

Indian

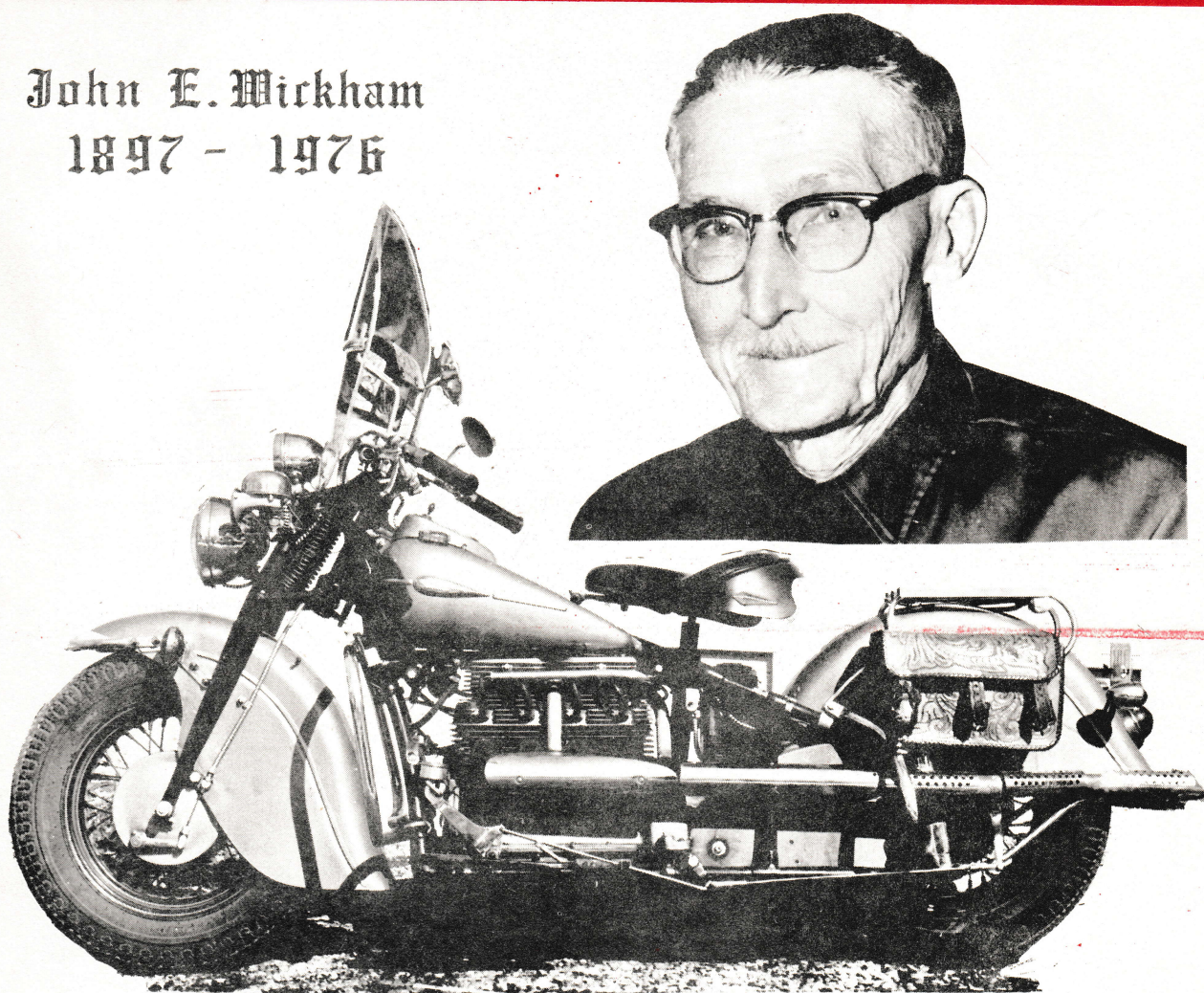


FOUR MOTORCYCLE NEWS

VOLUME 10 NUMBER 4

WINTER ISSUE 1975

John E. Wickham
1897 - 1976



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

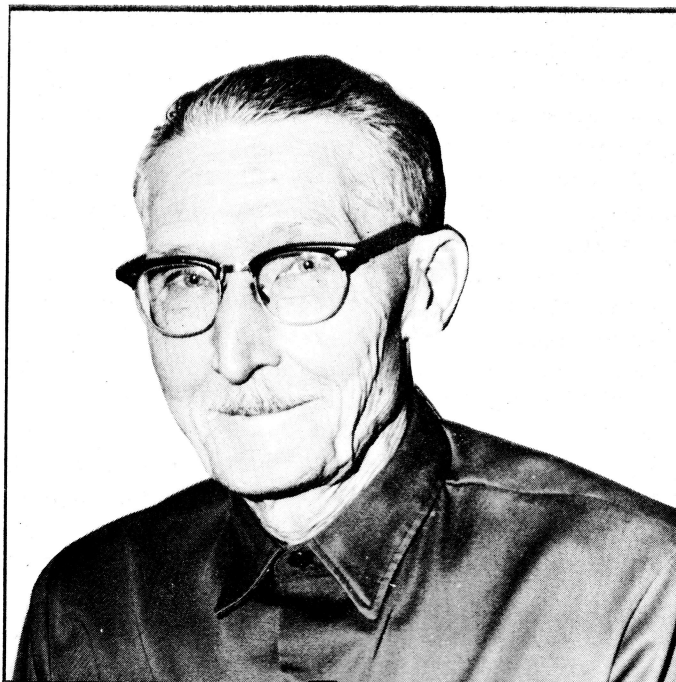
PUBLISHED BY THE INDIAN FOUR CYLINDER CLUB, INC.
FOR ITS MEMBERS

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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, Jim Cook, 3608 Reimer Road, Norton, Ohio 44203.

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.



President

John E. Wickham

1897 1976

President John E. Wickham passed away February 10, 1976, at the age of 78 years. He had been ill and under Doctor's care for about 5 years.

He was born in Findlay, Ohio November 27, 1897 and was married to Gladys M. Fleegle, October 27, 1920 and she survives. He is also survived by a son Jerdan Wickham of Findlay, Ohio, a daughter Mrs. Robert McIntire of Fostoria, Ohio, three grandchildren and two great grandchildren.

He retired in 1962 as a machinest at the Garwood Plant in Findlay, formerly the Buckeye Traction Ditcher, all of which are no longer in business. He had workered there since the early 1920s.

He was the founder and president of the Indian Four Club which began organization in 1960, and was president until his death. Under his leadership the Club grew from 15 members to a membership of 350 members all across the United States and internationally in several foreign countries.

In 1962, Charter was granted by the American Motorcycle Association to the Four Club and the Club became incorporated in the State of Ohio as a non-profit organization.

Under his leadership the Constitution and By-Laws were drawn and the Club's purpose and rules adopted by the members.

To further its growth and outreach to members and friends, the president proposed a newsletter which was published for a short time but in 1966 under the efforts of the president and Mr. Cecil Hasser of Yellow Springs, Ohio, member of the Four Club, the Indian Four News became the Club's quarterly publication. The greater outreach of the Four News Publication provided greater communications, technical material and opportunity to buy and sell parts, cycles and help to the many restoring machines. In 1968, John Wickham became the editor of the Four News and communication brought members to the meets from California, Florida, Texas, Pennsylvania, New York and Canada. The Traveler's Motorcycle Club of Toledo, Ohio became home base for the Club but increased attendance soon made the facilities inadequate.

Thomas Miles, Publisher of the Four News assumed the post of Editor and relieved the president of this responsibility and desire for membership promoted the membership to 350 members at the time of the president's death. A remarkable record for the efforts of one so dedicated.

1976 celebrates the 15th Anniversary of the Indian Four Club along with the 200th Birthday of the Nation. The phenomenal success of the Indian Four Club on its 15th birthday is greatly due, to the president's efforts in the multitude of correspondence he handled, but as president Wickham would put it - it is the efforts of all you members that made the club what it is today.

He looked forward to the 15th Anniversary meet after the successful 1975 Annual Meet at the Seneca County Fairgrounds at Tiffin, Ohio, and signed the contract for the 1976 June and August meets to make sure the club got the dates wanted. Many realized last year that he was unable to keep up the pace of the Annual Meet and several stepped in with a helping hand to keep the program going.

A conversation with him after the meet at his home revealed his enthusiasm yet he was nearly exhausted. The Club will greatly mourn his loss for his dedication was beyond words. However, he challenges you all to go on, and find all those fours to get them back on the rode. As he would say - " they ain't never gonna die ".

John Wickham's love for cycles dates back to his youth to the early Hendersons and later the Indians. Riding with groups of friends, many days of the summer were spent riding with friends on cross country rides, poker runs, and fixing machines.

A local group that is quite active, the Millstream Ramblers, was organized by a local group of which John Wickham was a member and an officer. Many years ago he joined the American Motorcycle Association to which he became a Life Member. He also belonged to the Northwestern Motorcycle Association which met at the Traveler's Motorcycle Club in Toledo, Ohio. He held close friendship with other clubs in the area such as the Kenton Lightning Riders which his good friend Dave Sloan was a member, the Sandusky Valley Riders to which his friend Tony Gaito of Tiffin, Ohio was a member, and John Groves of the Fostoria Cycle Club. He was an honorary member of the All American Indian Club in Detroit, Michigan and branch of the Indian Four Club. And more recently, he was given membership in the Springfield Indian Club a newly organized group of Indian owners on the east coast.. A great record and a great guy who did much to promote the fabulous Indian four and the other American

made Four Cylinder Motorcycles. His good friend Dr. Bill Cleveland of Cleveland, Ohio often met in competition, riding their old early 1900 Indian singles. John and Bill both were members of the Antique club. I do believe I heard John say he beat Bill more than once.

His four sat in the garage for the last 2 years and John with high hopes that he could still ride. He found a sidecar frame without the car and put in on the four. About a year or so ago, a local friend Bob Vandenburg, set out with John for the community of Fostoria, Ohio, John on his four with side car frame attached and Bob on John's 38 Sports Scout. John felt completely confident that he could handle it at which time he was around 76 years. His confidence did pay off for he did make it to Findlay. The only trouble, without the sidecar seat the outrigger wheel wasn't enough weight to hold the bike upright just the way he wanted it to. So John planned another ride and for this, he found a piece of railroad iron and he bolted it to the outrigger frame right next to the wheel on the sidecar frame. This weight was enough to give it better handling, and the next opportunity to get it out on the road for a good ride. This chance never happened and the four set there today as John left it.

His garage for many years fixed a lot of fours and other makes, complete restorations and a host of owners over the years who just dropped by to talk a little. However, his crowning achievement was the organization of the Indian Four Club during his retirement years. Many retiree finds himself thrust into retirement with seemingly nothing to do for many things that were planned before retirement such as travel, didn't last long or the fun of it all didn't last long.

John had turned to correspondence long before his retirement and the new friends acquired correspondence made each day a visit with either an old friend or meeting someone new by mail.

At the meets John was not "the boss" but a respected President and leader. The next step now is not to fill his shoes, but to select another individual who - is not the founder for this office has been served and completed, not the compiler of the constitution or the one who established the Four Club publication for this work is done, but guiding a larger club on an international scale, delegating responsibility, presiding over the Annual meet, bringing all business matter before the body as recommendations from study from previously met committees.

These are not the shoes of our past president but those of a different man who will not give so much of himself as did John, but possibly two terms and step down for another to step in.

The history of the first 15 years of the Indian Four Club is written and like George Washington, also a founder, keeping it all together was the chief concern. Patience was greatly required especially with the Four Club when meets met with a downpour of rain and the meet ending in a short business meet. John Wickham was determined and planned immediately for the next meet. Good weather again brought together those four owners as if the previous meet only made them want to get together all the more.

For this Winter issue of the 1975 year we had planned an article on the overhaul of the four motor offering several hints to do the job a little bit differently than many of you may have done before. But we are dedicating most of this issue to John Wickham and the contribution he made to the Indian Four Cylinder Club.

He has contributed many tips and hints and naturally far more qualified to do so than your editor who must rely on others to whom I must send my manuscripts for proofing before I put them into print.

The Spring issue of the Four News will also have a tribute to President Wickham containing the many pictures that we have previously printed plus many others that were taken but not printed. This second tribute will also be a fitting place for the many of you who would like to go on record in the pages of the Four News with testimonials for the passing president

We would like to get the Spring issue to press near the end of April

To John E. Wickham

President and Founder

We Dedicate

This Issue of the Indian Four News

Many members knew that President Wickham owned a 1942 late model Indian Four, a robin egg blue color. The picture on the cover shows some very beautiful tooled leather saddle bags and the fork had been modified for riding comfort. This machine is now a part of his estate which after probaton of his will becomes the property of his wife. More than one has approached John over the years to buy this four, but he turned down many offers. It is the opinion of several of the Club members that Mrs. Wickham should receive as much from machine as possible for it is an annuity for her. It was their opinion that any offers should begin at \$2500. They are assisting her in the sale. Possession or title cannot be give till due procees of the Probate Court grants title.

Services for John E. Wickham were held at the Coldren Funeral Home in Findlay, Ohio and interment was in Memory Gardens Cemetary about 7 miles east of Findlay on State Rt 12. Honorary pall bearers of the Indian Four Club were: James Cook, Homer Mahle, Jack Maurer, Robert Aldrich, Carl Reichenbaugh, Fred Provin and Paul Pearce. Thomas Miles, Chaplain of the Indian Four Club officiated.

On request of several at the funeral, we have printed part of the funeral message.

