

Indian

FOUR MOTORCYCLE NEWS



VOLUME 1

NO. 1

WINTER ISSUE 1966



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\$1.00

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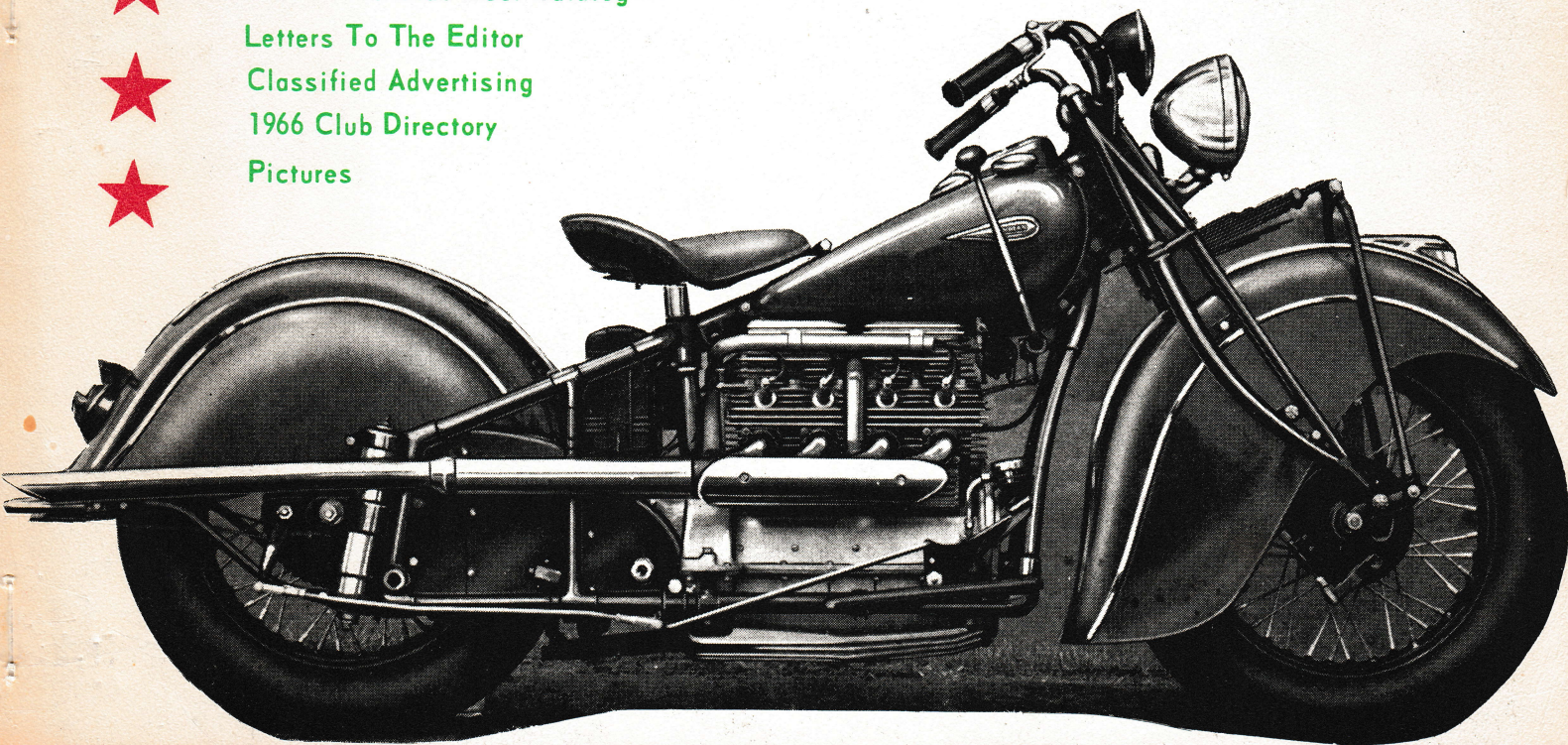
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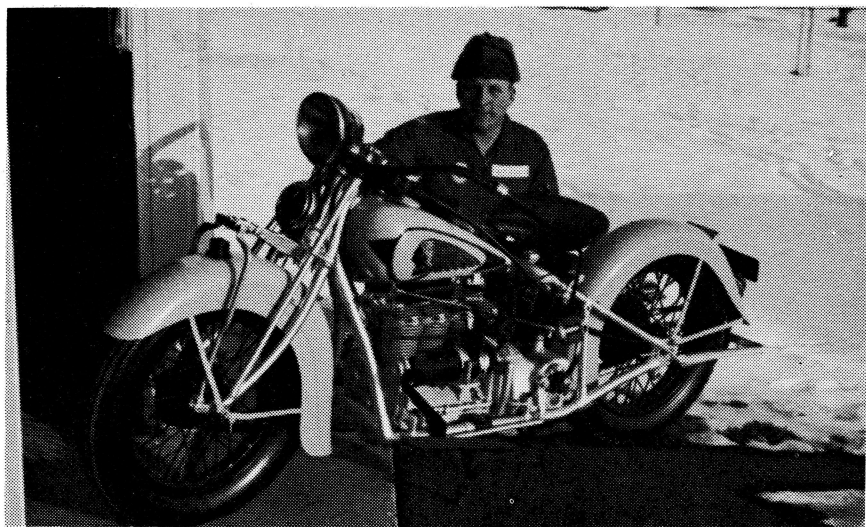
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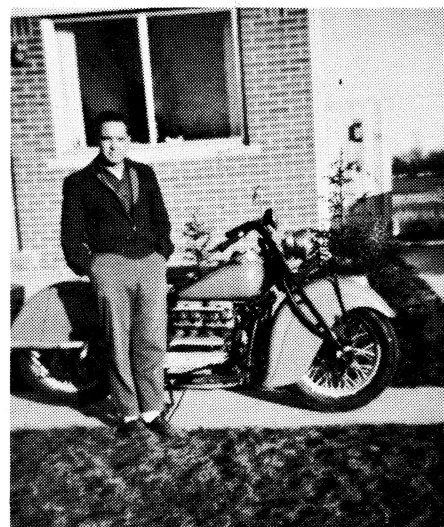
AMERICA'S MOST BEAUTIFUL MOTORCYCLES

PUBLISHED BY THE INDIAN FOUR MOTORCYCLE CLUB OF AMERICA, INC.

