

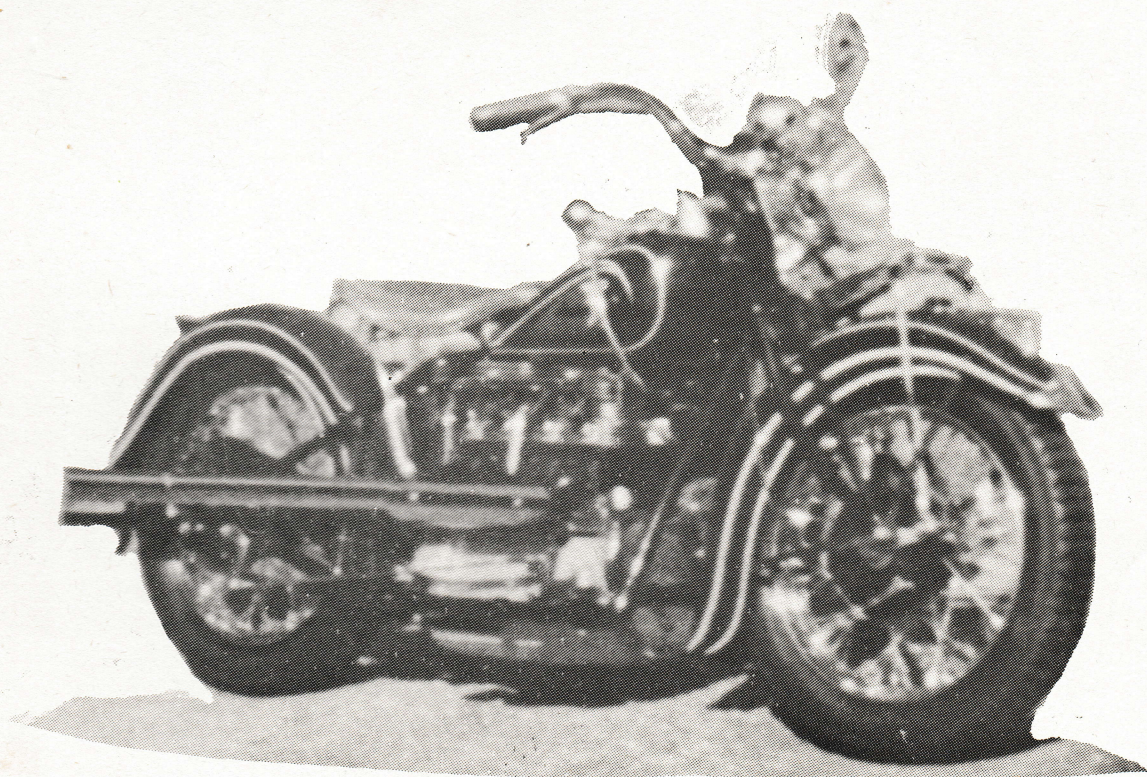
Indian



FOUR MOTORCYCLE NEWS

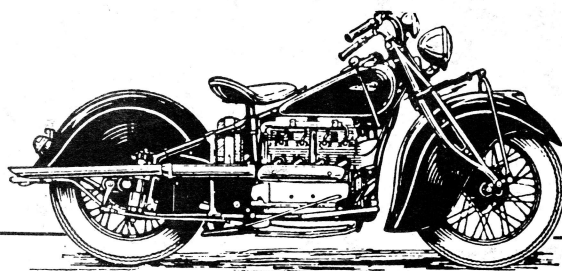
VOLUME 10 NUMBER 1

SPRING ISSUE 1975



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

PUBLISHED BY THE INDIAN FOUR CYLINDER CLUB, INC.
FOR ITS MEMBERS



THE INDIAN FOUR CYLINDER CLUB INC. WAS ORGANIZED....

....TO HELP MEMBERS AND OWNERS OF THE INDIAN FOUR TO MAINTAIN AND RESTORE THESE FAMOUS MACHINES.

....TO HELP AS MUCH AS POSSIBLE TO LOCATE PARTS TO KEEP THE INDIAN FOUR FROM BECOMING OBSOLETE.

....THAT THE INDIAN FOUR CYLINDER CLUB INC. SHALL BY NO MEANS BE EXPLOITED IN ANY WAY OR FALL INTO UNSCRUPULOUS HANDS TO BE RULED OR RUN FOR THE BENEFIT OF ANY ONE INDIVIDUAL OR GROUP OF INDIVIDUALS. IT SHALL REMAIN AS WAS ORIGINALLY ORGANIZED IN PURPOSE FOR THE BENEFIT OF THE INDIAN FOUR MOTORCYCLE OWNERS OR OWNERS OF HENDERSON, PIERCE, OR OTHER SUCH FOUR CYLINDER MOTORCYCLES AS THE MEMBERS DEEM ACCEPTABLE TO THE CLUB.

....TO PROMOTE GOOD FELLOWSHIP AND TRUST AMONG MEMBERS.

....TO ENCOURAGE ALL MEMBERS TO TAKE AN ACTIVE PART IN HELPING THE CLUB GROW.

OFFICERS, INDIAN FOUR CYLINDER CLUB INC.

1973 - 1974

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INDIAN FOUR CYLINDER NEWS

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EDITOR, 1968 - 1970	JOHN E. WICKHAM
EDITOR, 1970 -	THOMAS J. MILES
ASSISTANT EDITOR	AL FELDMAN

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Cover Picture

On page 10 of this issue is a story - "An excellent Restoration". The honors for a place on The Four News Cover go to Gordon Deye one of our fine members who is responsible for the excellent restoration of his 1939 four. We're sorry the picture is not more clear but this is our best from a color snapshot.

The Indian Four News is published four time each year for the members of the Indian Four Cylinder Club Inc.. Price of the magazine is included in the Membership fee of \$10.00 annual dues, mailed to the treasurer, Casper Barnes, Hawaiian Village 63rd Ave., 6323 Tahitian Dr., Bradenton, Florida 33507.

The Indian Four Cylinder Club is a non-profit club, incorporated in the State of Ohio. The Indian Four News is published by Thomas J. Miles, Printing and Photography, RR 5 Box 2, Findlay, Ohio 45840. The Indian Four News is available to non-members for \$10.00 per year contribution or \$2.50 per single copy, mailed to the treasurer. Applications for membership in the Indian Four Cylinder Club should be sent to the Treasurer.

To The Seneca County Fair Grounds for June and August 1975

The 1975 June and August meets of the Indian Four Club will be held at the Seneca County Fair Grounds at Tiffin, Ohio.

An agreement has been signed to hold the June meet on June 15 and the Annual Meet August 9 - 10. By action of the Business meeting at the Annual meet last year the Seneca County Fairgrounds were selected for the annual meet for 1975. The price quoted at that time made the selection for the place to hold the June meet somewhat undecided. A recent meeting by our president and the Fair Board revealed that an error had been made in the charge for the Fair Grounds. Only buildings are rented, the grounds are free. This opened the door to hold our June meet also at the Fairgrounds and The All American Indian Club decided to hold their Saturday meet of June 14 there also.

The Seneca County Fairgrounds should provide the best in facilities experienced by both clubs. The one large main building will provide plenty of indoor space and should any of the dates be rainy weather such as we experienced last year, the meets can be practically held in doors. There is a roofed over shelter for storing the machines at night. A banquet is possible for Saturday night but no plans or arrangements have been made as yet. A local restaurant owner will be serving meals, sandwiches and concessions for soda pop, ice cream and beverage concession. Of importance to all both men and women and children will be better rest room facilities

The June meet will sort of tell the story of how well we take care of the area and clean up after the meet is over. Since this is a fair ground most facilities are of bigger proportions than the club grounds where we have met. The big horse track there is many times larger than the one at the Traveler's and a big grand stand for the spectators. Since there is no other activity to be held there at the time of our meets, these facilities are available to the club. The events are not of the nature that machines collide and oil and gasoline are spilled on the track as well as broken parts, there is little possibility that the track will be hurt or torn up in any way.

As you enter the gate or entrance to the Fairground, there is large parking areas on both sides of the main drive and to the rear of the main building as well as behind the grandstand for the parking of campers. Helpers will be there to assist in car parking and camper parking. There will be a camper fee, the price of which will be decided at the June meet. Campers will have the privilege of coming in on Friday night and leaving on Monday morning if necessary.

Plans are being made for a program for Saturday night with a square dance during the annual meet. The gentleman providing the food service is also an antique car buff and plans to display his collection of antique autos. We are looking forward to some other displays of this same nature but nothing definite as yet. Mrs. Fred Provin and Mrs. Robert Paulette have been appointed to plan some program for the women and the children but we have not yet received anything definite for either one. For the women, just two blocks away is the Westgate Shopping Center and several stores to roam around in, plus the downtown Tiffin area is about 8 blocks east of the Fairground and plenty of stores there to browse in.

The Flea Market has been a part of the Four Club meets as much as the machines and this year with plenty of space we can accommodate a large number. It does not exactly have to be motorcycle parts. If you have anything to sell, like a rummage sale, put it in the trunk and bring it along. This year we plan to advertise our meet on a large local basis to show off the machines. Rummage

Sales seem to be a way of life today so bring it along from wherever you are, maybe someone will buy it. This offer is not being promoted on a local basis except for the possibility for the benefit of the women and the children present we may be able to have a sale of interest to the ladies.

Our idea to advertize the meet locally and bring in a lot of the local residents may be of benefit to you out-of-staters. When you came to the meets at Toledo and the Dix, it was more of a big family get together but this year it will be a little different. You will see and meet a lot of strangers, many of whom never seen a four before. Therefore, we suggest that you put some identification on your bike giving you name, where your from and any other bally-ho you want to include on your identification card, big or small. Make it fancy, lots of color and let all those spectators know how proud you are of that fabulous Indian. The same for you Flea Market venders, put out your shingle and let them know who you are. Some vendors such as Indian Motorcycle Supply of Chicago identifies its business and we think that the small vender should do the same. There are various T-Shirts, nylon jackets, bill caps, all identifying the Indian Four Club, lets all make an effort to get some identification. A few years ago when we made up the Club banner, we made up an original in black lettering and put it under the white satin which the banner was made of. The black original shows through well enough to see and with the ball point embroidery paint in tubes, it is very easy to color in on the white nylon jacket the words "Indian Four Club" in red color.