- - - In his younger days the automobile was in its infancy and many makes were becoming known to the public. Speed was the desire of the manufacture to sell the horseless carriage. The motorcycle too was in its infancy and speed the thrill and ideal of the young man. The cycle caught John's eye and the sport of cycling became his hobby and obscession till his passing.

He sought friends who were interested in this growing hobby. It became a brotherhood to him and very knowlegeable of the mechanics of most makes. His brotherhood reached across the state, other towns and across state lines.

He helped organize the local club, the Millstream Ramblers and an official in that club. Other clubs recognized him as an honorary member. He joind the American Motorcycle Association many years ago and held the position of Life member.

The desire to bring together friends who owned a cycle that was fastly disappearing from the American scene, he became President and Founder of the Indian Four Club which in 15 years has become a club of international proportions. He held this office till his death.

This is a crowning achievement for one in retirement, and maintain the multitude of correspondence, inviting new owners to the membership and help to others restoring machines. This brotherhood grew from 15 friends to the present membership of 300 members across the United States and 12 foreign countries.

Although his interest was mostly cycles, the club caught his spirit of brotherhood and is greatly responsible for the unique growth. To belong to the club is of utmost desire by the members and of great importance for amny others wanting to acquire the Indian Four. Thus John's basic desire of brotherhood radiates throughout the organization he founded.

His family realized his strong interests and gave of their time, although many times very trying. He remained loyal to his brotherhood, often over family interests. This did not mean that he did not love his family for he was devoted to his wife, children and grandchildren. He had hopes they too would

inherit his passion for cycles, but not always does the family get so enthused over dad's interests.

Love is many things. It can be God's creation that surrounds us, it can be man's creation, it can be a combination of both. Brotherhood means a fraternity of mutual interest. The man made motorcycle is an interest that requires help in case of problem and friendship to enjoy it as a team. With any brotherhood, the welfare of a friend becomes the love of concern. Today, love becomes respect for the loss of a loved one, a fellow member, and the respect for loved ones left behind.

In all of society there are many types of people which includes even rare types that certain interests will captivate or hold their attention some for a while and others for life. The life of an entertainer, a minister or as in the case of John Wickham whose life involved something mechanical. Cycles became his life, even his creed.

And we believe strongly that God allows man his desires, his beliefs and God never interferes with those desires or beliefs but allows man to make it all a part of himself and even his life. God does not leave man totally alone but in that magnificent mechanism, man's soul God put love into as a power for him to use in any way he wishes. Most of society believes that all should follow its pattern of God and the Church first, family second and other interests last.

John did believe in God first but his interests in the church was not wholly in the church category. As the church is a brotherhood, his practice of brotherhood has its roots in things mechanical. He directed much of his inward love power in his brotherhood of fellow cyclists and yet much of his love was devoted to his family.

This love revealed itself in a statement he wrote that is a part of the Four Club Constitution. It was organized to help members and friends to restore and maintain their fours, locate parts and it be the task of all members to protect their club from those who would exploit and use it for their own benefit, and to promote good fellowship and trust among members and friends, and each one to do his own share to help the club grow. Could this not be the creed of any church.

A person of unusual expression, an early life hobby and desire became a life long passion and obsession, such an individual leaves behind many challenges to those who knew him. To his family he was hisband and dad, To his wife he leaves many memories and he challenges her to recall those memories and more especially in recent years of their retirement, their companionship. To his son and daughter, dad may not have fully persuaded them to follow in his footsteps for his passion for the mechanical. He challenges you to put your love to work in whatever way you wish just as God challenges us all to do the same in your own way.

To all the members and friends of the Four Club and all the other cycle organizations he was affiliated with - the Four Club became international because and several others saw a vision of a larger organization through their efforts and perserverence to keep the great club alive and respectable. He challanges all of you to keep on where he left off with an even great vision to the future.

As Chaplain of the Four Club, I made my first contact with John Wickham when a small boy for he and my father were members of a brothergood of machinest who helped their society and country to become a better place to live through their knowlege of machinery. Their love for their profession became a challange to me young in life and in recent years John's devotion to his cycles helped build the club and asked me to be their Club Chaplain.

His spirit also became my challange for I found an unusual group of people, the members of the Four Club. As a minister in the church I meet people devoted to the church, but in either case, it is an exercise of love and is this not why God created man. It is the use of love in their Individual way but it all comes out concern.

John Wickham will be missed by all whom we have mentioned plus many others, friends, neighbors, and kin folks. However, life is not forever and John Wickham reached his earthly destination. He just says - carry on, for I could go no further. Physical effort would not permit.

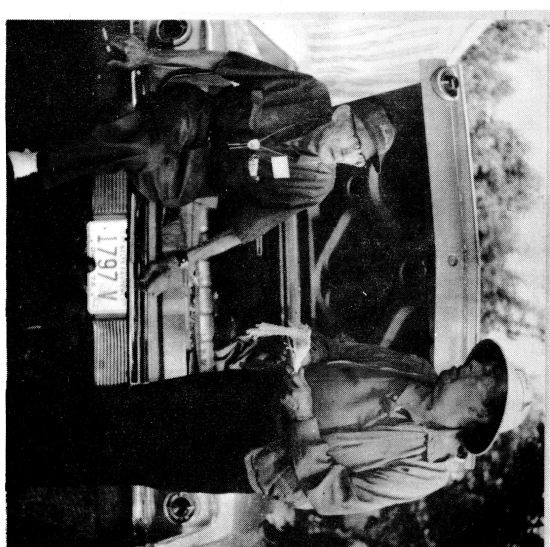
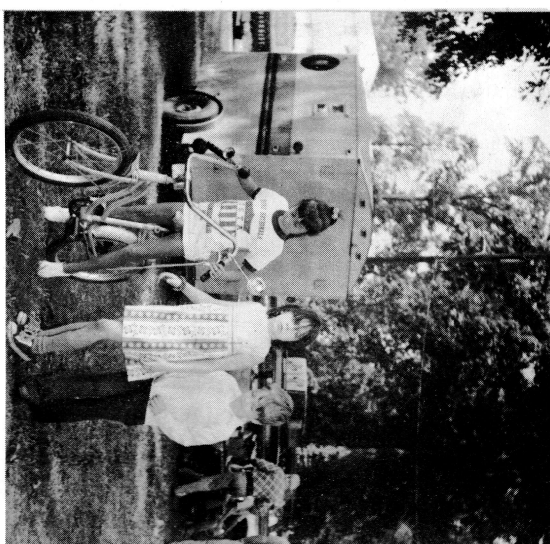
Five years of illness made his ambitions a task yet the urge and determination would not allow him to let up till death said - it is enough. We might believe death to be terrible to man, yet can you think of death as a welcome task and to know that it is just the next stop to our soul's eternal existance. No one cares to give up life, all struggle to keep it, yet it is release from passions, we do want to stop, love for many whom we love, and the desire to make every minute of life count to complete our contributions we would like to see gon on forever.

But God created for man another phase of existance. It is spiritual and unlike physical existance. God take man's soul to be with him and to the glories of that existance. Can we find joy in the fact that the soul of this departed brother has moved to his eternal reward.

I am sure that all who his life's ambitions touched, will bring forth fitting memorials. There is expression here in the beautiful flowers. Each will try to say something in his own way. While he lived as was active as president, a trophy known as Wickham Trophy and given to the honor of that individual whose efforts in restoration reveal a beautifully restored machine.

Such a person as John Wickham does not leave the scene of life so quickly but what correspondence will continue to come and casue the realization that this onedid reach lives of others. The family greatly appreciates the effort of many who participated in this memorial service.

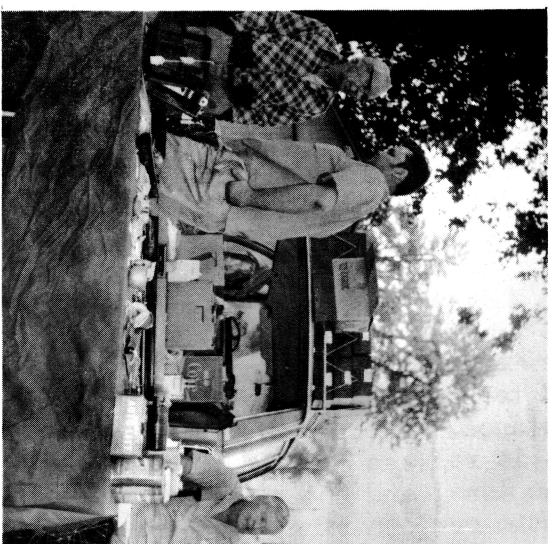
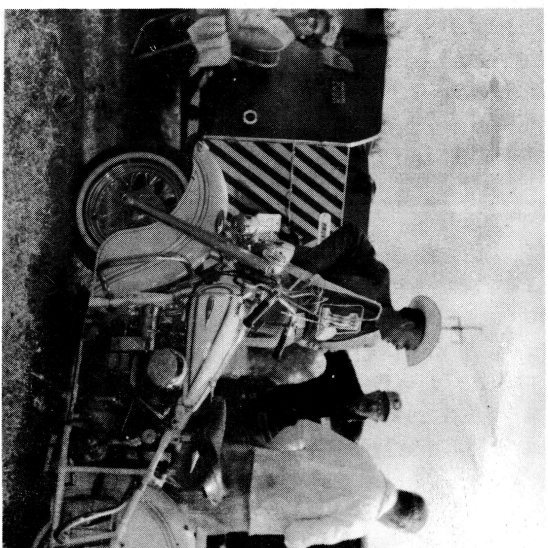
Thomas J. Miles, Minister



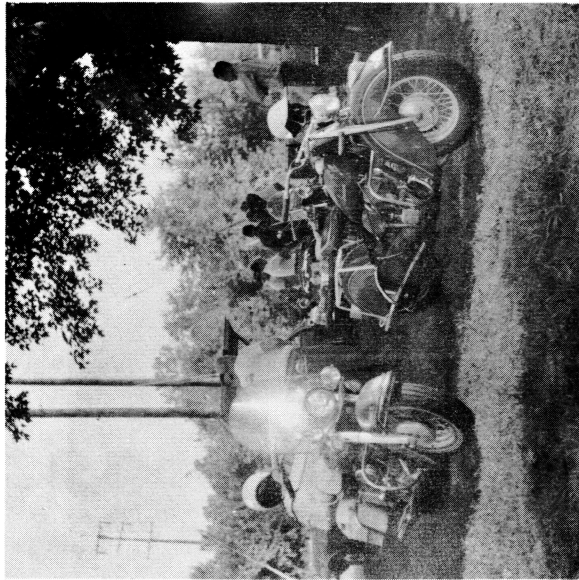
CANDID SHOTS

John Wickham Percy Wallace

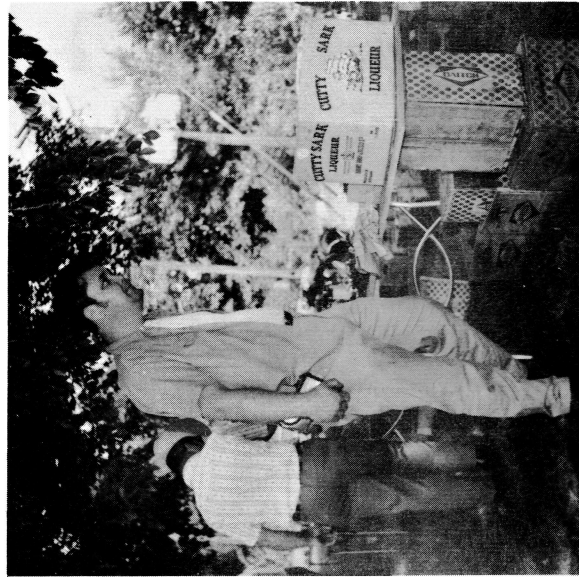
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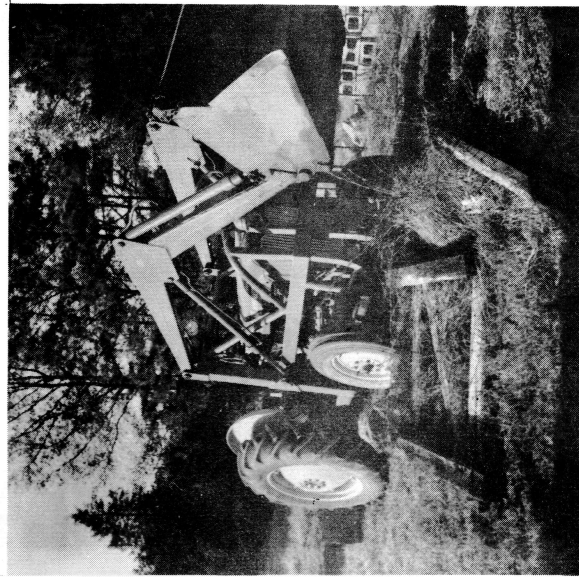
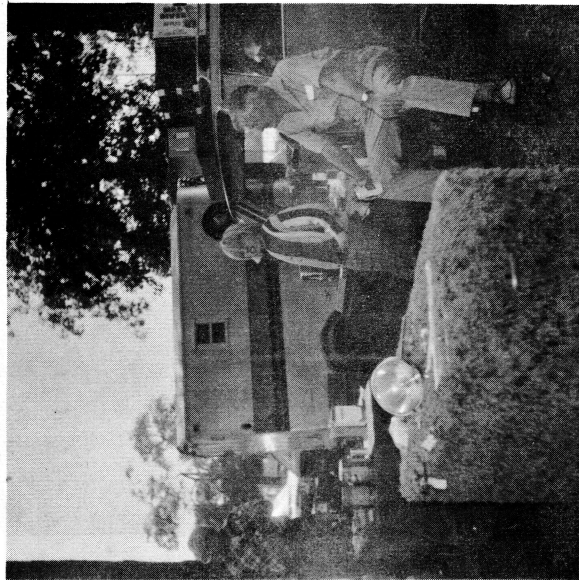
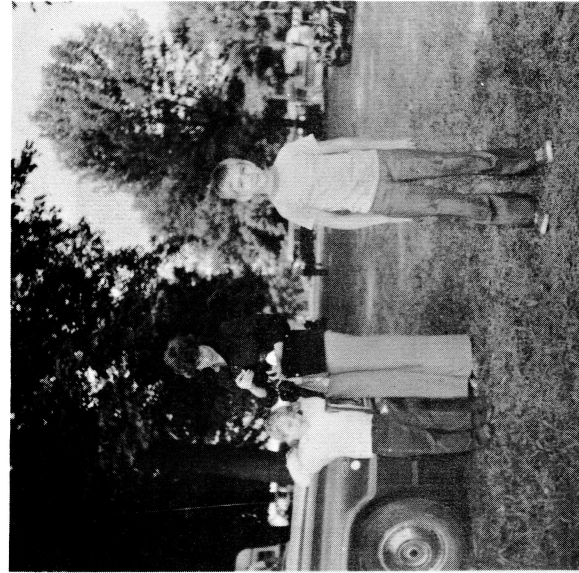
PICTURES ON THESE
PAGES WERE ALL TAKEN
BY DR. CLAUDE WALTERS
OF CAMDEN, ARKANSAS,
FOUR CLUB SECRETARY



