

Indian



FOUR MOTORCYCLE NEWS

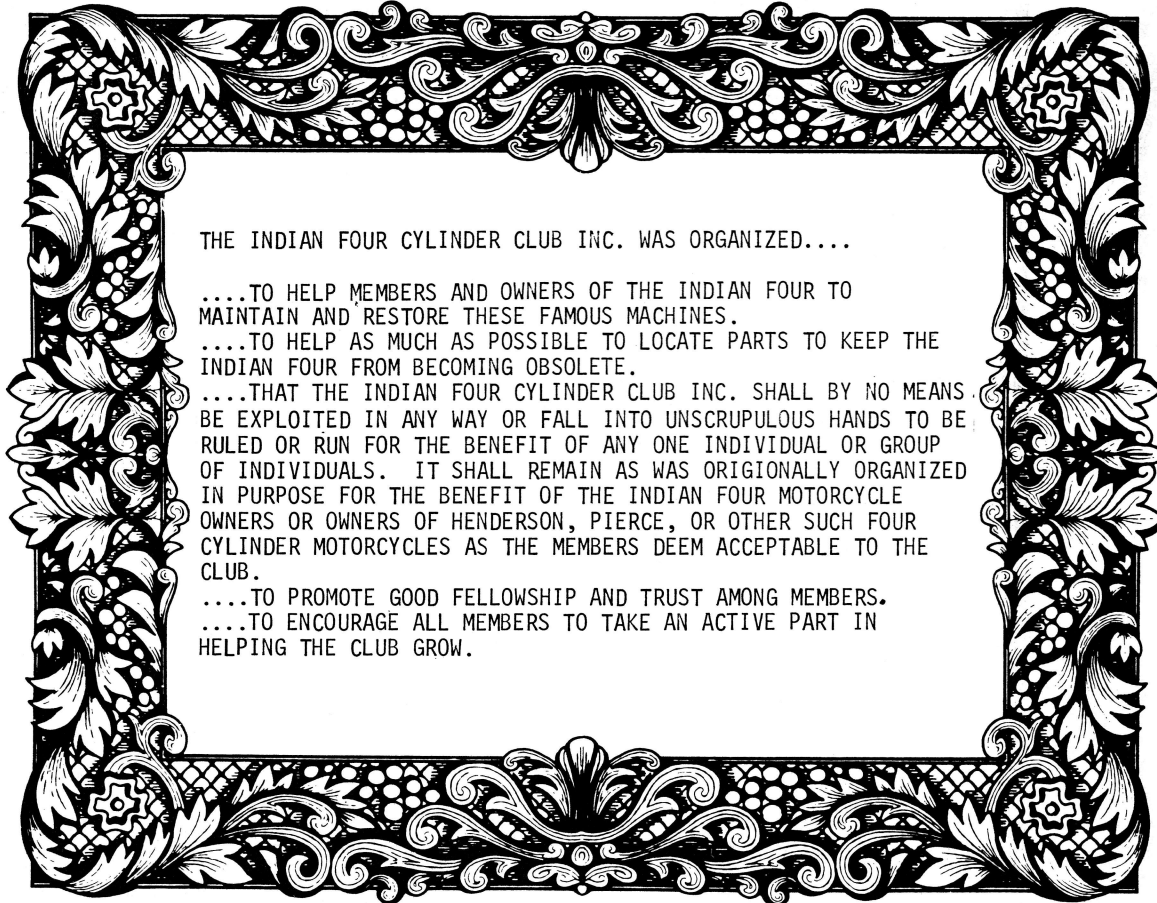
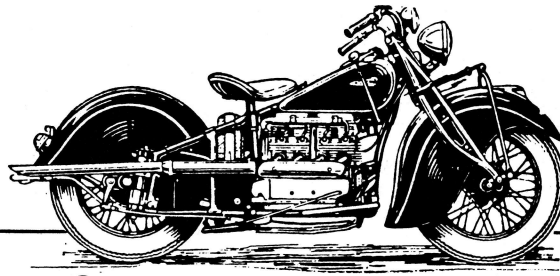
VOLUME 10 NUMBER 2

SUMMER 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

PRESIDENT	JOHN E. WICKHAM
VICE-PRESIDENT	CARL REICHENBAUGH
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TREASURER	CASPER BARNES
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SERGEANT-AT-ARMS	GEORGE YOUNG
REFEREE	BOB ALDRICH
ASSIST. REFEREE	
REPORTER	

INDIAN FOUR CYLINDER NEWS

EDITOR, 1966 - 1967	CECIL HASSER
EDITOR, 1968 - 1970	JOHN E. WICKHAM
EDITOR, 1970 -	THOMAS J. MILES
ASSISTANT EDITOR	AL FELDMAN

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Cover Picture

At the June Meet information was given us that A. Everett Jones, Four Club member died on June 7, 1975. A mistaken identity was given us on pictures. Bob Paulette of Midway, Kentucky had a copy of a picture of the deceased and one that the family requested be used on the cover. The picture is - "Buck" Jones buying his first Indian Antique Motorcycle, a 1917 - Power Plus from Bob Paulette. Buck is at the right in the picture. Our thanks to Mr. and Mrs. Paulette for providing this picture at a crucial moment.

The Indian Four Motorcycle News is published four times 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. (The resignation of Casper Barnes as treasurer of the Four Club required the election of a new treasurer and at the Annual meet, Mr. Jim Cook of 3608 Reimer Road, Norton, Ohio 44203, was elected treasurer.) The Indian Four 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.

1975 June Meet
Seneca County Fairgrounds

- - - a beautiful place to meet - - - plenty of everything - - - rain or shine, the fairgrounds is ideal for the Four Club meets. Many were the comments of friends and members who attended the June meet of the Indian Four Club and the Saturday meet of the All American Indian Club.

Between 50 and 60 were present for the Four Club meet and about half this number on Saturday for the All American meet. Saturday night the entire northwestern Ohio, Indian, Illinois and Michigan were under a tornado alert and heavy rains made mud of the dirt areas of the fairgrounds. The big track was unusable for motorcycle riding but fine for horses.

The main building, black topped area next to the main building and the massive grass areas was more than enough room for the June meet. Beliving that our August meet will be of much larger attendance, no particular area such as parking, camping, flea market, judging area and events area should conflict with the other. A small area was laid out for a parade track in the parking area but for the August meet the parade route will follow the roads through the fairground.

As usual, anything tried for the first time, many minor details seem to get neglected. Power was turned off in the main building on Sunday and oversight by the custodian. No concessions were on the grounds Saturday or Sunday since the attendance was so small. Weather conditions can be blamed for most of these problems never-the-less plans are somewhat more concrete for the August meet. Many who came prepared for camping brought ample provisions so there was really no problem only for those who just drove in to brouse.

Your editor and wife arrived around 9:30 AM and most owners were getting ready for the parade. Plenty of sunshine greeted everyone which was much improvement over the night before. We have stated that the horse track is quite a large one and a night of rain made it unusable for the parade. No electricity prevented the national anthem so the parade proceeded on schedule. Our pictures tell the story of the parade, and the parade this year followed the new rule that Indian Four Club parades be lead by an American made Four only.

The Flea Market had opened up earlier and had many interested shoppers. The business meeting was called around 10:30 and all members went to the main building. With no distraction such as we had know in previous meetings the business meeting moved through the business session with no interruptions. Items up for consideration was the up-dating the constitution that applys to the old Havaland trophy and the Wickham trophy. The Havaland trophy is to be discontinued and the Wickham awards permanently trophies in this class.

The old one year rule was revived by the president which requires members who sell their machines and the rule allows them one year to acquire another to retain their Club membership. Some allowances were made in this rule therefore it was considered somewhat discriminatory. Further decision was tabled till August meet.

A final item of business concerned the action taken in the April business meeting. Vote was taken in that meeting to cancel chapter designation to the Delaware Valley Regional Chapter of the Indian Four Cylinder Club. Lengthy discussion followed between members of that chapter and other members. President appointed committee of three members; Bob Aldrich, Fred Provin and Dave Sloan to meet with Whitey Metzger, president of the Delaware Valley Chapter to reconsider the action taken in the April meet. Committee was to report

back to the business meeting at the August meet.

During the business meet several of the women to consider organizing a Ladies Auxiliary to the Indian Four Club. President Wickham had appointed Mrs. Fred Provin to set up some activities for the women and children during the August meet, so she was asked to chair this proposed organizational meeting. Ideas suggested for the auxiliary were; dues \$1.00, an annual swap shop, activities and prizes during the meet, children's activities, field trips during the meet, flea markets, etc.. The Publisher of the Indian Four News will include news items for the auxiliary.

Members of the Four Club were informed of the death of A. Everett Jones of Grosse Point Michigan, long time members of the Four Club and editor and publisher of the 'Puffs' news for the All American Indian Club.

At the beginning of the business session Chaplain Miles was asked to open the meeting with the invocation. The very beginning of club meets generally begins with the invocation before the playing of the national anthem but power was not available for the regular opening.

After the noon lunch the events were started beginning with the annual poker run. Winners of this event Paul Pearce, Walley Enders and Whitey Metzger. Threatening skys called for the cancellation of further events. Grounds were policed for final cleanup and members began to pull out for home. The Sheriff's office sent a deputy for a final inspection. He declared everything in fine shape.