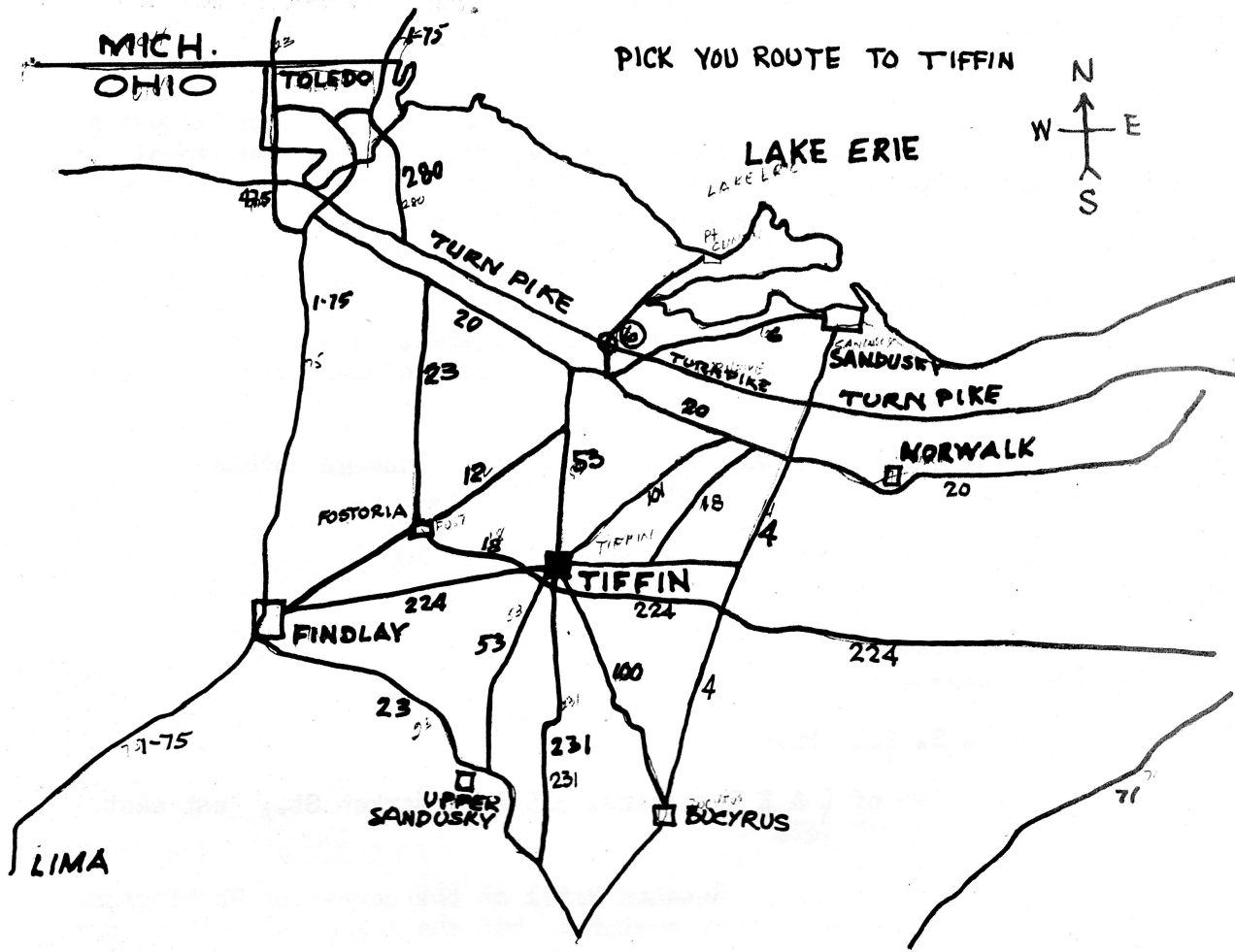
We don't want to forget that some of our members may want to fly in to the meet at Tiffin. About a half mile southwest of the Fairgrounds is the Seneca County airport. Anyone planning to fly in will just let us know ahead of time, arrangements will be made to provide transportation to the Fairgrounds. Sorry there is no Amtrak service and I don't believe any Greyhound service. Whenever you arrive at Tiffin, Ohio, there are two approaches to the Fairgrounds. If you should come in on Rt 53 from either north or south, from the north you will turn right on West Market St. or from the south, left on Market St. Should you come in on U S 224 from the east, you turn right on Rt 53 to where the highway is divided for an intersection and turn left over a slight hill. Once over the rise you will see the fair buildings in the distance. If you turn off 53 on to Market St., continue west on Market to Mercy Hospital and at the northwest corner is Hopewell St. Turn left on Hopewell to the Fairground which is about 2 blocks.

Coming into Tiffin from the West on U S 224 or State Rt. 18, go east on Market past the shopping center to Hopewell St., at Mercy Hospital and on to the Fairground. Some will come to Tiffin on the Ohio Turnpike. Rt 53 is Interchange number 6 near Fremont with the Turnpike. And if you loose all sense of direction and unable to follow our directions, just ask anyone where the Fairgrounds are and they'll get you there. If ya can't even find Tiffin, inquire a little and any hic farmer in Northwestern Ohio can direct you to Tiffin, Ohio.

Here's a last minute idea for the meet. Ever send your son or daughter off to summer camp or see a group of kids come back from summer camp and see what they brought back with them. Well your kid or the neighbor's kid came back from camp the biggest swap artist you ever saw. No money changed but kids will make a trade of something they own and many have probably never been to camp before yet they became professionals in trading. How about you ladies bringing some trinket or what-not (please no swapping husbands, it ain't legal), to the meet this year and try a little swapping. Now this is not grab boxes with nothing but air inside, the item has to be in plain sight and be just a plain simple exchange of items between women. It might even be something native to your part of the country as a momento between friends. Try it, you might like it.

The Route To Tiffin, Ohio and the Seneca County Fairgrounds

Tiffin, Ohio is situated about 40 miles southeast of Toledo on U S 224 and State Route 53, one of the main routes from middle Ohio to the Lake Erie fishing areas of western Lake Erie. Rt. 53 interchanges with the Ohio turnpike at interchange 6 just north of Fremont. Other routes to Tiffin are U S 224 from both east and west, Rts. 53, 231, and 100 from the south, and Rts 18 and 101 from the northeast,



and Rt 18 from the west. For those coming in by the turnpike and 53 to Tiffin, Rt 53 intersects U S 20 by-pass around Fremont. Turn on to the by-pass and get into the far left lane as soon as you can and watch for signs for Rt 53 and U S 6. In the far left lane you will go up a ramp to turn south. Be careful of the interchange 6 and turnoff. Rt 53 continues on to Tiffin. Some may come from east or west on U S 224, and the route by-passes Tiffin on the south. At the west edge of Tiffin St. Rt 18 intersects and you follow 18 into Tiffin. From the east, 224 intersects Rts 100, 231 and 53. Stay on 224 and turn right on 53, its the closest route to the fairground. Members and other coming in from Detroit and Michigan, will come to Toledo on I-75 and interchange with by-pass 280. 280 becomes 420 just before you come to U S 20. At this intersection U S 20 is also U S 23. Stay on 23 all the way to Fostoria, Ohio. At Fostoria you interchange with St Rt 18 and stay on 18 to Tiffin. Should you come in to Tiffin on 101 or 18 from the east and northeast, stay on these routes on into town. If you should travel on I-75, you should interchange at Findlay with U S 224 or St. Rt 18 at N. Baltimore. We will however give you fair warning, U S 224 is a truck route, crosses 2 railroads (no overpass) and a stoplight at the intersection with U S 23. 18 has a grade crossin at Bairdstown.

Other routes such as Rt 100 and Rt 231 come into Tiffin from the south but we suggest turning on 224 where these routes intersect 224 and head for the fairground on Rt 53.

You might come in on Rt 101 from the east, or Rt 18. Continue through Tiffin on Perry St which is one way west through the business area to Rt 53. Turn left on 53 to Rt 18 which is Market St.

You may plan to come to Tiffin by air and the airport is not far from the Fairground. In fact, you can see the fairground from the airport. It is however about a 1/2 mile to the port and you should let us know either before hand if you plan to fly in so we can make arrangements to meet you or call the Fair office and we will pick you up.

Tiffin is not a large town, not more than 25,000. There are several manufacturing industries there such as G E small motor manufacturing, Sterling Grinding wheel Company, road building equipment, gray iron foundry, a state hospital and several other businesses. There is only one hospital, Mercy Hospital located on West Market St right at the corner where you turn for the fairground.

A fairly good sized shopping center called West Gate Shopping Center contains several stores and the women will appreciate this. Tiffin is also noted for its art glass company and has a retail store in the downtown area. Washington St., which is main street has a number of stores. It is the home of Heidelberg College.

In the town and at the edges are several motels and hotels although hotels may not be the most desired, it is over night accommodations.

Twin Pines Motel, 14 units, corner of U.S. 224 and State Rt 100
AAA approved. Phone 419-447-8033

Riverview Inn or Motel, 75 rooms, corner U. S. 224 and St. Rt 53
AAA approved. Phone 419-447-6313

Will-O-Motel, 20 units, U. S. 224 Phone 419-447-5075

L & K Motel, 25 units, at rear of L & K Restaurant, 315 West Market St., just east of Mercy Hospital. Phone 419-447-7411

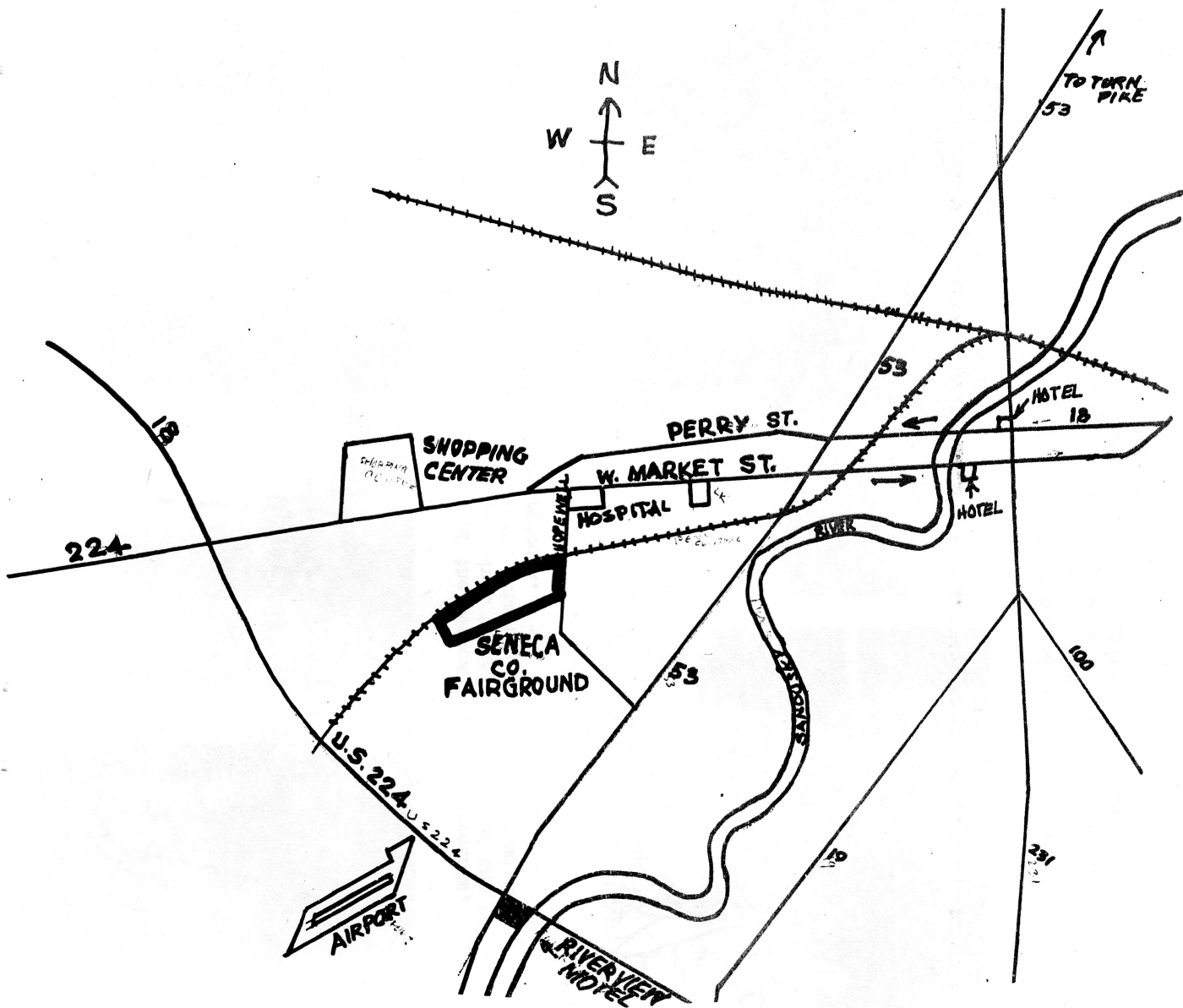
On downtown Washington St., is the large Shawhan Hotel at the corner of Washington and Perry St. They no longer operate their restaurant but the hotel may yet be in operation. Phone 419-447-7323.