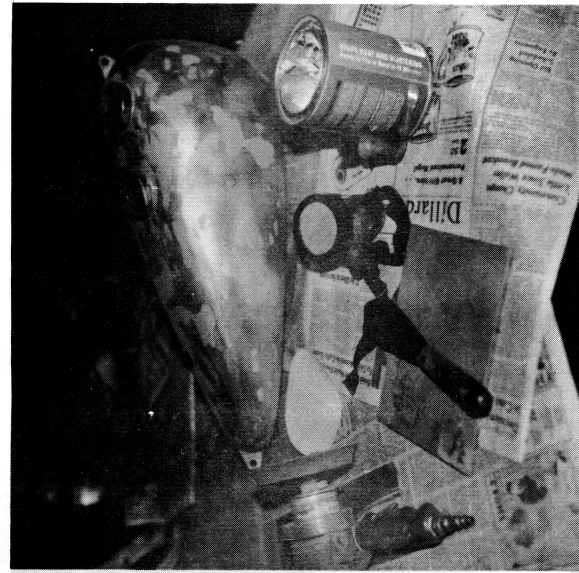
VCANDID SHOTS A



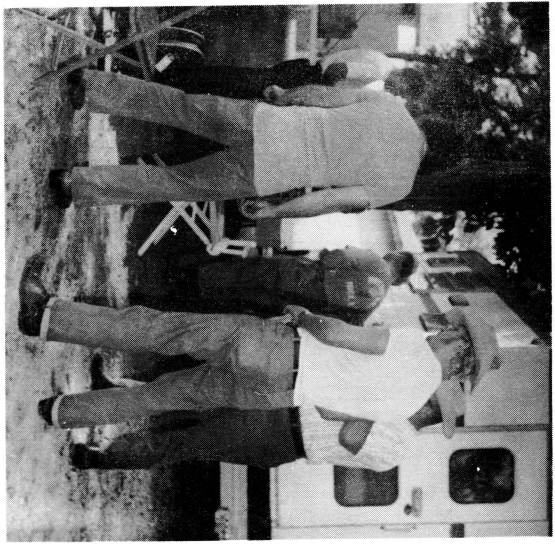
GERALD NEIGHBOR AND FAMILY



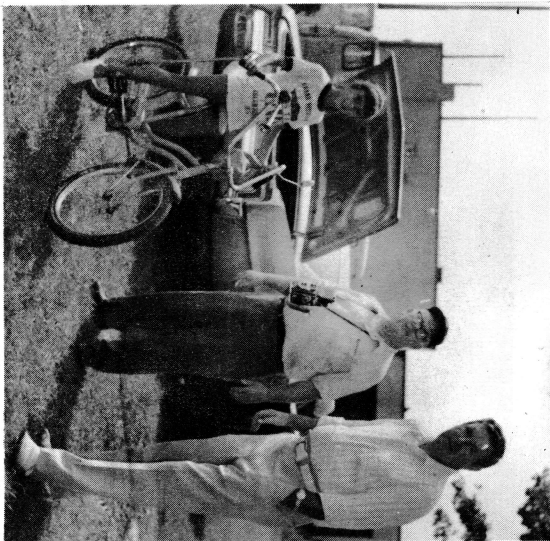
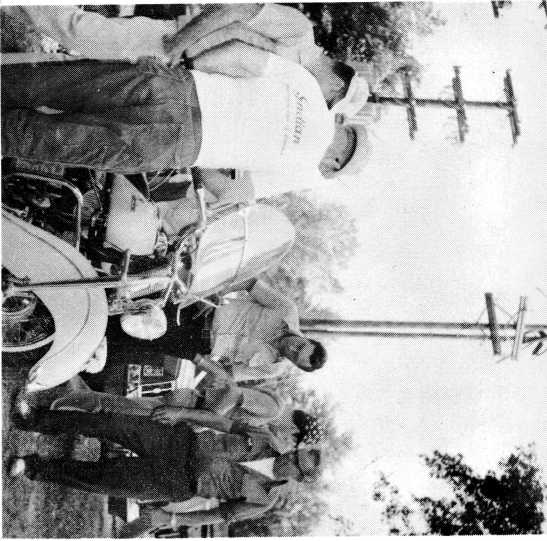
FRONT LOADER BELONGING TO D R. WALTERS