Rental for the two days meets was set at \$300 but gate receipts and other collected amounts from gate prize and half and half amounted to only \$244. The Fair Board accepted this amount as payment in full for the two days rental and invitation to return for the August meet. The board expressed appreciation to Club members for good condition of the grounds following the meet.

Thomas J. Miles, editor

Our Treasurer, Casper Barnes

On or about July we received word that Casper had entered the hospital at Bradenton, Florida with an emergency problem with his eyes. Surgery was required to remove a blood clot from his eye and treatment on the other for Glaucoma. He had experienced blindness when the trouble developed and since his surgery has been in slow recovery in the return of his eyesight. Mrs. Barnes told us that his doctor had advised that Casper not travel for several weeks which means he will not attend the 1975 annual meet. Physical examination has revealed that he has other problems and on the encouragement of his wife, he has decided to resign as treasurer of the Four Club.

After he retired from Factory work and remarried he accepted the job of treasurer after Enos Leass resigned and has done a remarkable job as treasurer. We have appreciated working with Casper and visiting with Casper and Inez at their home in Grand Rapids, Ohio. The publication of the Indian Four News is highly dependent on the office of Treasurer especially in the mailing of the Four news. Both the treasurer and the publisher have to work very closely to keep addresses up to date and correct.

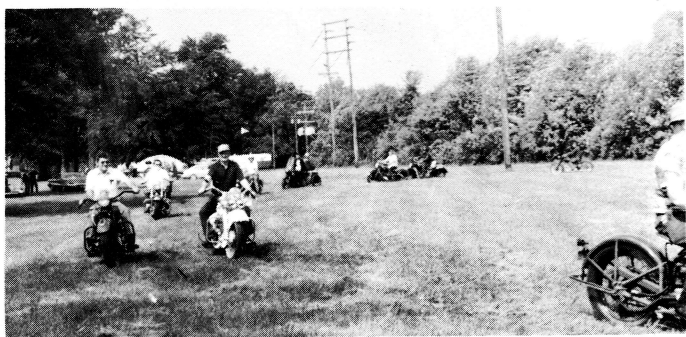
We are sure that the members and friends of the club will miss them at the annual meet this year and that a replacement of equal devotion to the job of treasurer as Casper was. We pray for his speedy recovery and the return of his eyesight. We pray for Inez also as she cares for him in these weeks of recovery, hoping for the return of his sight. Editor

Full Color - and many fours begin the June meet in the parade. Unfortunately no outside power was available and the National Anthem could not be played.



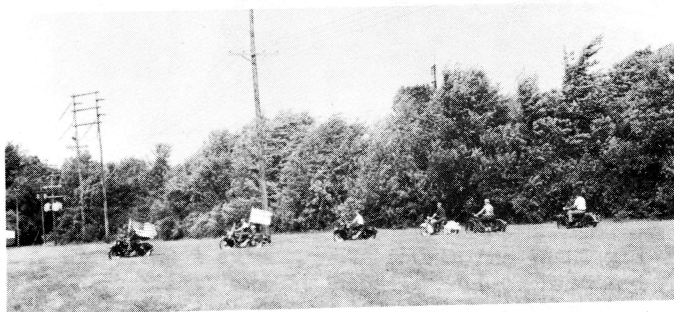
Parade procession stops long enough to be photographed

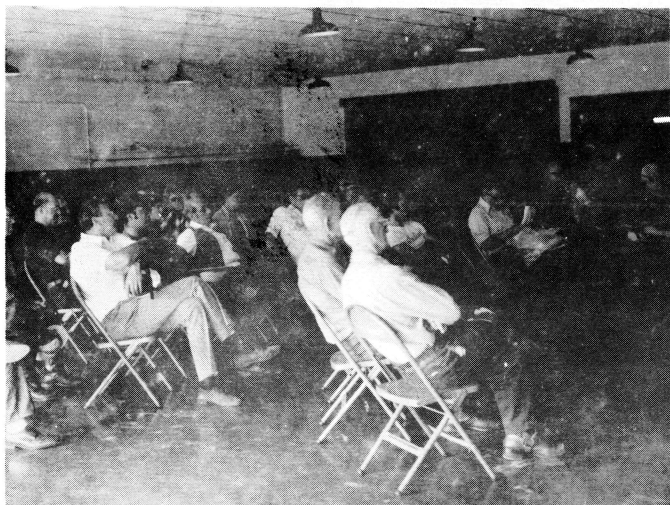
Camper and Flea Market Area. Plenty of room for a lot more.



Shots of the parade in progress.

Running the parade route





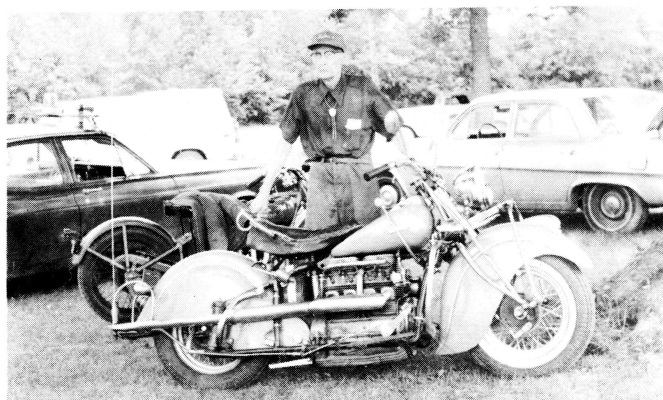
Business meeting in session in the meeting room of the main building. Our finest facilities to date. We read our exposure meter to get this picture in natural light. No lights were on in the room. The film said we could do it and I guess you can say we did but nothing to write home about.

Musta been something hot in the Flea Market for a gang such as this to be eagerly looking in the trunk and at the machine on the trailer.



Flea Market has the parts but business was rather light.

Big Chief and his old four. Bike formerly belonged to John Wickham and was finished in Indian red. Whitey Metzger purchased it from John and has for several years in a row, rode it all the way from his home in Philadelphia, Penn. to the June and Annual meets. It is now finished in butterscotch yellow.



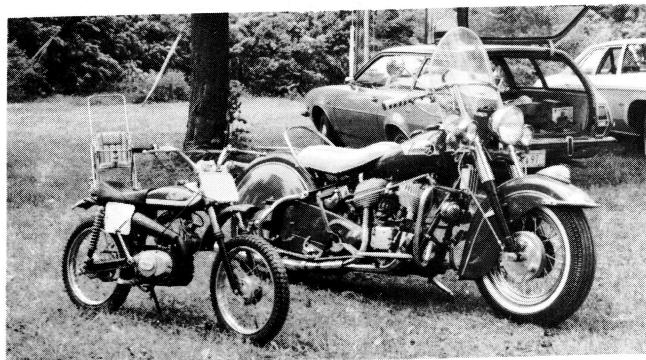
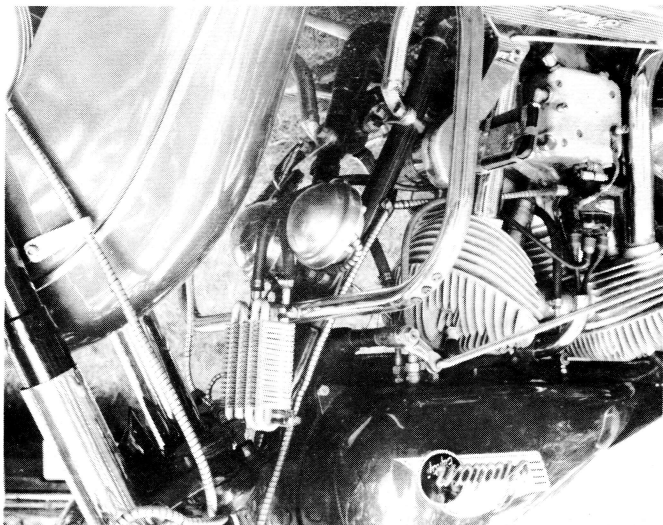


President Wickham listens to Paul Pearce. How do we know it was Paul, his striped hat shows just above the tall man's shoulder in the white T shirt. Walley Enders is to your right and the boy at the left is Percy Wallace's grandson.

The little guy is now a veteran rider. Jason Bruce Enders in his favored position with his dad Butch Enders has logged up many miles on this little Indian. At the '74 Annual meet he wasn't quite old enough to walk yet but now he makes up in both areas.

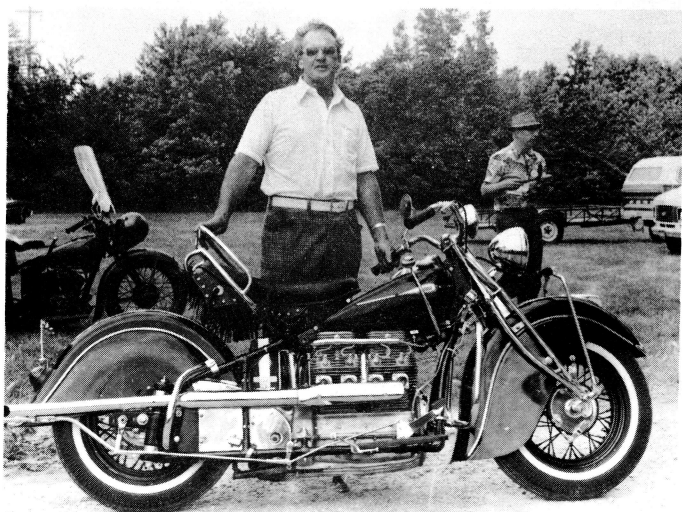


An old Indian and a late comer. We understand the little Indian is a speciality from the Island Taiwan and sold in California. Both machines belong to Walley Enders of Bucyrus, Ohio.