There are a couple other hotels in downtown Tiffin but we are not sure of their business operations. If it became an absolute necessity and all other rooms were no vacancy, contact will be made. We hardly think this will be the case.

Sorry we cannot offer anyone Amtrak service into Tiffin. Fostoria, just to the west of Tiffin had fine rail connections several years ago as your editor often rode the B & O Ambassador to Washington but there is no longer any passenger service out of Fostoria. You will have to rely on your own transportation and those of you who have your own camper, you have your own sleeping accommodations. Your greatest asset is camping right on the Fairgrounds and no need for a motel or hotel.

TIFFIN, OHIO

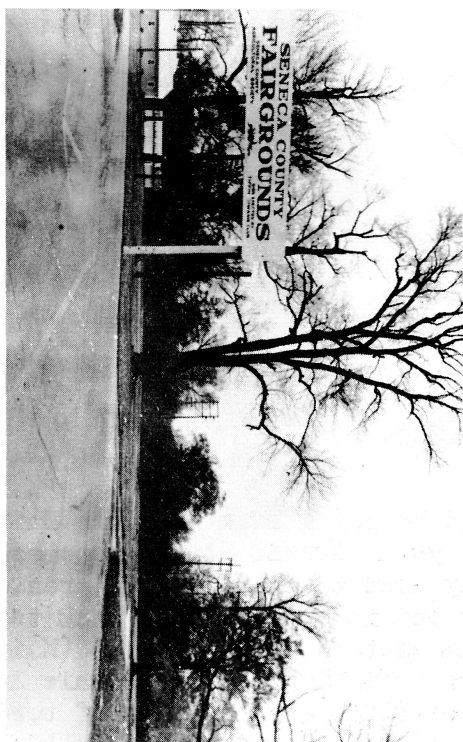
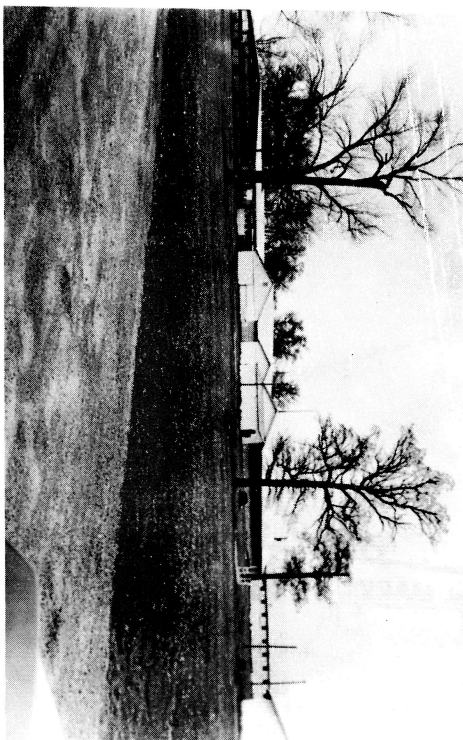
The Fairground is located at the southwest part of the city and accessible from either Market Street or Rt 53. For the benefit of the ladies who attend, the Shopping Center is only a few blocks away and the downtown area about 8 blocks east. The railroad next to the fairground is no longer in use.



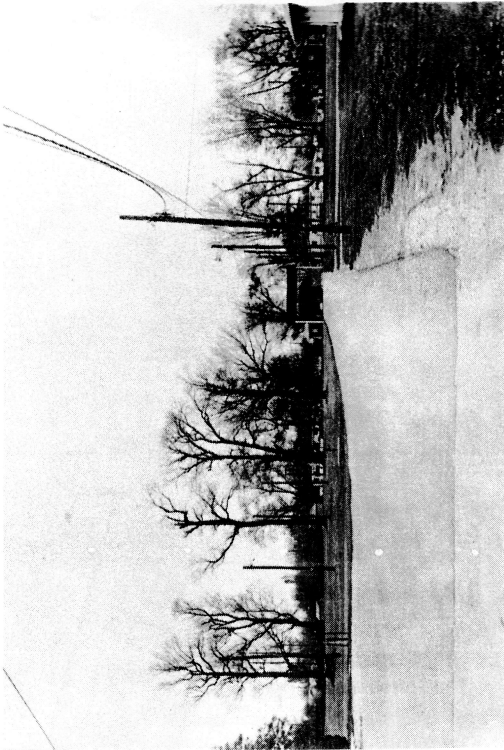
If you should get on a wrong street and be going away from the fairground, inquire of most anyone and they'll gladly help you. Market Street becomes one way at the intersection with Rt 53. It is one way east to the downtown area. Coming back, the first street north is Perry Street and is one way west back to Rt 53. If you are interested, about two blocks east of Washington St (Main St) is Heidelberg College a well known small town college. Tiffin has some scenic interest. At the southeast is the Catholic Convent, A beautiful estate north of town on 53, northeast along the east river drive is the State Hospital and more beautiful estates. General Electric has a large small motors plant at the northwest. Several Churches are within easy reach hust a few blocks away. Several hamburger stands and resturants both at the shopping center and in the downtown area. And not far away, (less than 30 miles) are Findlay, Fostoria, Fremont and Upper Sandusky.



At the gate of the Seneca County Fairgrounds, Tiffin, Ohio. Just to the right, out of the picture, is the gate house for paying admission to the Fairground.



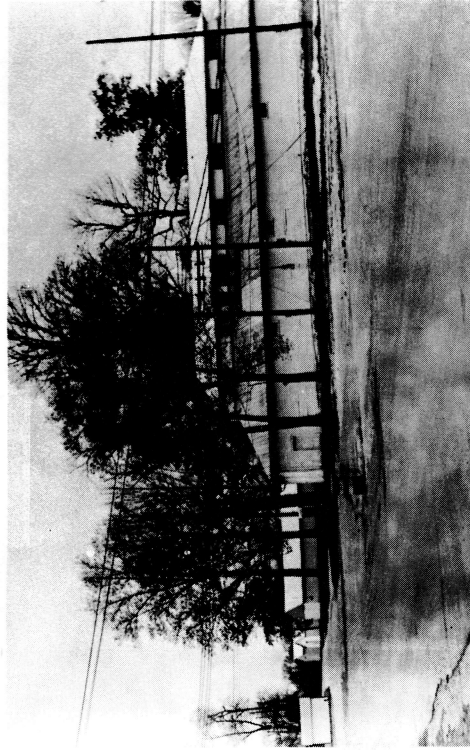
At either side of the road in are large grassy areas for parking. The Club will find the Fairground a much larger facility than we have been accustomed to which is quite evident in the large parking areas.



Looking at the gate and parking areas from down the road in front of the Fair office.



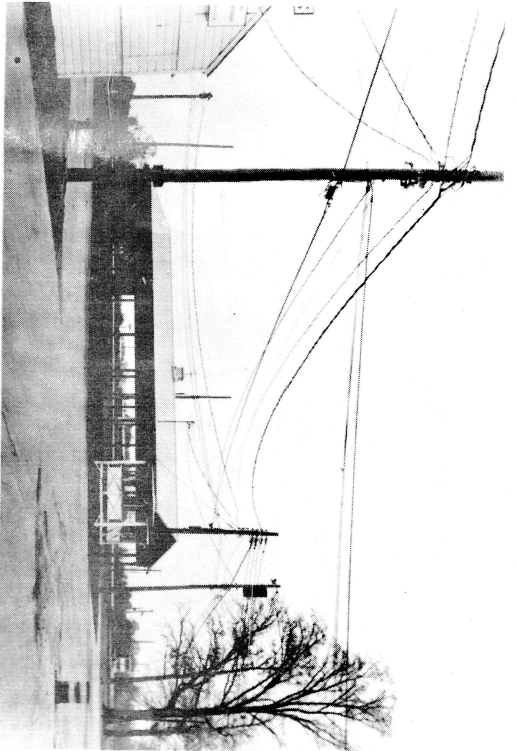
The Main Building where our indoor activities will be held. This building has plenty of room.



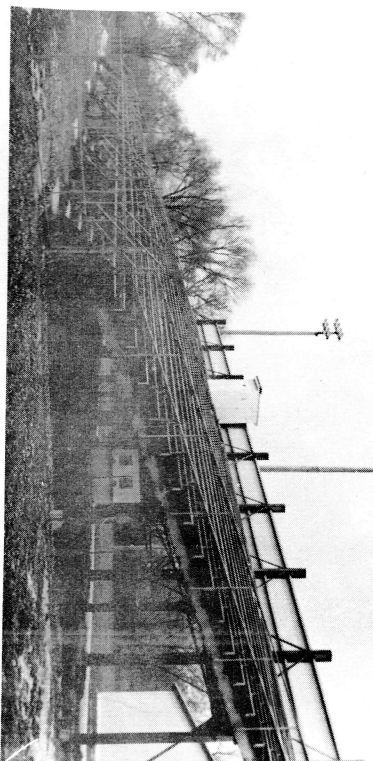
Buildings beyond the meeting hall. There is space between most buildings that is available for judging or camper parking.