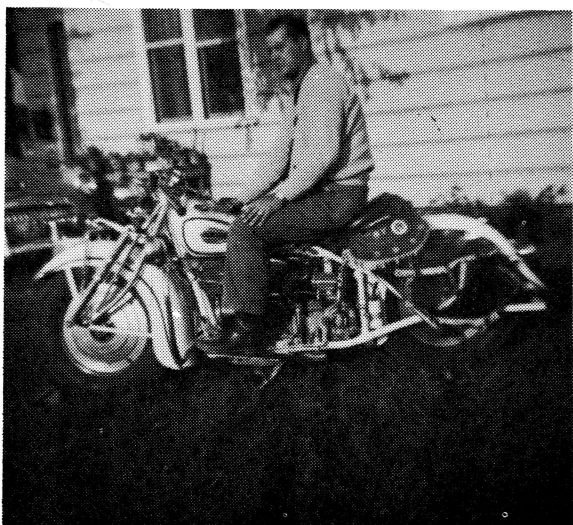
FOR ITS MEMBERS



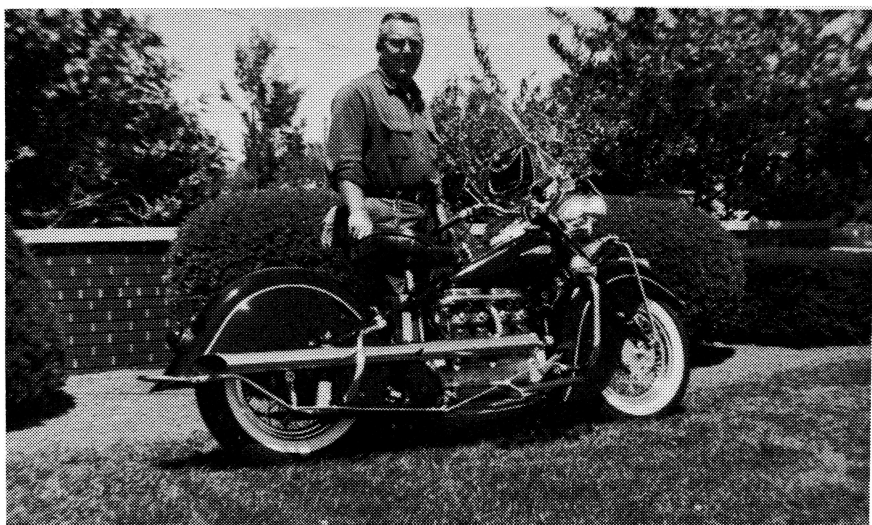
1937 Indian Four – Capt. George Garcia



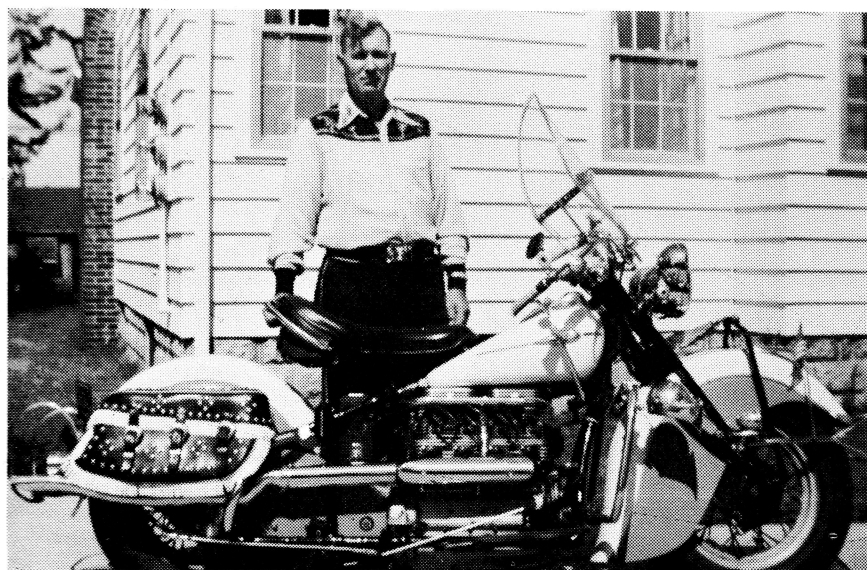
1940 Indian Four – Clayton Derstler



1938 Indian Four – John Groves



1940 Indian Four – George Young



1941 Indian Four – Harry Maule



1939 Indian Four – Carl Reichenbaugh

Indian Four Cylinder Club Officers For 1966 To August 1967

President.....John E. Wickham
 Vice-President.....Robert Corsneir
 Secretary.....Casper Barnes
 Treasurer.....Carl Reichenbaugh
 Trustee for 3 years.....Allen Bozung
 Trustee for 2 years.....Robert Aldrich
 Trustee for 1 year.....Jack Maurer
 Referee.....Kent Moore
 Assistant Referee.....George Young
 Sgt. At Arms.....Robert Aldrich

Indian Four Motorcycle News Magazine Officers

Publisher and Editor.....Cecil Hasser
 Technical Editor.....Paul Murray
 Technical Editor.....Allen Bozung
 Technical Editor.....Robert Paulette

November 1966

Dear Members and Friends;

After many hectic hours, many into the early morning, much planning and your help, we now have completed the first issue of our club magazine. We hope you like what we have accomplished; it is a new experience for us. This magazine is not meant to compete with national motorcycle magazines, but rather to specialize in our needs and interests in the Indian and Indian Four 'cycles; to be a means of communication between members and to help in supplying information on Indian that will be of interest to all members. We will make every effort to improve each issue and hope to have more pictures in the next issues. At our next rally in August 1967, we expect some other willing member to step forward and take over the job of Editor and Publisher for the following year.

Ever been without the big local papers like we in the Dayton and Toledo areas are now experiencing? I know I sure feel I am missing a lot of important news and I bet club members in various parts of this country as well as those overseas, must feel 'left-out' about the club news, most of the time. Our new magazine now gives every club member a chance to 'see' what is going on, so contribute your cheers, jeers, suggestions, stories, criticisms and your questions, and get a little better acquainted with your club members! We believe that the club magazine will make it possible to make our August Rally in Toledo more exciting and improved each year and for those members who have not yet attended and taken part in this fine event, to realize how worth-while and how much fun it is, might I suggest that they plan ahead and plan to be with us at the great rally in 1967. Start planning now because having the new modern clubhouse finished, it will be the most exciting and the most fun of all the rallies ever!

This magazine will be published four times a year and be in the mail and on the way to you on January 15, Winter Issue; April 15, Spring Issue; July 15, Summer Issue and October 15, Fall Issue.

Please note that the issue you now have will be the only issue published in 1966 and is also the issue of January 1967. (Winter Issue)

I am asking all members to dig out old copies (1930-1950) of Indian News. I want to assemble a complete new library for use as reference in our magazine, to reproduce items of interest for all members, so please take a little time now and send them to me.

A new feature for our next issue will be "The Question & Answer Page", so if you have any problems or questions about any part of your motorcycle, outline clearly the nature of the problem and send them to me. Our technical advisors will solve your problem in the next issue.

All members must have a story, no matter how short, on how you got started in motorcycling, the first experience with an Indian Four (with pictures if possible), how you found your four, how you restored it, etc.. I am sure the rest of your club will enjoy reading of your experience. Let's all write a story and send it for publication.

I would like to thank all members who were so prompt in returning our questionnaire to bring the club files up to date and for donating one dollar to help start our club magazine, and to ask the members who have yet to do so, to please try and send it as soon as possible.

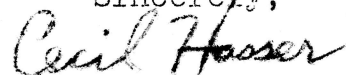
Our club now has 105 members and it seems to me that with little effort, each member can sign up one additional Indian Four owner who does not at this time even realize he is eligible to join our fine club. Let's get at it fellow members; in this issue you have printed up all you need to do it, so send them in.

Why not purchase another copy of this, our club magazine, and give it to your library, nearest motorcycle club or send it to a friend. This is your club and we all want to see it grow.

You all know ours is a non-profit club; so is our magazine. There is no pay for anyone except in the form of friends we make and in seeing the club grow. I, like you, have a full-time job to earn a living for my wife and five children. Now, as a matter of interest, I would like you to know that my wife Wilma, is proof-reader, typist, stencil-cutter, file-up-dater, keeper-of-the-files and mail clerk. She does all of this on a borrowed typewriter and her office is a corner of our living room, so you can see without her enthusiasm and effort, it would not have been possible to have accomplished what we have.

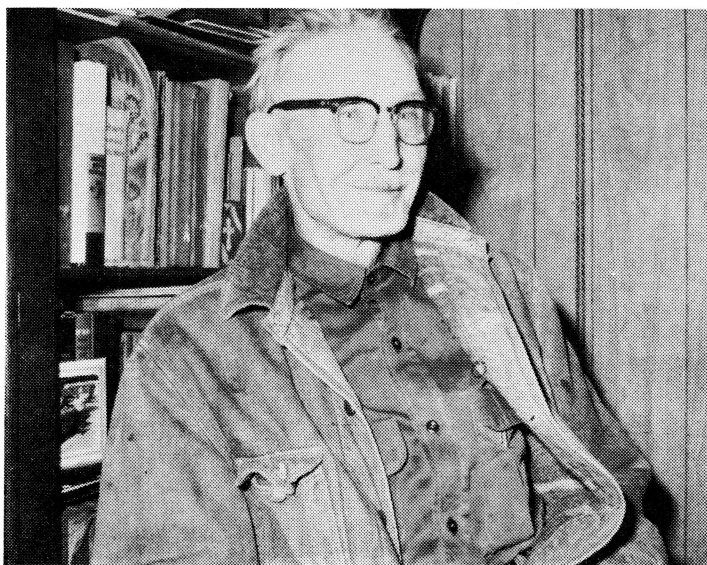
We both have enjoyed the challenge of this first issue and we look forward to your letters. Believe it or not, we are already looking forward to the next issue. How about you?

Sincerely,



Cecil Hassler, Editor

P.S. Happy Thanksgiving, Merry Christmas and Happy New Year! Look for us about April 15, 1967!



John E. Wickham, President of The Indian Four Club

We would like to dedicate this first issue of our club magazine to our president, John Wickham. As most of you know, John has spent much time and effort in starting our club and has been active in every respect, not only helping the club to grow, but he has taken many hours each month to help every member who has asked help in every way it was possible for him to do so.

John did not help to make money for himself. He did not contribute his long hours expecting something in return. All John expected in return was the beginning of a new friendship and the good feeling of seeing a fellow member admire the finished restoration of his like new four, or if he could help a fellow find a part or parts that otherwise would not have been available without John's over-all knowledge and help.

We know something about the time needed to get something started and admire John all the more for what he has accomplished and all the friends he has all over the country, for all a fellow need to do is to write John a letter and he can't help but feel he has a friend answering his letter, with honesty, sincerity and helpfulness.

So fellow members, next time you see John, the fellow with the smile on his face and a twinkle in his eye, walk up to him, pat him on the back and give him your thanks.

How It All Began

By John E. Wickham
President of The Indian Four Club

The Indian Four has always had a special spot in my heart. There was something about the beauty and the excellent riding qualities as well as the ready power that made this motorcycle unlike any other that has ever been built. I had a thorough knowledge of this motor and had often thought how wonderful it would be if a special club could be formed to preserve this fine motorcycle. If others who owned these unique machines could get together and organize a club!

In August of 1961, I got together a group of fellows who had the same idea at the Mill Stream Ramblers Clubhouse on County Road 100, north of Findlay, Ohio. These fellows traveled as far as two hundred miles in order to join with the activity and to help form the club. There were some twenty people in attendance at that first meeting. I was acting president or chairman and business got under way. Ideas, pro and con, were discussed, and thus, the club was formed.

Dave Sloan, an A. M. A. representative was present and he gave details on how to promote the club and he helped us apply for our charter, #2135, which we have today. We will hold this charter as long as we pay our annual fee of \$5.00 per year to the A. M. A. which promotes and governs all motorcycle activities all over the United States.

After considerable discussion on the purposes of forming an Indian Four Club, the following officers were elected to hold office for one year until the annual election would be held. Trustees were elected for one, two, and three years. I was elected president of the club, vice-president was Peter Gagan of Port Credit, Ontario, Canada; Secretary was George E. Hopps from Drayton Plains, Mich.; Treasurer was Gail Winters of Pontiac, Mich.; Sgt. of Arms was Carl Reichenbaugh of Findlay, Ohio; Referee was Percy Wallace from Atwater, Ohio. Elected Trustee for one year was Jack Maurer of Detroit, Mich.; Trustee for two years was Ed Wolski of Detroit, Mich.; Trustee for three years was John Groves from Fostoria, Ohio. Reporter, business agent and Life Member of the Indian Four Club was Dave Sloan of Kenton, Ohio.