This close-up of a Chief motor shows an added accessory called a Hayden oil cooler. It is attached just above the roll bar in front of the gas tank and is in position to get a good blast of air for cooling. Connected in the oil pump system, the hot oil is pumped through the cooling core and according to Walley Enders who owned the bike, it keeps the oil about 10° degrees cooler. The unit is not new to air cooled or water cooled motors for various types of coolers have been used on all kinds of race cars where temperatures go much higher. Walley sells this model in his cycle shop. His address is in the membership section.

Fred Provin of Heath, Ohio and his pride and joy. Inside that trailer is Fred's very beautiful white four. He has quite a stable of machines but the Indian four seems to have the top honors.



A new member and a new machine. A very recent restoration and a very beautiful machine. The owner is Joe Hassett of Ashtabula, Ohio. And the number of restored fours grows bigger and bigger.



Dave Sloan don't ride as much as he once did but he has taken his share of the honors on many tracks and all around motorcycle competition. A spokesman for A M A and a Life Member of the Indian Four Club.

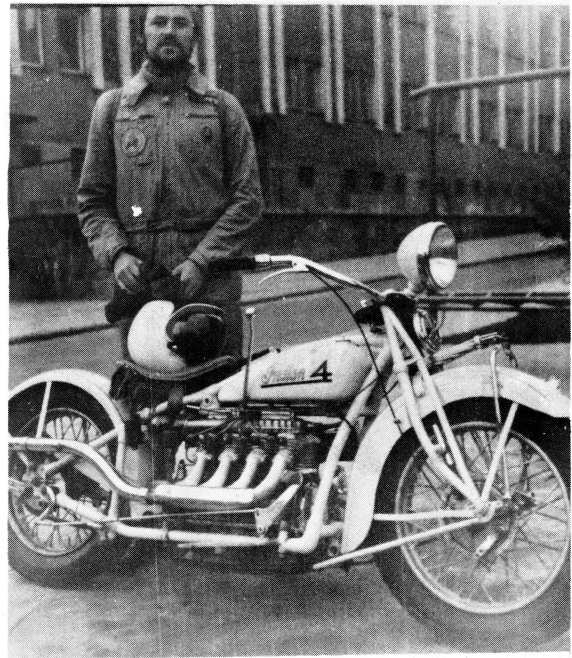


Paul Pearce on his 1929 four in the middle and Walley Enders to his right, and Whitey Metzger to his left.



The Trophy Winners

The night before the June meet rain dampened the Fairground just as we experienced at the Dux Club last year. On Sunday afternoon this year skys threatened again and limited the events to a Poker Run. Trophies and citations were given for 4 places to the winners. Above are the winners. L to R - 1st man not identified; Whitey Metzger, John Wickham, Walley Enders and Paul Pearce. 1st place - Walley Enders
2nd place - Paul Pearce
3rd Whitey Metzger
Citation for riding longest distance - Whitey Metzger, riding from Philadelphia, Penn.



1929 Indian four owned by Dr. Kamil Zitek of Stromovka, Czechoslovakia. In our Ad section Dr. Zitek requests material and information on the fours and is similar to many other requests we receive from four owners in other countries. Many of these far-away owners may never come to this country but they are brethren in our fine club of four owners.



We have included a couple of other pictures of one of these small bikes owned by Walley Enders of Bucyrus, Ohio, and we found this picture in a newspaper so we added it to the bunch. If this particular 'little' bike had pedals, we'd think it more appropriate for the size of the little guy aboard. But that bike has a single one banger motor and even for its size will carry a full grown adult. The trainer wheels may be a safety precaution but the little guy is still kinda small with all that power in such little hands. The article stated that he is only 3 years old.

**14TH
ANNUAL MEET
INDIAN FOUR CYLINDER CLUB
AUGUST 9-10, 1975
AT THE
SENECA COUNTY FAIRGROUNDS
TIFFIN, OHIO**

**COME SEE THE FABULOUS
INDIAN FOUR CYLINDER MOTORCYCLE**

**BEAUTIFUL RESTORATIONS
OF ALL MODELS - 1927 THRU 1942**

PLUS

INDIAN - SINGLES - SCOUTS - CHIEFS

OTHER ANTIQUE DISPLAYS

PUBLIC INVITED

DONATION AT THE GATE \$1.00



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

President's Page

Fellow Members, Ladies and Gentlemen and Subscribers;

Time has rolled by so quickly again, its time for another issue of the Indian Four News, and time for me, your president, to give you the facts on our meets from June thru and including the Annual meet in August. The attendance for our June meet was a little below our expectation which was caused somewhat by the weather, graduation, weddings and a whole new meeting place to find on the map. Some had a little trouble locating Tiffin, Ohio, and others couldn't find the Fairground. Rain threatened the meet on Saturday night plus the announcements of violent weather and the threat of tornados.. Then on Sunday afternoon, cloudy skys threatened and about 4pm down came the rain. Everyone packed up and went home.

Around 60 did attend the Sunday meet and most expressed satisfaction over the vast amount of space, plenty of buildings and better all around facilities and stated that it was the finest we have ever had. They definately wanted to return to Tiffin for the August meet. Some were there for the first time at any meet and were very complimentary of the Indian Four Club. The Business meet was held in the Main Building which provided ideal conditions for a business meeting. The business meeting can be isolated from outside activity including concessions.

Due to the small attendance the concessions and catered meals were cancelled and contract set up for the August meet. The All American Indian Club held their meet on Saturday but limited attendance prevented a big program. Paul Pearce, president of the All American showed movies of All American Club activities and some movies of the Indian Four Club early meetings.

Building rental was set up earlier in an agreement with the Seneca County Commissioners and depended on what gate was taken in. The two day meet netted a smaller figure at the gate and the Fair Board accepted what was received as payment in full for rental for the two day meet.

This brings us to the Annual meet in August and we hope that all you members that possibly can, will head for Tiffin on August 9 or 10th for a new experience in annual meets. This is election year and new personnel must be elected to run your club for the next two years. The fine cooperation of the Fair Board and our compliance to the rules, we have requested another building on the grounds to house the cycles in for protection.

If you have an extra folding chair or two, bring it along for any necessary extra seating at the business meeting. Although arrangements have been made to have a private dinner at the Thomas Cafeteria in the Westgate Shopping Center, parade there from the Fairground and hold our business meeting after the dinner. In our Spring issue of the Four News we suggested to the women if they had any items to sell in a ladies Flea Market to bring them to the meet to sell. Or, try something new this year, do a little swapping at the meet. The kids do it at camp, so bring something along (not your husband) and you might be surprised what you can trade for.

A corn roast had been planned for Saturday night as has been our usual program for Saturday night but new facilities this year did not provide for the corn roast so, as we mentioned earlier, there will be no corn roast this year and everyone is invited to go to the Thomas Cafeteria at the Westgate Shopping center for an exclusive dinner for the Indian Four Club. It will be an opportunity to parade our bikes from the Fairground to the Shopping and a private area to park the bikes. We will have an escort all the way. Dinner menu will be chicken, swill steak or ham and the trimmings all for \$2.50 per plate. Charles Thomas, cafeteria owner will also serve box lunches on the grounds Saturday noon and all day Sunday. He will also have the beverage concession on the grounds plus ice cream and sandwiches.

Meeting with us in August the same as in June, the All American will share the Saturday meet and will divide the expenses. Since the Indian Four Club is strictly American made fours, the All American adds all models of Indians to the list. Events will be catagoried for Indians only and events for other models.

Don't let confined facilities of previous meets discourage you from attending the 1975 annual meet of the Indian Four Club. There's lots of room for camping and parking plus sanitary facilities much improved over previous meets. The fairground is in town and believe me, time will slip by so quickly you will wish you made that trip down town after you have returned home. Then after its all over and you are back home, please set down and drop us a line on your impression of our new meeting place. We also ask for your cooperation on keeping the facilities clean by picking up all paper, cleaning up your camping area and follow the rules. This will convince the Fair Board we appreciate their renting the grounds to us and they will appreciate haveing us come from all over the United States for our annual meet.

Your President

John Wickham

ALL THE FOURS HAVEN'T BEEN FOUND YET !

Letter from Harold E. Baker, Columbus Indiana

. I became interested in cycles two years ago after one of my sons purchased an English Triumph which was in bad shape. Before I let him ride it, I decided to restore it for him. From this experience my sons wanted me to get a cycle which they thought should be a small Honda.

Looking at ads in the Indianapolis Star Newspaper, I saw an ad for a 1947 Indian Chief which I bought and completely restored it. This was a real task for me as I had never owned or rode a cycle before. I have surely enjoyed my chief, riding it weekly last summer and fall. After this experience in restoration I became interested in locating an Indian Four and wound up buying two basket cases; a 1937 and a 1941. Some parts were missing which I am trying to locate. I have made several contacts, mostly with Indian Four club members and I must say they have given me considerable guidance and help.

