

Indian

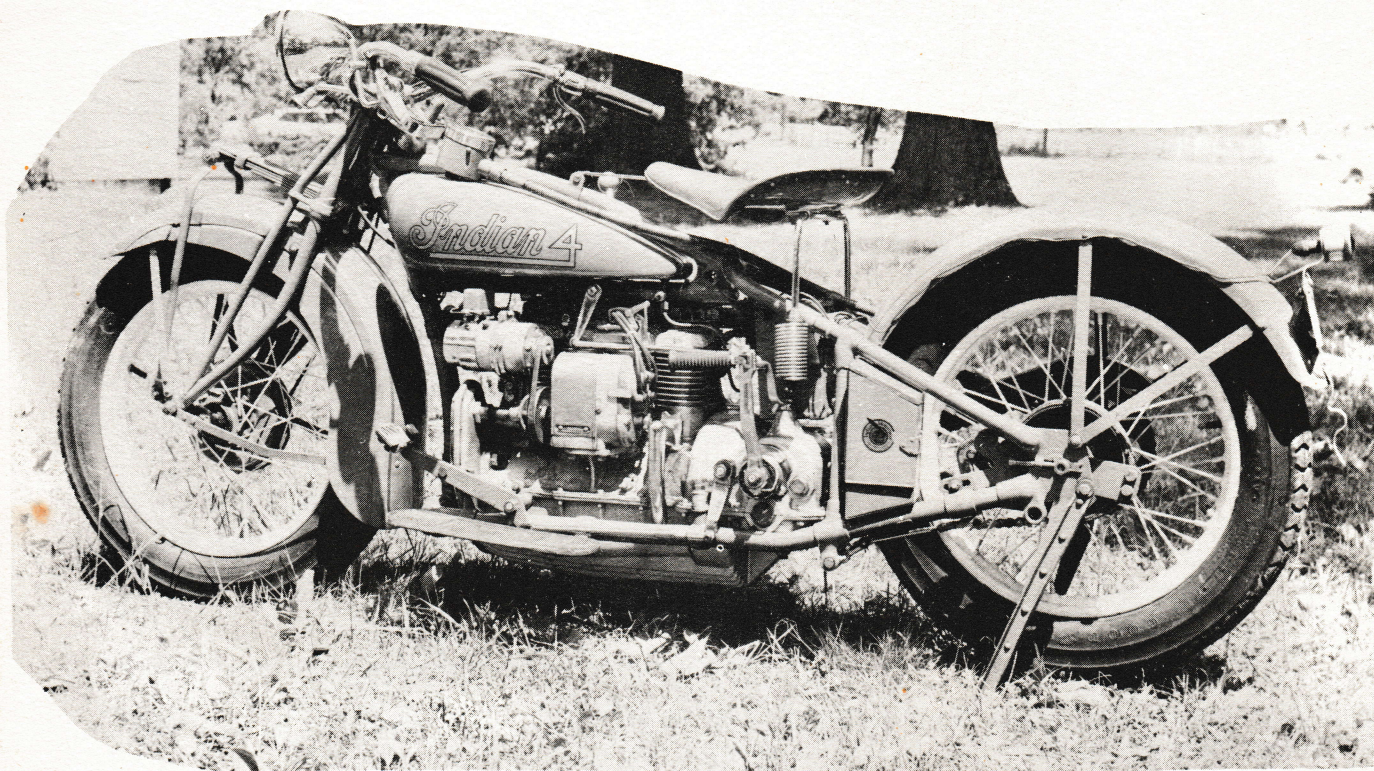


FOUR MOTORCYCLE NEWS

VOLUME 11 NUMBER 2

SUMMER ISSUE 1976

15Th Anniversary



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

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

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COVER PICTURE

Picture on page 7 is a closeup shot of this same motor and the the four belongs to our member Paul Pearce of Oxford, Michigan. This beautiful 1929 four has quite a history for Paul spent a lot of years assembling it back together. A remarkable job of restoration and a fine running bike.

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 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.



Members and wives of both the All American Indian Club and the Indian Four Club assembled in front of the Dux Club club house for this group picture. Not everyone present for the meet is included in the picture so we might judge the overall attendance about a third more than in the photograph. Holding the meet at the Dux Club was sort of a last minute decision at the April business meet at the Traveler's Club at Toledo, Ohio. Date had been set last year at the annual meet in August for August 12 - 13. These dates were later changed by the late president to June 5-6, and conflicted with the end of the school year activities. Attempt was made to change this date at the Seneca Co. fairgrounds to June 19-20 but the date had already been taken. The Dux Club was available for the dates. The dates for next year's June meet will be set at the Annual meet.