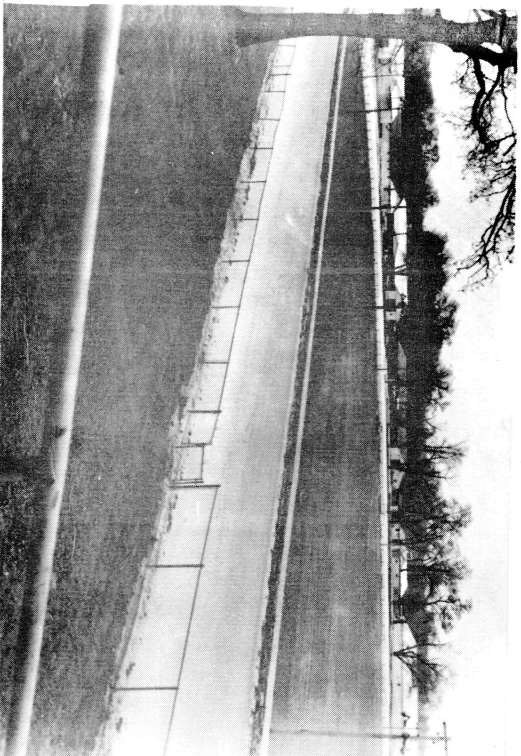
The Fair Office. Not available for rental use.



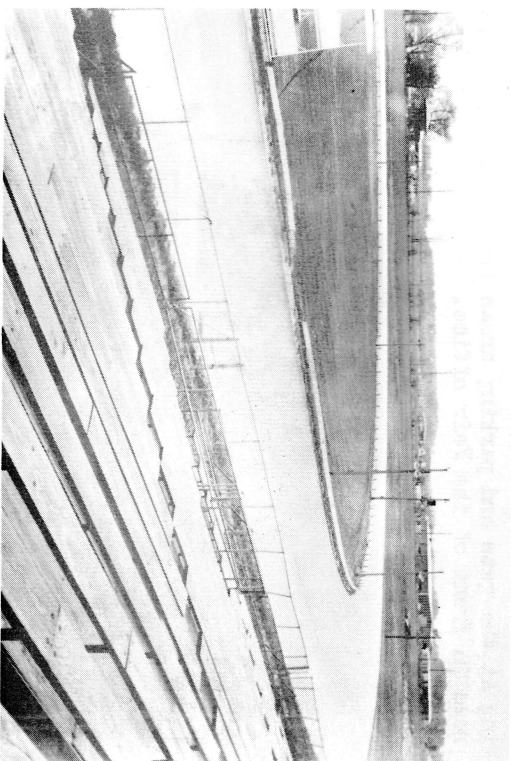
Roofed building with open sides is available for housing the machines



The all steel grandstand will hold a lot of spectators for a horse race. No chance of running out of seats here.



The big track looking each way from the top row of the grandstand. Track must 40 feet wide and a half mile oval. One lap around it would be almost worth a trophy. It may be too large for our events.



INDIAN FOUR CYLINDER CLUB
BUSINESS MEETING
APRIL 20, 1975

April Business Meeting of the Indian Four Club was held at the Millstream Rambler's Motorcycle Club, Findlay, Ohio.

President John Wickham, presiding.

Meeting began by individual registration, giving name and address on registration sheet. Officers present were, Bob Aldrich, Ed Wolski, Dave Sloan and John Wickham. Other members present were; Carl Reichenbaugh, Fred Provin, Lloyd Mc Williams, Homer Mahle, Lew Maule, Harry Maule, James Sutter, Steve Kertesz, Wally Enders, Dick Barth, Cliff Oglesby, Lee Brase, John Groves and Sylvester Price. Visitors; Mrs. Fred Provin, Mrs. Sylvester Price, Steve Hess, Ralph Yachley and Charles Buck. Applications for membership in the Indian Four Club - Stephen Meyerman, Fred Peters - 38 four, Herman Webber - 39 four, Nickolous Ricklso - 38four, Sidney Christenson 48 four, Eon Davidson 38 four & 39 four, Allen Fowler 39four, Ed Forkner 40 four, Leon Blackman 37 four & 39 four, Samuel High 38 four, Larry Armstrong 37 four, Maurice Amrah 37 four, Chuck Metinkanich 42 four, Richard Shell 38 four, Joseph Hasop 42 four.

These applicants were properly voted into full membership in the Indian Four Cylinder Club.

The treasurer reported a balance of \$2,759 in the bank plus a deposit of \$500 in Savings account on interest. The treasurers report was accepted by vote of all present.

Dave Sloan was duly appointed to purchase the trophies for the 1975 Club Meets and the amount of \$250 to be spent for these purchases.

The President noted to the club that the mother of Paul Pearce, of Oxford, Michigan, passed away. Paul is a member of the Indian Four Club, is President of the All American Club. Ed Walski, club trustee, was appointed to purchase appropriate flowers to be sent to the family in memorial. It was also noted that Paul Freeman, a member of the club passed away some weeks ago.

The business meeting was held at the Millstream Rambler's Club and the group voted to pay the amount of \$10 for the use of the building. Dave Sloan was authorized to act as agent for the club to purchase \$10,000 in insurance for liability as required by the Fair Board at the Seneca County Fairground. The president reported the fee for campers at the Fairground is \$5.00 and \$45 per day for use of the buildings. Admittance to the fairground is \$1.00 per day per person. A local caterer will supply meals and sandwiches to the club members at a reasonable rate. He will operate a concessions stand at the Fairground.

The newly authorized Delaware Valley Chapter was informed when organized that the Club Constitution and By-Laws must be observed the same as by the parent club. Considerable correspondence by the chapter persisted in changing the constitution to allow other makes and types of cycles in the exclusive Indian Four Club. Decision was reached by those present to withdraw the chapter authorization and inform the chapter of the decision of the withdrawal. Further decision will be made in the June meeting.

Discussion turned to the August meet and items already taken care of for the meet. On previous years programs have been printed for the Annual Meet and considering the emphasis placed on this year's meet decision was made to have programs printed for the 1975 Annual Meet. The President will take care of the matter.

Information was received from the Treasurer that the Vice President, Church Myles was several months delinquent in dues and well past the grace period. He was considered no longer a member of the club therefore not eligible to hold the office of vice

Vice President. This decision left a vacancy in the office and decision was made to elect one of the members present to the office. Carl Reichenbaugh was elected Vice President pro-tem to fill the office till the August 1975 elections.

President Wickham called for an Executive meeting following the regular business meeting but no immediate copy of the minutes were available for publication.

The meeting was adjourned by the president. All meetings are tape recorded and no secretary is needed to make notes during the meetings. All recordings are sent to the Club secretary Dr. Claude Walters for transfer to printed copy.

* * * * *

An excellent Job of Restoration

One of our long time members and charter members of the Four Club, a gentleman of Toledo, Ohio, Mr. Gordon Deye, has a reputation of desiring the finest the finest when it comes to restoring and maintaining his Indian four. Gordon believes that a restoration done properly takes time and above all, do it right.

The picture we have on the cover of this issue is a color shot of Gordon's early 1939 four with a maroon, orange, red and chrome blended together in a very delicate refinish job. Mechanically, it is even a finer job of doing it right. It is a very smooth job of doing it right. Gordon went for originality to keep her all four. We apologise that the cover picture is not too good to show more detail, but silk finish now used on most snapshots does not enlarge too well and shows up very much detailed in the enlargement.

For as long as he has owned it, the four has been seen a lot on the streets of Toledo as Gordon rode it a lot in and around Toledo. When he first got the bike, he want to ride it so bad he rode it on the grass with a flat tire. Lately his health has not permitted him riding enjoyment he has known in the past and we know this causes some anxiety to one who appreciated his four so much.

He still has the four beauty and even though the desire is strong to hop on and go for a spin, just to look at her is a great satisfaction that she is still in good running condition, but when it was a bike with flat tires and unrestored, it could have been scrapped like many others were.

Gordon, we wish you the best and are proud to say you have made a fine contribution in the art of restoration and preservation of a fabulous Indian four plus much as a good member of the Indian Four Cylinder Club. We can say that you are indeed a professional.



John E. Wickham
President and Founder
Indian Four Cylinder Club Inc.

President's Page

Dear Members, Ladies, Gentlemen and Subscribers;

About the time you receive your Spring Issue of the Four News, the June meet will either be immediately upon us or over by a few days. Due to the lateness of the Winter Issue we held up the Spring Issue till June which is still a month of the Spring months.

We decided at the April Business Meet to hold the June meet at the Seneca County Fairgrounds as well as the Annual Meet in August. Facilities are ideal and Tiffin, Ohio is not hard to find on the map. Nearby the Fairgrounds, is the County Airport for those who wish to fly-in.

Hopewell Ave, the first street west of Mercy Hospital is direct route to the fairground and just beyond the entrance of the fairground turns to the left to State Rt 53. Rt 53 intersects U.S. 224 and at the SE corner is the Riverview Motel. About a half mile left on 224 or west is the Seneca County Airport at the south side of 224. I am sure you will enjoy the selection of the Seneca County Fairgrounds for our meets this year as I did my best to locate something close by.

Refreshments will be available Saturday morning, lunch at noon and evening, breakfast Saturday and Sunday morning. Sanitary facilities plus a place to wash and shave are located in the same building where we will have our meetings.

We must police the grounds each day and especially by Monday or a penalty is assessed for leaving the grounds untidy. Cooperation by all will be greatly appreciated.

We feel that the better facilities should encourage us to be on our best behaviour so we will want to return there for the 1976 meets. This will keep us in good standing with the Fair Board.

We will have trophies for the events on Sunday and facilities there offer a good place to hold plenty of events. The All American will hold their events on Saturday.

Up to this year, the gate has been somewhat a problem keeping a couple of people on duty from club activities. This year we are hiring two people to take turns at the gate and they are not members of the club. They will serve both Saturday and Sunday.

Campers will have better parking facilities and easier access to the camping area. They will park at the rear of the Civil Defence Building and a fee will be charged per day.

Other parking for automobiles will be in the area from the Fair Office Building to the Gate and to the right of the main drive after coming through the gate. This is a lot more space that we have had before but it will still require some organization in parking.

Black topped areas between the buildings are large enough for events and judging plus some grassed in areas for a staked out track should the bigger track be in use by horses and too large for motorcycle events.

Police will patrol the grounds as is the policy of the fairgrounds along with the Sheriff's Dept. This will be a big help to ward off any vandalism.

For those of you who will not be able to attend the June meet, I certinately wish that you could attend. Our June meet should be a whole new experience this year. Maybe you can make plans for the August meet. We will report to you through the Indian Four News the success of our meet plus our enthusiasm.

Those of us who enjoy both the meets and the Indian Four News get all the benefits of our great Club, but those of you have only obtained parts for your Fours through your Club membership and still think the Indian Four Club is a great organization we appreciate very much your faithful membership.