Best Regards
Harold E. Baker, 2740 Sycamore Ave.,
Columbus Indiana 47201

A RARE INDIAN ITEM

During its years of motorcycle manufacture the Indian Company of Springfield, Mass. on several occasions, diversified from the manufacture of cycles. Originally the company manufactured bicycles and motorcycles was the diversion. However, our facts of diversion was refrigerators, compact autos, shock absorbers and outboard motors. Only one or two of these items ever got into production one of which was the Indian Outboard Motor. This piece of sportsman equipment should have been a great seller, but like other items marketed by other companies the item was either at the wrong time or a washout. Investment in all these items did not return the investment hoped for and was part of the determining factor that started the decline of the company.

Indian was a cycle builder and in this field they excelled, manufacturing the world's finest motorcycles. Their compact car should have made the grade if it were being Built today. Mr. George Taft our member of Milton Ontario Canada wrote and told us he was attending an antique show and had the opportunity to see a rare Indian Outboard motor. If any of you have any pictures of one of these rare birds or one of the compacts they build but never got into production we would appreciate seeing a copy of a picture for the magazine. Or if you have one of the outboards and plan to attend the 1975 annual meet, bring it along for all to see. There will be some other antiques at the meet this year and if you have such other than your bikes, bring it along we have plenty of room to display it, even an airplane.

Editor

OVERHAUL MANUALS REPRINTED

The Indian Four Overhaul Manual has been reprinted in a reduced size copy. The old manual was 8 1/2 X 11, double spaced, printed one side of the sheet, mimeographed copy. The new manual is 5 1/2 X 8 1/2, containing less pages, single spaced and printed both side of the page. Copies of the reprinted manual were sold for the first time at the June meet and will be sold at the Annual meet for \$1.75 per copy. They are available by mail for \$1.75 per copy plus 25¢ for postage.

The price is low for the reason that, we, the publisher and editor of the Indian Four News have appreciated the privilege of writing and printing the Four News for the past 7 years. We have appreciated your many fine comments

therefore we assumed part of the expense to give you this reprinted manual.

Thomas J. and
Elsie A. Miles,
Editor and publishers
Indian Four News.



OVERHAUL MANUAL



Materials on pages 13 thru 17 were sent to us by D. K. Thompson of RR 2, P O Box 336, Princeton, Illinois 61356. Some of it is self explanatory but Mr. Thompson informed our Treasurer, Casper Barnes that he would be at the 1974 Annual meet to show the material and demonstrate.

MISTIC METAL MOVER

Tools Sail Through Metal

A cutting fluid that lubricates to the point of cutting down heat, giving increased tool life, closer tolerance, and a finer finish.

APPROVED
U. S. Navy



MISTIC METAL MOVER

1. Can be added to high sulphur cutting oil for improved cutting ability.
2. Makes drilling of 304 Stainless possible with a dull drill bit.
3. Makes it possible to press a tight bearing without gauling or jumping.
4. Evaporates and leaves no contamination.
5. Penetrates and softens rust for quick removal of rusted and frozen parts.
6. Has no fire point and no flash point and will not conduct electricity.

HOW TO USE FOR BEST RESULTS

When drilling, tapping, boring, broaching, milling, sawing, threading, turning, or filing, MISTIC METAL MOVER should be applied in a steady stream. A pin hole in the spout will give you enough flow to drill a one inch hole in two inches of stainless, or a piece of grader blade, without the bit getting hot. MISTIC METAL MOVER will remove oil from metal surfaces so a protective coating should be added after use to protect from rust. A pint of MISTIC METAL MOVER, added to a gallon and a half of sulphur pipe threading oil, will improve the thread cutting ability of the oil a great deal for about four hours. It will eventually evaporate out and more will have to be added for best results. Do not use MISTIC METAL MOVER on ALUMINUM. Use ALUMICUT, the best cutting oil, by far, on the market today. ALUMICUT works on ALUMINUM where all other cutting oils fail, because it stops all pile-up on tools.

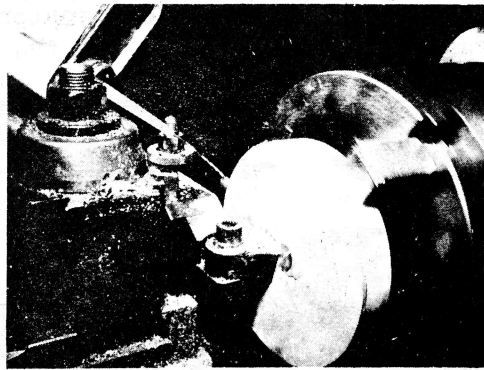
Some users of MISTIC METAL MOVER are: J & L, Boeing, Eastman-Gelatine, De Laval, Philco-Ford, Bendix, All American Engineering, RCA, XEROX, Weston Instruments, Bethlehem Steel, Union Carbide, Rock Island Arsenal, National Aeronautical & Space Administration, FMC Corp. Winchester-Western, Allison Div. of General Motors, and many, many more.

CONTAINS NO OIL

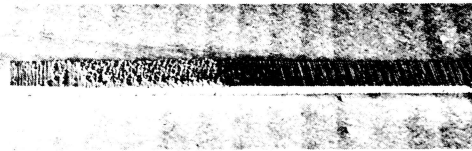
NO CONTAMINATION



Routing and milling soft aluminum result in metal sticking to cutting tools and piling up—unless you use an engineered cutting lubricant.



The special cutting lubricant can be misted, recirculated or applied directly—as it is here—to prevent metal pile-up as tool and workpiece heat up from cutting pressure.



Right side of sawed aluminum plate shows where Alomicut stopped pile-up and let a wood-cutting blade produce a good finish, for such a tool.

Clean-cut aluminum machining

Aluminum was the original aerospace metal; and it still is a leading material for aircraft—and other—construction. While soft and easy to work, it is hard to cut cleanly—without seizing and galling—unless you use a chemically engineered lubricant.

MACHINISTS have known for a long time that aluminum—especially in the soft grades—tends to stick to cutting-tool metals when they get hot. This trait causes galling and tearing, ruined finish and out-of-tolerance work. Routing is almost impossible with soft aluminum, and drilling deep small-diameter holes in it has always been a machinist's nightmare.

For years, most shops used kerosene as a cutting oil for aluminum—and it was an improvement over other machining fluids they had been using. Today, many metalworking manufacturers swear by a metal-cutting lubricant called Alomicut for drilling, tapping, sawing, fly cutting, milling—any operation used to cut aluminum or other metals.

Its manufacturer, Mistec Metal Mover, Inc., says the fluid can be misted, recirculated or applied directly—and can be expected to increase tool life about five times. Mr. D. K. Thompson, Mistec's president, reports that in one test, coating with this liquid

made a belt sander last 15 minutes instead of 3.

Lab analysis

An aeronautical laboratory performed independent tests on this "oil" and published a technical report of its findings. Here are some of the significant highlights:

"Analysis indicates that this liquid is made up primarily of animal fats and oils with an aliphatic thinner added to maintain fluidity. The formulation contains no chlorinated hydrocarbons; and it is not corrosive to aluminum, steel, magnesium, or titanium.

"Tests showed it nontoxic and non-irritating. Continued exposure to the lubricant should not cause drying or cracking of the skin. And its odor proved inoffensive.

"This product will not ignite at room temperature; however, if heated to 190 F and exposed to an open flame, it will ignite and continue to support its own combustion until consumed. The

flame thus produced is sooty, has a relatively low temperature, and does not constitute an undue fire hazard.

"This cutting lubricant is not water emulsifiable, but it is easily solubilized with most industrial solvents. Vapor degreasing readily removes it from any metallic surface, even after extended exposure to high-temperature drying conditions such as 10 hours at 250 F.

"On the basis of the various tests performed, we conclude that Alomicut has no property that would render it unsuitable for shop use."

Results

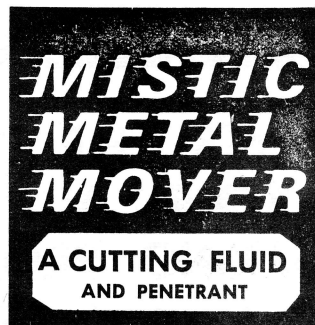
A National Bureau of Standards institute reports on a sawing job as follows: "We recently sawed a segment from a \$3800 pure aluminum crystal, using fluid Alomicut as a lubricant. We were successful in cutting a piece $\frac{1}{8}$ " x 5" x 7" from the 5" x 5" x 7" crystal. We then cut the segment into $\frac{1}{8}$ " x $\frac{1}{8}$ " strips. All these cuts were made with a Do-ALL Contourmatic band saw equipped with a $\frac{1}{2}$ "-wide Do-ALL blade. We set the table pressure at No. 4, used a very slow table feed, and ran the saw at 50 band fpm. The finished strips showed no sign of contamination or of chip galling on the sawed surfaces."

A metallurgical research lab says, "Your cutting fluid performed in an outstanding manner in drilling 4"-deep small-diameter holes in aluminum for an aerospace component." And a computer manufacturer wrote in to say, "We find that Alomicut works quite effectively in punching, blanking, drilling and tapping aluminum parts for computer hardware."