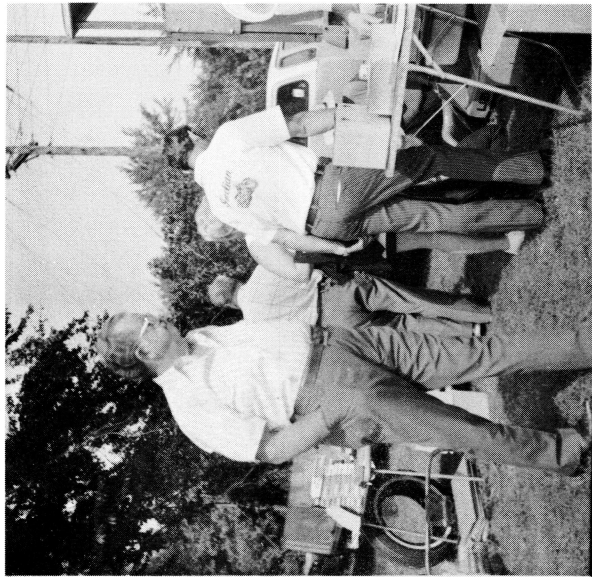


DOC. WALTERS HAS TABLE ALL SET TO BEGIN FINISHING GAS TANK



CANDID SHOTS

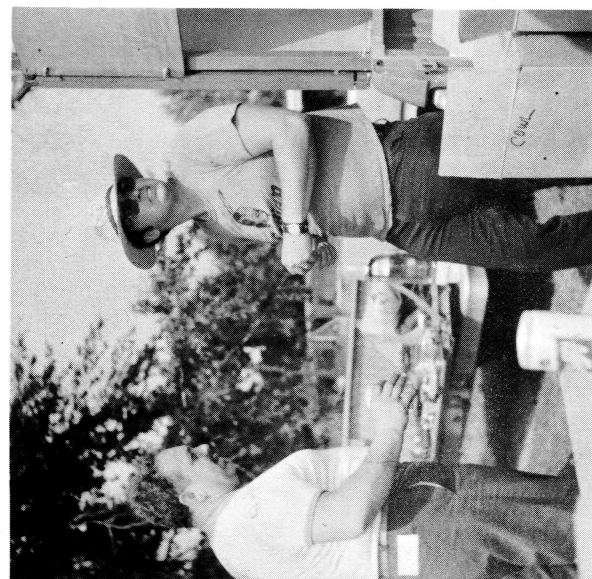


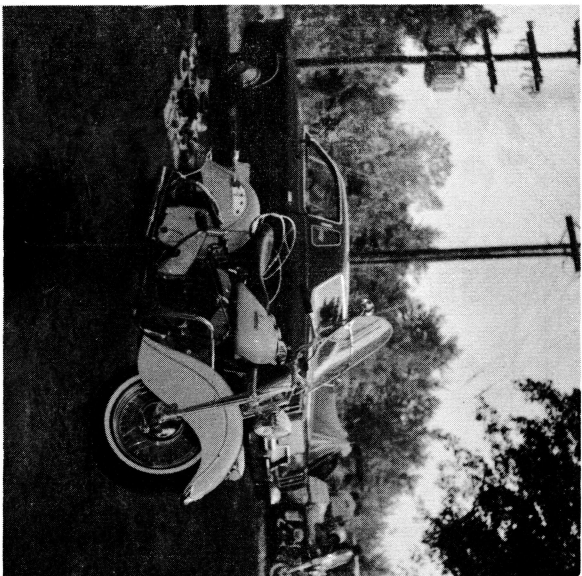


Cliff Cochran of California,
strolls through the Flea
market

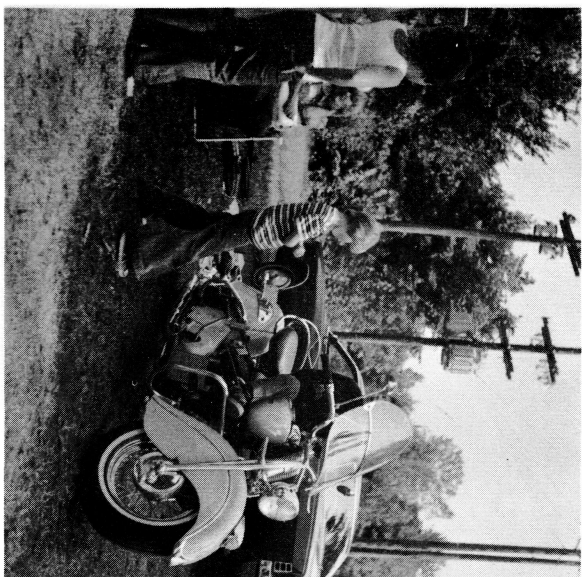


SAME STORE - DIFFERENT CUSTOMERS

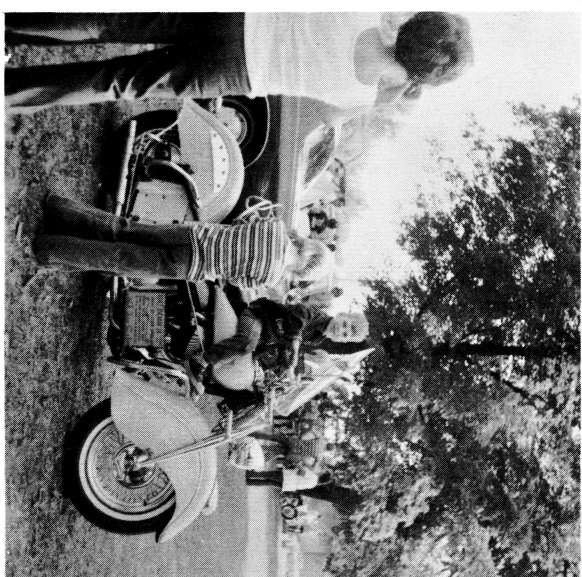




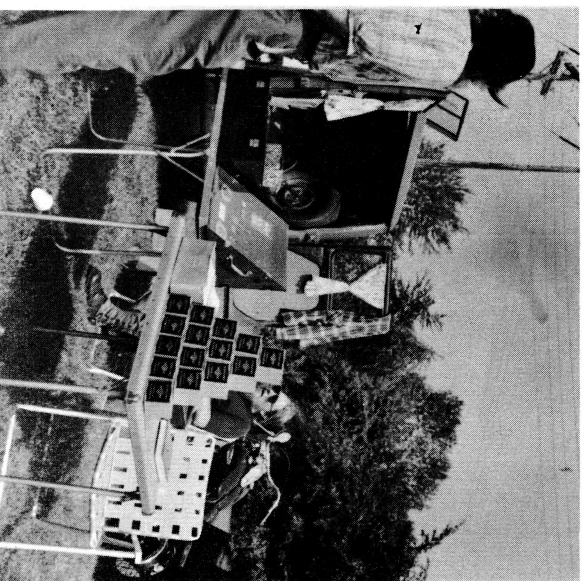
NO SPECTATORS



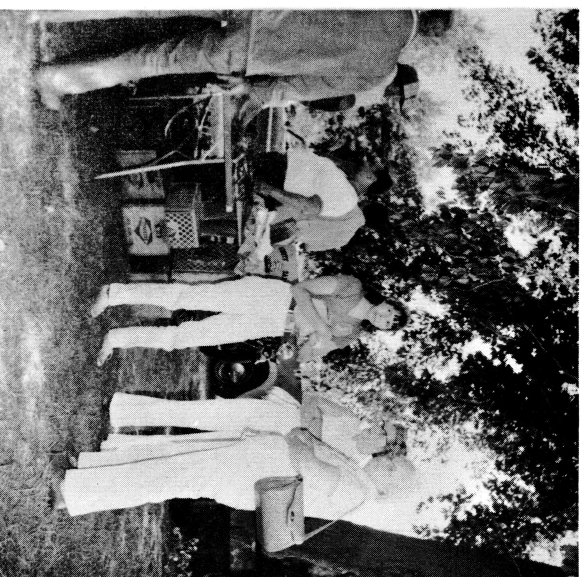
NOT FOR LONG



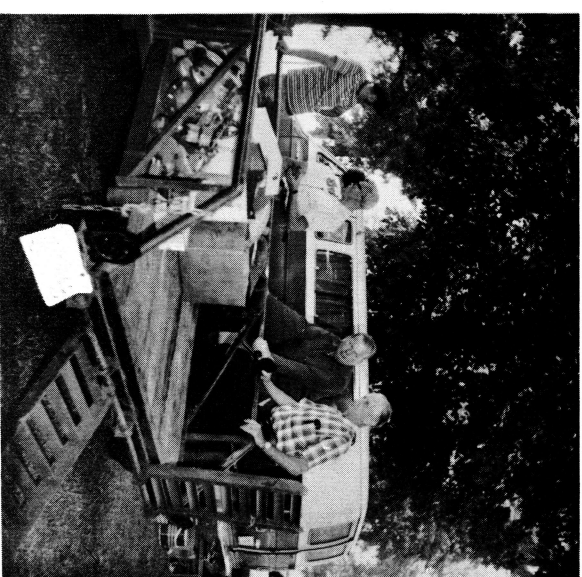
SMILE, THIS IS CANDID CAMERA



A NEAT STORE OF CYCLE MERCHANDIZE



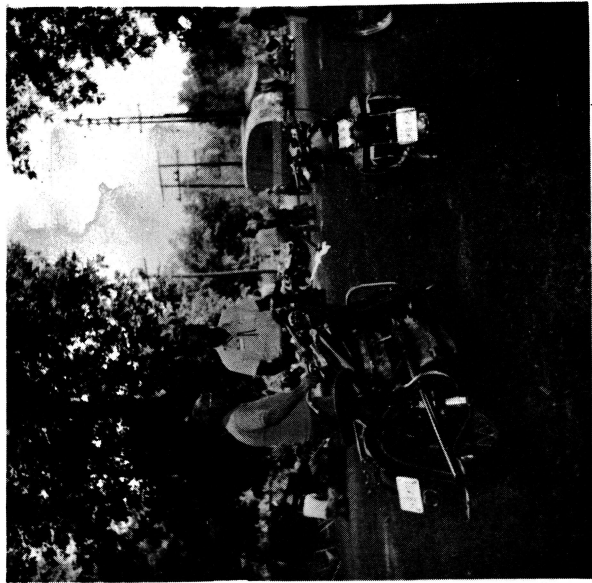
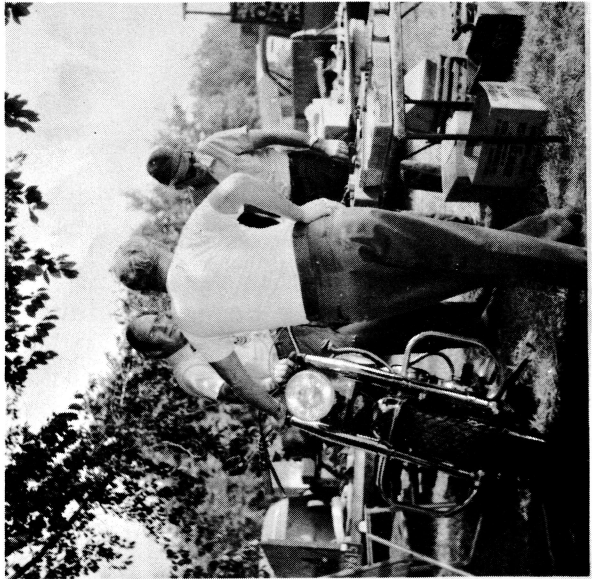
FIRST WOMAN MEMBER OF INDIAN FOUR CLUB -
ELEANOR STEINBRING



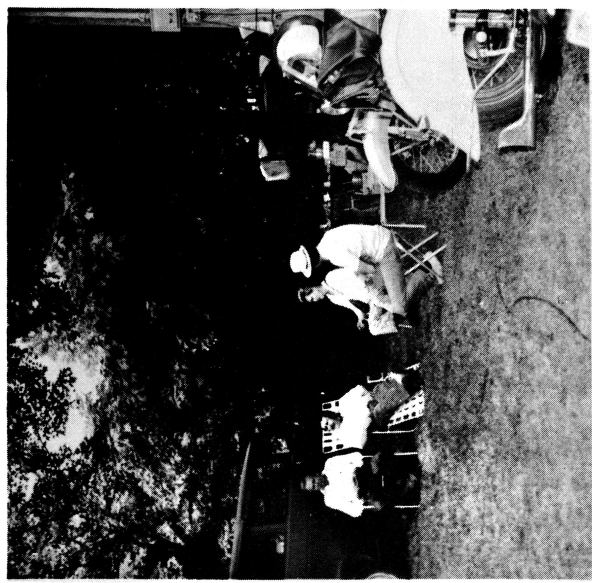
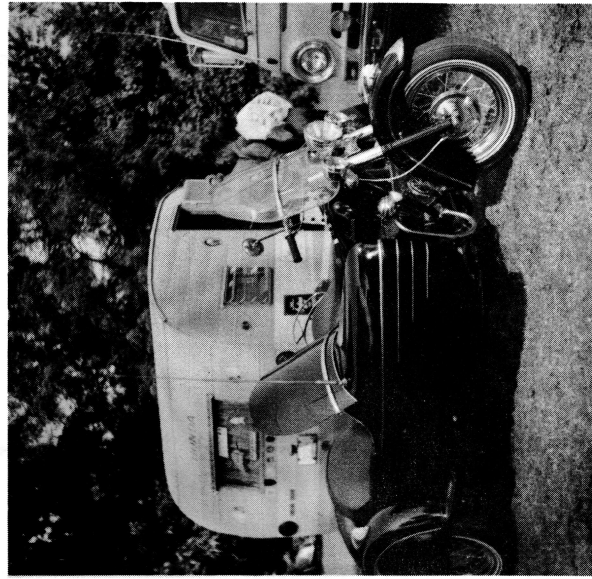
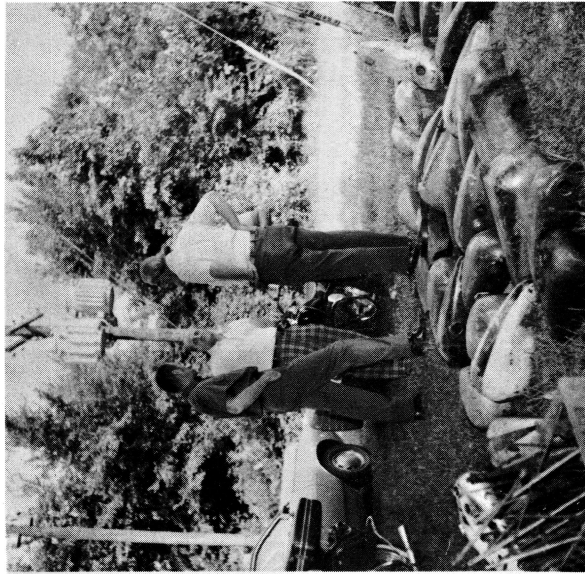
BOB SHINGLER (dark shirt)
OF TEXAS AND CUSTOMER



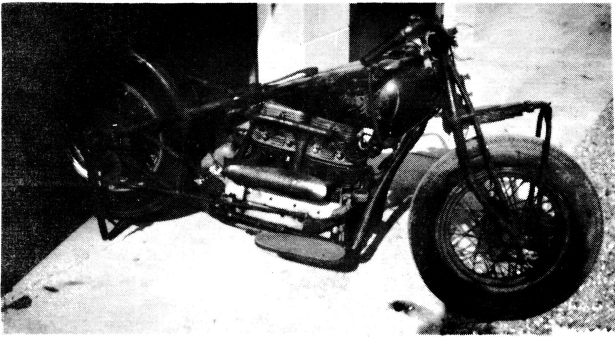
CHALFANT AND CUSTOMERS



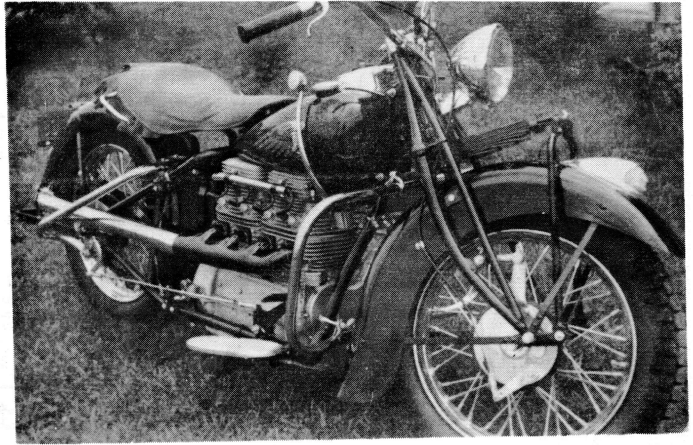
CANDID SHOTS



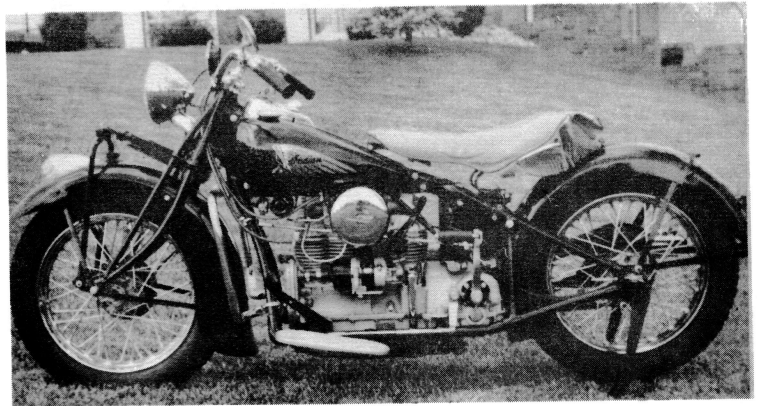
LOOKS LIKE SOME BIG BIRD'S EGGS WAIT'IN
TO HATCH. NOT REALLY, JUST A BUNCH OF GAS TANKS



The above picture is of an unrestored four owned by Charles Leatherwood of Ashville, Ohio. and the two pictures to the right are of the same machine restored.



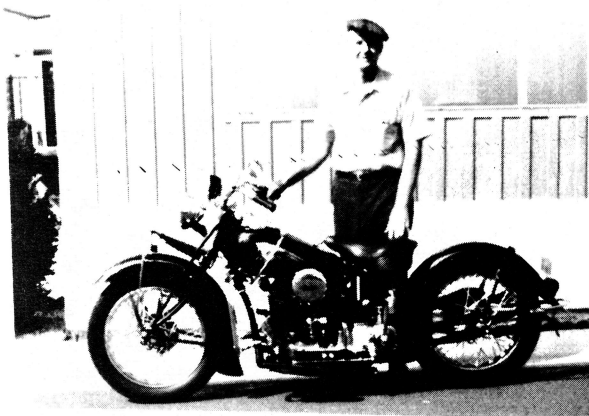
We ran pictures and story on this machine in the Fall Issue of the Four News on page 20 but we made an error in it. We have re-arranged the pictures to correct our mistake. The machine is a 1939 Indian four purchased from a farmer who had it setting in an out building for 18 years and junk piled over it. The ideal find by anyone who likes a real challenge.



Mr. Leatherwood began the process of restoring his find, sandblasting the frame, forks, cases, heads, rocker boxes, cylinders and oilpan - every working part, in the cycle is new or rebuilt.

I used a Ken Clutch. I have owned many motorcycles in my 30 years of riding but nothing so wonderful as the Indian Four. There are motorcycles and then there are Indian fours. They are truly in a class by themselves. Our apologies for getting these pictures mixed.

The Other picture which we printed on page 20 of the Fall issue is of Mr. Sidney Christianson and his 1938 four of Chula Vista, California. He sent us a color picture of he and his four which shows a very beautiful black four neatly trimmed. A black decal on the tank and stripping on the fenders make it a prized beauty. The upper case looks like an emmaculate job of polishing to make it stand out with the chrome parts.



The Indian Company was bound to be different. The left side of this 1938 four shows one change which otherwise would make the 1938 almost identical to the 1939 in the picture above. Indian changed the gear shift from the left to the right on the two models. Such a change probably didn't meet the approval of a lot of owners shanging shifting from one side to the other. The 1938 was a change back to the valve im block engine from the 1937 upside down moter as it was called. Cylinders were paired cylinders changed this area in looks to a really fine engine. However, this design remained till the four was no more.

Colors and Combination Options

STANDARD COLORS

All Frames and Forks Black

All models of { No. 1 Black with Chrome trim
341, 441, 641, D-T { 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)

Combina- tion No.	Fenders, Skirts, Chain Guards and Tool Box		Tanks and Fender Tops
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.

A request in the Fall issue of 1975 asked for Dupont paint numbers for the Indian Fours. Mr. Roger A. Mathieu of Brimfield, Mass., had the Indian numbers and had the colors mixed at his local Dupont Paint Store.

Indian Seafoam Blue	Dupont code	935 - 785
Indian Yellow	Dupont Code	93 - 5248
Indian Red	Dupont Code	93 658 - H

These numbers should help a lot of those guys trying to keep his bike original. We thank Roger for this help.

Headgear is called a hazard

Helmet laws assailed by motorcycle groups

JOHN E. PETERSON
News Washington Bureau

WASHINGTON — Are helmets which meet the federal standard for motorcycle helmets actually responsible for more injuries than they prevent?

A number of motorcycle organizations, arguing that the helmets are a hazard, have renewed their efforts to repeal state laws requiring those on motorcycles to wear an approved safety helmet.

Many experienced motorcyclists contend that the helmets reduce both peripheral vision and hearing — thus leading to more accidents.

In addition, they say, the weight of the helmet has caused a significant increase in whiplash injuries — when motorcyclists are forced to stop suddenly.