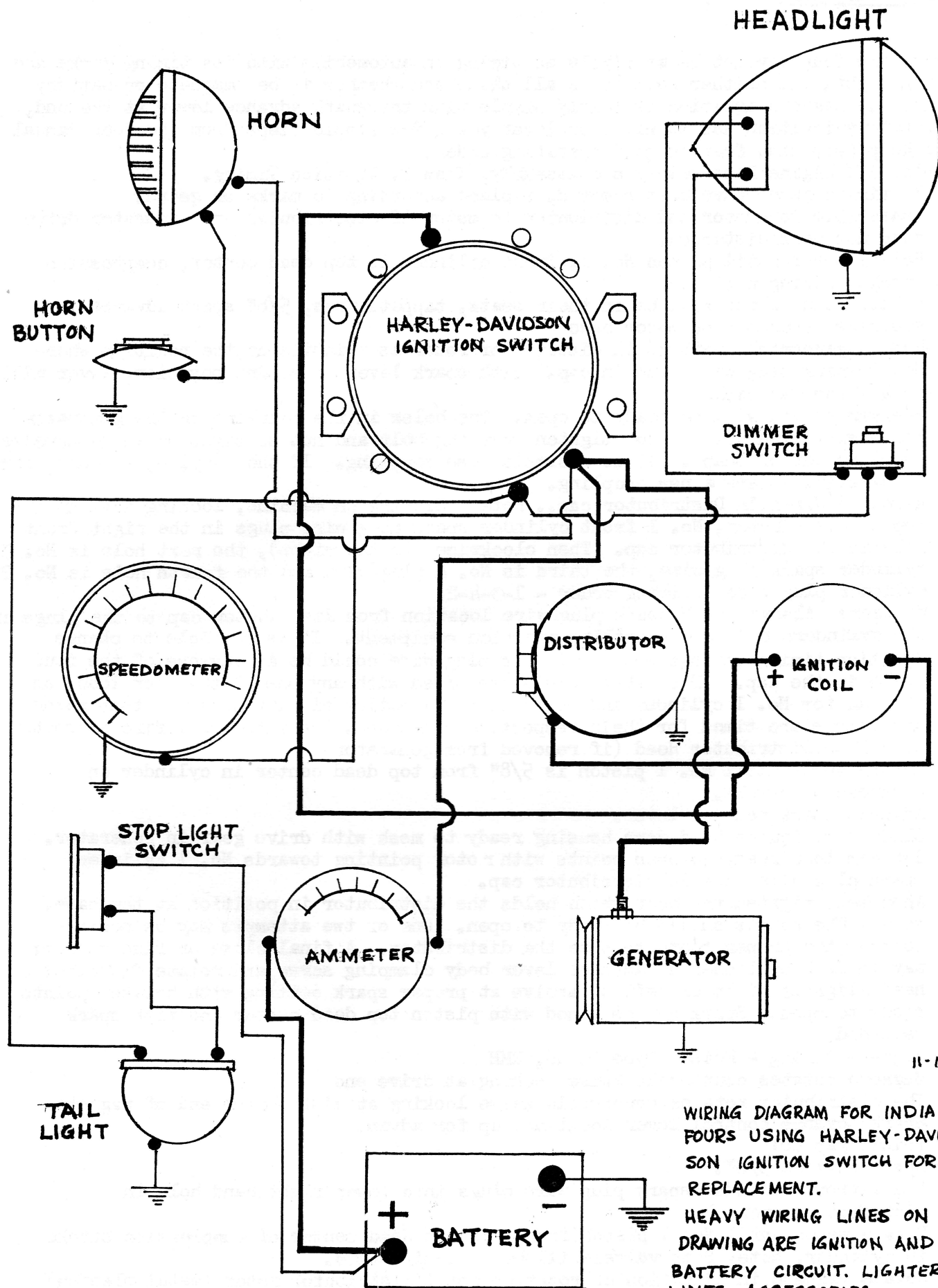
Sincerely

John E. Wickham, President
Indian Four Cylinder Club Inc.

* * * * *

R E M I N D E R

In the past two issues we have urged the Ohio members to write to the Bureau Of Motor Vehicles requesting the State to issue a Historical Vehicle plate for motorcycles. The more of our members and friends of the club who respond with letters will help convince the Bureau of the interest in the Indian Four Club. Little interest may get little response by the Bureau. Write your letter and send it to Fred Provin 371 Heath Rd., Heath, Ohio 43055. Fred will see to it that the letters get to the Bureau.



11-10-69

WIRING DIAGRAM FOR INDIAN
FOURS USING HARLEY-DAVID-
SON IGNITION SWITCH FOR
REPLACEMENT.

HEAVY WIRING LINES ON
DRAWING ARE IGNITION AND
BATTERY CIRCUIT. LIGHTER
LINES - ACCESSORIES.

Timing Your Four

Timing the four may not be as simple as timing an automobile with its timing marks and timing light, but neither need it be all that hard whether it be magneto or battery ignition. Magneto ignition is fairly simple with the spark advance lever at the end, but battery ignition has no marks or lever yet a few simple steps from the Four Manual will help keep that four in good operating order.

Section III Engine Disassembly and Assembly, Item P. Ignition Timing.

1. If timing gears have been removed, replace according to marks on gears.
2. Reassemble generator and distributor to motor if distributor and generator drive have not been disturbed.
3. Rotate motor until piston No. 1, front cylinder is top dead center, compression stroke, firing position.
Note: Both valves will be in their seats, tappets free, $5/8$ " spark advance.
Assemble generator on motor base
4. Rotate generator shaft until distributor rotor is pointing at the position where No. 1 spark plug wire fits in cap. With spark lever in retard position, lever will be all the way back.
Breaker points will be ready to open. The holes in the coupling on the generator shaft will line up. Do not tighten coupling bolt and nut so tight so as to squeeze coupling out of shape. It is a simple hose coupling. If the coupling is worn, torn or damaged, secure a new coupling.
- Q. Assemble Wires In Distributor cap.. Note: Sitting on machine, looking down at the top of distributor, No. 1 front cylinder spark plug wire plugs in the right front hole in the distributor cap. Then clockwise (to the right), the next hole is No. 3 cylinder spark plug wire, the third is No. 4 plug wire and the fourth hole is No. 2 cylinder plug wire. Firing order - 1-3-4-2.
Caution: Always check spark plug wire location from distributor cap to the plugs in the cylinders before dismantling ignition equipment. It is possible to change ignition timing so that No. 1 cylinder plug wire could be in any one of the four holes in the cap. If breaker points are timed with any one of the four lobes on the cam for No. 1 cylinder and changing the location of plug wires so that rotor and points are timed for their respective cylinders, the motor will fire correctly.
- R. To retune Distributor Head (if removed from generator)
 1. Rotate motor until No. 1 piston is $5/8$ " from top dead center in cylinder on compression stroke.
 2. Advance spark control lever.
 3. Slide distributor head down housing ready to mesh with drive gear in generator.
 4. Set cam lobe ready to open points with rotor pointing towards No. 1 cylinder spark plug wire hole in distributor cap.
 5. When set, tighten the bolt which holds the distributor in position at the base.
Note: The points should be ready to open. One or two attempts may be necessary to mesh the proper tooth to time the distributor. A final close or fine setting may be made by loosening advance lever body clamping screw and rotate distributor head slightly right or left to arrive at proper spark setting with breaker points ready to open. Spark may be timed with piston top dead center and with spark retarded
- S. Magneto Timing - Edison Type C, CD, RMH
 1. Magneto rotates counterclockwise locking at drive end.
 2. The distributor rotates counterclockwise looking at distributor end of magneto.
 3. Spark advance control lever location, up for advance.
 4. Points gap .015
 5. Spark advance $5/8$ ".
 6. No. 1 front cylinder spark plug wire plugs into lower right hand hole in distributor cover.
 7. Rotate motor until No. 1 piston(front) is top dead center of compression stroke in cylinder. Note: Both valves will be in their seats.
 8. Rotate magneto in direction of rotation until distributor rotor (metal plate end) is pointing to lower right hand corner of magneto, spark retarded. The points will

be open or nearly ready to open. The coupling disc holes will then line up.

- 9 . Insert bolts and nuts and tighten.
10. Assemble distributor cover.
- T. To Assemble Spark Plug Wires in Distributor.

1. Lower right hand hole No. 1 cylinder
2. Upper right hand hole No. 3 cylinder
3. Upper left hand hole No. 4 cylinder
4. Lower left hand hole No. 2 cylinder

Note: Use same caution on wiring as instructed on distributor ignition.

As far as magneto ignition is concerned, if wires are in the correct holes and proper firing order, the spark advance is very easily advanced or retarded by the spark advance lever. The same precaution is necessary for battery ignition other than the distributor must be in the proper tooth setting and the final fine setting by turning the distributor right or left for correct advance.

The manual suggests a normal setting of $5/8$ " advance which fires on the compression stroke just ahead of top dead center on No. 1 piston. This setting is calculated the same as the automobile, so many degrees ahead of top dead center,

There is however another fact about timing that should be known where smooth operation is desired. Generally, an automobile is time at idle rpms of the motor, and as fuel is applied and the vacuum is in proper working order, the motor will speed up giving proper advance for highway speed. The magneto ignition will advance as the mag. turns faster, giving a hotter spark at higher RPMS. Battery ignition gives the same spark intensity at all speeds. If the magneto ignition is in good working order, starting, idle or road speed will usually all be in good working order, but there can be a problem. Suppose you have a police bike with a police cam which has longer duration lobes for high speed police work. Police bikes are of either ignition. Like the race cars, longer duration cams give more fuel to add more power, but if the spark advance setting is set strictly at idle, both mag. ignition and battery ignition could have a lag in power. What we are about to suggest may not set too well if you desire a smooth running bike at idle, but if you want good operation at road speed, this suggestion will give the better operation but there could be some sacrifice.

Rev up the motor to running speed setting on the gas handle and loosen the clamp bolt on the distributor and turn the distributor slightly either way and see if she smoothes out at this road speed setting. On the mag. ignition advance or retard slightly the spark advance lever and see if this smoothes her out if you have this special cam. This attempt at a finer setting may help road speed on even the regular cam for good operation at idling may not be the best for road speed. Too much advance required on a distributor might mean it is off a whole tooth and have to be reset. On battery ignition, hand setting the distributor is the only way to get the timing near perfect. So you have your choice. On time at idle or at road speed. The setting may be the same. Race cars and hot rods today require hand setting for the degree of setting can go as high as 38° in advance of top dead center. This is because of domed pistons, long duration cams and carburetion supped up for race cars.

If you experts don't agree with this professional advice on timing, I challenge you set down and give the technicalities from your professional advice. I have had more experience around the race cars although not a driver or a mechanic, but I listened closely to them. We would still like to hear from any one of you who have come up with some good ideas that make the jobs of overhaul or working on the bike easier than general accepted methods. Is there an easy way to change a tire. Tell us about it.

Sioux Falls ARGUS-LEADER

SECTION

B

Sun., Aug. 17, 1969

Old Indian (Motorcycle) Returns To Sioux Falls

By MERLE JACOBSEN

Argus-Leader Staff Writer

An old Indian, 29, visited Sioux Falls recently, accompanied by three Californians, two of them former South Dakotans.