The purpose of our Indian Four Cylinder Club is to help members restore these famous machines and to make parts available among members and to keep the Indian Fours from becoming extinct. It was agreed that this club is to remain as it was originally set-up and is not to fall into the hands of any one person or group for the sole purpose of profiteering or to make things unreasonable for members to own an Indian Four or be able to find parts.

Many parts needed for Fours are being replaced out of necessity or manufactured by hand. We have members in the club who have gone into manufacturing in a very minor way, some hard to find items and have these available for members and they have studied out other ideas for some replacement parts for the benefit of all members. Any time a member comes into information valuable to the others, you can now make it known through this publication and it will be a great help to all.

19 61 Meet

It was a beautiful day and all those present really enjoyed the meet and real enthusiasm was shown by so many Fours out for this first meet. There were some fifteen to twenty machines on display and the highlight of the day was the 1941 Indian Four owned by Gail Winters of Pontiac, Michigan. It was a real beauty! All black and chrome. It was brought to the meet by Roy Wallace a friend of Winters, and was unloaded and placed on a sheet of plywood covered with carpet. A rope fence was placed around it to keep anyone from handling the machine. Winters was jibed about the machine having no pistons in it and he was called upon to start the engine for the judges. Anyway, he won first place for the most beautiful Four present. Other winners of trophies at the first meet were; Paul Murray for the oldest Four, a 1924 Henderson. I won the trophy for the oldest rider. Fred Provin won for the most factory original present; Percy Wallace for traveling the farthest distance.

I called the members together for the election of new officers. Gail Winters dropped out for personal reasons and George Hopps found he was unable to continue as secretary, so Carl Reichenbaugh was elected secretary and treasurer; Steve Kertesz was elected Sgt. of Arms and the other officers were re-elected.

Others in attendance were Roy Wallace and Gail Winters from Pontiac, Mich., Mr. and Mrs. Paul Murray of Toledo, Ohio, Kent Moore of Toledo, Ohio, and G. F. Demarree of Detroit, Michigan.

Those who became charter members by joining at this date were; John E. Wickham, Carl Reichenbaugh, Steve Kertesz, Paul Murray, Percy Wallace, George Hopps, Dave Sloan, John Groves, Kent Moore, Fred Provin, Harry and Lew Maule, Jack Maurer, Ed Wolski, Robert Blaine, Allen Bozung, R. H. Aldrich, Sylvester Price, Mel Falbo, Gail Winters, Peter Gagan and G. F. Demarree.

For various reasons four of these people are no longer members of the club. They are Gail Winters, Peter Gagan, Mel Falbo, and G. F. Demarree.

Many Many topics were discussed and a meeting was scheduled to be held at the home of Paul Murray in February, 1962.

The 1963 meet was again held on the Toledo Travelers Clubgrounds,

8940 Dorr Street, where we have been meeting ever since. Paul Murray had the oldest Four present, a 1924 Henderson; Kent Moore of Toledo, Ohio had the oldest Indian Four, 1936; Fred Provin of Newark, Ohio had the most factory original Four, a beautiful chrome and cream. It was beautiful weather and everyone had a good time.

In the following years the meets have grown in attendance with more members bringing their beautifully restored machines and a flea-market which gets better each year due to more members scouting up more parts to sell and swap, the pleasures of renewing old friendships as well as making new friends from all over the country, is something we all look forward to at each new meet.

The club to date has been awarded four Safety Banners from A.M. A., for riding without accidents. The club now has one hundred and five (105) members from all over the USA, England and Canada. For the past several years the club has been meeting and holding its annual field rally at the Travelers Motorcycle Club where they have camping facilities available and plenty of ground for activities. They have architectural plans for and are building a modern clubhouse with a clubroom, kitchen and in-door rest-rooms and they are confident they will have the new clubhouse ready for use by 1967 and in plenty of time for our annual Indian Four Meet.

The club is growing each year and we are planning bigger and better things for the benefit of all. I invite any person interested in joining our club, to contact any of our members for an application. I hope each one of you takes advantage of our new magazine and sends pictures of your before and after, along with your restoration article to our editor for publication. Be sure to also send parts wanted and your for sale ads and make it worth while. This is your club and mine, so lets all do our part.

Cut Out & Mail To:

Indian Four Club, Inc.
John E. Wickham, Pres.
751 Dayton Avenue
Findlay, Ohio 45840

- () I am enclosing \$5.00 for one years membership fee. Plesse send membership application.
- () I also am enclosing \$1.00 for the last issue of the Indian Four Mag.

Name _____ AMA No. _____

Street _____

City _____ State _____ Zip _____

Just Another Meet At Toledo
OR
Could This Happen Next Year or Was It Last Year?
By
Jonny Midnight

I was late getting away from the office Friday evening so I hurried to the garage to load my pride and joy, a 1940 Sea-Foam Blue and Chrome Four on to my Cadillac trailer and headed for Interstate 70, for our big annual meet where old friendships are renewed and everyones motor is admired and a good time is had by all.

As I rolled into Toledo and made a left onto Dorr Street, traffic was moderate, but there was still the hazard of near-collision resulting from people in other cars staring at my four as I rolled by. This is one thing anyone riding or pulling a beautiful four has to be aware of all the time.

It was no problem locating the entrance of the club grounds because of darkness and as I rolled up I found four members of the gate committee checking everyone in. First one to say "Hi" was Dick Adams and Bob Aldrich and checking the guest list was Casper and Larry Barnes. They all had flashlights in each hand or was it one light and a beer?

They were having a fine time and told me that Earl Barron had pulled in a minute before. As I pulled in the drive past the clubhouse, I saw John Blouch and Jerry Boyd polishing their fours, as if they could possibly make them shine more!

At the camping area, there was much activity. Tents were set up and camp fires were blazing among the trees. Campers who pulled in and were parked every which way. Walter Benjamin and Alden Brookens was talking with Glen Brutus and Odus Burggraf about what swell weather it was.

I pulled in next to where a couple of fellows had camp set up. How about that! Here was George Burnham from Brookfield, Mass. and Frank Commins from Salinas, Calif, both taking over old times.

Earl Chalfant came up and offered to help unload my four. Bob Corsmeir also gave a hand; it was no job with fellows like that helping! At this meet you find everyone willing to help and I'm sure Clayton Derstler and Gordon Deye are expert campers as they had my tent up in a flash.

Maynard Doxie and E.R. Eisele advised me where the woodpile was to get my camp fire set up. Ralph Embler and Rocky Gravelle are real Indians to have a fire started so quick. Before I could finish unpacking George Garcia came by with a cup of coffee for me

and Cedric Gearing offered a tasty hotdog fresh off the grill he and John Giorno had going.

While we were talking, John Groves and Max Harry came up and told us the women were in the clubhouse playing cards and talking and Norman Heimbecker was on the recreation committee with Jean Hecht and had set up the fun.

Just then J.S. Herbison and R.J. Hickethier pulled in to set up camp on the left next to Charles Hoke and George Hopps. All of a sudden the night air was filled with music as William Howel, Victor Huguenin, Merle Izer, Joe James, Gerald Jenny and Jerry Karwac gave forth with some good old barbershop harmony. Their songs drifted through the trees on the soft night air. Boy, this was living!

It wasn't long before Steve Kertesz and Don Knapko joined in with the guitars and then Enos Leass couldn't stand it any longer so he joined in with his six string banjo. You won't believe this, but the next thing we knew, there was Ralph Simpkins joining the group with his bass fiddle. He takes it everywhere he goes on the four.

While not exactly their job, Claude Lewis, Earl Luedeke, Jim Mann and Homer Mahle saw to it that refreshments were supplied to the musical group. Lew Maule and Jack Maurer brought over a bench for some of us to sit on. Lester McQuade, Charles Metenhanich, Dimhr Miteff and Motor Cycle Bill left the fun to relieve the boys on the gate and Harry Maule went along to finish the yarn he was spinning.

The next thing I knew a group of riders pulled in on their fours with blanket rolls, to set up camp. It turned out to be Kent Moore with sidecar, C.E. Monnot on his 38, Paul Murray on his 24 Henderson, John Palmer on his sharp four and Andy Pele on his nice 41.

Right in back of them came Chuck Myles and Bob Pawlette and their load of "goodies". They had just talked with Joe Poinsette, Sylvester Price and Melvin Painter at the motel as they were checking in and up came Robert Powell vacationing from Hythe Kent England, and with Carl Reichenbaugh who was helping Bob get settled.

About this time George Pespas and Mervin Ryan joined the singing group. John and Dean Rodgers came up with more wood for the fire and Art Rumpel and Dave Sloan found another bench. Behind me I overheard Bob Speck and Gari Stroh talking about beer. I didn't catch the brand.

There was a little ruckus at the gate when the Travelers jeep pulled in with Allen Bozung's home on wheels in tow. The jeep in turn we learned later was being pulled by Leslie Salisbury and his '39 Four.

Brian Salisbury took over the banjo and Clarence Thyberg and Henry Varner the guitars to show just what they could do. Richard Vogus with his dad Robert, had been helping the fellows find the right place to park and were surprised to see Newal Taylor from Vancouver, B.C., ride in on his smart four.

Percy Wallace remarked to Burtis Weingold and Fred Proving that the women must be having a good time because of the noise coming from the clubhouse. Maynard Whetstone came wheeling in with his family in their smart outfits.