Currently, all states except California, Illinois and Utah have motorcycle laws that comply with the Department of Transportation's (DOT) National Highway Safety Program Standard regarding helmets.

Neither California nor Illinois have passed such laws because the lawmakers of those states have viewed the issue as an abridgement of individual freedom.

Utah's helmet law requires that motorcyclists wear protective helmets only on highways, where the speed is more than 35 m.p.h. The national standard applies to all public streets and highways, no matter what the speed limit.

The DOT claims it has the power to cut off federal highway funds to those states not complying with the national standard, and has used the threat of that sanction to bully resisting states into line.

Prior to the passage of the Highway Safety Act of 1966, only three states required that motorcyclists wear helmets. The act was pushed through Congress after a heavy lobbying effort by helmet manufacturers and the insurance industry, despite the opposition of almost all motorcycle organizations.

By Dec. 31, 1968, 39 states required motorcyclists to wear helmets.

Utah, a state where trail biking is highly popular, has asked the DOT to waive the mandatory usage requirement.

In turn, Utah promised to set up an alternative program in-

Earlier this year, legislators in Connecticut abandoned a bill to repeal that state's helmet law, after receiving a telegram from the National Highway Traffic Safety Administration.

It said that the agency would "have no choice but to recommend to the secretary of transportation that sanction procedures . . . be initiated against any state, should it fail to enact effective motorcycle laws or should it repeal such existing legislation.

Angered with that bit of federal arm-twisting, Rep. Stewart B. McKinney, R-Conn., introduced legislation to prohibit DOT from withholding funds from a state if it fails to enact or acts to repeal a helmet use law.

An indential bill also was introduced in the Senate by Sen. Jesse Helms, R-N.C.

The House Subcommittee on involving increased inspection, speedier law enforcement, cyclist education and better licensing procedures.

DOT, nevertheless, held a hearing on Sept. 4 over whether to penalize Utah with loss of federal funds. Similar hearings are scheduled for California and Illinois.

Many state and local officials see DOT's insistence on forcing its standard on the entire country as yet another distressing example of "Big Brother" in government.

So they have begun to fight back.

Formed in 1970

The Power Riders—formed in 1970 in this retirement community outside Phoenix—have members ranging from 50 to 76. Once a week they ride in a pack to a chosen site, usually within 50 miles, have lunch or a cook-out, and ride home.

Once a group drove to the White Mountains and back, a 260-mile round trip.

Shirkey, a former oil-field worker and airline employe, has been riding motorcycles since boyhood. He began riding regularly again when he joined the club.

"I'm gonna ride as long as I can, and the rest of them feel about the same way," he said.

Shirkey, who likes to coast at 50 miles an hour, has not had an accident with the club, of which he is president.

But one hardy senior citizen fell and broke his collarbone. He rode about 50 miles home in that kind of shape at about 55 miles an hour, said Shirkey.

Fourteen states currently have bills to repeal mandatory laws: Alaska, Arizona, Connecticut, Hawaii, Kansas, Louisiana, Maine, Massachusetts, Mississippi, New Mexico, South Dakota, Virginia, Washington and Wyoming.

Transportation has scheduled hearings Tuesday to take testimony on the legislation.

The issue of how far government should go in protecting individuals from themselves spurred an interesting debate between former California Gov. Ronald Reagan and consumer activist Ralph Nader, at a two-day conference on regulatory reform sponsored by the American Enterprise Institute, a Washington-based "think tank."

Reagan brought up the issue as an example of federal over-regulation.

"First of all," Reagan said, "I think they are foolish to ride a motorcycle. Second, I think they are very foolish if they ride it without a helmet. But I don't think government has any business at all telling them they have to wear a helmet."

"Now when the government tells them it will inspect their motorcycle for brakes and lights and anything that prevents them from coming across the centerline and endangering me or anyone else, I'm for that."

"But if they want to ride a motorcycle without a helmet, they are endangering only themselves."

TAKE RIP-ROARING TRIPS

Retirees Go Riding In Motorcycle Gang

A group of about 35 retirees in Sun City, Ariz., makes a lot of noise on its weekly outings as the Sun City Power Riders.

Varoom! Tooling down the freeway in a staggered line sometimes a mile long, the senior citizens draw stares from passing motorists.

"Well, you don't pay any attention to them," said Jack Shirkey, 76, who drives while his wife, Myrtle, 73, sits behind him.

Motorcycle riding is relaxing, "like riding a good saddle horse," said Shirkey. "But when you ride one anyplace, you've got to be four times as aware as when you're driving a car."

"Anything that moves is your enemy—from a honeybee to a house that's going down the road. If a grasshopper hits you in the forehead, it will just about take you off the cycle."

Motorcycle racing on ice can be a screwy business

Phil Phil Pierson

When Charlie Brown needs screws to fix his son's motorcycle he's never caught short. He buys 10,000 at a time.

That sounds like an exaggeration unless you're a motorcycle ice-racing enthusiast.

Ten thousand screws is nothing to an ice racer who may use 2,000 a year keeping his machine competitive.

THE SCREWS

are used as studs in the tires. Brown figures it takes a minimum of 1,500 to do a thorough studding job with 1,000 on the entire rear tire and another 500 on half of the front wheel.

If you think it's quite a task putting the screws into the tires you're right. Brown uses an air wrench, which cuts the time to about an hour per 1,000 but he said it will take most of the day for someone without a power tool.

The screws are of the No. 8 sheet metal variety which has now become the required size for sanctioned ice races such as the 16th annual Big Brother benefit competition to be held today at Potter Lake.

BROWN IS surprised at the rapid growth of studded tire racing which began as only an experiment in 1973 and has now become the standard way to race on ice.

"I didn't think it would catch on that much," said Brown, a former president of the Flint Motorcycle Club which is sponsoring the Big Brother races.

"We were experimenting with them (metal studs) because we wanted to find something that would help put on a better show," Brown said.

THE STUDS HAVE become such a success in solo racing that they will now be used for the sidecar competition, too.

Speeds have increased significantly with the use of studs which improves the traction and that has made for more exciting racing.

There are several other advantages in using the screws, too. Less maintenance is required on the track

because there is no need to keep sand on the surface, better traction means it's safer for the riders and it's easier on the machines.

"Before, everytime you'd hit a slick spot the wheels would just spin and that's hard on the engine," Brown said. "Now there's a steady drag on the engine because the studs bit into the ice. The harder and smoother the ice the better it is for racing."

BROWN, AN equipment cleaner at Fisher Body Coldwater Road Plant, used to be an active racer but now he's content to work on the bikes of his son, Jeff, 14, and neighborhood friends. Brown helped several of the youngsters prepare their machines for Sunday's event which is expected to draw between 400 and 500 riders from throughout Michigan.

The Big Brother races have become among the most popular in the state during the winter season. A big factor has been the ability of the FMC to conduct an efficient program that affords ample racing opportunities to all riders.

There will be at least three solo classifications according to engine size and another three in the sidecar category with the possibility of a powder puff division, too.

EACH CLASS will have several heat races beginning at 11 a.m. and the semifinals will start at 1 p.m.

The day-long activities will also include snowmobile rides for youngsters, parachute jumping and a kite flying exhibition.

While providing entertainment for the entire family, the ice races have also been a significant help to the Genesee County Big Brothers which receives all proceeds. The FMC has contributed more than \$30,000 to the Big Brothers since staging its first event in 1961.

Tickets for the races are available from FMC or Big Brothers members and at most are motorcycle dealers. Advance prices are \$4 per family and \$1.50 per individual and at the gate the cost will be \$5 and \$2, respectively.



SCREWY JOB — Jeff Brown (left) and a motorcycle facing friend, Mark Martin, inspect the studding job on Jeff's machine which will be used in today's Big Brother ice races at Potter Lake. This rear tire contains at least 1,000 No. 8 sheet metal screws.

ADVENTUROUS RIDE

Photo and story credit -
The Columbus Dispatch



After reminiscing about the 5,000-mile motorcycle trip he, his brother and a friend took 60 years ago, Roy Foureman, now 80 years old, visits a local dealership to see what the new models look like. But he's not planning on riding one.

TWO OHIO FARM boys were stripping tobacco on the family's Darke County farm one day early in the century. To help speed the long and boring chore there was a lot of talking, mostly idle chatter, and a lot of wishing and dreaming.

Eventually, the boyish babbling got around to one of the big topics of the day, the Panama-Pacific Exposition. The world's fair was coming up in a couple of years out in San Francisco to celebrate the opening of the Panama Canal.

"We're going to San Francisco when they have the fair," one of the boys boasted to his father, not really convinced that they would actually make the trip.

"But we kept talking about it and when the summer of 1915 came around there we were on motorcycles heading for California," said Roy B. Foureman of 2080 Summit St., retired Columbus school teacher and Army officer.

Foureman, who celebrated his 80th birthday in May, still vividly recalls many details of the big ride. His brother, who in later years operated the family farm, died in 1961.

The same journey today is a breeze compared to the grueling ride the Ohioans took 60 years ago. Long-distance motorcycle touring was unheard of then. So were paved roads, roadside rest areas, and gasoline stations on almost every corner.

There had been extensive preparations before Roy and Howard Foureman and a companion hit the open road from their farm home near Greenville that July 6 long ago, sitting on stiff saddles of shiny new Indian motorcycles. Bed rolls, suitcases and other paraphernalia were tied on behind.

Before it was all over, the ride was to cover more than 5,000 miles, including a quick dash down into Mexico. They sloshed through mud and water, bounced over corduroy and brush roads, drove through tall grass in Kansas, crossed deserts and climbed mountains. Not much chance to savor the scenery.

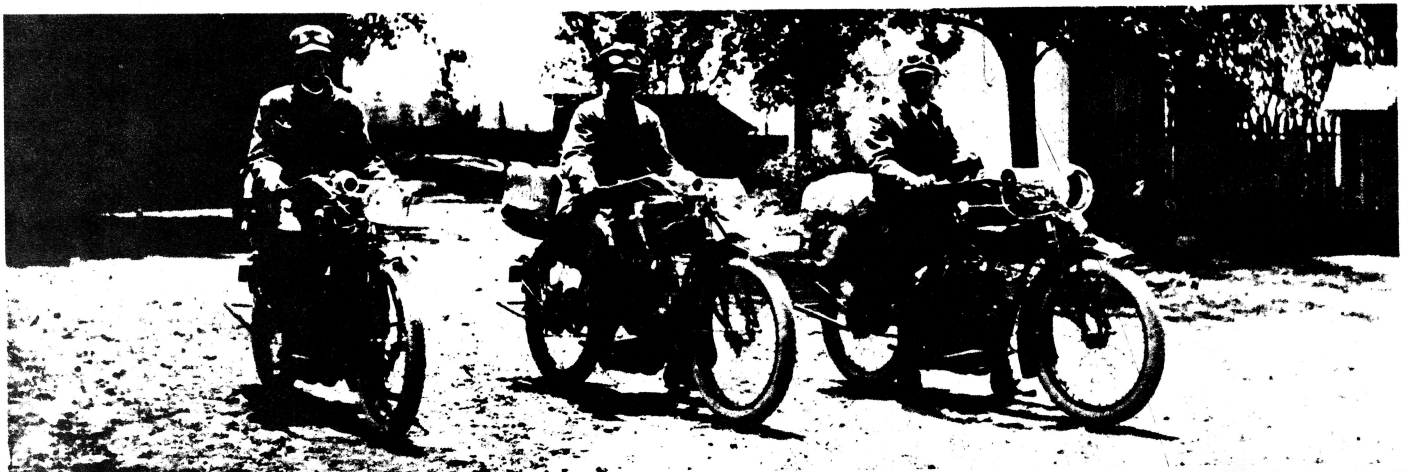
"The road was so impossible in Utah that we had to ride down a railroad track for nine miles," Foureman said.

"There had been only about two miles of hard surface the whole trip," he continued. "That was through an area of oil storage tanks in Illinois."

"It rained a lot that summer," Foureman recalled. "The roads were terrible. It took us a week to get from Terre Haute to St. Louis on the National Road. You can make the same trip today in less than three hours. After we crossed the Mississippi, it really got rough."

The Foureman brothers were accompanied on part of the journey by Delton Sergeant of Mount Gilead. Roy had met him while attending Ohio University.

"Sergeant's cycle developed engine trouble in Cheyenne and he was



On July 6, 1915, Roy Foureman, left, his brother Howard, and Delton Sergeant, right, pose astride their Indian motorcycles, loaded to go "for Frisco or Bust!"

going to stay behind for a day or two to make repairs," Foureman said. "He planned to catch up with us later, but we never saw him again."

"I later learned that he made it to San Francisco about two weeks after we did and returned home by train. I went to Mount Gilead in 1973 to see if I could find some trace of him, but didn't. I couldn't find anyone who remembered him."

"The trip was a great adventure for those times. Not many people had done it. A rider by the name of Cannonball Baker had gone across the country a couple of years earlier and had received a lot of publicity. I suppose he helped to motivate us."

"We learned a lot and saw a great deal of the country on our ride. But you know, the biggest news for the folks back home was the 30 cents a gallon we had to pay for gasoline in Idaho. Gasoline those days usually sold for 10 or 11 cents a gallon, or maybe once in awhile up to 14 cents. But 30 cents a gallon was unheard of, exorbitant."

Just finding fuel sometimes was a problem for the young travelers. Not every small town had a gasoline station and supplies were limited in the remote areas of the west. Occasionally, they traveled miles out of their way to find enough to fill the 2 1/2-gallon tanks on their cycles, which averaged 95 to 100 miles per gallon.

Frequent flat tires also gave the Foureman fits. More often than not they occurred on lonely stretches of road, and the cyclists had to rely on the small patching kits and hand pumps they carried.