15TH ANNIVERSARY

The 16th year of the Four Club starts a new era for this fabulous Club Reaching from boarder to boarder of the United States and 8 foreign countries, the Indian Four Club has done a remarkable job of helping four owners on a national and international scale, secure parts and supply know how to repair and restore those fabulous fours to show bikes or just plain riding pleasure. This bears out the claims by the factory - Indian Motorcycles were known the world over.

15 years has placed the Indian Four Club in a very unique position as an institution on an international scale. To the early organizing members it was a bunch of guys trading parts and knowhow to fellow members and friends to keep those fours on the highways. Today, requests for parts and information come from many countries and all across our own nation.

The Club's June meets and Annual Meets were and are a time of getting together to talk cycles and parts and buy parts and cycles. This has not changed and for those able to attend the Four Meets, there is still the flea market, competitive events, greeting new members into the ranks, get a mountain of information and see first hand a lot of beautifully restored fours - Indians, Ace's, Henderson's, Cleveland's and Pierce's.

Many are restored to absolute perfection and origionality. The Annual Meet could be considered a better place to see the fours than a visit to the factory if that were possible. The factory never made them so good. We try through the magazine to convey to members and friends in picture and written word the beauty and soundness of these machines. Our first loss is in the color for we print them black and white and their colors are so great all we can do is talk about it.

The restoration bug helped start the Four Club organization for their intentions were to keep them on the road for good riding. Many still do.

Many bikes are show bikes and many only run at the Four Meet. They are brought in in trailers, polished a little and started for the annual parade. They are not only fabulous bikes but a fabulous price also. Exposing a bike to highway traffic or downtown riding is very risky.

A few years ago we saw a four at the meet with a side car frame and a large wood box fastened to the frame in place of a side car. This old bike had been discovered in the mountains of Pennsylvania and was used to haul coal from the small mine on the back of the property to the house. Although it ran good, a complete overhaul and resturation was necessary to make her what the company meant as a fabulous machine. The owner used it every day to haul his fuel but she was really too light to haul too much coal and he would like to get a small truck to do this job. The four was purchased for \$50 and the owner felt he had gotten a good price. Today that four has been put through the restoration proress and its price tag far more than the lonely \$50. Brand new, it sold for just under \$500 back in the '30s Things have changed a lot since, especially values and the same bike today will sell in the 4 figure range. They have become like a museum piece with a tremendous value. The Model T that was once known as the poor man's car has jumped over into the valuable classification and is today worth far more than the origional price. This is one in need of restoring.

Those who own these show piece machines hold on to them with a good price tag and some buy purely for speculation. New members are coming into the club but very slowly. The answer to what might be delima is keep looking for the fours not yet found. The applicant for membership must own an American made four to be acceptable into the club. The cycle does not have to be and Indian Four. It can be a Henderson,

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Members of the Ladies Auxiliary of the Indian Four Club

The much discussed Ladie's Auxiliary was organized at the 1975 Indian Four Meet electing Mrs. Wally Enders their first president, Mrs. Fred Provin vice president, Mrs. Robert Aldrich secretary and Mrs. Mc Cain Treasurer. Later Mrs. Enders changed places with Mrs. Provin and Mrs. Provin became president. Several of the ladies were present at the Dux Club meet and we took this picture.



Executive Committee members of the All American Club. We were not acquainted with some of the members of the Club so we refer you to Mr. Paul Pearce in the Center of the picture, the president. The Club has grown considerable in the past couple of years. Full name of the club is All American Indian Club.

it can be an Ace, it can be a Cleveland or an old Pierce. There is an other 2 wheeled cycle that is considered in the autocycle class but basically it is a motorcycle. It was made to be ridden like a small sports car type auto for it had two stabilizing at either side of the rear wheel. These smaller wheels could be raised or lowered by a hand lever at the seat. It was suggested to ride with the two smaller wheels down for in town riding but out on the highway the lever retracted them for a two wheel cycle. The motor was quite like the Henderson with single cylinder heads. This autocycle or motorcycle was called the Militaire and was first manufactured in Canada. They later moved to Cleveland, Ohio and after financial difficulty moved to Buffalo and again plagued by financial troubles moved to Springfield, Mass. In Springfield there were across the street from the Indian Motorcycle Company. They changed their models after the move to Buffalo, New York and built the Militor. This model had a side car with an enclosed cab type body. It was a beautiful machine with a lot of polished copper and brass. The company folded in Springfield and is no more. It is an American built four so it is eligible for membership application in the Four Club.