An engineering plant manager tried the lubricant on castings and sent in this reaction: "Thanks for solving a problem that has been bugging me . . . how to get a top-quality finish when machining aluminum sand castings. I tried Alomicut . . . with amazing results; the finish appears to be honed or polished. And I have noted a substantial increase in cutting-tool life." ■

Mechanics - Repairmen - Servicemen Metalworkers - Electricians

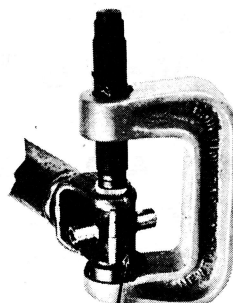
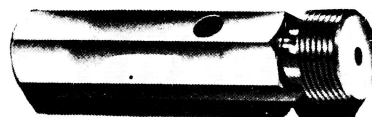
GET the Can with 100 uses — MOVES METAL IN MANY WAYS



ALL METALS
EXCEPT
ALUMINUM

IS
SLICK

HOLD THAT TOLERANCE



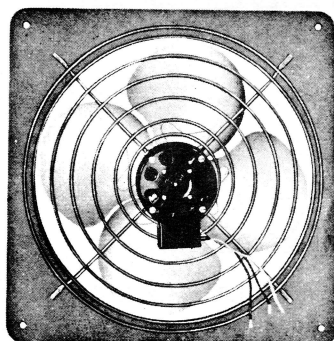
CUT PIPE
THE EASY WAY



SLIP IN EASY
STAY IN TIGHT

WILL NOT CONDUCT ELECTRICITY **SAFE**
NO FIRE POINT — NO FLASH POINT
IT DOES NOT CONTAIN CARBONTETRACHLORIDE

PUT THE RUSTY ONES BACK TO WORK



CLEAN GUMMED UP MOTORS

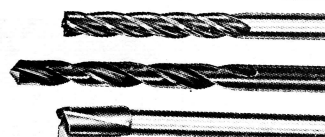
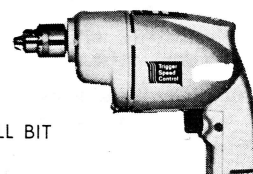


CLEAN GUMMED
UP CHUCKS

DRILL FASTER & EASIER

WHILE BITS LAST LONGER

DRILL STAINLESS WITH A DULL BIT



SAVE DOWN TIME



DIES LAST LONGER

TAP THE TOUGH ONES TOO

CUTS BETTER THREADS EASIER

MISTIC METAL MOVER, INC.

RR2

P. O. BOX 336

PRINCETON, ILLINOIS 61356

AREA 815/875-1371

SHARPEN UP

WITH

ALUMICUT.

AN ALUMINUM LUBRICANT
Also Works on Other Metals

OPENS THE DOOR TO YOUR ALUMINUM WORKING PROBLEMS

Walk a Tap Through 3003 Aluminum

ELIMINATES GAULING AND TEARING —
STOPS PILE-UP ON TOOLS
NOW YOU CAN HOLD TOLERANCES AND
GET THAT GOOD MICRO FINISH.

NO BACK UP & NO HANG UP

Wagoner Const., Flora, Ind., says—"Stops
buildup & increases tool life"

Lafco Inc., Aluminum Boat Builders,
Lafayette, La., says—"More than pleased
with results. Hole Saws work ten times
better."

Peterson Builders Inc., Aluminum Boat
Builders, Sturgeon Bay, Wis. says—
"Tapping 5086 aluminum with excellent
results."

ALCOA using it in research lab machine
shop with outstanding success.

REYNOLDS METALS — ALCOA
LOCKHEED — BOEING
NORTHROP — U. S. NAVY
HEATH ENGINEERING
MARTIN-MARIETTA — RYAN
KAISER ALUMINUM

EXAMPLE

Continuous cut made with a
wood cutting band saw

This is 3003 Aluminum Plate
and the cut is exactly as it
came from the saw.

ALUMICUT added at this point
Pile-up stops instantly and
finish is as perfect as a cheap
wood cutting blade can give
you.

ALUMICUT IS SAFE

Easily cleaned with vapor de-
greasing after continuous dry-
ing of ten hours at 250°F

Not corrosive to Aluminum,
Steel, Magnesium, or Titan-
ium.

Not Toxic
Does not constitute a Fire
Hazard
Will not cause drying or crack-
ing of skin

Sold By:

Mfg. By: **MISTIC METAL MOVER, INC.**

R. R. 2 — Phone 875-1371
PRINCETON, ILLINOIS 61356

Price List

EFFECTIVE - MARCH 1, 1974

DEALER NET COST

* Mistic Metal Mover *

Shipping Weight

1 M16 - Pint Can	3.20	29 oz.
1 MG - Gallon Can	14.50	12 lbs.
1 Case of 24 - M4 - 4 oz. . .	26.40	12 lbs.
1 Case of 12 - M16 - 16 oz. . .	38.40	20 lbs.
1 Case of 4 - MG - 1 Gallon .	58.00	49 lbs.
1 Case of 1 - - - - 5 Gallon .	62.50	59 lbs.

* Alumicut *

1 - AL 16 - 16 oz.	\$ 2.57	21 oz.
1 - Case of 12 - 16 oz.	30.80	16 lbs.
1 - AL G - 1 Gallon	14.60	8 lbs.
1 - Case of 4 - 1 Gallon	58.40	32 lbs.
1 - Case of AL 5G of 1 5-Gallon	63.00	39 lbs.
1 - AL55G - 55 Gallon Drum . . .	589.60	435 lbs.

Mistic Metal Mover, Inc.