"Sometimes the patch would only stay on for a mile or two,"

Foureman laughed. "The cement those days wasn't too good. It got gummy and the patch slipped."

The cross-country riders slept "under the stars" much of the time and prepared many of their own meals, buying food supplies in grocery stores along the way. They spent one night at a prospector's camp in Nevada where they were "treated to a good meal," Foureman recollects.

Their limited funds allowed only an occasional restaurant visit. "You could usually get a complete meal for 20 cents," he said.

"When we got to San Francisco we really had a treat," he continued. "We found a Chinese restaurant where you could eat all you wanted for 15 cents. We ate and ate and ate, until we were stuffed. Then the Chinaman came out with half a watermelon for us."

It took 32 days to reach San Francisco. After several days at the world's fair, the relentless Foureman brothers were back on their motorcycles heading down the coast.

"San Diego was just a big country town then," Foureman said. "We headed for Tijuana. When we got to the border there was a small shanty with a Mexican inside sleeping. He didn't wake up and we roared into Mexico."

"Tijuana then wasn't the booming tourist town it is today. A few hours there was enough and we started back to Ohio. Two months after leaving home we were back, tired and broke."

Foureman used the \$400 he earned teaching in a one-room Darke County school the 1914-15 school year to pay for his trip. "The new motorcycle cost \$300 and the other hundred paid my expenses," he noted.

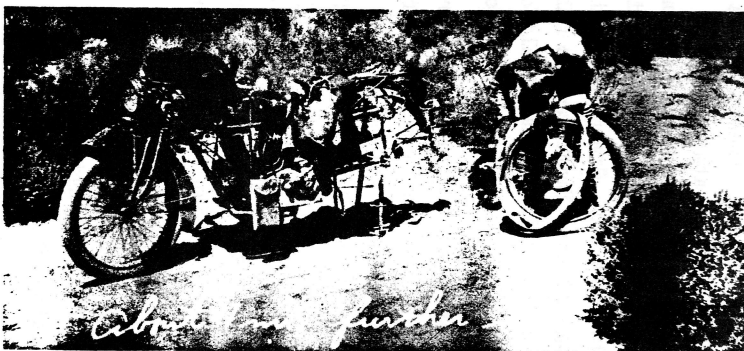
He kept the motorcycle until he went into the Army in 1917 and hasn't taken a ride on one since. The 5,000-mile trek on a two-wheeler, under trail-like conditions most of the way, apparently was enough to last a lifetime.



Three days west of the Foureman's Darke County, Ohio, farm, the riders stop for some picture-taking on the National Road — Rt. 40 — in Illinois. That day, they advanced 58 miles through the mud.



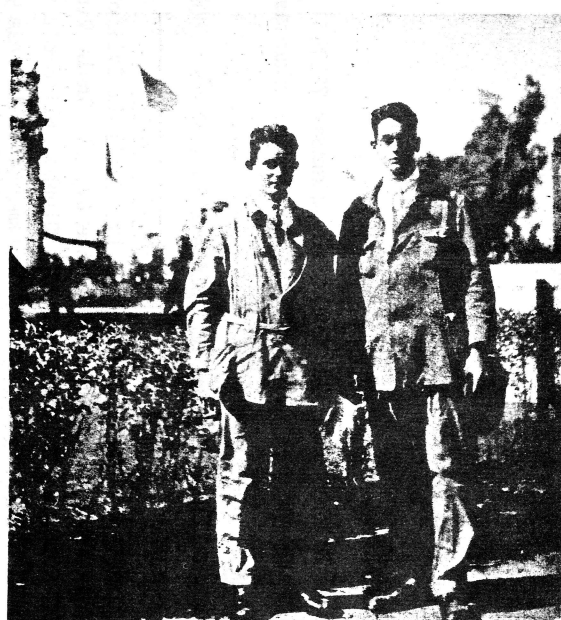
In Missouri, the travelers tool along a brush road for a spell, somewhat hampered by floodwaters of the Missouri River, above. An abandoned railroad track in Utah, below, provides nine miles of more navigable roadbed than the road.



Flats are frequent; service stations few and far between.



Nevada prospector John Shirk shows off his camp.



Their goal achieved, Howard, left, and Roy pose against backdrop of the banners and buildings of the Panama-Pacific Exposition, in San Francisco.

The Indian Four Cylinder Club Inc.
 Membership List
 February 1, 1976

ARKANSAS

Russel Dilday Box 398 Tuckerman Arkansas 72473
 Dr Claude Walters 446 Hospital Dr Camdem Arkansas 71701 Club Sec

ALABAMA

Herman Mullins P O Box 44 Huntsville Alabama 35804

CALIFORNIA

William T Alloway 821 Columbus Dr Capitola California 95010
 Sidney F Christianson 521 Orange Ave 31 Chula Vista Calif 92011
 Cliff Cochran 220 Mariposia St Dimba California 93618
 Russell R Cupp 461 45th St Sacramento California 95819
 Emil Damia 280 Robin Rd Hillsgorough California 94010
 Jack Danvers 2840 Forest Hill Blvd Pacific Grove California 93950
 James E Davis 1613 Chester Ave Arcata California 95521
 James E Davis Jr 695 San Miguel Santa Clara California 95050
 M M Denham 19163 Garrison Castor Valley California 94546
 Robert L DeSaussure 160 Altura Way Greenbrae California 94904
 Beverly Ferriera 74 Cragmont Ave San Francisco California 94116
 Lyle Finley 117 Onyx Box 358 Balboa Island California 92662
 C. Walter Frick 3350 Loma Vista Rd Ventura California 93003
 Allan D Fowler 46513 Varisity St Ventura California 93003
 John R Gale RR 2 Box 105A Oakhurst California 93644
 P R Goetz 333 Hengenberger Rd Oakland California 94621
 John F Gormley 2005 Capitola Ave Sacramento California 95814
 Tom Kelly 8 Balboa Coves Newport Beach California 92660
 Jack Lange P O Box 56 Kalamath River California 96050
 Ernest Pretor 2294 43rd Ave San Francisco California 94116
 Robert A Schnaible P O Box 5202 San Jose California 95150
 Francis A Sooy MD Univ of Calif 3rd and Parnassus San Francisco California 94112
 Robert E Stark 1941 Tedman Ave Anaheim California 92804
 Harry V Sucher 8841 Garden Grove Blvd Garden Grove California 92641
 Jebb E Tagasuri 12027 Rialto Sun Valley California 91352
 Bert Whalen 27 Stoney Brook Ave San Francisco California 94112
 Ken Young 622 E Hill St Long Beach California 90806

COLORADO

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

CONNECTICUT

Richard Adams 30 Bridle Trail Ridgeville Connecticut 06877
 John Yaros 1027 Monroe Turnpike Monroe Connecticut 06468

NORTH DAKOTA

Gilbert E Horton Box 1351 Jamestown North Dakota 58401
 Marvin Gebhardt 1705 N 3rd St Grand Forks North Dakota 58201

SOUTH DAKOTA

Fran Backer 2724 E 26th St Sioux Falls South Dakota 57103
 E McComish KOA Riverside Rt 3 Mitchel South Dakota 57301
 Curtis B Weigold Flandean South Dakota 57028

FLORIDA

Casper Barnes Hawaiian Village 63rd Ave W 6323 Tahitian Dr
 Bradenton Florida 33507
 R A Burke P O Box 3429 Tallahassee Florida 32303
 Ralph Embler 61 8th Ave Shalemar Florida 32579
 Kenneth Hill 8013 Gardina Dr Tampa Florida 33617
 Ray Munn 2720 NE 8th St Pompano Beach Florida 33062
 Ollie Raunsen 6621 Katherine Rd West Palm Beach Florida 33406
 Charles W Roadman 370 Geneva St Point Charlotte Florida 33950
 John Webb 965 Dyson Rd Maitland Florida 32751
 Arthur Woods 4211 26th Ave E Bradenton Florida 33505

GEORGIA

James H Boucher 1442 King Rd Riverdale Georgia 30274

ILLINOIS

L H Anderman 7719 Claredon Hills Rd Claredon Hills Illinois 60514
Jack Bajo 14816 Minerva Dalton Illinois 60419
Lewis R Bartley RR 1 Illinois City Illinois 61259
J Dohmal 9437 Burlington Blvd Brookfield Illinois 60513
E R Eisele 215 E No Ave Naperville Illinois 60540
James A Herman RR 2 Manito Illinois 61546
Clare G Frantz Box 27 Sugar Grove Illinois 60554
Stanley E Jensen 230 Sharon Dr Dundee Illinois 60118
Donald Kolad 2903 N Dawson Ave Chicago Illinois 60618
W K Lau Box 3368 Wheeling Illinois 60090
Don Lipsky 1304 Day Galesburg Illinois 61401
Stanley Pernic RR 1 Box 632C Levi Waite Rd Round Lake Illinois 60073
Angelo Ranieri Jr 2905 78th Ave Elmwood Park Illinois 60635
Ted Ruiter RR 1 Box 50 Chicago Heights Illinois 60411
Barry Stelford RR 1 Urbana Illinois 61801
James D Sutter 324 S Ave Aurora Illinois 60505
D K Thompson RR 2 Box 336 Princeton Illinois 61356
Rober G Walker 11255 Walker Rd Lemont Illinois 60439
Herman Weber 501 Spring St Quincy Illinois 62301
Fred Wacker Jr 2100 Commonwealth Ave No Chicago Illinois 60064
Stan Webster RR 1 Polo Illinois 61064
Mervel E Wood 911 Washington St Oregon Illinois 61061

INDIANA

Robert J Armstrong 24 W Michigan St Evansville Indiana 47710
Harold E Baker 2740 Sycamore St Columbus Indiana 47201
John Blouch 1532 8th St Terre Haute Indiana 47802
Glen Brutus RR 1 Box 37 Pine Village Indiana 47975
C W Crafton RR 3 Box 44 Plainfield Indiana 46168
W Leroy Delph RR 1 Wilkinson Indiana 46186
H Frank Entwesle RR 3 Auburn Indiana 46706
Nick Gansinger 1246 119th St Whiting Indiana 46394
Ronald Gruenks 8344 W C R 350 - N Michigan City Indiana 46360

G S Herbson Box 637 Syracuse Indiana 46567
Louis Kamanski 1508 Bullseye Lake Rd Valpariso Indiana 46383
Henry Krueger 97 Walnut St Morroco Indiana 47963
Chester W Miller 61758 Cedar Rd Mishawaka Indiana 46544
Lynn A Miller 500 S Ruston Ave Evansville Indiana 47714
Edward J Morrison 1926 Lincoln Ave Whiting Indiana 46394
Arthur P Smith 602 Napoleon St Valpariso Indiana 46383
Bob Speck MTD Rt 235 Box 338 Valpariso Indiana 46383
R E Wasson 3151 Lockburn St Indianapolis Indiana 46241
Arthur Weaver RR 2 Berne Indiana 46711
Warren D Wetzel 390 SW 2nd St Linton Indiana 47441

IOWA

Loren Flanders Rt 2 Oskaloosa Iowa 52577
Silvan Goesser 1710 2nd Ave No Denison Iowa 51442
Raymond Harvey 139 Sycamore Lane Riverdale Iowa 52722
Stephen Meyermann 435 Huntington Council Bluffs Iowa 51501
Dale Duane Pearson 122 Edgewood Rd NW Cedar Rapids Iowa 52405
Robert D Saar 310 23rd St Fort Madison Iowa 52627
Joe Pawers Box 87 Boone Iowa 50036

Kentucky

R W Paulette P O Box 401 Midway Kentucky 40347

KANSAS

Lon D Hudspeth 307 Main St Ellenwood Kansas 67527
Donald Scott Rt 1 Oberlin Kansas 67749

LOUISIANA

Derrel J Deroche P O Box 479 Gramercy Louisiana 70052
Gerald Neighbors 807 Crosley St W Monroe Louisiana 71291

MARYLAND

Richard T Dashiell 3097 Brenkley Rd Oxan Maryland 20031
J Leonard Rinehart 802 Maryland Ave Harve De Grace Maryland 21078
Harry G Shaffer Scarlet Oak Cts Apt 2D Hampstead Maryland 21074
Rufus C Wysong 1601 Whittingham Dr Silver Spring Maryland 20901

MASSACHUSETTS

Charles F LaBrecque 302 Old Westford Rd Chelmsford Mass 01824
 Ed Larter Main St Dunstable Massachusetts 01827
 Roger A Mathieu Storage Rock Rd Brimfield Massachusetts 01010
 Frank Peckham 2147 Pleasant St Fall River Massachusetts 02723
 Fred E Small Root Rd Westfield Massachusetts 01085
 Newton E Thompson Hillcrest Ave Rd 2 Southwick Massachusetts 01077
 William A Wescott Box 66 N Chatham Massachusetts 02550