I walked around to another campfire and was just in time to hear John Wickham tell Ed Wolski, Merval and Fred Woods, that L.W. Whitehurst might not make it until Saturday morning.

It seemed to me that George Young, Claude Wilcox and Andy Anderson was singing louder than ever and I wondered why. Ken Stabeck, Loren Gouldsbury, Richard Ulrich and Glen Dyer went up to relieve the boys at the gate.

Dr. A.S. Fisher came in with his fine '31 four and was followed by Ray Teeter on his '41 four. As I walked up toward the clubhouse, I could see Carl Linder helping Frank Toles who just pulled in from Highland, California with his '39 four. Carl Payton and Homer Mahle were admiring a line of fours parked in the light of the clubhouse. They were joined by Cec Hasser, Jim McGuire and William Gewand.

After another round of refreshments we decided to call it a day as most was doing. It was a warm moonlit night and good for what ails you.

As I unrolled my blanket roll in my tent and snuggled in, I could hear the last song as the group called it a night and soon it was quiet except for the crackle of burning wood and an occasional hoot from a night owl.

It was a real pleasure to be there.

To be continued

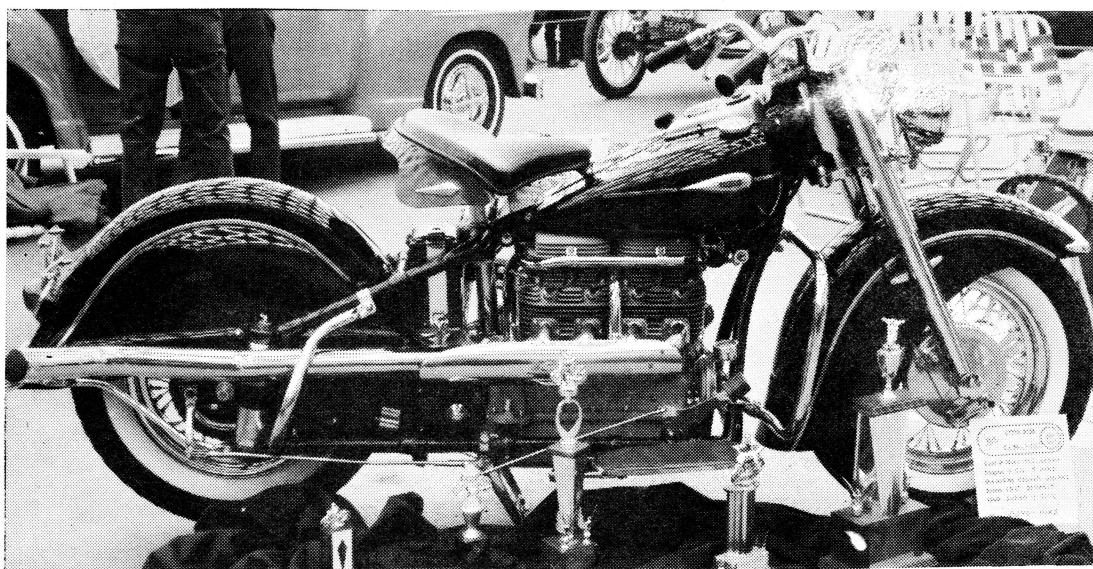
Next issue--The Adventures of Jonny Midnight on The First Day of Fun and Games.

***** NOTICE *****

All members are asked to check their membership expiration date. Send renewals (\$5.00) for Indian 4 club.

SEND TO

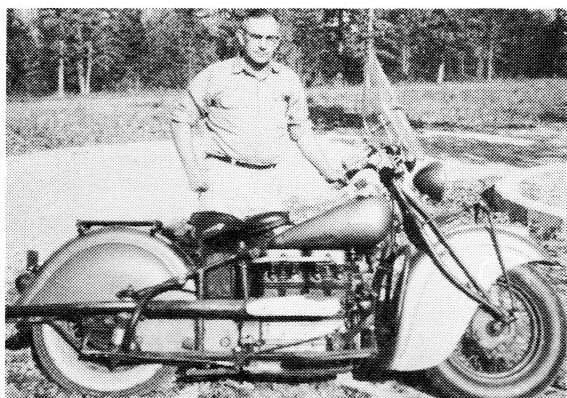
Carl Reichenbaugh, Treasurer
1421 Bernard Ave.
Findlay, Ohio 45840



IN THE WINNER'S CIRCLE



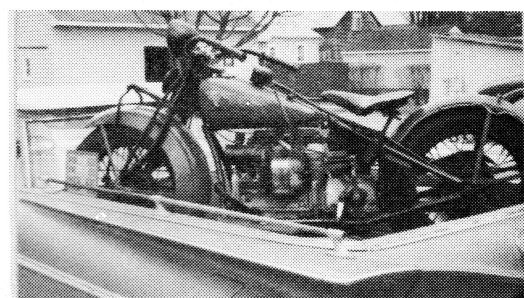
BILL GEWAND - "HAPPY"



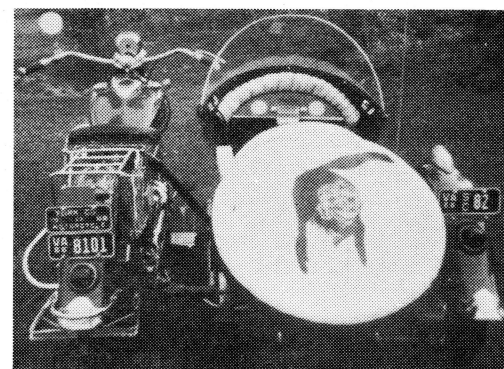
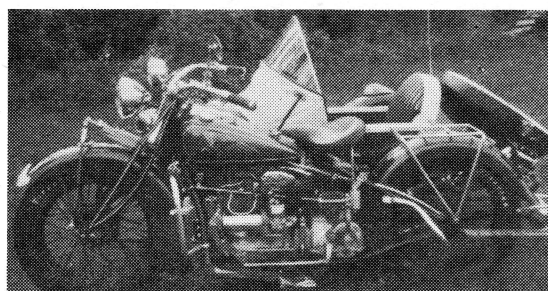
ANDY'S 1940 OLD FAITHFUL



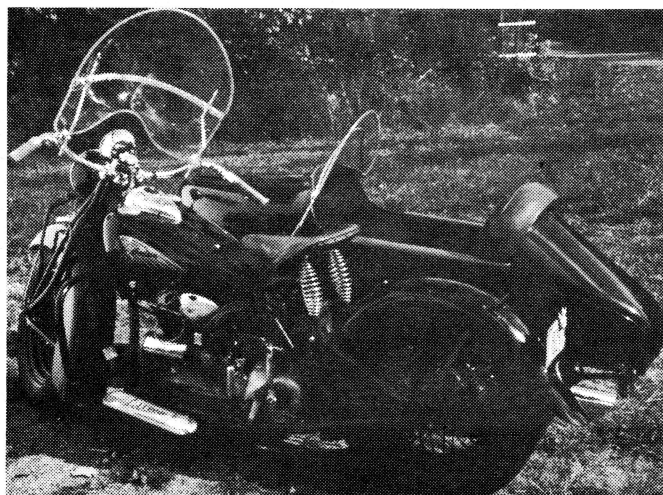
CHECK ANDY'S TIRE



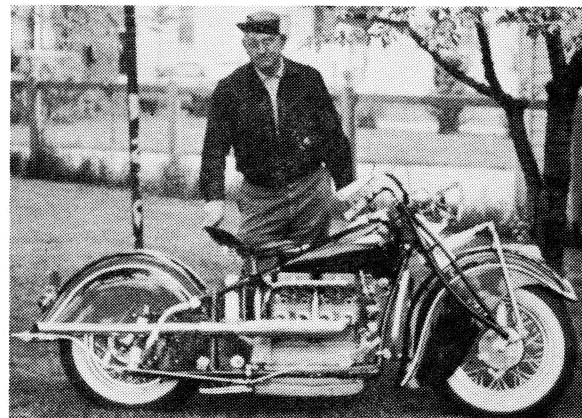
BILL'S "LOADED" 1932

JERRY KARWAC, SR.
OWNS
THIS SHARP OUTFIT

- RADIO TOO-



MELVIN PAINTER'S BEAUTY



JACK MAURER'S PRIDE

LETTERS TO THE EDITOR

Dear Cecil,

Good luck with your new endeavor. Maybe you can use some of the enclosed photos. I'll try to send an article soon.

Bill Gewand

(Thanks Bill, we'll need it...see what you think of page 10. Keep those cards, letters and pictures coming!)-Ed.

Editor;

It sure is about time someone got started on a magazine. I think it will be a great help to the club. Here is some 'info' for what it's worth.

My bike was entered as a road bike at Cobo Hall in 1965 and out of 37 bikes, I took a second which I thought was OK. At the state fair grounds in 1965, I received a 1st, a 4 foot high trophy. If (enclosed) photo is too large, please return it and I will have some small prints for you.

Thank you,
Ed (Wolski)

(Swell Ed, glad you agree about our magazine..check page 10 and notice your prize winner. Keep 'em coming)-Ed.

Editor;

I think this is a real nice idea, the Indian 4 Magazine.
Jerry Boyd

(Glad you like the idea Jerry. It was good to hear from you.)-Ed.

Dear Sir;

I am very glad to hear that you are going to print a magazine. on 4 cylinder cycles. This should be interesting. I will send pictures as soon as possible. Would you please let me know what size and finish you prefer and should they be color or black & white?

Clayton H. Derstler

(Send those pictures Clayton, snapshots in black and white, any finish. Lets hear from you.)-Ed.