P.O. Box 336

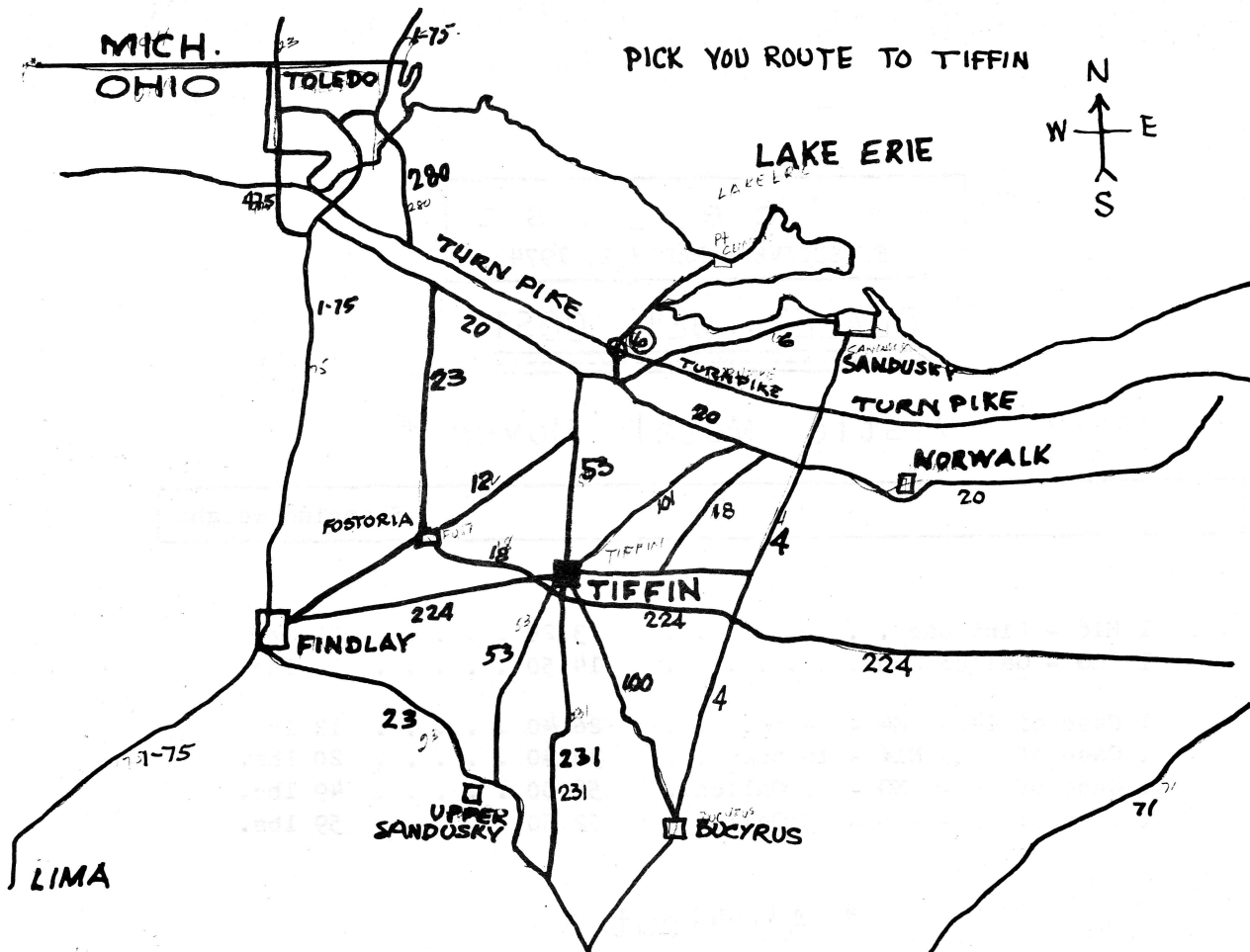
R.R.#2

PRINCETON, ILLINOIS 61356

Telephone --- 875-1371

Area Code 815

THE ROUTE TO TIFIN, OHIO and
THE SENECA COUNTY FAIRGROUND

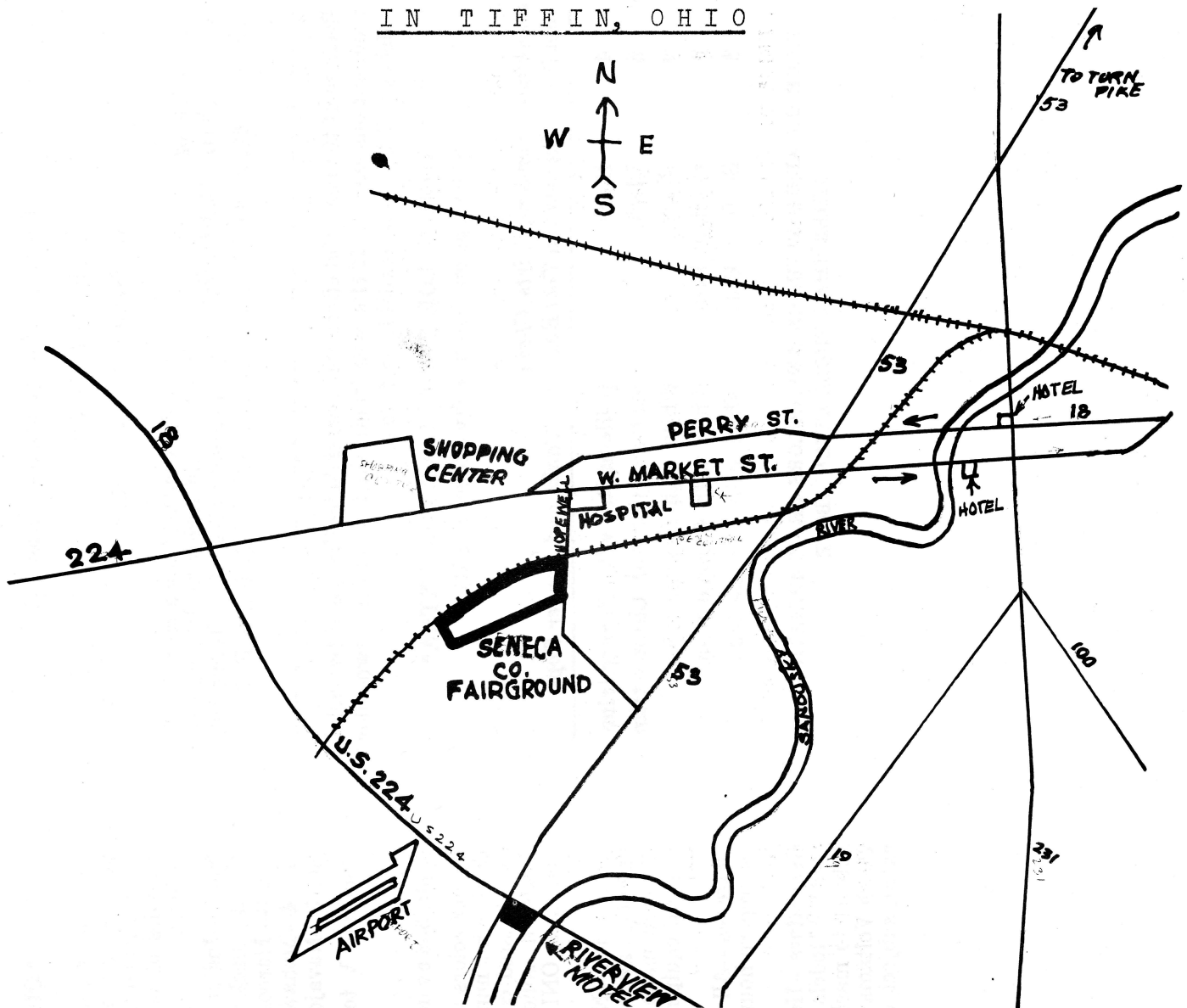


Tiffin, Ohio is situated about 40 miles southeast of Toledo and 22 miles east of Findlay, Ohio on U S 224, State routes 18 and 53. Other routes are 231, 100 and 101. Tiffin is accessible by the Ohio Turnpike at interchange 6 and State Route 53.

Some may find Tiffin a little hard to find but close following the map should bring anyone to the destination. If not, ask directions of any Service Station and they'll direct you right in just like an aircraft coming in on radio.

LOCATION OF SENECA COUNTY FAIRGROUND

IN TIFFIN, OHIO



Located in the southwestern part of the city, Seneca County Fairground is located on Hopewell St., a block behind Mercy Hospital at the Penn-Central Railroad. Hopewell intersects W. Market St. at the hospital and also comes out on Rt 53 and the road divider just north of U S 224. Again, if you cannot find the fairground just inquire and anyone can direct you.

Colors and Combination Options

STANDARD COLORS

All Frames and Forks Black

All models of
341, 441, 641, D-T { No. 1 Black with Chrome trim
No. 2 Brilliant Red with Chrome trim
No. 3 Seafoam Blue with Chrome trim
Indian 30.50, model 541-B (No. 2) Brilliant Red only

Because of the beautiful effect made possible by the use of two-color combinations on the 1941's with their skirted fenders, two-color finishes will be made available as follows:

TWO TONE COLOR OPTIONS AT \$3.00 EXTRA*

(* Except on Thirty-Fifty Model 541-B)

<i>Combina- tion No.</i>	<i>Fenders, Skirts, Chain Guards and Tool Box</i>	<i>Tanks and Fender Tops</i>
4	Black	Brilliant Red with Chrome trim
5	Black	Seafoam Blue with Chrome trim
6	Black	White with Chrome trim
7	Brilliant Red	White with Chrome trim
8	Seafoam Blue	White with Chrome trim

PRICE ON APPLICATION ON ANY COLORS OR COMBINATIONS
OTHER THAN THOSE GIVEN ABOVE

COLOR—STANDARD COLOR COMBINATIONS

In each of the following combinations the first named color will be used on frame and fork also on fenders with the second named color for the panel on top of fenders. The first named color will also be used on sides of tank and second color on front and top for V top tank designs.

No. 1—Indian Red
No. 2—Black and Chinese Red
No. 3—Maroon and Orange with Green Striping
No. 4—Mohawk Green and Seminole Cream with Gold Striping
No. 5—Navajo Blue and Apache Grey with Gold Striping
Choice of V top or Arrow tank design except for Model 538, specify which.

Model 538 available only in Solid Indian Red.

Special colors not listed, if procurable in duPont Dulux Enamel and if their paint number is given us, or any reversal or change of any sort in our listed colors, \$5.00 list extra subject to machine discount. Standard solid colors or combinations when ordered on Police machines, ONLY, no extra charge.

Accessories—No accessories can be shipped with Model 538 because machines are already crated for immediate shipment.

You can make up combinations of accessories and when ordered as original equipment can be shipped with Models 338, 438, 638.

Batteries—All models are equipped with new large Indian-Willard, 29 ampere hour battery and are shipped wet and charged.

Generators—Heavy duty, Auto-lite voltage regulated generator available for Models 338-438, when ordered, with machine at \$3.00 list extra, subject to machine discount.

Bosch Voltamatic Generator when ordered with Model 338, \$10.00 list extra, subject to machine discount.

THE INDIAN FOUR CYLINDER CLUB INC.

MEMBERSHIP LIST

AUGUST 1, 1975

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Dr. Claude Walters 410 Hosp. Dr Camdem Ark 71701 Club Sec.

Alabama

Herman Mullins P O Box 44 D D A 425 Hintsville Ala

California

William T Alloway 821 Columbus Dr Capitola Calif 95010
 Cliff Cochran 220 Mariposa St Dinuba Calif 93618
 William Crawford 1276 Juanita Dr Walnut Calif 94595
 Russell R Cupp 461 45th St Sacramento Calif 95879
 Emil Dania 859 Cowan Rd Burlingame Calif 94010
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 James E Davis Jr 695 San Miguel Santa Clara Calif 95050
 M M Denham 19163 Garrison Castor Valley Calif 94546
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 Beverly Ferriera 74 Cragmont Ave San Francisco Calif 94116
 Lyle Finley 117 Onyx Balboa Island Calif 92662
 C Walter Frick 43004 Varsity St Ventura Calif 93003
 John R Gale RR 2 Box 105A Oakhurst Calif 93664
 John F Gormley 2005 Capital Ave Sacramento Calif 95050
 P R Goetz 303 Hengenberger Rd Oakland Calif 94621
 Jack Lange P O Box 56 Kalamath River Calif 96050
 Ernest Pretor 2294 43rd Ave San Francisco Calif 94116
 Robert D Saussure 556 Mission St San Francisco Calif 94105 (Sub)
 Robert A Schnable 481 Page St San Jose Calif 95050
 Francis A Sooy MD Univ Of Calif Hosp 3rd and
 Parnassus San Francisco Calif 94112
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 Harry V Sucher 8841 Garden Grove BLVD Garden Grove Calif 92641
 Jebb E Tagasuri 12027 Rialto Sun Valley Calif 91352
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 C E Williams Jr 27 Rancho Santa Fe Calif 92067
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Colorado

Oliver Flury Rt 2 Box 120A Montreese Colo 81401
 Billy G Sanders 1010 Panorama Dr Colo Springs Colo 80904
 Robert V Hoyt 1307 N College Ave Ft Collins Colo 80521

Connecticut

Roswell T Davis 589 Bee St Meriden Conn 06450

No Dakota

Gilbert E Horton Box 1351 Jamestown No Dakota 58101
 Marvin Gebhardt 1705 N 3rd St Grand Forks No Dakota 58201