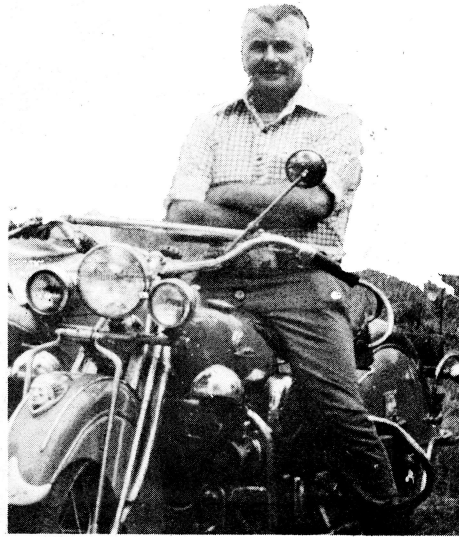
We published a story on a motor out of one of these Militaire machines that had a greater history than the whole bike. It seemed to pop up when most other motors would have been junked. Today it is owned by Dr. Bill Cleveland of Cleveland, Ohio and is getting mighty good care.

We have given you the line-up of fours and although you may now think it a fruitless effort to own a four especially a restored one, many of the older members will tell you some experiences on how they found their fours. A prime rule to keep in mind, don't ever pass up any clue unless you are absolutely sure its untrue. As editor of the Four News we have often picked up clues and traced them to machines. We have listed them in the Four News. Since many of you are confirmed campers and spend your summers riding and camping in different places, engage local people in conversation and show them a picture from a Four News to show them what you are looking for. One little piece of information may lead to a bike all in tact or in pieces in need of some parts. A bike may have set for 20 years such as was the case with the beautiful red machine John Webb of Maitland, Florida brought to the Four Meet in Toledo a few years ago. Someone remembered seeing a bike on an island off the Florida coast and after a little inquiry learned that a former airline pilot, now deceased, had taken it to the island for transportation and after his demise, the cycle was left there and forgotten about for 15 years. It was finally brought to the mainland and changed hands several times. John Webb bought it and restored it to original which won for him a trophy at the annual meet.

Restoring is a long process but proof of taking time show up at the annual meet when the professionally restored bike show up at the meet. This is one of the values of the Four Meet to see what others have accomplished. It is also a place to buy parts or see first hand some of those four repairmen who have advertized in the Four News and you can talk with them personally about a specific problem or part.

Unfortunately, the foreign membership can't make it too the meets and must rely on the Indian Four News for their information and quest for parts. From as far away as Africa and Australia they have secured parts. Fifteen years as a Club has established friendships, a great source of parts for out of production machines and kept on the highway those fabulous fours for many years to come.

By the way if any of you roving members ever get to Tokyo, Japan, would you mind checking out the possibility that the crown prince still has his Indian Four. We saw a picture of this young man riding an Indian four and its either in a museum or he still riding it. Might be for sale. Someone check it out. This might be our outstanding effor for the next five years to have the crown prince bring his for to the Four meet in Tiffin, Ohio. Maybe some of you fellows out in Calif. might get a word to Roy Rogers, at one time an Indian rider and get him to visit us at Tiffin. He's in these parts at about this time for the fairs. Editor



President's Page

Herman G. "Whitey" Metzger
(Pres. Pro Tem)

"THE KING IS DEAD; LONG LIVE THE KING"

Editorial - Whitey Metzger

It is with heavy heart and loving memories that we acknowledge Mr. Indian four Cylinder, John E. Wickham's passing earlier this year. We all miss his guiding hand and spirit.

As has been so often said in history, "The King Is Dead; Long Live The King." John has left large boots to be filled by a special election that I propose to be held at the Annual meet in Tiffin, Ohio. The constitution provides for bi-annual elections to two year terms but the void in the club would be too great till another year.

It is fitting and proper that a special effort be made to attend to cast your vote at the business meeting of the Annual Meet of the Indian Four Cylinder Club, August 14-15, 1976, Seneca County Fairgrounds, Tiffin, Ohio. The majority of members possible to attend should be heard on this matter. It is assumed that the call will not be declined because of timidity or modesty, and is hoped that the nominees will be senior members blessed with grace of time and devotion to the task. To lead a club of our magnitude and National impact, a candidate of dedication and spirit can best meet the challenge and the task. It is hoped that the succession of chairs to the apex of leadership will permit a growth pattern for the years ahead. I foresee a grand future with officers passing down the leadership and ascending to directorship of the club allowing for a constant flow of fresh and energetic spirit being guided by directors and trustees who have reached their senior positions.