Editor;

Enclosed find photos of my 1939 Indian Four. I purchased this unit in early 1962 and have almost completely restored same. The paint is Dittler Sun-Gleem Maroon Metal-Flake. All parts removable are chromed and the engine is going to be buffed out this winter. I am also adding chrome wheels, spokes, hubs and front fork. I recently added a radio to the sidecar and will gladly send the pattern for the wooden dash to anyone who wants same. You do not have to drill any holes except for the antenna and the radio is good company on the road.....My four has a little over 19,000 miles and has been virtually trouble free. I have owned over forty cycles and none were as dependable as the four....The engine is stock bore

and I am still using the Edison Albanite C-4 spark plugs. My children really enjoy the sidecar and we attract attention everywhere we go. (I) am looking forward to attending the annual club rally one of these years....If any club member ever gets in this area, please look me up.

Sincerely,
Jerry Karwac, Sr.

(A swell write up Jerry, sure tells it about your sharp 39 Four outfit..we're putting you down RIGHT NOW for the next rally in Aug., so mark your calendar now and start planning: 'want to see yours close)*Ed

Editor:

Enclosed is a picture of my original 1940 Indian 4. I still ride. It's unrestored and is in extra nice original condition. I've also enclosed a picture of the front wheel so you can see the Indian name is still on the tires. I think our Indian 4 magazine is the greatest for our club. I hope to restore my 1936 Indian 4 before long.

Andy Anderson

(Glad to hear from you Andy, thanks for the nice pictures and kind words. Send us pics of the before and after on the '36.)-Ed.

Editor:

(We) do not have anything to advertise at this time, maybe later. Want to help get the magazine printed. Sorry we did not return this letter sooner. Thank you,

Earl Luedeke

James Readdington

(Thank you, Earl & James! Send snapshots when you can)-Ed.

Editor:

I will try and send some pictures, etc., later on. John Blouch
(Looking forward to pictures and articles John!)-Ed.

Dear Cecil;

Sorry this is so late, but college is keeping me pinned down. I need no ad space at this time. Thanks, Dean Crawford, Jr.
(Nice of you to write Dean..keep hitting those books and send a snapshot over the holidays.)-Ed.

Editor:

I now have an Ariel Square 4 that is unrestored. It is original, never apart and runs fine with 41,000 miles.....I went through Indian completely and decided to keep only one machine, so kept the one I have not gone into yet. Want pic's of other than Indian 4s?

Frank Commins

(Before you know it Frank you will start missing your Indian 4 and start looking around for another!Right?)-Ed.

(Because of our short notice and the fast action of you fellows who were able to send in pictures and short notes, we tip our hat to you. Keep 'em coming!)-Ed.

Special Notice: Remember to send your milage at the end of each month to John Wickham.

Restoring Your Indian 4 Engine

By Paul Murray, Assistant Editor

There have been many new methods and materials developed in the last 25 years that have improved the art of engine rebuilding to the absolute ultimate. Since I have had the good fortune to have attended seminars (schools) on most everything pertaining to machining and tool methods as well as materials (parts etc.), and having practised all of the practical ones, I will pass on the ones proved most successful.

I shall start by saying the materials developed since 1941 are far superior to anything ever used. (Superior in cost too). These materials or parts such as the silicon used in valves are longer wearing, will stand more heat and can be fit closer due to the lower rate of expansion. To go along with valves are valve guides. Until the valve guide knurling was introduced, a worn guide was replaced with a new one. Now a worn guide can be knurled without removing it from its original position at a cost of less than one-half of the cost of a new one. A guide worn $+.010$ of an inch can be brought back to a standard size and reamed for proper clearance. Why was this method developed? Many automotive manufacturers cast the valve guide integral with the head and when the guide became worn, a very expensive machine operation became necessary to bore out the old guides and replace them with an insert guide. A valve wears mainly due to the lack of lubrication. When the tool engineers were developing their methods, the first one I saw put a fine diamond knurl inside the guide. This was fine. It closed the guide but also took too much bearing area away from it. The best way and the method I have chosen is the threading method. It not only closes a worn guide but reduces the hazard of removing too much metal. The spiral groove also produces a perfect trap for oil. This method has proven itself so successful that many manufacturers are using it as standard practise on all their valve guide designs.

Pistons and piston rings have also found new horizons. Materials found in todays pistons have made them much stronger, lighter, and lower expanding. In the late thirties when I began learning engine rebuilding, I vividly recall a strong warning from piston manufacturers, stating no hazardous running for 2,500 miles. This was because they had no real idea what the piston would do until it had seasoned. In other words, it would either expand too much and sieze or do the oppisite and collapse and rattle. On the other hand, todays pistons are made of alloys that are heat treated and greatly reduces all hazards and can be fit closer for more silence. Piston rings are mostly made of iron. Here again we have noted a deffinite change in materials. As I think back on the piston ring failures I become more thankful for modern rings. Piston rings of yesteryear were good for only a short time. They either broke or wore out too soon due to a poor grade of iron. Todays chrome ring sets are specifically designed to pro-long ring life, reduce friction, stop oil smoking, and seal the cylinder for a far longer time

than ever before. By making the rings more flexible, the amount of friction is reduced, thusly, less severe to cylinder walls. By using newer iron alloys, the rings are heat treated, then hard chromed for wear. This also reduces the old rust and corrosion problems encountered mostly by condensation from within the cylinders when running from cold to hot. The oil ring is designed to roll excessive oil back through the oil holes in the piston, which in turn gives better lubrication to the wrist pins and piston skirts. By now you are probably wondering what all of this has to do with restoring your Indian 4 engine. I only have in mind to help you select only the best for your project if you wish to make it more trouble free.

Now, we will dwell upon the subject of bearing materials. In the past thirty years I have poured and bored as many babbitt bearings as anyone in the business, and knowing the many kinds of babbitts, their costs, problems and all concerned with this type bearing, my inquisitive mind induced me to search the field for something better. Sometime ago I found what looked real good to me, so I got busy and did a lot of research on aluminum alloy. Why aluminum alloy? As I learned the physical properties and components of this great alloy, my question was answered. To tell you of this material which I found to be far superior to any bearing material known to man, with perhaps the exception of silver. It is stronger, lubricates better, less galling, will not imbed foreign particles, non-corrosive, dissipates heat, and is non-abrasive. What more could I ask for? So I purchased a bar of this material and made rod and main bearings for an antique car I had (a 1911 Cadillac). That was over fifteen years ago and they are still in the engine. I found it to be very machinable in that I could hone the bores to an exact tolerance, also it did not distort while machining. Since that time I have successfully used this material in no less than fifty engines which included everything from an Indian 4 to a luxurious 540 K Mercedes Benz. The cost of the alloy is in line with other bearing materials and the cost to reproduce the bearings is less than a babbitt job because they can be made in a lathe and it is not necessary to align bore. In the case of the Indian 4, the bearing saddles were originally aligned bore at the factory. This means if the bearings are made concentric to fit size to size with the saddles and to give proper crankshaft tolerance, the bearing will fit. There are cases however, where the crankcases have been broken and welded without a bearing fixture to keep the cases from warping; then they will have to be aligned bored. To attempt to straighten a warped case often leads to more cracks or further warp.

Along with alloy bearings, we have also found that after the crankshaft has been reground, a protective flash of hard chrome is desirable to add to the wear quality of the crankshaft and bearings. It also reduces friction and in turn, heat in the bearing is minimized. For you do-it-yourselfers, we will have available in the near future, a crankcase and bearing kit consisting of a reground and hard chrome crankshaft and a set of alloy main bearings, all fit and ready to install in your cases, available on an exchange basis only. In my next article I will single out the finer points and offer suggestions to help restore your Indian 4. Until then, happy restoring!

INDIAN 4 CLUB LIBRARY

By Paul Murray, Assistant Editor

At the October fourth business meeting, it was decided to have a library which would be available to all members in good standing. Such a library will be of value to all members restoring an Indian 4. The success of this library depends upon all the members who have duplicate catalogs or other literature and will donate them to the library.

A regular book-keeping system has been started and with each donation, the donors name is put on item and in our record books with the assurance that the donor can have the item back any time he sees fit and that the said item, will be put in the hands of responsible parties only.

It was also agreed that each borrower will pay the postage both ways. As the library will be a non-profit deal, this is only fair. Since this library will operate on the honor system, a maximum time limit of a thirty (30) day loan will be allowed. This will give everyone the opportunity to have the item copied if he wishes. For those in foreign countries, a fifteen (15) day extension will be allowed for transportation.

To date we have two (2) donations, the first a 1940 accessory catalog donated by Bob Paulette and a 1936 to 1942 parts catalog donated by myself. So come on you guys, dig out your extras right away and send them to me at the library headquarters and help make it a success.

Send to: Paul Murray
9010 Jackman Rd.
Temperance, Michigan 48182

*****Cut Out & Mail To:*****

Indian Four Motorcycle News
Cecil F. Hasser, editor
525 Fairfield Pike
Yellow Springs, Ohio 45387

Please rush __copies of the Indian Four Magazine at \$1.00 each.

I am enclosing \$_____

Name _____

Street _____

City _____ State _____ Zip _____

CLASSIFIED ADS

WANTED:

Needed for 1939 Indian 4; left hand gas tank, left hand seat spring bracket, rubber bumper for front spring, tool box, pair of good foot boards and an ammeter with chrome band. Richard Vogus, 1516 Drill Ave., Dayton, Ohio 45414.