So Dakota

Fran D Backer 2724 E 26th St Sioux So Dakota 57103
 E Mc Comish KOA Riverside Rt 3 Mitchell So Dakota 57301
 Curtis B Weigold Flandean So Dakota 57028

Florida

Casper Barnes Hawaiian Village 63rd Ave NE 63 Tahitian Dr
 Bradenton Fla 33507
 Treas
 R A Burke P O Box 3429 Tallahassee Fla 32301
 Ralph Embler 61 - 8th Ave Shalemar Fla 32579
 Ted Hodgdon 539 Outrigger Lane Sarasota Fla 33577
 Dennis F T McCarthy 1219 NW Joplin Ave Rt 23
 Point Charlotte Fla 33952
 Ray Munn 2720 NE 8th St Pompano Beach Fla 33062
 Ollie Raunsen 6621 Katherine Rd W Palm Beach Fla 33406
 John Webb 2674 Derbysire Rd Maitland Fla 32751
 Arthur R Woods 4211 26th Ave Bradenton Fla 33505
 Charles W Roadman 370 Geneva St Point Charlotte Fla 33950

Georgia

Marlen E Baernwald 2595 Emerald Dr Jonesboro Ga 30236
 James H Boucher 1442 King Rd Riverdale Ga 30274

Illinois

Stanley Pernic RR 1 Box 632C Levi Waite Rd Round Lake Ill 60073
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 Donald Kolad 2903 N Dawson Ave Chicago Ill 60618
 L H Anderman 7719 Claredon Hills Rd Claredon Hills Ill 60514
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 Jack Bajo 14816 Minerva Dolton Ill 60628
 Harry R Courtney RR 2 Kemont Ill 60439
 J Dohmal 9437 Burlington Blvd Brookfield Ill 60513
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 Clara G Frantz Box 27 Sugar Grove Ill 60554
 James A Herman RR 2 Manito Ill 61546
 Stanley E Jensen 230 Sharon Dr Dundee Ill 60118
 Angelo Ranieri Jr 2905 78th Ave Elmwood Park Ill 60635
 Barry Stelford RR 1 Urbana Ill 61801

Illinois (cont)

James D Sutter 324 S Ave Aurora Ill 60606
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Mervel E Wood 911 Washington St Oregon Ill 61061
Don Lipsky 1304 Day Galesburg Ill 61401
W K Lau 59 Park Dr Glenview Ill 60025

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H Frank Entwistle RR 3 Aberdeen Ind 46706
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Louis Kamaski 1508 Bullseye Lake Rd Valpariso Ind 46383
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Dale Duane Pearson 122 Edgewood Rd NW Cedar Rapids Iowa 52405
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Kentucky

R W Paulette P O Box 401 Midway Ky 40347

Kansas

Donald Scott Rt 2 Box 68 Oorlin Kan 67749

Louisiana

Gerald Neighbors 807 Crosley St W Monroe La 71291

Maryland

Harry G Shaffer RFD 1 Box Hampstead Md. 21074
Rufus C Wyosong 1601 Whittingham Dr Silver Spring MD 20901

Massachusetts

Ed Larter Main St Dunstable Mass 10827
Roger A Mathieu Storage Rock Rd Brimfield Mass 01010
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Michigan

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A Daniel Cronich 9921 Hubbard Livonia Mich 48150
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R J Gravelle 19305 Gerald Ave Box 84 Northville Mich 48167
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Jack Missler 14275 S Custar Rd Dundee Mich 48131
Clifford Oglesby 2076 E 10 Mile Rd Warren Mich 48091
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Andrew Pelc 16146 Eureka Southgate Mich 48192
Sylvester Price 166 Redman Rd Milan Mich 48160
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W W Doyle 5560 Bukey Pontiac Mich 48004
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Thomas McCleod Marneon St Croix 55047

Missouri

Louis Anderson Box 258 Mansfield Mo 65704

Montana

Jack Kulish P O Box Stanford Mont 59478

Nebraska

Dr. Arthur R Croft 722 Lodendary Box 356 Oneil Neb 68763
R W Peterson Peterson MFG Co. DeWitt Neb 68341
Howard P Wagner 4903 N 60th Omaha Neb 68104

Nevada

Orel Young 1813 Walnut Ave Las Vegas Nev 89101

New Hampshire

Henry J Izart 154 Acres Rd Manchester N Hamp 03104
Fred S Tinkham Kendall Pond Rd W Winham N Hamp 03087
Charles Sweet 48 Butler St Salem N Hamp

New Jersey

Wm J Mathis 5 Cadualader Dr Trenton NJ 08618 (Sub)
Nickolas A Russo Sr Rt 1 Box 1133 Wood Lane Montholly NJ
Arthur S Hull 1100 Philadelphia Ave National Park NJ 08063 (Sub)
Edward J Skillman 908 Hamilton Ave F Trenton NJ 08629
Walter Ahlers Main St Flanders NJ 07836
Kenneth P Dooresln 303 Downer Ave Mantiloking N J (Sub)
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L R Schwoerer P O Box 189 Lebanon N J 08833
Bruce Turner 2065 Pout Spring Mt Holly N J 08060
Allen Lowell Lewis 86 W Warren St Washington N J 07882

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 Norfolk Rd Cleveland Heights Ohio 44118
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John Elber RR 2 Box 55 Milan Ohio 44904
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Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio 45324
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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 414 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
Milton Mahl 2641 Andrew Ave Hamilton Ohio 45015
C E Momot 22113 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

Ohio (cont)

Carl J Richenbaugh 14112 Bernard Ave Findlay Ohio 45840
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

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Percy Wallace 302 Petrie Rd Atwater Ohio 44201
John E Wickham 751 Dayton Ave Findlay Ohio 45840
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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 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 Hedderly 2111 103rd Rt 3 Portland Oregon 97216

Pennsylvania

Leon C Blackman 43 Buckeye Rd Emmans Penn 18049
Paul R Hawthorne 1352 Simpson Ferry Rd New Cumberland Penn 17070
Wm J Lockett 1705 Ridge Rd Perkasio Penn 18944 (sub)
James Faltman 1815 4th Ave Arnold New Kensington Penn 15068
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Earl Chalfant Rd 1 Brookville Penn 15825
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Pennsylvania (cont)

Leon Slifer 561 Maplewood Rd Wayne Penn 19087
John P Smagach 2840 E Thompson St Philadelphia Penn 19134
Matthew J Snagach 2840 E Thompson St Philadelphia Penn 19134
Edward Stoner Rd 2 Box 32 Lewisberry Penn 17339
James Statts 7 Kiltie Dr New Hope Penn 18937
Fred J Wood 821 Cedar Rd Philadelphia Penn 19111
David A Henry 804 Valley Rd Coatesville Penn 19320
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Ray A Miller RR 3 Box 534 Reading Penn 19606
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San P Davidson Queensgate Apts A 206 Morrisville Penn 19007
James W Festa 2660 Old Lincoln Hwy Treveld Penn 19047
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Tennessee

Douglas B Green 1914 Wildwood Ave Nashville Tenn 37212

Texas

Jerry Premisburger Box 95 LaFeria Rexas 78559
Chester R Casey 1525 Murray Bay Dr Houston Texas 77055
Frank Krawwec Rt 3 Box 165 C2 Roanoke Texas 76262
Robert Shingler RR 1 Box 468 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 Virginia Beach Va 23455

Washington

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

Wisconsin

John Gierono 217 69 th St Kenosha Wisc 53140
Ervin G Vanbeek 517 N Main St West Bend Wisc 53095

Alaska

Charles Metinkanich P O Box 4 1978 Anchorage Alaska 99509

Canada

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario Canada
George P Taft 210 Elmwood Crescent Milton Ontario Canada
Newel Taylor 9204 E 27th Vancouver 12 British Columbia Canada
Frank Tucker 9204 Allison Dr SE Calgary 30 Alberta Canada
Robert McKie 29 Ashwood Crescent Islington Ontario Canada
Thomas Stackhouse 49 Queensway West Simcoe Ontario Canada
James C Dreher Box 132 Oxbow Saskatchewan Canada (sub)
Robert S Foster 35 Lynnwood Dr SE Calgary Alberta Canada

England

Robert Sidney Powell 27 Clinque Ports Ave Hythe Kent England

France

Bernard Dressen Chirurgien Dentiste 2 Rue Champvoisin 63170 Aubiere

Germany

Hans-P Arent 1000 Berlin 114 Burknerstr W Berlin

Sweden

Lars Timar Ellerbacker 5-S-181-114 Hidingo Brottby Sweden
Ali Drimmer Slaragaten 27 41269 Goteborg Sweden
Henry Melin Prastgarten Akerby 740-22 Uplabalinge Sweden
Hans Rennerfeldt S 18040 Brottby Sweden

Africa

Paul A Tops 154 Glen Rd Glencarian Cape South Africa

COVER PICTURE

We're sorry to bring to you the news of the death of A. Everett (Buck) Jones of Grosse Isle, Michigan on June 7, 1975. Buck was a member of The Indian Four Club and active in other motorcycle groups dedicated to preserving the old bikes. Up to the time of his death he attended all the meets of the Four Club and, was an active member of the All American Indian Club, The Antique Motorcycle Club and the Aerial Square Four Club.

Beside being a member of these clubs, he was a printer by trade and assumed the responsibility of editor and publisher of the All American Indian Club Newsletter, The "Puffs". Such efforts by any one individual contributes much in keeping the Club a live organization through communications.