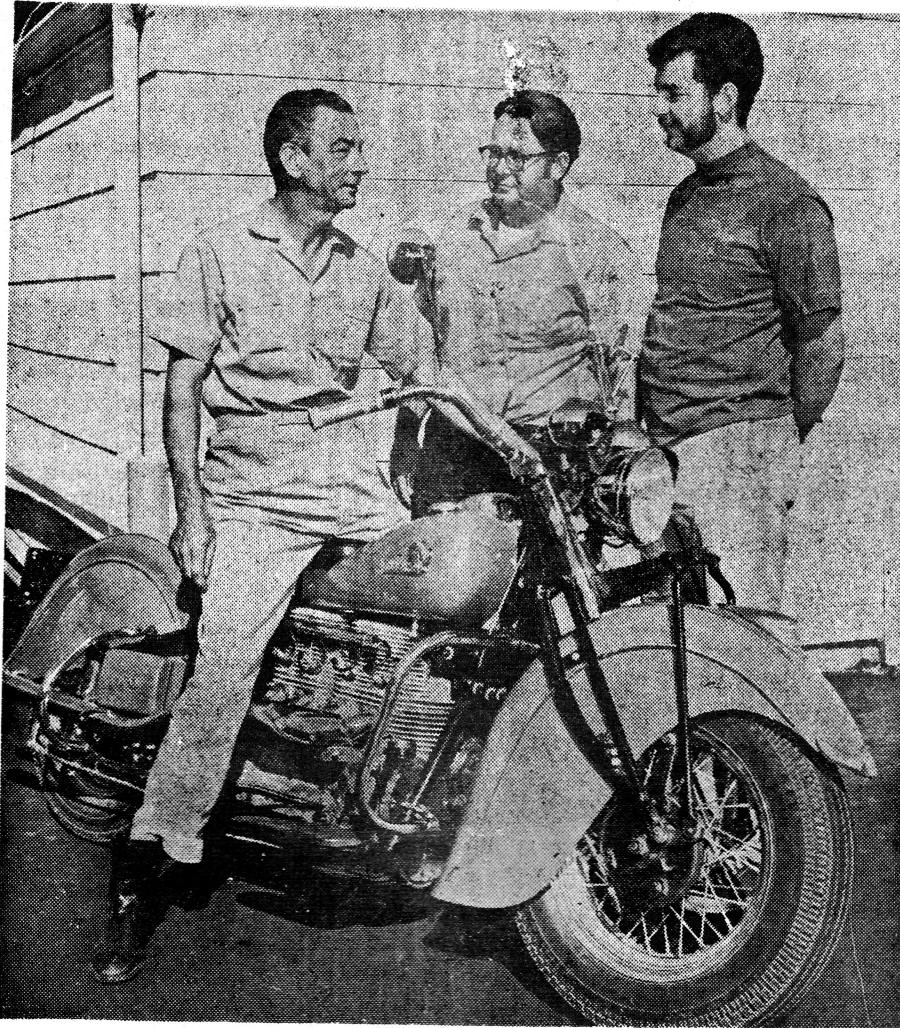
The Indian is a 1940 model motorcycle formerly owned by the late P. K. Tucker, former superintendent of Cengas. It was ridden here by Roy Tucker, son of the former owner, and his son, Jerome, from their home in Long Beach, Calif. They took turns driving the Indian and a van with another motorcycle, spare parts and supplies inside.

Both father and son were born in South Dakota. Roy, 51, lived in Sioux Falls and Jerome, 22, was born in Madison, his mother's home town. They visited Mrs. Gladys Tucker and Mrs. Elmer A. Stiefel, 1901 S. Norton Ave., step-mother and step-sister of the elder Tucker and relatives of his wife, the former Dorothy Ryan, in Madison.

The motorcycle is a four cylinder, 1,300 - cubic - centimeter model with over 116,000 miles recorded on it when it arrived here. After the original owner's death, his son had it shipped to Long Beach where it recently was reconditioned. He remarked that his father and step-mother had put many miles on the machine in Sioux Falls and the area. The Tuckers are presently reconditioning another 1940 model Indian at home for Jerome's use.

Before coming to Sioux Falls the Tuckers attended the Black Hills Gypsy Tour for motorcyclists at Sturgis, which consists of tours, races and hill climbs. Jerome said that they met people there from as far off as Caracas, Venezuela, and Australia. They left Long Beach Aug. 2 with Ken Young, 62, and Bob Cavanaugh, 39, also of Long Beach. On their trip they put over 2,000 miles on their steel steeds on their way here and passed through Nevada, Utah, Wyoming and Nebraska, traveling on the Interstate system most of the way.

Roy Tucker works for the Sears Roebuck Service Center in Torrance, Calif., and Jerome is a sophomore at Long Beach City College. He is a business education major and formerly worked on the Saturn V rocket used to lift the Apollo 11 off its pad. Young and Cavanaugh have a shop where they restore



VANISHING INDIAN — The Indian motorcycle has been out of production for several years, but loyal owners still ride them. This 1940 model was piloted from Long Beach, Calif., to Sioux Falls by its

present owner, Roy Tucker, on the cycle, and his son, Jerome, at right. Bob Cavanaugh, center, also made the trip on another motorcycle.

(Photo by Bob Renshaw)

old Indian motorcycles.

Young, whom the elder Tucker referred to as "the old man," who also drives an early model cycle, caused a service station attendant to remark "I didn't know that motorcycles that old would run or that men your age rode them." The "oldster" split off from the group when they arrived here and went on to St. Cloud, Minn., to visit there. The other three will pick him up in Iowa on their return trip through the southern states. Jerome Tucker said that they had "orders" from his mother to be back for his parents' 30th wed-

ding anniversary this month.

The Tuckers said that this has been their longest trip, but that they attend motorcycle meets in their home state. The father has been riding for the past year and the son for about six years.

Reject Proposal

AMES, Iowa (AP) — A move to reduce slightly tuition at the three state universities has been rejected by the Iowa Board of Regents after it was proposed by two new regents.

From The Star's...

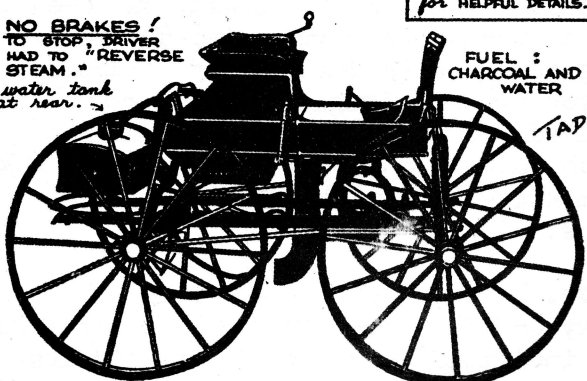
AUTO ALBUM

BUILT IN ROXBURY, MASS., BY SYLVESTER H. ROPER, EXHIBITED BY PHINEAS T. BARNUM IN HIS FAMOUS CIRCUS, WHERE THIS PIONEER STEAM BUGGY OUTRACED HORSES AT 30 MILES PER HOUR!

SPECIAL Thanks to ARTHUR KRAUS, JR., NEEDEAH, WIS., for HELPFUL DETAILS.

NO BRAKES! TO STOP, DRIVER HAD TO "REVERSE STEAM." water tank at rear.

FUEL: CHARCOAL AND WATER TAP



1863

ROPER
STEAM
BUGGY
2 CYLINDERS

Distributors: King Features Syndicate

ONE OF America's earliest horseless carriages! Though a famous French steam vehicle (Cugnot's) predates the Roper by nearly a century, there were but two or three American motor vehicles earlier than the one illustrated.

Early in the 1860s, Sylvester H. Roper was at work with experimental vehicles in his small shop at Roxbury, Mass. He not only built the steam buggy pictured here, but also others. And around 1869, he completed a steam-driven motorcycle with 34-inch wooden wheels, known as the Roper Steam Velocipede.

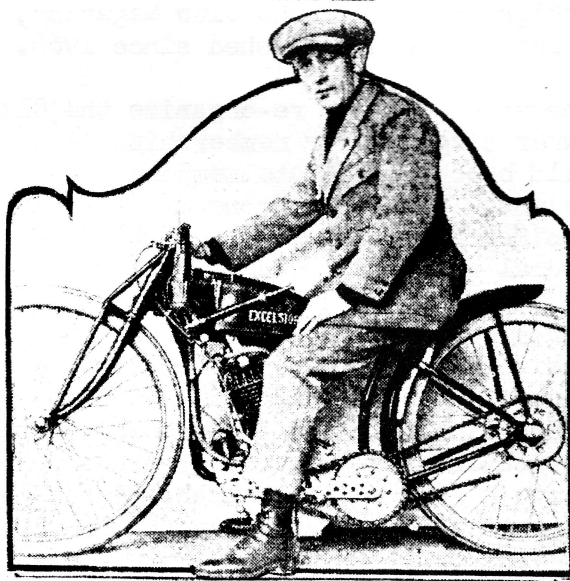
We're happy to report that both vehicles have been preserved for future generations to see, as the Steam Velocipede was donated by John H. Bacon to the Smithsonian Institution Collection of Automobiles and Motorcycles, in 1956, and the 1863 Steam Buggy (one of 10 steam carriages built by Roper) later went to the Henry Ford Museum in Dearborn, Mich.

Arthur Kraus Jr., who has helped gather reference material on Roper's early vehicles, reports that the March, 1863, issue of *Scientific American* mentioned that Roper's then-new steam carriage weighed 650 pounds and could at that time do 20 miles an hour.

In the *American Artisan* for September, 1865, it was reported that Roper had reduced the weight to 480 pounds, thus making a greater speed possible.

King Features Syndicate

Plenty of Speed Promised For News and Times Race



Maldwyn Jones, crack Excelsior speed king of Dayton, Ohio, who is coming to Denver expressly for The News and The Times championship Motorcycle race meet at Overland park Labor day.

POPULAR MECHANICS

1908

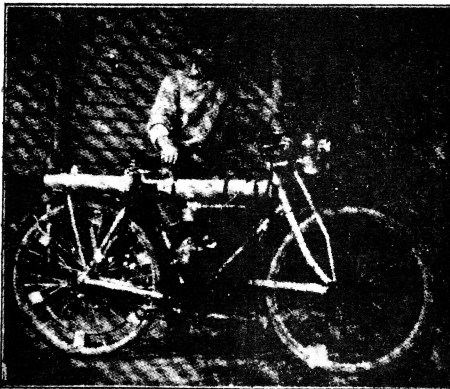


Amateur Mechanics



How to Make a Motorcycle

The machine as shown in the accompanying photograph was built on an old bicycle frame which was strengthened with braces and the rear fork changed to receive the belt wheel. The front truss spring fork was made from extension machine springs and the rods used were taken from an old gasoline stove. The engine parts, coil and oiler were purchased from a dealer in these goods and fitted into the frame as shown. The battery tubes were made from pieces of spouting used on buildings, and the muffler was constructed from galvanized sheet metal and made with partitions that were punctured with numerous holes. The machine was made with throttle, cut-out, grip control, etc. The motorcycle has a speed up to 40 miles an hour and runs as smoothly as any factory made machine.



Built on an Old Bicycle Frame

Throughout the years of early motorcycle competition in the United States, no rider played a more important part than Maldwyn Jones. Shown here are pictures of Maldwyn with his home-made motorcycle, in 1908, and his sensationally fast Excelsior single dirt track racer, taken in 1922. For many years Maldwyn was a test engineer for Schebler and Linkert carburetor firms in Indianapolis.