WANTED:

Motorcycles. Models 1900 thru 1925, four cylinder models up to 1942. State condition and price in first letter. No junk please. Robert J. Corsmeir, 277 E. Amity Rd., Cincinnati, Ohio 45237.

FOR SALE:

1940 Indian 4. Custom restored. Black, wheels and all parts chromed. Like new. Hard chrome shaft and neo-prene clutch. Rode 2,000 miles since restored. Jack Maurer, 14553 Corram Ave., Detroit 5, Mich. 48205

WANTED:

Head lamps for 1930-31 Henderson Four with those ears to fit bracket to bars. Also good horns for same. New rubber foot board mats. Bob Speck, M.R. #2-Box 338, Valparaiso, Ind., 46383.

FOR SALE:

Old motorcycle parts, Harley, Indian, Excelsior and Henderson. Also, old 'cycles for sale. R.J. Hickethier, 108 Carson Ave., Iowa Falls, Ia.

FOR SALE:

Model KS 601 Zundapp..used engine parts. Satisfaction guaranteed or money refunded. All inquiries answered promptly. Fred Wood, 821 Cedar Rd., Philadelphia, Pa. 19111.

WANTED For 1940 Indian 4; underside jump stand, engine bracket and generator bracket for mounting generator when magneto is used, front fender lamp, rear section of chain guard, tank emblems, fuse box, oil pressure gauge, chrome trim strips for top of rear fender, battery box cover. For 1936 Harley-Davidson '61' OHV; gas tank decals, oil tank decals, floor board mats. Newal Taylor, 2760 E. 27th Ave., Vancouver 12, B.C.

WANTED:

Flying Merkel and parts. Also Pierce 4 1910 owners manual. Want to swap parts and information on 1914 Henderson. Need 1930 Henderson tool box and battery box. Andy Anderson, Box 258, Mansfield, Mo. 65704

FOR SALE OR TRADE:

Goulding sidecar, complete with cushions etc., overall condition good, dis-assembled, unknown mountings. NEED: double or "buddy-seat" proper for 1936 Indian 4. Glenn Dyer, 3704 37th St., Des Moines, Iowa 50310.

WANTED:

Head lamp and gas tank for 1929 Indian 4. Also chainguard and saddle complete. Need Indian Ace frame. WILL TRADE: 1925 Indian Prince literature for any Prince parts. Have new and used parts for Chiefs for sale. Glen J. Brutus, Pine Village, Ind. 47975.

FOR SALE:

1940 Indian 4, mint 100% restoration, including spare engine in all new parts. \$2,000.00. G.M. Stroh, Jr., 909 E. Elizabeth St., Detroit, Mich. 48226.

FOR SALE:

Indian "4". Motor no. 6CH 718B. Just restored, \$750.00. Gerald Jenny, 525 N. Hubbard's Lane, Louisville, Ky., 40207. Phone: 895-3804.

INFORMATION WANTED:

I have recently purchased a water-cooled Scott 2 stroke, twin, 625cc racing machine. Year about 1925 to 1930. I intend to restore this machine this winter. It is very nearly complete. I would appreciate hearing from anyone who has information regarding the Scott Motorcycle. M.H. Doxsie, R#3, Portland, Mich. 48975.

CLASSIFIED ADVERTISING: We will accept not more than one advertisement per issue from each member, limit 70 words. We will run these ads as fast as possible. Members who are commercial and wish to run commercial ads, will be charged \$10.00 per issue and in such cases, the total number of words run by that member, cannot exceed 100.

COMMERCIAL ADVERTISEMENT

"INDIAN FOUR OWNER'S READ THIS"

"All parts for some models and some parts for all models" Largest stock of NEW PARTS for the Classic Four Cylinder in the country! If you want to go Original, this is the place to get those hard to find items. Send a list of your needs and get my price quotation and prompt service. Specializing in complete engine rebuilding and restoration of all models. I will be glad to help with any information I can, to help you with your problem. I have perfected a 'dry-clutch' for the "Fours" that releases with finger-tip shifting. Write, wire or phone and I will give your needs immediate attention.

R.W. (Bob) Paulette, P.O. Box 1764, Lexington, Kentucky 40501
Phone: (Area Code 606) 254-2735.

Editor's Note: Please patronize the commercial advertisers in our magazine. Tell them you saw 'their ad in the Indian News'.

The following list was compiled up to and including November 15, 1966. We are very grateful to those of you who filled out and returned the form that we mailed October 11, 1966. We have begun a card file and the information sent us, has been entered on each member's individual card. We believe this system will be of great help in keeping the clubs records in good order.

Those of you who have not returned the form are encouraged to do so. We do not plan to print a complete membership directory more than once a year, (it requires a great deal of time and work and is an unnecessary expense), therefore, it is to the advantage of the club as a whole, for each member to take care of this personal responsibility. We will of course print in each issue the new listings as we receive them. This will include new members and members who change their address as well as those of you who spent the last four weeks in the Bahamas or Hawaii, and were out of touch.

You will notice the listings have been compiled alphabetically under states, this issue. We would be interested in knowing your feelings on this change.

*before some members names, indicates we have received that members completed form and \$1.00 contributed to help start this magazine.

1966 INDIAN FOUR CLUB DIRECTORY (WINTER)

CALIFORNIA (3)

*Commings, Frank W., AMA 112364
1340 Rosewood Ave.
San Carlos, Calif. 94070
Owns: 1958 Ariel Square 4
(NML-753 41,000 mi)

Rumpel, Arthur J. AMA 76735
349 Sparling Dr.
Hayward, Calif. 94544
Owns: 1940 Indian 4

*Toles, Frank R. AMA
26235 9th St., Apt. 37
Highland, Calif. 92346
Owns: 1929 Indian 4 101
1929 Indian Scout

CONNECTICUT (1)

Wilcox, Claude AMA 78356
Lot #5 Evergreen
Clinton, Conn.
Owns: 1939 Indian 4

FLORIDA (1)

Whitehurst, L.W. AMA 85255
1409 Walker St.
Plant City, Fla.
Owns: 1937 Indian 4
1933 Indian 4
1940 Indian 4

ILLINOIS (4)

*Boyd, Jerry AMA 43081
2129 Lindell St.
Murphysboro, Ill.
Owns: Unrestored
1930 Indian 45 Scout, Model 101
Motor #EGP 932

*Eisele, E.R. AMA 85213
215 North Ave.
Naperville, Ill. 60540
Owns: 1948 Indian GDH 5357-B
Unrestored: 1941 Ind. 4 DDA 600 M
1936 Indian 4 DCF 109 M

*Weigold, Curtis B. AMA 20228
1611 S. 21st Ave.
Maywood, Ill. 60153
Owns: 1941 Indian 4 DDA 623
1938 Indian 4 DCH 503
Unrest: 1941 Ind. 4 DDA 641

*Wood, Mervel E. AMA
911 Washington St.
Oregon, Ill. 61061
Owns: 1930 Indian 4 EA 934
1937 Indian 4 DCG 315
1932 Indian 4 EA 2028
Unrest: 1941 Ind. 4 DDA 638

INDIANA (5)

*Blouch, John AMA 66754
1532 S. 8th St.
Terre Haute, Ind. 47802
Owns: 1942 Indian 4 DDB 16 SM
1939 Indian 4 MVIN 6243 IND
(new no. issued in 1965)

*Brutus, Glen J. AMA 47027
Box 37, Route 1
Pine Village, Ind.
Owns: All unrestored
1933 Indian DCC 202
1939 " 439388
1940 " DDC 578
1936 " DCF 561
1938 " 438506

(Brutus, Glen, con'td.)

1941 Indian 641183
1925 " 30Y509
1941 " FDA 708
1953 " C56805
1953 " C56 539
1951 " B1681M
1948 " 3485553
1934 " Traffic-car
1947 " 3479344
1941 " Military Chief
ACE B4920

*Herbison, G.S. AMA
Box 637
Syracuse, Ind. 46580
Owns: Indian 4 46580
Indian 4 DDO 432 B
Unrest.: Ind. 4 DDO 584 B
Ind. 4 DDO 725 B

*Speck, Robert AMA 44909
MR #2, Box 338
Valparaiso, Ind. 46383
Owns: 1936 Indian 4 DCF 25 IM
1911 Thor IV Single Dry Cell Bat
Unrest: 1914 Indian Twin
1914 Excelsior Twin
1927 Henderson 4 (Police w/scar)
1930 Henderson 4 Streamline
1912 Thor Single Mag.

Payton, Carl AMA 51374
2105 S. Keystone
Indianapolis, Ind.
Owns: 1940 Indian 4

IOWA (4)

*Dyer, Glen M. AMA 27109
3704 37th St.
Des Moines, Iowa 50310
Owns: 1936 Indian 4 DCF 540 B

Izer, Merle AMA 47683
Route 3, Box 134
Alden, Iowa
Owns: 1940 Indian 4

Iowa, cont'd.

