireplace which was the only heating for the entire place.

Oh and lighting was by oil lamp and cooking was either on the fire or on a paraffin powered range.

Water? The stream ran past the door....what else could anyone need?- well actually you needed to head upstream first to make sure there weren't any dead sheep in the stream-if there were, fish them out and let it run for a day or so before drinking anything from it.

But if all this sounds a bit like Community Service meets Ray Mears there were indeed compensations.

First the view- miles of unspoilt unoccupied country- a rare commodity in the UK. This also meant you could see any approaching Plod said miles away...not that there was a copper between you and the next 30 miles anyhow...but you see the opportunities this vista begins to open up, eh?

No? Let me spell it out.

Number 1 of 1

There was (and is) a pub-The Racehorse Inn in North Hill should you be so minded as to Google this-I did the other day and it's a wee bit changed. Nowadays it advertises B&B and the like but in those days, well, let's put it this way-the car park was full of tractors (I kid you not) and they did a home brewed killer cider which even the farm lads drank in half pint measures.

Now, you could eventually walk to the pub from the cottage (which you will notice I have not named) but, given the absence of The Law-why would you?

We didn't.

On this evening we cooked our food and took the bikes to the pub-Doug on his 750/4 Honda, Larry astride his T120V Bonnie and myself on my newly acquired XS 650 Yamaha.

We celebrated well- very well- in fact so well did we imbibe that there were even mutterings from Larry about possibly not riding back." Don't be stupid, stupid" says Doug-there's none of us in a fit state to walk.

His logic was unassailable. We were absolutely stoned.

Eventually we found the right end of the bikes and wobbled off up the somewhat narrow lanes Doug in front followed by Larry and finally myself.

Which is when I spotted the Police car.

It frankly seemed a bit unsporting of them, but nonetheless there they were –two plods in a Morris Minor Panda car about half a mile behind us and clearly following with intent to spoil our evening.

I managed to attract my fellow inebriates attention by the simple expedient of slewing in front of Doug, recommending we abandon ship and leg it over the fields.

Doug just smiled a bit lopsidedly

“S’wont be neccessarily” quoth he

“Jush be calm and carry on- whatever happens don’t let ‘em overtake”

We did so .The lane narrowed and so did the distance between us and a 2 year ban.

By now the coppers were yards behind and closing but still we wouldn’t let them pass.

The lane narrowed some more...and still the farce continued till finally

Doug had had enough- he stopped and we stopped.

The cops stopped too and Doug started the giggle. I couldn’t see why- looked to me that we were facing at least 3 separate charge sheets on this one.

“Stay where you are lads and switch off your engines” commanded plod 1

“Sure thing officer” said Doug and giggled some more.

Both car doors started to open –and stopped with 2 resounding clangs as they hit the dry stone walls of the lane which were now about 4 inches on either side of the car doors. The poor sods couldn’t get out to nick us.

“Sorry officer” says Doug “Love to pass the time of day with you but we really are in a bit of a hurry” and with that we fired up and wobbled off into the distance.

We heard no more about it either- guess they were too embarrassed to tell that one back at the station.



Al

# ‘What he would have wanted’



I believe this is the first( and last) time you'll ever see me quote from The Daily Mail, but, for once, I can do no better than print the whole article-AI

# **On the highway to heaven: Ohio biker is buried in leathers astride his beloved 1967 Harley-Davidson in a huge transparent casket**

- **Billy Standley and his sons spent years preparing for unique burial**
- **Body of 82-year-old, who died of cancer, was on**

The family of an Ohio biker has fulfilled his dying wish by burying him astride his beloved Harley-Davidson in a see-through casket.

Dressed in his leathers and sunglasses, and sitting on top of his 1967 Electra Glide cruiser, Billy Standley, who died on Sunday, was taken for one last ride.

The body of the 82-year-old, who died of lung cancer, was visible through the transparent Plexiglas coffin that his bike has been placed in.





**Billy Standley, of Mechanicsburg, Ohio, carried out his wish to be buried on his 1967 Harley Davidson motorcycle on Friday. He was placed upright in a large Plexiglas casket**



For years the Mechanicsburg man had told family and friends that he didn't just want to ride off to heaven, he wanted the world to see him do it in a big see-through box.

He started the funeral preparations himself, buying three large burial plots next to his wife, Lorna so the hole would be big enough to accommodate his unique casket.

His sons Pete and Roy fashioned a casket out of Plexiglas and reinforced the bottom with wood and metal.



**Standley told people he didn't just want to ride off to heaven, he wanted the world to see him do it in the big see-through box. His extra large plot will leave him next to his wife for all time**

To ensure Mr Standley didn't become unseated on his final journey, embalmers prepared his body with a metal back brace and straps.

'We've done personalization ... but nothing this extreme,' Tammy Vernon, who works at the funeral home, told the [Dayton Daily News](#).



'He was the one who kept throwing this idea out there, to be buried on his bike. We were glad to assist him.'

The family man was pleased with his funeral plans and would show off the casket, which was stored for five years in a garage, to visitors.