The Indian Four Club Constitution

The Club Constitution was completed and adopted in 1969 and as is the procedure of any organization, it is the duty of the officers and Executive Committee to uphold and enforce all the provisions, rules and laws. It is the law of the Club and referred to frequently.

No constitution ever written was ever perfect and stands to be amended, for the procedure to amend is also a part of the constitution.

Since the adoption of the Constitution, Item 9 of the By-Laws has become out dated and the name and the rule should be updated. The Havaland trophy has been awarded to its permanent owner and a new trophy is presently being awarded. However, since the due process for amending or changing the By-Laws has not been started, the old rule still stands. The award is given for Best Original Four and is still given under this title, but has since been called the Wickham Trophy in honor of the President. It is not returned to the club each year as the former trophy was. A new trophy is now given each year. Amending this by-law is now necessary for the old trophy has been retired for two years.

Occasional reference is made to By-Law No. 10 which states - The Indian Four Club shall by no means be exploited in any way or fall into unscrupulous hands to be ruled or run for the benefit of any one individual or group of individuals. This rule refers to anyone trying to change or reorganize or change for their particular benefit. The President has upheld this rule on several occasions, reading it to the business meetings whenever he deemed it necessary. So far the Indian Four Club has maintained its exclusive feature and its constitution has remained unchanged to this date.

The Four Club is and was primarily organized to help members and others keep the fabulous fours operating and on the road. From the beginning, the club was a clearing house for parts, and caused to be organized, a supply of parts that an owner need not search for many years to find a part that keeps him from enjoying his machine while he able to ride it. Two meetings each year, June and August, are sufficient to bring the members together and maintain it as an active club. To further bring the members together from those great distances that separates the club all across the U S and many foreign countries, the Club Magazine, the Indian Four News was authorized printed and has been published since 1966.

Suggestions have been made in many business meetings to re-organize the Club to allow other types of machines make an owner eligible for membership. A Chief Branch was proposed and Chief Owners would become associate members if they did not own a four and would become branch clubs. When this proposal was considered by the Annual Business meeting it was decided that such a change would remove the exclusive feature of the club. The proposal was voted down.

In recent months a group of four owners requested of the annual meet the right to organize as a local chapter of the Indian Four Club. Beliving this to be a good program for the good of the Four Club, a pilot chapter was granted permission to organize but those owners desiring this permission were cautioned to adhere strictly to the Four Club Constitution and By-Laws. Present members of the chapter and any new members must own a Four and be members of the Parent Club. The new chapter apparently had planned a lot of activity for the local group and a real search for four owners.

However, the search for four owners was soon found to be a long range task as the parent club found since its organization for over 10 years.

The new chapter sought to enlist new members by other means and proposed changes in the constitution to allow owners of other makes of machines eligible for

membership in the Indian Four Club. They also proposed a new designation of Associate Member a title given to an individual desiring to belong to the club but who does not own a four but looking for one to buy. The title of associate member was proposed before for Chief owners for branch clubs of the Indian Four Club. Their plan was well thought out and the purpose for the changes and amendments, but like former proposals, the Constitution required a due process. Persistence accompanied their proposals and they were apprized of the warning given them when they were granted permission as a new chapter, which stated that they must adhere to the rules and articles of the constitution. Materials sent to the officials revealed much use of the designation "associate member" and dues received from individuals and listed as Associate members.

An unwritten right was given to the Club Treasurer to term anyone wanted to subscribe to the Club magazine as "Subscribers" for the treasurer to keep separate members and non-members. Associate Members was causing some confusion in the treasurer's book keeping. Their persistence in proposing Constitutional changes and disregarding the President's advise not to use the designation of Associate member, prompted the Executive Committee at the April 20th Business meeting to cancel the right to be a chapter of the Indian Four Club.

Members of the Four Club who were involved in this chapter were permitted to continue on as members in good standing of the Indian Four Club. This does not mean that no other group will be prevented from organizing as a chapter, but are encouraged to do so and be reminded that they must support and adhere to the Constitution of the Indian Four Club.

Amendments are acceptable but a chapter may not launch out on its own and do differently where the rules are concerned. Proposed amendments that would firm up present rules that maintain the exclusive features of the club would be considered and due process of amending the constitution are carefully followed, the club would consider welcome and react accordingly. The chapter cannot do differently than the parent club where the constitution is concerned. It was felt that proposed changes of the Chapter would change the club identity and the name only would be the remains of the Indian Four Club.

As the previous group believed so strongly in their proposals and how much good it would be for the club, for Chiefs are just as much Indian as Fours, it was argued and decided that the club remain exclusive four cylinder motorcycles and the owners urged to seek membership in the All American Indian Club. Other amendments have been proposed over the years but to date the constitution has remained in tact. Many who have proposed changes have accepted defeat and remained in the club for its benefits.

The Indian Four Club will in all probability remain as an exclusive club and continue to meet twice a year with one or more business meetings per year. Since its members are so widely scattered more meeting per year would be a burden to attend. The Flea Market and additional membership make the two meets more of an annual reunion or just a time of get together. The Indian Four News does the rest. With local chapters the story is different. Frequent activities are easier to attend and a good lively club does many things together. Connections with a parent organization can be very helpful especially when the members are very proud of their machines and even more proud to be affiliated with a club that promotes their particular machine and the hobby connected with it exclusively. This does not mean that a member ignores other makes and those who own them, but is very proud of his particular machine and to the club to which he belongs. Editor

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E McMonish KOA Riverside Rt 3 Mitchell S Dak
57301

Curtis B Weigold Flandrau S Dak 57028

Ohio

Richard Adams 1117 Fehl Land Cincinnati Ohio 57103
Larry Barnes Box 24 Grand Rapids Ohio 43522
Robert Burge 7612 Erie St Sylvania Ohio 43560
Fred G Dieter 809 Birch Hill Dr Youngstown Ohio 44509
W B Cleveland MD 2522 Norfold Rd Cleveland Heights Ohio 44118
James L Cook 3608 Reimer Rd Norton Ohio 44203
Gordon Deye #524 Corey Rd Toledo Ohio 43615
Gerald R Dellevar RR 2 Box 239 Rock Rd Shelby Ohio 44875
John Elber RR 2 Box 55 Milan Ohio 44904
J E Enck 185 Delaware St Lexington Ohio 44904
W C Enders 1117 Teddy Ave Bucyrus Ohio 44820
John W Groves 424 Courtley Dr Rt 1 Fostoria Ohio 44830
Anthony Harpester 16577 State Rd N Royalton Ohio 44133
Thomas W Harris 800 Hazel St Akron Ohio 44305
Crcil F Hasser 525 Fairfield Pike Yellow Springs Ohio 45324
Max Harry 834 Cants cruz Dayton Ohio 45410
Steve Hess 33 Hall St Tiffin Ohio (Sub)
William L Howell 228 Elisbon St Box 138 Waynesburg Ohio 44688
Victor E Huguenin 706 Fairview Galion Ohio 44833
R E Kerns RR 2 Belle Center Ohio 43310
Gerald Kenworthy RR 1 Ansonia Ohio 45303
Steve Kertez 2020 Marlow Rd Toledo Ohio 43613
Ed Fessenden 9 Southwood Dr Norwalk Ohio 44857
Charles Leatherwood 54 S Siota Ashville Ohio
Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215
Harry Maule 444 Main St Box 96 Castalia Ohio 44824
Lew Maule 405 Kansas St Box 566 Green Springs Ohio 44836
Ted McGee 2009 5th St Sandusky Ohio 44870

Ohio Cont

Milton Mahl 2641 Andrew Ave Hamilton Ohio 45015
C E Momnot 22413 Wallace Ave Alliance Ohio 44601
Fred Provin 371 Heath Rd Newark Ohio 43055
Clarence F Puckett 4378 Catalina Ave Dayton Ohio 45416
John S Rees 1795 Ridgeview Dr Wickliffe Ohio 44092
Carl J Richenbaugh 1412 Bernard Ave Findlay Ohio 45804
Temp Vice Pres
William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140
Hugh W Riddle Box 287 Ravenna Ohio 44266
Dave Sloan RFD 3 Kenton Ohio 43326
Trustee
Waldo Stevick 916 Dingledine Ave Lima Ohio 45804
Percy Wallace 302 Petrie Rd Atwater Ohio 44201
John E Wickham 751 Dayton Ave Findlay Ohio 45840
President
Leland E Scholl 184 N Center St Pickerington Ohio 43147
Ronald Thomas 5724 Chagrin Dr Mento-Ono The- Lake Ohio 44060
Charles Thompson 103 Canton Ave Huron Ohio 44339
Ralph L Javens Sr 453 Shawnee Rd Indian Meadows Dover Ohio (Sub)
Lloyd McWilliams 1255 Ginder Rd NW Rt 7 Lancaster Ohio 43130
Richard J Ferry Rt 1 Box 22A Dover Ohio 44622
Forest R Bidlack 1881 Lexington NW Warren Ohio 44485 (Sub)
Eugene Goble 701 Chase Ave Hamilton Ohio 45000
Ray Steelman 136 Sylvania Dr Dayton Ohio 45416
Wm Bruce Day 6406 Deer Ridge Rd Columbus Ohio 43229

Oregon

Richard Greco 286 $\frac{1}{2}$ Patterson Ashland Oregon 97520
Darrel Dixon 7435 SW 4th Ave Portland Oregon 95825
Jesse F Cox 8805 Moneray Ave Portland Oregon 97266
John Heddley 2111 103rd Rt 3 Portland Oregon 97216

Pennsylvania

Leon C Blackman 43 Buckeye Rd Emmans Pa 18049
Paul R Hawthorne 1352 Simpson Ferry Rd New
Cumberland Pa 17070 (Sub)
Wm J Lockett 1705 Ridge Rd Perkasio Pa
18944 (Sub)
James Faltman 1815-4th Ave Arnold New Kesington
Pa 15068
Abram J Homshee P O Box 225 Wayne Pa 19087
Frank Kouba 325 Rogers Rd Norristown Pa 19401
Earl Chalfant RD 1 Brookville Pa 15825
Vincent J Connelly 237 W County Line Rd Hatboro
Pa 19040
Clayton H Derstler RD1 Washington Boro Pa
17582
Frank George Jr 317 Hartel Ave Philadelphia
Pa 19111
George B Fisher 1051 N 5th St Reading Pa
19501

Robert W Hangen RFD 2 Quakertown Pa 18944
Edwin R Johnson 1065 Raston Rd Horsham Pa 19044
Joseph Karis 18 Edgemore Rd Cheltenham Pa 19012
David Salitrynaki 439 Jeans St Philadelphia Pa
19116

Otto C Link 2nd and Charles Sts Coopersburg Pa
18036

Lester J McQuade 6021 6th Ave Altoona Pa 16602
Herman G Metzger Jr 2174 Winthrop Rd Huntingdon
Pa 19006

Steven Savoy 4420 Elk Ave Oakland Pa 19047
Albert P Sigmans Rt 212 Pleasant Valley Pa
18948

Leon Slifer 561 Maplewood Rd Wayne Pa 19087
John P Smagach 2840 E Thompson St Philadelphia
Pa 19134

Pennsylvania Cont.