*Hickethier, R.J. AMA 26933
 108 Carson Ave.
 Iowa Falls, Iowa 50126
 Owns: 1941 Indian 4 DDA 333
 1929 Indian 4 DGP 7205
 1942 Indian 4 FDA 1072
 1930 Super X Excelsior L5 273
 1928 Harley Davidson 28 JDH14886
 1909 Harley Davidson 223 A
 1907 Imperial 027
 1931 Harley Davidson 31 SA 505

*Motorcycle Bill AMA 83483
 Box 532
 Thurman, Iowa 51654
 Owns: 1936 Indian 4
 1948 Indian Chief
 Unrest: 1929 Indian Chief
 1940 Harley Davidson 74
 1948 Harley Davidson 45

KENTUCKY (3)

Jenny, Gerald H. AMA
 525 Hubbard's Lane
 Louisville, Ky. 40207
 Owns: 1938 Indian 4 GCH 718 B

Mann, James AMA 87413
 408 W. Fourth St.
 Lexington, Ky.
 Owns: 1930 Indian 4
 1930 Indian Scout

*Paulette, Robert W. AMA 16083
 PO Box 1764
 Lexington, Ky. 40501
 Owns: 1942 Indian 4 DDB 148
 1929 Indian 4 DA 435
 Unrest: EA-148; DCD-109M; DCD-185;
 DCF-289M; DCI-141; DCI-685; DCI-
 685; DCI-687; DDO-362; DDA-135;
 DDA-568

MASSACHUSETTS (1)

*Burnham, George E., Jr. AMA72107
 Church St.
 West Brookfield, Mass. 01585
 Owns: 1939 Indian 4
 1946 Indian 74

MICHIGAN (24)

Aldrich, R.H. AMA 61388
 28616 Dover
 Livonia, Mich. 48150
 Owns: 1940 Indian 4

*Benjamin, Walter E. AMA 73135
 R #1, 714 Gale Road
 Morrice, Mich. 48857
 Owns: 1941 Indian 4 DD-163 M

Bozung, Allen AMA 61393
 24800 Lahser
 Southfield, Mich.
 Owns: 1940 Indian 4

Brookens, Alden AMA 40433
 RR 2
 Shepherd, Mich. 48857
 Owns: 1941 Indian 4

*Doxsie, Maynard H. AMA84103
 RR 3
 Portland, Mich.
 Owns: 1937 Indian 74 CCG2573BY
 1941 Indian 4 DDA 607 M
 1932 Indian 4 DOC 171
 1919 ACE B3228
 Unrest;
 1941 Ind. 45 Bonn, St. FDA925M
 1943 Ind. 30-50 Army GDA32693

Gearing, Cedric AMA
 2101 Sloan
 Flint, Mich.
 Owns: 1939 Indian 4
 1942 Indian 4

Mich., cont'd.

*Gouldsberry, Loren AMA
524 Frank St.
Adrian, Mich. 49221
Owns:

Gravelle, R.J. AMA 84615
Box 84
Northville, Mich.
Owns:

Heimbecker, Norman AMA
4408 Thorncraft Ave.
Royal Oak, Mich.
Owns: 1041 Indian 4

Hopps, George E. AMA 33698
3581 Lakewood Dr.
Drayton Plains, Mich.
Owns: 2 1938 Henderson 4s
1924 Indian 4

Knapko, Donald AMA
13571 Burt Rd.
Detroit, Mich.
Owns: 1940 Indian 4

Lewis, Claude E., Sr. AMA
1128 E. Beecher St.
Adrian, Mich.
Owns: 1926 Henderson 4

*Lindee, Carl F. AMA 116233
1417 Minneapolis Ave.
Gladstone, Mich. 49837
Owns: (Unrestored):
1940 Indian 4 DDA 420
1937 Indian 4 DCH 208
1936 Harley Davidson 74 80VL8644
1926 Indian 74 AH1480
1915 Indian '61' w/sidecar 73F031
1914 Indian '61' 77E446

*Maurer, Jack CHARTER AMA112493
14553 Coram Ave.
Detroit 5, Mich. 48205
Owns: 1940 Indian 4 DDC 553M
1941 Indian 4 DDA 181 B
Unrest: 1924 Excelsior

*McGuire, James AMA 124575
3075 LaSalle St.
Ann Arbor, Mich. 48104
Owns: 1941 Indian 4 DBA 384B

Metenkanich, Charles AMA48910
Box 1482
Ann Arbor, Mich.
Owns: 1942 Indian 4

Miteff, Dimihr AMA 48919
3919 Detroit St.
Dearborn, Mich.
Owns: 1941 Indian 4

Mahle, Homer AMA
28375 Schroeder Rd.
Farmington, Mich.
Owns: 1941 Indian 4

*Murray, Paul CHARTER AMA2605
9010 Jackman Rd. (LIFE)
Temperance, Mich. 48182
Owns: 1924 Henderson 4

Pelc, Andy AMA 64578
16146 Eureka
South Gate, Mich.
Owns: 1941 Indian 4

Price, Sylvester CHARTER
AMA 90266
319 S. Main St.
Milan, Mich.
Owns: 1941 Indian 4

Michigan, cont'd.

Stanabeck, Kenneth AMA
372 Wilbur St.
Grand Rapids, Mich.
Owns: 1941 Indian 4

*Stroh, Gari M., Jr. AMA 68844
909 E. Elizabeth St.
Detroit 26, Mich. 48226
Owns: 1940 Indian 4

*Wolski, Ed. CHARTER AMA 42141
16514 Toepfer Rd.
E. Detroit 5, Mich. 48021
Owns: 1942 Indian 4 DDB 138

*Young, George E. AMA 44947
20640 Midway St.
Southfield, Mich. 48705
Owns: 1940 Indian 4 DDC 458 B
Unrestored
1948 Indian 74 CDH 629 B
1947 Indian 74 CDH 85168
1948 Indian 45 FDH 123
1942 Indian 45 FDB 188

MINNESOTA (1)

*Whetstone, Maynard AMA 100-137
256 W. Bellevue St.
Winona, Minn. 55987
Owns: 1939 Indian 4
1940 Indian 4
1941 Indian 4 (unrestored)

MISSOURI (2)

*Anderson, Andy AMA 119325
Box 258
Mansfield, Mo. 56704
Owns: 1913 Harley Single
1934 Harley Davidson Single
1913 Indian 7 HP Twin
Unrestored: 1940 Indian 4
1936 Indian 4
Also owns 25 other makes.

Missouri, cont'd.

*James, Joe, Sr. AMA 96455
2321 Bloomfield St.
Cape Girardeau, Mo. 63701
Owns: 1935 Indian 4 DCE 198 B
Unrestored
1940 Indian 4 DDA 530

MONTANA (1)

Garcia, Capt. George T. AMA 75690
4944 b Ave.
Great Falls, Mont.
Owns: 1939 Indian 4

NEW JERSEY (6)

*Fisher, Dr. A. S. AMA 118097
109 S. Washington Ave.
Bergenfield, N.J. 07621
Owns: 1931 Indian 4 EA 1879

Hecht, Jean R. AMA 23579
RR #9
Toms River, N.J.
Owns: Indian 4

Poinsette, Joseph AMA 22135
911 Garden St.
Hoboken, N.J.
Owns: 1940 Indian 4

*Salisbury, Brian R. AMA
306 Washington Place
Englewood, N.J. 07631
Owns: 1939 Indian 4 DC 1205
1965 Triumph 22399

*Salisbury, Leslie H. AMA 78243
306 Washington Place
Englewood, N.J. 07631
Owns: 1939 Indian 4 DC 1205
1934 Indian Scout 00246
1959 Triumph 23167

Thyberg, Clarence W. AMA
734 Wykoff Ave.
Ramsey N.J. 07446
Owns: Indian 4

NEW YORK (3)

*Gewand, William J. AMA 30579
532 Dartmouth Ave.
Buffalo, N. Y. 34215
Owns: 1932 Indian 4 DOC 137

*Myles, Chuck AMA 103464
PO Box E
Sea Cliff Long Island, N.Y. 11579
Owns: 1946 Indian Special 85 cu in.
Unrestored
1930 Indian 101 Scout '37'
Indian Chiefs: 1934, 1935, 1936,
1937, 1938, 1939, 1940, 1941, 1942,
1943, 1944, 1945, 1946, 1947, 1948,
1949, 1950, 1951, 1952, 1953.

*Pespas, George AMA 105382
501 Chestnut Lane
E. Meadow Long Island, N.Y.
Owns: 1941 Indian 4 DDA 543 M
Unrestored
1941 Indian 4 DDA 461
1957 Harley Sidecar & up

NORTH CAROLINA (2)

Teeter, Ray AMA 117581
Sanford, No. Carol.
Owns: 1941 Indian 4

Varner, Henry L. AMA 29866
RR 7, Plantation Drive
Winston Salem, No. Carol.
Owns: 1940 Indian 4

OHIO (30)

*Adams, Richard H. AMA 9397
1117 Fehl Lane
Cincinnati 30, Ohio
Owns: Unrest. 1940 Indian 4
1941 Indian 4

Barnes, Casper AMA 44806
Box 326 3rd St.
Grand Rapids, Ohio 43522
Owns: 1938 Indian 4 Police

Ohio cont'd.

Barnes, Larry AMA 92000
Box 326 3rd St.
Grand Rapids, O. 43522
Owns: 1934 Sport Indian 4

Barron, Earl F. AMA100805
4067 Melgrove
Dayton 15, O.
Owns:

Burggraf, Odus AMA 59797
RR 2
Caledonia, O.
Owns:

*Corsmeir, R.J. AMA 44808
277 East Amity Rd.
Cincinnati 37, Ohio 45237
Owns: 1938 Indian 4 DCH 246 B
Unrestored
1912 Deluxe
1935 Harley Davidson
1938 Indian 4 DCH 480
1929 Indian Chief
1912 American

Deye, Gordon AMA 117888
3524 Corey Rd.
Toledo, O. 43615
Owns: 1940 Indian 4

*Embler, Ralph AMA 76138
9523 Conklin Ave.
Blue Ash, Cincinnati, O. 45242
Owns: 1941 Indian 4 441269
1949 Indian Arrow
Unrestored 1932 Indian 4
1926 Harley Davidson

Groves, John W. AMA 112188
RR #3
Fostoria, Ohio
Owns: 2- 1938 Indian 4s



Ohio, cont'd.