**Throwback: Billy Standley riding his prized motorcycle many years ago**

---

**Hog heaven: Standley had spoken about being buried on his Harley for years. His sons, Pete and Roy, fashioned the casket out of Plexiglas, reinforcing the bottom with wood and steel rods to handle the extra weight**

---



**Upright til eternity: Five embalmers worked to prepare Standley's body with a metal back brace and straps to ensure he'll never lose his seat**

'He was proud of it,' Roy Standley said.

While his family agreed that the procession to the cemetery, during which the body was on display, may be shocking, they wanted to honor their father's last wish.

'He'd done right by us all these years, and at least we could see he goes out the way he wanted to,' Pete Standley said.

His daughter, Dorothy, added that he was 'a quirky man'.

Mr Standley, who used to work as a bareback rodeo rider, was be escorted to the ceremony by a procession of bikers.

Some of the mourners at his graveside donned motorcycle jackets for the occasion as they watched the extra large coffin be lowered into its massive plot

The Managing Director  
Viking River Cruises UK Ltd.  
Nelsons House  
83 Wimbledon Park Side  
London  
SW19 5LP

Dear Sir

My wife Doris and I have recently been much impressed with the television advertisements for your range of River Cruises. The idea of wafting along Europe's watery arteries on your splendid G-plan barges fills us with joy. In your adverts the happy faces of well-heeled and recently retired couples stare out at us nightly from our screen till at last we too have decided that perhaps this is the life for us.

Now Doris, being a keen student of history, wishes me to ask you a few questions in order to put her mind at rest.

Are you in fact the same 'Vikings' that used to do those adventure cruises back in the 8<sup>th</sup> and 9<sup>th</sup> centuries? If so she'd definitely want a cabin upgrade and also to be assured you're fully ABTA registered. She has an idea that

there might be several towns and monasteries with outstanding claims for damages against your company and we'd like to be certain you will be able to meet your liabilities if we book a holiday with you.

Destinations. And here we may be of help to you in opening up new business opportunities.

Frankly some of your existing tours are lacking in the true spirit of adventure- no wonder your on board 'guests' can look like they're drugged up to the eyeballs or are patiently sitting out some sort of Community Sentence- however I digress here.

The point is...the Rhine-Really? The Germans have not proved hospitable of late. Only last Easter for example both I and my good lady wife were unceremoniously deported from Dresden and all because of Doris's picking out the few remaining historic buildings and innocently enquiring how the RAF could possibly have missed these. The Germans? No sense of humour if you ask me.

No, we have in mind a venue which combines the spirit of your original



company mission with contemporary issues.

I refer of course to the Somerset Levels.

You may be unaware that in days gone by these were in fact largely river and marshland (There's a reason for why the area was called The Isle of Avalon) and it looks to us as if Somerset is simply reverting to type. If I were you I'd snap up the opportunity to get in there before the rush.

At present all we can see is the odd rowboat or inflatable, so I think the area is ripe for exploitation and I can easily envisage one of your magnificent vessels mooring up by Glastonbury Tor whilst the gondoliers of Shepton Mallet ferry visitors through the canals of the ancient city of Wells.

So, what do you think?

Inspired, eh?

Do let us know when this service will commence. Naturally Doris and I will not be averse to accepting your proffered hospitality in say a First Class stateroom on the inaugural voyage.

Yours faithfully

Des Gussett

Tunbridge Wells

### And so far.... Thank you

Thank you for your interest in travelling with Viking. A representative will contact you shortly with details about your inquiry. If you have further questions, please give us a call. Viking River Cruises representatives are available from 9:00 a.m. to 7:00 p.m. Monday to Friday, 9:00 a.m. to 5:00 p.m. Saturday and 10.00 a.m. to 4.00 p.m. Sunday on 0800 319 66 60.

FIRST RUN OF THE (AMOC) YEAR-A23 DINER, and  
Beyond.....













## ADVERTISEMENT- DODGY DOUGOF DARTFORD ENTERPRISES

### OVER 50S LIFEBOAT INSURANCE PLAN

The over 50s Lifeboat Insurance plan is especially designed for those aged between 50-80. Provided you meet the criteria, you are guaranteed to be accepted. No medical is needed and you will get a free Parker pen just for enquiring.

As long as you pay the premium of £4 per month (you can't get this type of insurance for less), after 2 years, the policy guarantees you a place on any ship captain's lifeboat on which you happen to be a passenger. Remember, not all captains know their port from their starboard and if they are say, Italian, it may be that it is not only their Martinis that they have on the rocks!

Dining at the captain's table is all well and good but your ultimate safety demands a place in the captain's lifeboat with the other 1<sup>st</sup> class loafers. You owe it to yourself and your children not to burden them unduly with the extra cost of having your half-eaten remains brought ashore for forensic examination just because you didn't have the right level of cover.