The picture on our cover shows Buck purchasing a 1917 Power Plus machine from Bob Paulette of Midway, Kentucky. We of the Indian Four Club felt that Buck should have an honored place on the cover of our magazine. This is a small gesture for the good will Buck Jones gave for the good of the Indian Four Club. Editor

We have been informed by Whitey Metzger of Philadelphia, Penn., of the death of Paul Freeman also of Philadelphia area, a devoted cyclist of the four cylinder machines. His favorite was the Henderson four.

A friend and member of the Indian Four Club, Earl McCumber of Ventura, Calif., contacted us concerning the renewal of his membership. We wrote him and supplied the information he requested and also asked him for some information. He is now retired and living at Ventura which according to the map is on the Southern Pacific railroad between Los Angeles and San Francisco. Trains Magazine recently gave information that one of the former Daylight steam engines was now back in service and will be pulling the Freedom Train that many of us here in the east have seen. I asked Earl to send us some clippings from the local paper when the train went through Ventura. He wrote back and was quite proud to tell us that he had retired from the Southern Pacific and was engineer on the very engine that is now restored to pull the freedom train. We are interested in this engine as well as the 759 Berkshire that pulled the Golden Spike Special to Promontory, Utah, for they were both built at Lima, Ohio, not too far from Findlay.

Several of our members are railroaders or retired from the profession - Earl McCumber, Ventura Calif., Jack Danvers, Pacific Grove, Calif., Don Knapko, Garden City, Michigan, Chuck Metenkanich, Anchorage, Alaska, Bob Aldrich of Livonia Michigan, and Bob Speck of Valpariso, Indiana. We're sure there are more. Let us know.

ADS - - FOR SALE - - - WANTED - -

For Sale - 1939 Indian four cyclinder.
Has less than 4,000 miles on speed-
ometer since complete restoration.
Complete engine overhaul -\$860 by Ken
Young of Long Beach, Calif., including
the following: Hard chromed crank
Rods rebabitted
Mains re-poured and
line bored .030 over
New pistons and rings
Ken Young clutch
New valves, valve guides
push rods.

Total invested \$2700, will take \$3100
Pictures available - engine No. DCL 139

Write: Allen D. Fowler
4615 Varsity St.
Ventura, Calif., 93003
Phone 805-642-2775

Editors Note. We had listed this same
ad in the Spring issue but for some
reason we cannot explain had the wrong
year model, wrong amount invested and
a mistake in the sale price.
Our apology to Mr. Fowler for this error.

Wanted - front fender for 1940 four.
Must be straight.
Also, magneto for 1917 Henderson, worm
gear that fits on oil pump.
Have many Chief parts including Chief
80 to trade.
Write - R. F. Burke
P O Box 3429
Tallahassee, Florida 32303

Wanted - material on any model of Indian
fours, magazines, photos, factory sales
material, club emblems, little flags,
anything concerning the fours.
This ad comes from Dr. Kamil Zitek of
Stromovka, Czechoslovakia who presently
ownes - '29 four, '30 four, '25 Indian
Scout and '35 Chief 74. His letter states
they are all restored and one has the
origional Firestone tire. He is a
member of Veteran Motorcycle Club and
Four Stroke Owner's Club in Czechoslovakia.
He would also like material on the history
of the Indian factory. He states that
5,000 Indian were imported to Czechoslo-
vaka from 1920 - 1945.
Write Dr. Kamil Zitek, Vardasova 5
736 Ol Havirov - Stromovka, Chechoslovakia.

For Sale - 1948 Indian Chief, excellent
condition - must sell - make offer
Write - Kurt A. Kuck
Box 104
New Knoxville, Ohio 45971

Wanted - parts for Indian four Model
401 with single front down tube.
I need footboard rubbers, head lamp
and switch grae, speedometer cable and
drive, handle grips and a diagram of how
seat springs are mounted to the seat
frame. Mine appears to have brass
brushes in the bottom of the spring.
Any diagram for the wiring and ignition
would be helpful.
Write - L. R. Pearce
21 Tirimui Crest, Rd.
Otumoetai, North Island
New Zealand.

Wanted - Side car for '33, '34, '35 or
'36 model Scout
Write John De Phillip
% 1114 W. Magnolia Blvd.
Burbank, Calif. 91506

Wanted - need parts for 841 Shaft Drive
No. 841 Saddle & Saddle bracket less
springs (any condition)
Slipper Spring Shafts (2)
Left rear (standing at rear end of machine)
aluminum slipper spring axel unit
with springs and covers
Jiffy stand
Write - Earl McCumber
6522 Greenhill Ave.
Ventura, Calif. 93003

For Sale - 1947 Indian Chief, all
origional, dark green and black, excellent
condition - \$2300.
1949 Harley 45 solo, yellow and black,
will be in excellent condition \$1200
1940 Indian 4, in process of
reaassembly, red and black, will be in
excellent condition - \$3000.
Serious response of equal value trades
will be considered.
Write - Herman G. Metzger Jr.
2174 Winthrop
Huntingdon Valley, Penn. 19006
Phone - 215-WL-7-0843

Wanted - recently purchased 1938 Indian four and interested in restoring it to original shape. Need photos or factory literature of this particular model and the colors in which it came brand new. Also the following parts for restoration.

- Belt guard for generator(magneto Ignition)
- Manifold heater by-pass valve control
- Inlet manifold heater pipe
- Rear exhaust pipe
- Oil pressure gauge
- Ignition wire housing
- Rotor for Edison Splitdorf type 03130 magneto
- Distributor cap for Edison Splitdorf type 03130 magneto
- Steering damper knob
- Chain guard
- Shift lever ball
- Seat with spring assembly
- Tail light assembly
- Tail piece for exhaust manifold
- Speedometer
- Speedometer cable
- Foot boards
- Indian head horn cover
- Front brake cable
- Throttle cable
- Spark advance cable
- Rear safety bars
- Battery cradle assembly
- Starter pedal
- Rear jiffy stand catch
- Clutch plates for 16 spring clutch - steel and fiber
- 2 springs for above clutch
- 2 - .020 over size pistons and rings
- Heat shield for exhaust manifold
- plus any help I can get, will be greatly appreciated.

Write Derrel Deroche
P O Box 479
Gramercy, Louisiana 70052

For Sale - Delaware Valley Regional Chapter of Indian Four Cylinder Club offers the following premiums. All proceeds will go to the chapter treasury. All prices are post paid in continental U S A.

- * Length of 55 gauge piano wire for throttle or spark control \$1.50
- * Package of 'Indian Four Cylinder stationary' - Dozen each \$1.75
- * Metal tabs for inspection stickers
 - Galvanized 50¢
 - Aluminum 75¢
 - Stainless steel \$ 1.00
- * 'Indian Four' or 'Delaware Valley Indian' Tee shirts - S - M - L \$4.00
- * Package of (8) 2 3/4 X 1/16 Indian four cylinder compression rings, .020 or .040 \$3.00

Write Delaware Valley Regional Chapter, Indian Four Cylinder Club
2174 Winthrop, Huntingdon Valley, Penn., 19006 - Attention Whitey Metzger

For Sale - 1948 Indian Chief, excellent condition. Must sell - make offer
Write - Kurt A. Kuck
Box 104
New Knoxville, Ohio 45871

Wanted - for 401 - instrument lights and switch, bearing in the middle of the crank shaft(3 bearing crank), front and rear lights, decals, footboard rubber and exhaust system.
This is a new foreign member and you members are their only hope of locating the needed parts.
write - Peter Björklund
Gyllenkrooksg. 9B
41256 Göteborg, Sweden

Ken Young And Son
Motocycles And Parts

For Indian fours	
All new bearings, Mains, Rods, Cluster gear bearings	\$132.50
Re-grind cam shaft to standard - yours or exchange	35.00
New Cluster and Slider gears	104.50
New thrust bearings - exchange	12.00
New T-slot cam ground pistons, rings \$ OS pins	74.80
New valve seats - intake	7.95
New engine sprocket	18.00
All new pan bolts and nuts - gear cover screws	8.00
New intake and exhaust manifold nuts	4.00
Complete gasket set	9.50
Spring carrier plate	24.00
Clutch Release shaft	24.00

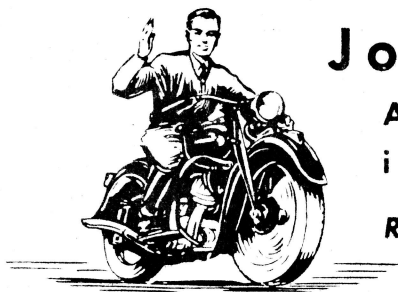
Ken Young
622 E. Hill St.
Long Beach Calif. 90806
(213)591-7310



Just before the one event held for the June Meet, the Poker Run, these men were ready to start the rounds and made a pretty impressive picture.

Left to right - Walley Enders, Bucyrus, Ohio; Whitey Metzger, Huntingdon Valley Penn.; Paul Pearce, Oxford, Michigan; Jack Maurer, De troit, Michigan; Joe Hassett, Ashtabula, Ohio; we're sorry admit we cannot identify the gentleman on the three wheel Indian four nor the four rider in the far right in the photograph.

Since the June meet when this picture was taken, Whitey Metzger wrote to us and informed us that the butterscotch four he is astride in the picture is presently in many pieces for he is giving the motor an overhaul job and will not be ready to ride for the August meet.



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