MICHIGAN

Ken Adams 33531 W Six Mile Rd Livonia Michigan 48152
 Edward J Bortner 193 Hurst Troy Michigan 48068
 Robert Aldrich 28616 Dover Livonia Michigan 48150 Referee
 A Daniel Cronin 9921 Hubbard Livonia Michigan 48150
 W W Doyle 5560 Berkley Pontiac Michigan 48054
 Victor L Grahm 6511 Johnson Rd Coloma Michigan 49038
 Marvin A Grahm 6511 Johnson Rd Coloma Michigan 49038
 George Hopps 7352 N Dort HWY Mt Morris Michigan 48158
 Glen Logan 221 Vass St Battle Creek Michigan 49017
 William Laport 6254 Brace Detroit Michigan 48228
 Robert H Lamb 1505 Bradford Grand Rapids Michigan 49505
 Frank Long 30723 Everett Southfield Michigan 48076
 Homer Mahle 2835 Schroeder Rd Farmington Hills Michigan 48024
 Mark S Marlinga 20434 Charest Detroit Michigan 48234
 Jack Maurer 12626 Seven Mile Rd Detroit Michigan 48205
 Jack Missler 14275 S Custar Rd Dundee Michigan 48131
 Dimitar Miteff 6128 W Vernon HWY Detroit Michigan 48209
 Clifford Oglesby 2076 E Ten Mile Rd Warren Michigan 48091
 Paul Pearce 639 Pontiac St Oxford Michigan 48051
 Andrew Pelc 16146 Eureka Southgate Michigan 48192
 Sylvester Price 166 Redman Rd Milan Michigan 48160
 John A Scholtens 3561 Knapp NE Grand Rapids Michigan 49505
 Gari M Stroh 909 E Elizabeth St Detroit Michigan 48226
 Emil Tupy 19059 Henry St Melvindale Michigan 48122
 Henry Vogel 2020 W Lincoln Birmingham Michigan 48009
 Dick Winger Box 58 Newport Michigan 48166
 Ed Wolski 16514 Toepfer Rd E Detroit Michigan 48021 Trustee
 George Young 5748 E Rose City Rd Box 329 Love Lake Michigan 48743

MINNESOTA

Earl D Bray Jr 1411 5th St St Paul Park Minnesota 55071
 Thomas McCleod Marine on St St Croix Minnesota 55047
 Russell Moga 2624 Bittersweet Lane St Paul Minnesota 55109
 Randy Nelson 2439 15th Ave S Minneapolis Minnesota 55404
 Kenneth Trimbo Box 166 Henderson Minnesota 56044
 Maynard Whetstone 270 Bellevue St Winona Minnesota 55087
 William Wiczorek 111 Flandrau Rd St Paul Minnesota 55106

MISSOURI

Jerry Havenhill 11531 E 19th Independence Missouri 64052
 Louis Anderson Box 258 Mansfield Missouri 65704
 L S Juillerat 3810 S Golden Springfield Missouri 65807

MONTANA

Jack Kullish P O Box Stanford Montana 59478

NEBRASKA

Dr Arthur R Croft 722 Londendary Box 364 O Neil Nebraska 68763
 R W Peterson Peterson Mfg Co De Witt Nebraska 68341
 Howard P Wagner 4903 N 60th Omaha Nebraska 68104

NEW HAMPSHIRE

Henry J Izart 154 Acres Rd Manchester New Hampshire 03104
 Fred S Tinkham Kendall Pond Rd W Winham New Hampshire 03087

NEW JERSEY

Walter Ahlers Main St P O Box 19 Flanders New Jersey 07836
 Kenneth P Doecresln 303 Downer Ave Mantiloking New Jersey 08738 (sub)
 Bill Fainglass 62 Washington Ave Morristown New Jersey 07960
 Jules W Frolick 1175 Goffle Rd Hawthorne New Jersey 07506
 Arthur S Hall 1100 Philadelphia Ave Natl Park New Jersey 08063 (sub)
 Allan Lowell Lewis 86 Warren St Washington New Jersey 07882
 William J Mathias 5 Cadualander Dr Trenton New Jersey 08618 (sub)
 Joseph Poinsette 911 Garden St 86 Hoboken New Jersey 07030
 Nickolas A Russo Sr Rt 1 Box 1133 Wood Lane Mt Holly N J 08060
 Leslie H Salisbury 306 Washington Place Englewood New Jersey 07631
 L R Schwoerer P O Box 189 Lebanon New Jersey 08833
 Edward J Skillman 908 Hamilton Ave F Trenton New Jersey 08629
 Fred M Portelli 811 Edgemoor Terrace Cherryhill New Jersey 08034

NEW YORK

Robert E Drumm CLJ 323 Main St Pennyan New York 14527
 Harry Ellis Savage Rd Sardinia New York 14134
 Leonard Moeller 2124 Grove St Baldwin New York 11510
 Allen Moore 2748 S Main Rd 358 Albion New York 14411
 Dan Pasternak Box 492 East Port New York 11941
 Ira Philbrick 406 Court St Little Valley New York 14755
 Virgil Dale Smith Worthington Corp P O Box 69 Buffalo New York 14240
 Emmanuel Sperazza 2339-129th College Point Long Island New York 11356
 Steve Rauch R D 2 Colosima Rd Fulton New York 13069
 Charles Vetri 1148 Erie Ave N Tonawanda New York 14120

OHIO

Forest R Bidlack 1881 Lexington NW Warren Ohio 44485 (sub)
 Charles Buck 341 Beechgrove Rd Bucyrus Ohio 44820
 Robert Burge 7612 Erie St Sylvaia Ohio 43560
 W B Cleveland MD 2522 Norfolk Rd Cleveland Heights Ohio 44106
 James L Cook 3608 Reimer Rd Norton Ohio 44203 Treasurer
 William Dawson Rt 1 Box 85 Beach City Ohio 44608
 Gerald R Dellevar RR 2 Box 239 Rock Rd Shelby Ohio 44875
 Fred Deye 6622 Erie St Sylvaia Ohio 43560
 Fred G Dieter 809 Birch Hill Dr Youngstown Ohio 44509
 John O Elber RR 2 Box 55 Milan Ohio 44846
 W C Enders 1117 Teddy Ave Bucyrus Ohio 44820
 Ed Fessenden 9 Southwood Dr Norwalk Ohio 44857
 Eugene Goble 701 Chase Ave Hamilton Ohio 45000
 John W Groves 424 Courtley Dr Rt 1 Fostoria Ohio 44830
 William Gullo 30850 Bayridge Blvd Willowick Ohio 44094
 Anthony Harpester 16577 State Rd North Royalton Ohio 44133
 Thomas W Harris 800 Hazel St Akron Ohio 44305
 Max Harry 834 Santa Cruz Dayton Ohio 45410
 Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio 45324
 Joseph E Hassett 1210 Union Ave Astabula Ohio 44004
 Steve Hess 33 Hall St Tiffin Ohio (Sub) 44883
 William L Howell 228 Lesbon St Box 138 Waynesburg Ohio 44688
 Victor E Huguenin 706 Fairview Galion Ohio 44833
 Gerald Kenworthy RR 1 Ansonia Ohio 45303
 Ralph L Javens Sr 453 Shawnee Rd Indian Meadows Dover Ohio 44662
 R E Kerns RR 2 Belle Center 44310

OHIO (cont)

Steve Kertez 2020 Marlow Rd Toledo Ohio 43613
 Charles Leatherwood 54 S Siota Ashville Ohio 43103
 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
 Theodore L McWayne 14524 Mayfield Rd Huntsburg Ohio 44046
 Lloyd McWilliams 1255 Grinder Rd NW Rt 7 Lancaster Ohio 43130
 Milton Mehl 2641 Andrew Ave Hamilton Ohio 45015
 C E Monnet 22413 Wallace Ave Alliance Ohio 44601
 Dan A. Nealliegh RR 1 Rossburg Ohio 45362
 Fred Provin 371 Heath Rd Heath Ohio 43055
 Clarence F Puckett 4378 Catalina Ave Dayton Ohio 45416
 John S Rees 6332 Maplewood Rd Mayfield Hts Ohio 44124
 Carl J Reichenbaugh 1412 Bernard Ave Findlay Ohio 45840
 Hugh Riddle Box 287 Ravenna Ohio 44266
 Leland E Scholl 184 N Center St Pickerington Ohio 43147
 Karl Schuele Deer Lick Farm West Salem Ohio 44287
 William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140
 Dave Sloan R F D 3 Kenton Ohio 43326 Trustee
 Ray Steelman 136 Sylvaia Dr Dayton Ohio 45400
 Eleanor Steinbring RR 1 Wooster Ohio 44691
 Waldo Stevick 916 Dingleline Ave Lima Ohio 45804
 Ronald Thomas 5724 Chagrin Dr Mentor On The Lake Ohio 44060
 Charles Thompson 103 Canton Ave Huron Ohio 44839
 Percy Wallace 302 Petrie Rd Atwater Ohio 44201
 John E Wickham 751 Dayton Ave Findlay Ohio 45840 President

OREGON

Richard Greco 286 1/2 Patterson Ashland Oregon 97520
 John Hedderly 2111 103rd Drive Portland Oregon 97216

PENNSYLVANIA

James F Altman 1815 4th Ave New Kessington Pennsylvania 15068
 Larry Armstrong 13440 Stevens Rd Philadelphia Pennsylvania 19116
 Eugene Aucott 6204 Wessahiclon Ave Philadelphia Pennsylvania 19144
 Robert Becker 302 W Valley Forge Rd King of Prussia Pennsylvania 19406
 Leon C Blackman 43 Buckeye Rd Emans Pennsylvania 18049
 Vincent J Connelly 237 W County Line Rd Hatboro Pennsylvania 19040
 Stanley Dargrou 110720 Greiner Rd Philadelphia Penn 19116

PENNSYLVANIA (cont)

Clayton H Derstler Rd 1 Washington Boro Pennsylvania 17582
James W Festa 2660 Old Lincoln Hwy Trevoese Pennsylvania 19047
Louis Friedman 3008 Azelea Terrace Norristown Pennsylvania 19403
Frank George Jr 317 Hartel Ave Philadelphia Pennsylvania 19111
Daniel P Graham 2333 Forest Dr Pittsburgh Pennsylvania 15235
Robert W Hangen R F D 2 Quakertown Pennsylvania 18951
Paul R Hawthorne 1352 Simpson Ferry Rd New Cumberland Pennsylvania 17070
Samuel H High 1618 Fort Washington Ave Maple Glen Penn 19002
Edwin R Johnson 1065 Raston Rd Horsham Pennsylvania 19044
Joseph Karis 18 Edgemore Rd Cheltenham Pennsylvania 19012
Karl Klotzback 381 Maidenlane King of Prussia Pennsylvania 19406
William Lawler 645 E Hermitage St Philadelphia Pennsylvania 19128
Otto Link 2nd and Charles Sts Cooperstown Pennsylvania 18036
William J Lockett 1705 Ridge Rd Perkasie Pennsylvania 18944
Robert Markey RR 1 Etters Pennsylvania 17319
Robin Markey RR 1 Etters Pennsylvania 17319
Herman G Metzger Jr 2174 Winthrop Rd Huntingdon Valley Pennsylvania 19006 Vice President
George W Mano 495 Red Coat Lane Wayne Pennsylvania 19087
Lester J McQuade 6021 6th Ave Altoona Pennsylvania 16602
Sam Melltott RR 1 Box 97 Mercersburg Pennsylvania 17236
David Salitrynaki 439 Jeans St Philadelphia Pennsylvania 19116
Steven Savoy 4420 Elk Ave Oakford Pennsylvania 19047
Albert P Sigmans Rt 212 Pleasant Valley Pennsylvania 18951
John P Smagach 2840 E Thompson St Philadelphia Pennsylvania 19134
Matthew J Smagach 2840 E Thompson St Philadelphia Pennsylvania 19134
James Statts 7 Kiltie Dr New Hope Pennsylvania 18937
Edward Stoner Rd 2 Box 32 Lewisberry Pennsylvania 17339
Fred J Wood 821 Cedar Rd Philadelphia Pennsylvania 19111

TENNESSEE

Douglas B Green 700 16th Ave South Nashville Tennessee 37203

TEXAS

Herbert L Bloom 807 E Abram Arlington Texas 76016
Chester R Casey 1425 Murray Bay Dr Houston Texas 77055
William Daniels 1224 Carby St Houston Texas 77037
Stacy Hart Box 766 Littlefield Texas 79339

TEXAS (cont)

Frank Krawiec Rt 3 Box 165 C2 Roanoke Texas 76262
H J Norman P O Box 568 Weatherford Texas 76086
Jerry Premisberger Box 905 LaFeria Texas 78559
Sidney E Roberts Rt 2 Box 127 Alta Loma Texas 77510
Harry W Robinson 1300 Kipling St Liberty Texas 77575
Robert Shingler RR 1 Box 46R Palmer Texas 75152
Eugene T Smithson 2502 Turtle Creek Sherman Texas 75090
Linley S Wright P O Box 784 Glen Rose Texas 76043

VIRGINIA

Donald E Collar Box 3006 Alexandria Virginia 22302
Michael A Kearney 2835 Woodlawn Ave Falls Church Virginia 22042
Carl M Rau 600 55th St Virginia Beach Virginia 23451
Clifford K Pease 4164 Ewell Rd Virginia Beach Virginia 23455
Mervin Ryan RFD 1 Edinburg Virginia 22824
John M Sandy P O Box 144 Stephens City Virginia 22655

WASHINGTON

Jan P Davidson Rd#2 Box 302 Shelton Washington 98548
Kenneth Slecter 17403 8 NE Seattle Washington 98155

WISCONSIN

John Gierono 217 69th St Kenosha Wisconsin 53140
Donald J Huber 715A S 22nd St Milwaukee Wisconsin 53204
John Louch 1434 Wayne Rd West Bend Wisconsin 53095
Ervin G Vanbeek 517 N Main St West Bend Wisconsin 53095

ALASKA

Chuck Metenkanich P O Box 4 1978 Anchorage Alaska 99509

AFRICA

Paul A Tops 154 Glen Rd Glencarian Cape South Africa

AUSTRALIA

Donald G Liddle 43 Austin Crescent Wentworthville 2145 Australia

CANADA

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario Canada
James C Dreher Box 132 Orbow Saskatchewan Canada (sub)
Robert S Foster 35 Lynwood Dr SE Calgary Alberta Canada
Peter Gagan 2011 Pallisdale Rd Calgary Alberta T2U 377 Canada
Robert McKie 29 Ashwood Crescent Islington Ontario Canada
Thomas Stackhouse 49 Queensway West Simcoe Ontario Canada
George P Taft 210 Elmwood Crescent Milton Ontario Canada
Newel Taylor 2760 E 27th Vancouver V5R 1 N5 British Col Canada
Frank Tucker 9204 Allison Dr SE Calgary 30 Alberta Canada
Charles Wilson 2017 Ward St Ville St Laurent Montreal Quebec Canada

ENGLAND

Robert Sidney Powell 27 Clinque Ports Ave Hythe Kent England

FRANCE

Bernard Bressen 5 Live' Hdon Blum 63000 Clermont Ferrand France

GERMANY

Hans-P Arendt 1000 Berlin 44 Burknerstr W Berlin Germany
Peter Wieg 1 Berlin 30 Keithstr 14 W Germany

SWEDEN

Ali Drimmer Slaragaten 27 412 69 Goteborg Sweden
Lars Enlar Illerbacker 5 S 181 44 Lidingo Brottbys Sweden
Henry Melin Prastgarten Akerby 740 22 U P L Balinge Sweden
Hans Rennerfeldt S 18040 Brottbys Sweden

ITALY

Benito Battilani VIA GALE ATI VJ V0026 Imola Italy

Wanted - At one time I owned an Evans cycle and would like to find one either restored or one needing restoration. The Evans cycle was manufactured between 1918 and 1924 and I would like to acquire one built between 1920 and '24. The models built during this period utilize the Evans motor and the latest model has the spring fork. If it is not possible to find a complete cycle I would be very interested in parts also.