As soon as you are accepted you can choose from 1 of the following free welcome gifts:

A PAIR OF PADDLES SO THAT YOU AND YOUR PARTNER WILL NOT BE UP THE PROVERBIAL WITHOUT ONE or

THE AQUANAV OCEAN SATNAV WITH IT'S TRANQUIL BLUE BACKGROUND - WHATEVER THE ACTUAL SEA CONDITIONS AROUND YOU or

THE “URINE MISTRESS” URINE PURIFIER AND SALTWATER DESALINATOR IN ONE HANDY CRYSTAL DECANTER STYLE UNIT *or for him* THE PEEMASTER, URINE AND SALTWATER PURIFIER IN A HANDY PEWTER PINT POT COMPLETE WITH FOAMER JUST LIKE A REAL BEER! (As good as a pint at my local™).

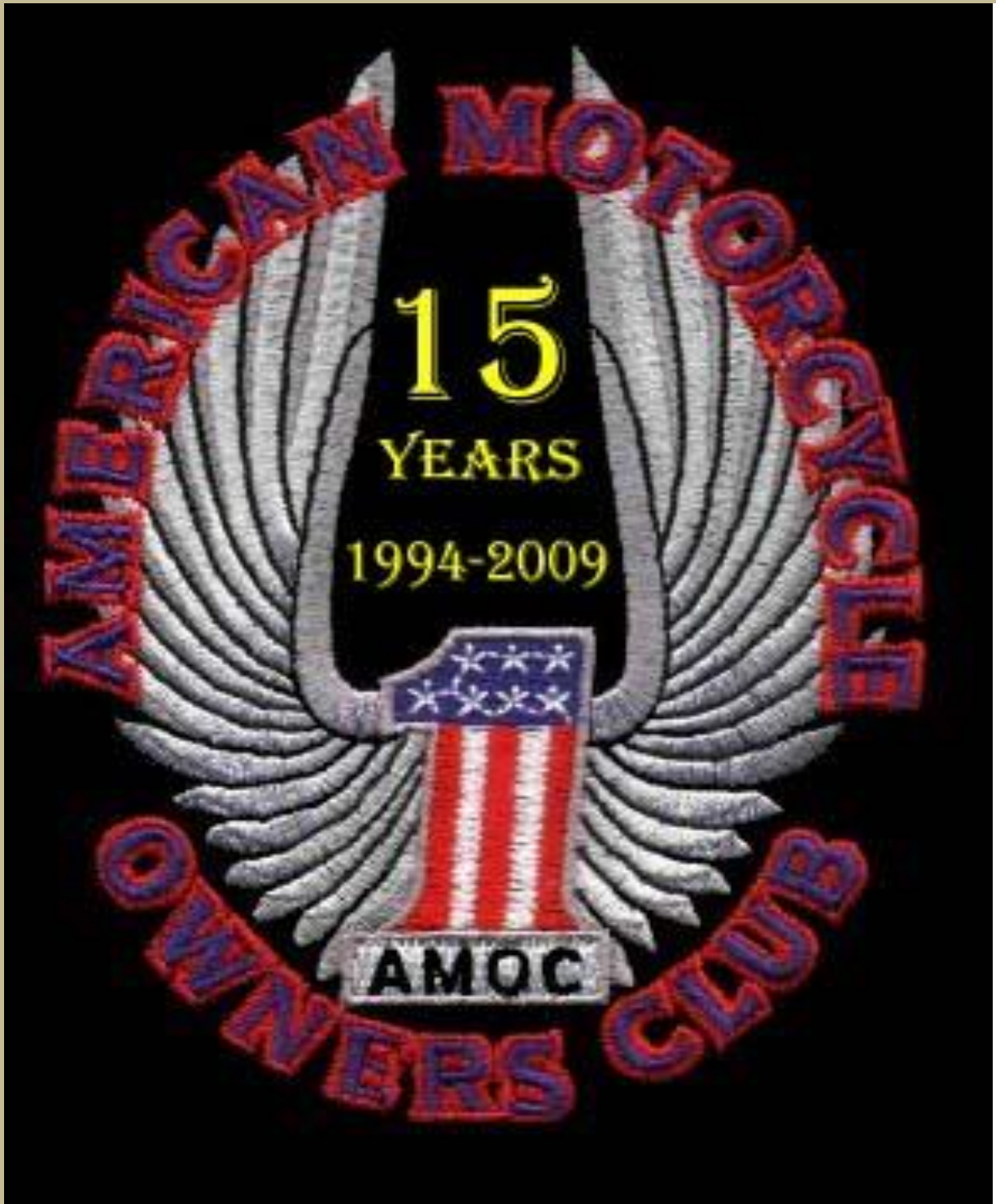
This exclusive offer is only open to AMOC members at this price. Now that Christmas is over and *the little woman* is bitching about holidays and cruises, it's the perfect time to take out this policy.

Act now: Call the number at the bottom of the page to get full details of this wonderful offer. Make sure **that you live** to regret it.

Call quick and we will also include Somali Piracy Release Vouchers - worth \$50.

TEL: **SHAKEM & LEGGITT on 07565372302.**





That's it folks.....go on home, there's nothing to see here.....etc.....