Matthew J Smagach 2840 E Thompson St Philadelphia
Pa 19134
Edward Stoner Rd 2 Box 32 Lewisberry Pa 17339
James Staats 7 Kiltie Dr New Hope Pa 18937
Fred J Wood 821 Cedar Rd Philadelphia Pa 19111
David A Henry 804 Valley Rd Coatsville Pa 19320
Robert Becker 302 W Valley Forge Rd King Of
Prussia Pa 19406 (Sub)
Bruce Elton 237 Center Church Rd McMurrey Pa
15317
Louis Freedman 3088 Azelea Terrace Morristown
Pa 19403 (Sub)
Donald E Hauenstock Rd 1 Rt 30 Abbattstown Pa
17301
Robin E Mankey RR 1 Etters Pa 17319
Ray A Miller RR 3 Box 534 Reading Pa 19606 (Sub)
Larry Armstrong 13410 Stevens Rd Philadelphia
Pa 19116
Karl Klotzbach 381 King Of Prussia Pa 19406 (Sub)
San P Davidson Queensgate Apts A206 Morrisville
Pa 19007
James W Festa 2660 Old Lincoln HWY Trevd Pa
19047 (Sub)
Maurice L Onaet 221 Cornwell Dr Chalfont Pa
18914

Tennessee

Douglas B Green 1914 Wildwood Ave Nashville Tenn
37212

Texas

Gene Smithson 2502 Turtle Creek Sherman Texas 75090
Harry W Robinson RR 1 Box 387-O Dayton Texas 77535
Herbert L Bloom 807 E Abram Arlington Texas
Sidney E Roberts 203 W 3rd Littlefield Texas 79339
Stacy Hart Box 766 Littlefield Texas 79339
H J Norman P O Box 568 Weatherford Texas 76086
Linley S Wright P O Box 784 Glen Rose Texas 76043
Robert C Lazell 5104 W Beach Bellaire Texas 77401

Texas Cont

Jerry Premisburger Box 95 LaFeria Texas 78559 (Sub)
Cherster R Casey 1525 Murray Bay Dr Houston Texas
77055

Frank Krawiec Rt 3 Box 165-C 2 Roanoke Texas 76262
Robert Shingler RR 1 Box 46R Palmer Texas 75152
Eugene T Smith 2502 Turtle Creek Dr Sherman Texas
75090

Virginia

Michael A Kearney 2835 Woodlawn Ave Falls Church Va
22402
Donald E Collar 1705 Fern St Alexandria Va 22302
Mervin Ryan RFD 1 Edinburg Va 22824
John M Sandy P O Box 144 Stephens City Va 22655
Clifford K Pease 4164 Ewell Rd Virdinia Beach
Va 23455

Washington

Kenneth Slaghter 17403 8 NE Seattle Wash 98155
T J Garden 8105 SE 44th Mercer Island Wash 98040

Wisconsin

John Gierono 217 69th St Kenosha Wisc 53140
Ervin G VanBeek 517 N Main St West Bend Wisc

53095

Alaska

Chuck Metincanich P O Box 4-1978 Anchorage Alaska
99509

Canada

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ont
George P Taft 210 Elmwood Crescent Milton Ont
Newel Taylor 2760 E 27th Vancouver 12 British
Columbia
Frank Tucker 9204 Allison Dr SE Calgary 30 Alberta
Robert McKie 29 Ashwood Crescent Islington Ont
Thomas Stackhouse 49 Queenway West Simcoe Ont

Canada Cont

James C Dreher Box 132 Oxbow Sakatchewan (Sub)
Robert S Foster 35 Lynnwood Dr SE Calgary Alberta

England

Robert Sidney Powell 27 Cinquo Ports Ave Hythe Kent

France

Bernard Bresson Chirurgicalien Dentiste 2 Rue Champvoisin
63170 Aubiere

Germany

Hans-P Arent 1000 Berlin 44 Burknerstr W Berlin

Sweden

Lars Eimar Illerbacker 5-S-181-44 Hidingo Brotby
Ali Drimmer Slarsgaten 27 41269 Goteborg
Henry Melin Prastgarden Akerby 740-22 UplaBalinge
Hans Rennerfeldt S 18040 Brotby

Africa

Paul A Tops 154 Glen Rd Glencarian Cape South Africa

ADS

For Sale - 1941 Indian Shaft drive,
real nice with skirted fenders.
Have everything necessary to return
it to military configuration. \$2500.

1940 Indian four. An older restoration
with 18,000 original miles. \$3500.
Won several - "most original trophies".

1941 Indian Military 741. \$950
1938 Chief, complete and running but
needs restoration. \$500.

Write or call Marlen Baerenwald
2595 Emerald Dr.
Jonesboro, Georgia
Ph 404-478-1712

Wanted - Indian Four. Give year and
model.

Write - Ralph L. Javens
453 Shawnee Drive
Indian Meadows
Dover, Ohio 44662

For Sale - 1913-14-15 Henderson four
engine for sale or trade for Henderson
KJ or KL engine.

Write Randy Nelson
3201, 22nd Ave. So.
Minneapolis, Minnesota 55407

For Sale or Trade - One 1952 or 1953
German Steib sidecar with hydraulic
brakes. Needs work but restorable.
Will sell or trade for Indian or Harley
sidecar.

Two early Villiers with brass flywheel.
Street model and what appears to be a
board racer or dirt tracker.

Write or call Gerald Neighbors
807 Crosley St.
West Monroe, Louisiana
71291
Ph 325 - 3594

For Sale - I am a former Indian Four
Club member but due to my impending
retirement to a mobile home with
limited space, I was forced to
dispose of my 1941 four and my collection
of Indian Four magazines. I would like
to sell them at the going rate.

1967 all issues 1970 all issues
1968 all issues 1971 Vol 6#3, 4
1969 all issues 1972 Vol #1

I thought some new members might like to
purchase some of the back issues.

Write Joseph P. Larweth
R 1 Box 403
Fontana, Wisconsin 53125

Wanted - Top money paid for Excelsior
or Henderson sidecar, with or without
body.

Will appreciate whatever information
or material is available.

Write R W Peterson
Peterson Mfg. Co.
DeWitt, Nebraska 68341

Wanted - Have recently purchased a
1946 - 47 or 48 Chief and wish to
restore it to as near as original
as near as possible. Would appreciate
help in the way of parts and
information.

Write Denver Harter
RR 2
Greenville, Ohio 45331

Motorcycle Collection For Sale

'09 Pierce (Arrow)	\$3000
'12 Indian Twin	\$2000
'12 Emblem Twin	\$1500
'26 Ace four	\$1000 (SOLD)
'36 Indian four	\$2500
'39 Indian four	\$2500

Write J.A. Kellogg-Clarke
Derby, New York 14047

Some or all of these machines may
have been sold for they were advertized
in one or more other papers.

The outreach of the Indian Four Club never ceases to amaze us as this ad reaches to us all the way from Holland. Wanted - I own a Danish Nimbus four cylinder machine. Indian Fours are a rare cycle in my country and what few there are, are museum pieces. I thought someone in America might be interested in some sort of trade. I can arrange the freight from Holland to Philadelphia and back. Write Cy. van Eyle
TrompetloonCD
Eften-heur
Holland

We have seen two of the Danish Nimbus machines at our meets in Toledo and would add the comment - the bikes were of military style and not built to the more stylish design of the civil machines but the four cylinder motor built for these machines was a beautiful performer. The motor as an all cast iron all cylinders and upper case, different from the Indian four. The Danish bike could be restored into a somewhat nicer bike than the drab military color. Editor

For Sale - 1937 Indian four cylinder. Has less than 4,000 miles on speedometer since complete restoration Complete engine overhaul (\$860 by Ken Young of Long Beach, Calif., including the following;
Crank Shaft hard chromed
Rods re-babbitted
Mains re-pored and lined bored
Engine rebored .030 over-new pistons and rings
Ken Young Clutch
New Valves, valve guides and push rods.
\$3,700 invested, will take \$3700
Pictures available - engine No DC1 139

Wanted - chassis for 1927 Indian Ace four. Would like to contact anyone in Four Club having Ace parts to complete. Have '27 Ace engine in excellent condition. Need chassis parts. Or, interested in earlier Ace, restored or unrestored. Write - L.D. Hudspeth
P O Box 236
Ellinwood, Kansas 67526



622 e. hill st. long beach, ca. 213/591-7310

90803 Telephone

5-12-75

Dear Mr. Barnes,

I am an Indian "4" enthusiast, and also a member of the Indian "4" Club. I have been involved with restoring Indian "4" engines for the past several years; so far I have not advertised my service or my wares.

It is my wish to let it be known the accomplishments I have made toward the restoration of the "4" engine, and to pass on the information to members who are need of these hard to find items.

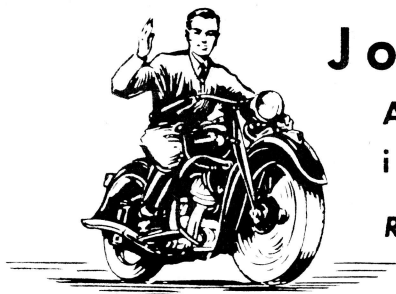
I must remind our members that all new items are manufactured here in our United States, and are of the best quality, and craftsmanship we can find.

-
- *Cluster and Slider gear sets: These are available in early & late models.
 - *New Main and transmission bearings: All new bronze inserts with the finest quality babbit, semi finish; ready for line boring.
 - *T-Slot Pistons: Available in sizes from .030 to .1250 complete with rings, & .010 OS pins. This is the style piston that was used in the models from 1936 through 1942.
 - *1942 Spring Carrier Plate: This is new, and what you need when you install that famous No Drag - No Slip insert clutch, that makes your Four so enjoyable to ride.
 - *Clutch Release Shaft: This is the shaft that took all the grief when trying to release a sixteen spring clutch.
 - *Original Pan Bolts & Nuts: These are the same as the original. The nuts are $\frac{1}{4}$ 28 with $\frac{3}{8}$ wrench size; used on the pan, exhaust manifold and carburetor. Cadmium finish.
 - *Cylinder Base Nuts: These are new manufactured, short and tall.
 - *Gasket Sets: New rocker arm felts for '38 through '42.
 - *Cam Shaft Service: Have exchange or will re-build yours to standard.
 - *Crank Shaft: Will exchange, or will re-build yours back to standard. All cranks are magna-fluxed for cracks or breaks.
 - *Clutch Hubs: Bearings service built back to standard; exchange or yours. New bushings installed to size.
-

What a beautiful engine, and what a shame they are not still being manufactured. Now it is up to all of us to keep them purring for as long as possible.

It has been my desire to restore the Indian Four Engine as close as possible to the fine quality that it once had, and I am sure you share the same desire. For this reason, I shall continue to add on to this list so that we can better enhance the restoration of this wonderful Indian Four Engine.

Ken Young



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