The club shall grow, the Indian Four News shall disseminate, the club tasks shall be subordinated and shared. The participation in the tasks shall earn status leading to the line officers in the club and thence to the staff positions of senior Directors and Trustees.

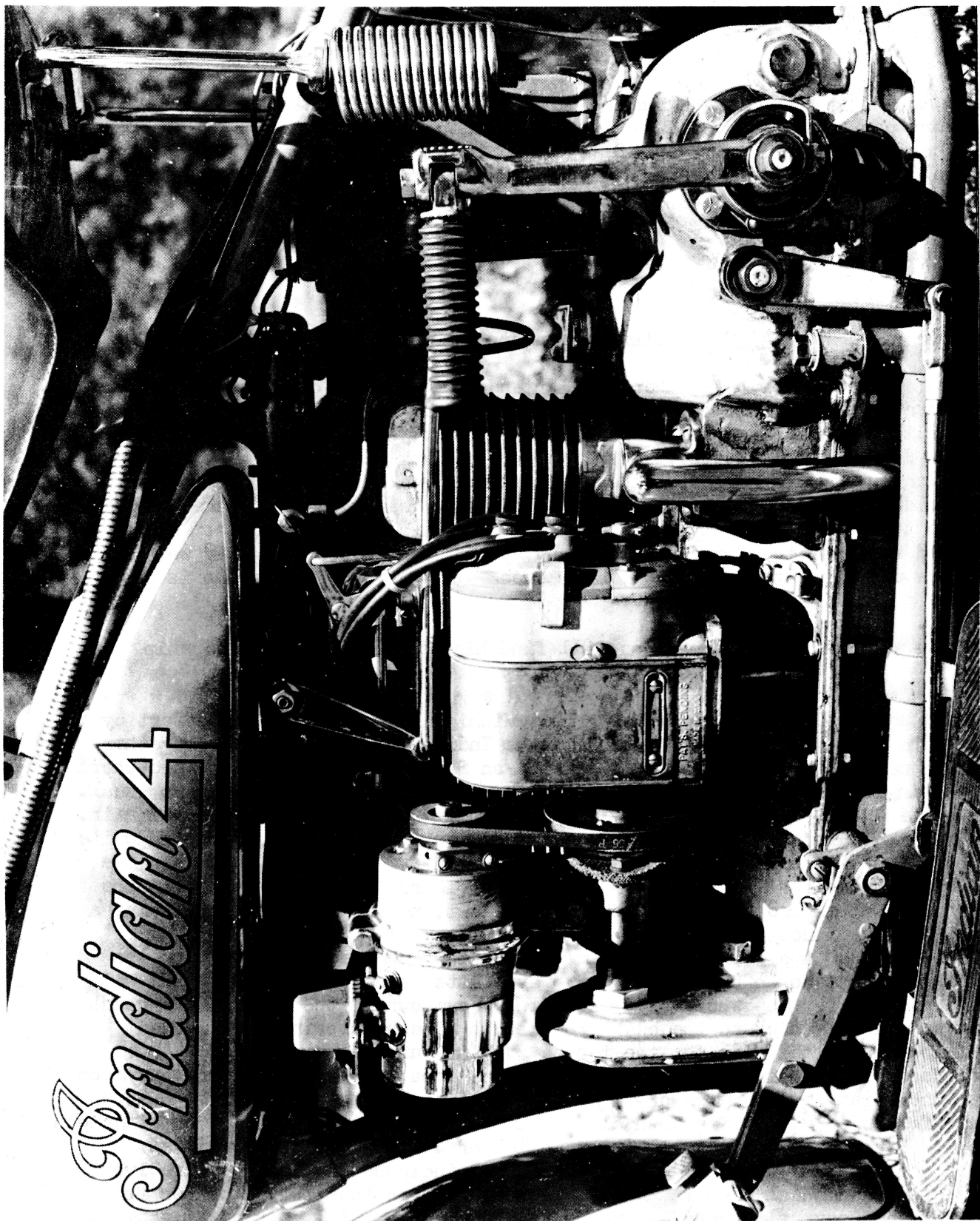
Therefor I urge you also make a special effort to attend the 1976 meet, take and active

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One of our Indian Four members ready for a ride. Bob Aldrich of Livonia, Michigan has helmet on and already for a ride down the road from the Dux Club. Bob owns a four and this Chief which are equally fine machines. Wally Enders brought a "little" Scout to the meet that is made in Formosa. A peppy little bike, Bob is usually riding it for a lot of fun.