Write or call - H. K. Snyder, Chicago
Display Co., 1301 Armitage
Melrose Park, Illinois
60160
Ph-312-681-4340

Wanted - Recently acquired three Indian cycles - two are in running condition but with some small parts missing. The third, an ACE, has a broken crankshaft and some parts missing. The Ace needs 4 intake push rods, all 8 lower push rods with guides. Please write me if further information is needed. Thank you for helping me acquire these parts.

Write - Peter Wieg
1 Berlin 30
Keithstrasse 11, Germany

Wanted - Indian Four motorcycle, any year,
Write - Dan Pasternak
Box 492
Eastport, New York 11941

For Sale - 2 Indian fours - 1937 and 1942, both in process of restoration. All parts on hand plus enough engine parts extra to build a third engine and other assorted parts. Will sell all motorcycle equipment and parts for \$3000. All this material belonged to my late husband, Dennis McCarthy 1219 NM Joplin Ave., Port Charlotte, Florida 33952. Phone 813-625-2902 (letter containing this ad was dated August 11, 1975)

Wanted for '31 Indian Four -
taillight bracket as used on '28 to
'35 Indians.
Early style cast iron exhaust manifold.
Wanted for 1914 Indian big twin -
Front wheel or at least the hub.
Hand brake lever assembly.
Gas headlamps.
Kick starter parts (forward kick)
Write Stanley Pernic, RR 1 Box 632C
Levi Waite Rd., Round Lake, Ill 60073

Wanted - engine for 1930 Indian four,
complete.
Write - Svend Aage Jensen, Tingparken
54,7200, Grindsted, Denmark.

Gentlemen, this man has most everything needed to operate his four but needs a motor. There may be a little language barrier but he'll appreciate any correspondence.

Will Trade - 1930 Indian four motor, 97% complete but not rebuilt. Needs field coil for magneto and two intake push rods. Also 1928 Harley Davidson with 61 Cub and 74 Cub motor. Needs restoring. Looking for Indian Scout or ?
Write - William J. Daniel, 1224 Carby Rd.
Houston, Texas 77073
Ph 1-713-448-0355

Need a set of saddle bags for Chief 80

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

Two early model 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
Phone 325 - 3594

Wanted - This gentleman purchased a four that had been partially dis-assembled. The motor was dis-assembled to rob a piston and rod and all parts that were removed were lost. He has been in the process of gathering parts and now sends a request for engine parts.

Cylinder heads with valves, guides, springs, head bolts, rockers, rocker boxes, push rods and intake manifold.

I need oil pump, oil suction tube, oil outlet, distributor tube, oil baffle and oil pan

need dip stick, battery box, chain guard (38-39 style), kick starter lever, and return spring, 1 standard piston and rod complete, 1 set of standard rings and gasket set.

Would appreciate knowing prices on these parts before buying. Do you have Scout parts. Need 38-42 series Scout Bonneville front cylinder exhaust valve lifter L Pin 42619. Need 38 - 39 style rear stand catch spring

Write Jim Meadows

5600 N Virginia #68
Reno, Nevada 89506

DECALS DECALS DECALS DECALS

We have the FINEST Decals for cycles from 1907 to 1939. Most decals \$5.50 a pair, plus 50 cents for postage and handling. Please send self addressed stamped envelope for inquiries. Money orders only for decals. Our decals are the finest.

Bob Speck - The Decal Man.
Mtd Rt. #35, Box 338, Valpariso,
Ind. 46383

DECALS DECALS DECALS DECALS

Wanted - Side car for 1934 Indian Scout, doesn't have to be a '34 but a '33, '35, or '36 are all close to the '34 model.

Write - John DePhilip
1114 W Magnolia Blvd.
Burbank, Calif. 91506

Paulette Manufactures the Following

For all makes and models of Indian of Indian Four Cylinders. If, what you need is not listed, he will make it on special order.

Brake pedal's - brake rods
clutch pedals - clutch rods
shifter rods
tail pipes - muffler & tail pipes
manifold guards - chain guards
tool boxes - battery cradles
ammeters - oil gauges

These and othet special parts are made to specifications from original Indian factory blue prints. Drill rod is used for all brake, clutch and shifter rods. All parts are tempered at stress points.

Specializing in rebuilding the complete engine - pouring main bearings - rebuilding rods - semi dry clutch.

Send list of your needs for quote. Information gladly given to help you restore your four to original.

Write - R.W. Paulette, P O Box 401
Midway, Kentucky 40347

In the process of restoring a model 401 four and in need of parts.

Wanted - Footboard rubbers, head lamp and switch gear, speedometer cable and drive, handle grips, a diagram of how seat springs are mounted to seat frame, also a wiring diagram and any other information on this machine.

Write Len R. Pearce, 21 Tirinui Crest Rd
Otumoteai, Tauranga, North Island,
New Zealand.

Will Trade - Side car or Delivery Van, complete less body. Rim width 23 inches, not equipped with brakes, rusty but restorable. Make ? Year ? to early 20s. Trade for 1935 Indian four parts or '41 - '47 Chief parts.

Write - Robert H. Lamb, 1505 Bradford NE
Grand Rapids, Michigan 49503

For Sale - Classic - 1969 Clymer Munch
Mammoth 4 cylinder cycle. Only 1500
original miles. She's a beauty.

1941 Indian four

1940 Indian four

1947 Indian 74 Chief

1962 BSA Gold Star DBD 34 Clubman all
sport model

All above machines new or restored and in
mint condition.

Have four sets of heat riser tubes left,
also have 2 original tail pipes for 1940
Indian four. Chrome plated - \$75 each.

Write or call - Jack Maurer
14553 Coram Ave
Detroit, Michigan 48205
Ph - 313-521-3565

Wanted - Sew on Indian monogram for
billed cap or jacket lapel.

Wanted for Indian four Indian head
front mudguard light and Indian head
gear shift lever knob. Also decals
for the "ACE" and the Indian.

Need head gaskets for the ACE and
1938 Indian four. Need wiring
diagram for ACE or Indian Ace.

Write Don G. Liddle
43 Austin Crescent
Wentworth 2145 Australia

Wanted - pre-World War II four in
running condition.

Write - Forest R. Bidlack
1881 Lexington NW
Warren, Ohio 44485

For Sale - 1946 - '48 Indian Sidecar body
(no chassis) only. Good condition -
\$100.00, or trade for 741 parts.

Will trade several high quality shot guns,
over and under and dis by side doubles,
J. B. Saurer, Browning, Winchester for
1946 or 1948 Chief or Sport Scout.

Will trade 1952 Jaguar XK 120 M Coupe in
very fine condition for Indian motorcycle
or Indian motorcycle collection. Will
trade fairly, value for value.

Write - Charles Leatherwood
54 S Scioto St
Ashville, Ohio 43103

For Sale - 1948 Indian Chief, excellent
condition. Must sell, make offer.

Write - Kurt Kuck, Box 104,
New Knoxville, Ohio 45871

Wanted - for 1940 four, original
Generator belt guard (magneto Ign.)

Write - Billy G. Sanders
1010 Panorama Dr.
Colorado Springs, Colorado 80904

For Sale - Have fully restored 1947
Indian Chief 74. Color jet black - new
Chrome, saddle bags and spot lights.
Sale Price \$2300.

Write - Ed Morrison
1926 Lincoln Ave.
Whiting, Indiana 46394

Wanted front fender for 1940 four.
Must be straight. Also magneto for
1917 Henderson, worm gear that fits
an oil pump. Have many Chief parts
including Chief 80 to trade.

Write - R. F. Burke, P O Box 3429,
Tallahassee, Florida 32303

For Sale - 1935 Indian four basket
case - \$1200.

1937 Indian Standard Scout - 95%
restored - \$2000

BRAND NEW INDIAN FOUR ENGINE - assembled
from 90% new parts - \$3000

New parts Reproduced Tool boxes for
rigid frame Indian

fours 1929 - 1939.

Tool boxes for 101 Scout and rigid frame
Chief.

Chain guards for 1929 to 1939 Indian
four.

1934 and earlier tail light brackets
and cups.

101 exhaust pipes and muffler.

Bullet headlights are still being
worked on and should be available in
the spring.

Send SSAE with enquiry to Earl Chalfant,
RD 1, Brookville, Pennsylvania. 15825
Phone 814-849-7418

Photo and story credit -
The Advertizer Tribune



PHOTO BY CHRIS HAFLEY

CYCLISTS MEET-Close to 500 people attended a convention of motorcycle enthusiasts this past weekend at the Seneca County fairgrounds including the Tiffinites pictured here. They are (l to r) Paul Frankart, Aubrey Hess, Stephen Hess and Urb Elchert. John Wickham, Findlay,

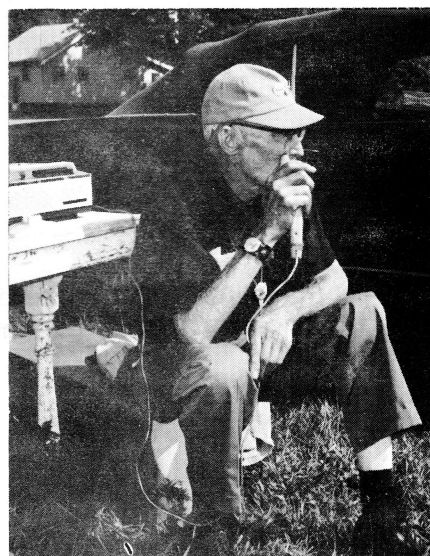
president of the organization which has special interest in antique four-cylinder cycles said the organization was formed in 1961 and this year's fete was the biggest to be held. Chuck Thomas, owner of the Thomas Deli-Cafe, sponsored a dinner for over 100 of the cycle owners.



Award Time By The President



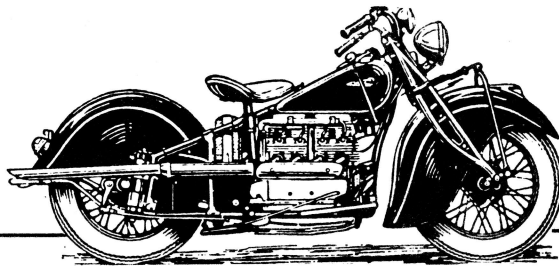
The job of keeping the meet
and program on schedule



Sometimes becomes a
tiresome job

Pictures of President Wickham at the meets plus any others some may have will be published in the next issue in a picture tribute to John E Wickham. Any comments members and friends wish to add, we will be happy to print them .

Editor



The Indian Four Cylinder Motorcycle Club, Inc. was organized

. to help members and owners of the Indian Four and other American made fours to maintain and restore these famous machines.

. to help as much as possible to locate parts to keep the Indian Four and other American made fours - the Pierce - Henderson - Ace, from becoming obsolete.

. that the Indian Four Cylinder 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. It shall remain as was originally organized in purpose for the benefit of owners of the Indian, Pierce, Henderson, or Ace, or such American made four cylinder motorcycles as the members of the Indian Four Cylinder Club deem acceptable in the club.

. to promote good fellowship and trust among members.

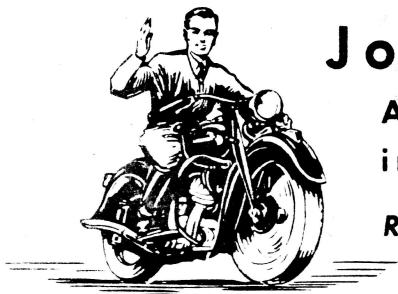
. to encourage all members to take active part in helping the club grow.

Officers, Indian Four Cylinder Club, Inc. 1975 - 1977

President	John E. Wickham
Vice President	Herman E. Metzger Jr.
Secretary	Dr. Claude Walters
Treasurer	James L. Cook
Trustee for 3 years	Ed Wolski
Trustee for 2 year	Dave Sloan
Trustee for 1 year	Jack Maurer
Sergeant-At-Arms	Robert Aldrich
Referee	
Assistant Referee	
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INDIAN FOUR CYLINDER NEWS

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EDITOR, 1970 -	THOMAS J. MILES
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Join the fun —

**Attend the next motorcycle activity
in your locality**

RIDE AN *Indian* MOTORCYCLE