*Hasser, Cecil AMA 78355
 525 Fairfield Pike
 Yellow Springs, Ohio 45387
 Owns: 1940 Indian 4 DDO 674 B
 1948 Indian 74 348-4481
 1941 Indian SS 741-27766
 1941 Indian 30-50 FDA-232-B
 Unrestored 1941 Indian 4 DDA
 1948 Indian 74 348-5731

Harry, Max AMA 27817
 834 Santa Cruz Ave.
 Dayton, O.
 Owns: 1940 Indian 4

*Howell, William AMA 46254
 228 E. Lisbon, PO Box 138
 Waynesburg, O. 44688
 Owns: 1940 Indian 4

*Huguenein, Victor AMA 45799
 706 Fairview Ave.
 Galion, O. 44833
 Owns: 1929 Cleveland Tornado 4
 1912 Yale Twin
 Unrestored 1912 Thor Twin
 Motor Wheel
 Briggs & Stratton

*Kertesz, Steve AMA 40823
 2020 Marlow
 Toledo, O. 43613
 Owns: 1940 Indian 4 440 119
 1941 Indian 4 441 469
 Unrestored
 1934 Harley Single 34B-1032

Leass, Enos AMA 85495
 1502 Main St. Life Member
 Findlay, O. 45840
 Owns: Findlay 4

*Luedeke, Earl AMA 78238
 737 Arlington Heights
 Cincinnati 15, Ohio 45215
 Owns: 2- 1941 Indian 4s
 2- 1953 Indian 80s
 1952 Indian Chief

*Maule, Harry CHARTER AMA 108925
 414 Main St.
 Castalia, O. 44824
 Owns: 1941 Indian 4 DDA 496 M
 1940 Indian 4 DDO 680 M
 1941 Indian S Scout FDA 8031BM

*Maule, Lew CHARTER AMA108926
 405 S. Kansas St.
 Green Springs, O. 44836
 Owns: 1940 Indian 4 DDO 334
 1940 Indian 4 DDO 194

Moore, Kent CHARTER AMA 28759
 1536 Travis Dr.
 Toledo, O.
 Owns: 1940 Indian 4 w/sidecar

*Monnot, C.E. CHARTER AMA 73427
 RR 5, Homeworth Dr.
 Alliance, O. 44601
 Owns: 1938 Indian 4 DCH 262
 1921 Indian Scout 535 360

Palmer, John AMA
 5968 319th St.
 Toledo, Ohio
 Owns: Indian 4

*Proven, Fred CHARTER AMA 15353
 371 Heath Rd.
 Newark, O. 43055
 Owns: 1924 Henderson D725A
 1948 Harley Davidson 48 FL 6641
 Unrestored
 1912 Flying Nerkle FDA-9978
 1939 Harley Davidson 49 EL 1166

Reichenbaugh, Carl E. AMA 105076
 1421 Bernard Ave.
 Findlay, O. 45840
 Owns: 2-1939 Indian 4s w/sidecar

*Simpkins, Ralph AMA 107119
 4670 Annhurst Rd.
 Columbus 28, O. 43228
 Owns: 1939 Indian 4 SN 439370
 1946 Indian Twin S/N CDF 624813

Ohio cont'd.

Sloan, Dave Life Member AMA 435
Route 3
Kenton, O.
Owns: 1932 Indian 4

Ulrich, Richard AMA
Hamilton, Ohio
Owns:

*Vogus, Richard V. AMA 41190
1516 Drill Ave.
Dayton 14, Ohio 45414
Owns: 1965 BMW R-50
Unrestored 1939 Indian 4
1953 Harley Davidson K model

Vogus, Robert G. AMA 83136
1516 Drill Ave.
Daytin 14, O. 45414
Owns: 1940 Indian 4

Wallace, Percy AMA 108928
302 Petrie Rd.
Atwater, O. 44201
Owns: 1940 Indian 4

*Wickham, John E., Pres. CHARTER
AMA #2559 Life Member
751 Dayton Ave.
Findlay, O. 45840
Owns: 1941 Indian 4 DDA 725 M
1905 Indian Single 1917
1953 Indian 80 CS 6162
1942 " 841 (shaft-drive) HDA 461

PENNSYLVANIA (7)

Chalfant, Earl AMA 10501
103 Jefferson St.
Brookville, Pa.
Owns: 1938 Indian 4

*Derstler, Clayton H. AMA
RR #1
Washington, Pa.
Owns: 1941 Indian 4 DD 376
Unrestored 1913 Indian 4
1915 Indian
1930 Indian
1941 Indian

*McQuade, Lester J. AMA
6021 6th Ave.
Altoona, Pa. 16602
Owns: 1936 Indian 4

*Painter, Melvin E. AMA 43032
RR 1
Elverson, Pa. 19520
Owns: 1966 BMW B-69-S
Unrestored
1938 Indian 4 438 159

*Rogers, Dean C., Jr. AMA 54215
103 Hill Dr.
Mounted Route # 9
Beaver, Pa. 15009
Owns: 1938 Indian 4 DCH 225

Rodgers, John C. AMA 28354
Box 105
Cooperstown, Pa.
Owns: 1941 Indian 4

*Wood, Fred J. AMA 21642
821 Cedar Road
Philadelphia, Pa. 19111
Owns: 1930 Indian 4 EA 814
1952 Zundapp KS 601 550944
1955 Zundapp 250 929142

VIRGINIA (2)

*Karwac, Jerry AMA 55281
Box 283
Yorktown, Va. 23490
Owns: 1939 Indian 4 w/sidecar DCI431

*Ryan, Mervin A. AMA 34075
RR 1
Edinburg, Va. 22824
Owns: 1942 Indian 4 S-6143
Unrestored 1913 Indian Twin
Indian 30-50 Scout

WISCONSIN (2)

*Giorno, John AMA 20253
5128 6th Ave.
Kenosha, Wisc.

(see next page)

(Giorno, John)

Owms: 1941 Indian 4

1906 Indian Single

1909 Merkel Twin

Unrestored

1915 Eagle

1911 Yale

*Hoke, Charles AMA 111330

5856 N. Port Washington Rd.

Milwaukee, Wisc. 53217

Owms: 1941 Indian 4 (Unrestored)

ENGLAND (1)

Powell, Robert S.

27 Conque Ports Ave.

Hythe Kent, England

Owms: 1935 Indian 4

1936 Indian 4

CANADA (1)

*Taylor, Newal AMA 43056

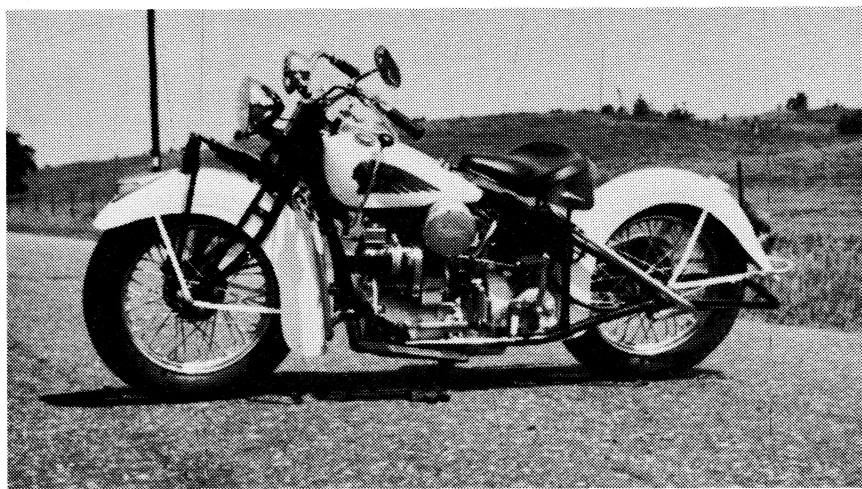
2760 E. 27th Ave.

Vancouver, British Columbia,
Canada

Owms: 1940 Indian 4 DDO 389

1936 Harley Davidson 61 OHV

36 EL 1785



1939 Indian Four — Maynard Whetstone



1939 Indian Four — Cedric Gearing



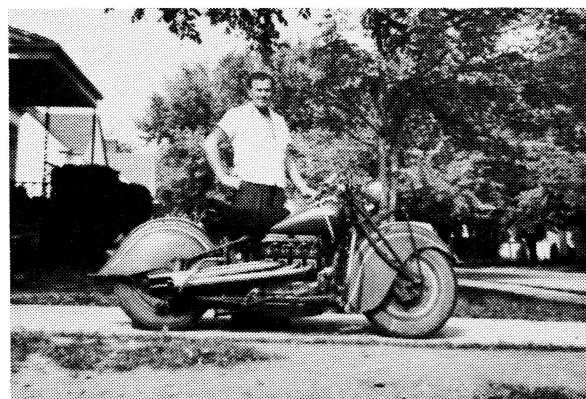
1938 Indian Four — Merval Woods



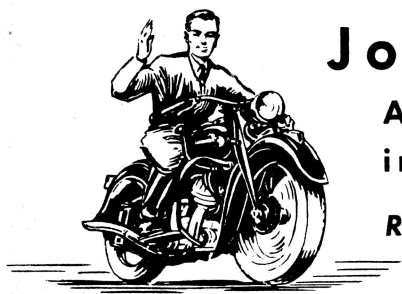
1935 Indian Ace — Robert S. Powell



1940 Indian Four — Kent Moore



1941 Indian Four — Dick Lada



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