What's that old cycle parked in there among those motorcycles? That old bike has been around for a long time and too man many meets. Won trophies too. It is presently owned by Paul Pearce who purchased it from John Wickham. It is a 1905 Indian Single and still runs good. By the time this bike came off the assembly line they only made around 500 bikes a year. There are few guys left in the club as old as this 1905. The first Indian came off the line in 1901 and the company at that time was known as the Hendee Bicycle Co. John Wickham raced this bike against Doc. Cleveland on his old Harley belt drive and guess who won. The only way you could stop those old Indians was to kill the motor. The Indian took the Harley.



Closeup of the mag/generator side of the four on our cover picture. This is of course the 1929 four belonging to Paul Pearce of Oxford, Michigan. We printed the story on this machine and Paul's long process of search for parts and finally, the cycle fully restored. The machine is factory perfect, possibly even better. Finished in a beautiful blue with gold striping and has won many trophies.

part, and have fun carrying and sharing the load, make yourself heard. You receive rewards in life in proportion to your participation. The new president will need all the help and support available to plan next year's program and follow through will all the time consuming tasks.

"The King is Dead; Long live the King.

Our thanks to Whitey for taking time from his busy schedule of his work and writing us this short pep speech and challenge for the club. By profession he is a consulting engineer and is required to take many notes and make reports to prospective business clients. Whitey, your words and challenge are greatly appreciated. Editor.

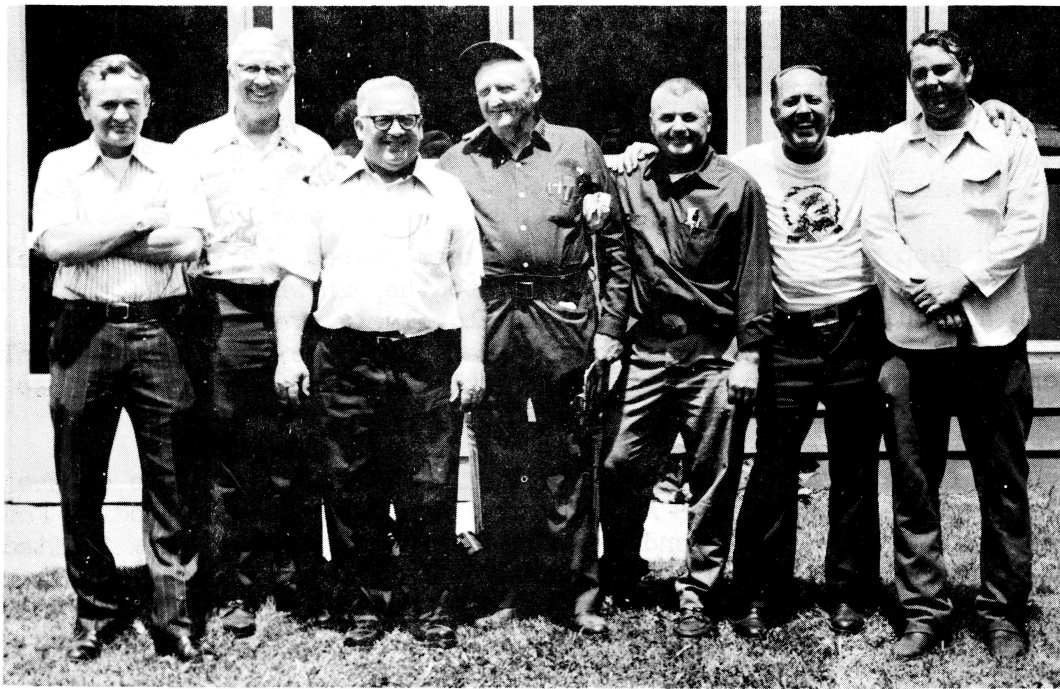
Former Treasurer has heart attack after trip north in June

Casper Barnes, whom many of the members and friends have known for his service to the Indian Four Club. He held the jobs of Club Secretary almost from the beginning till Doc. Walters was elected and he held the job of treasurer till the last election when Jim Cook was elected. Casper had suffered an attack of temporary blindness which caused him to resign the job as treasurer. He and Mrs. Barnes had moved to Florida several years ago and in the month of June decided to make the trip north to Ohio to see some relatives and bring the old treasurer's records. After they had returned to Florida he suffered a heart attack and a letter we received a few days ago stated that after a 3 week stay in the hospital he is now returned home and doing fine.

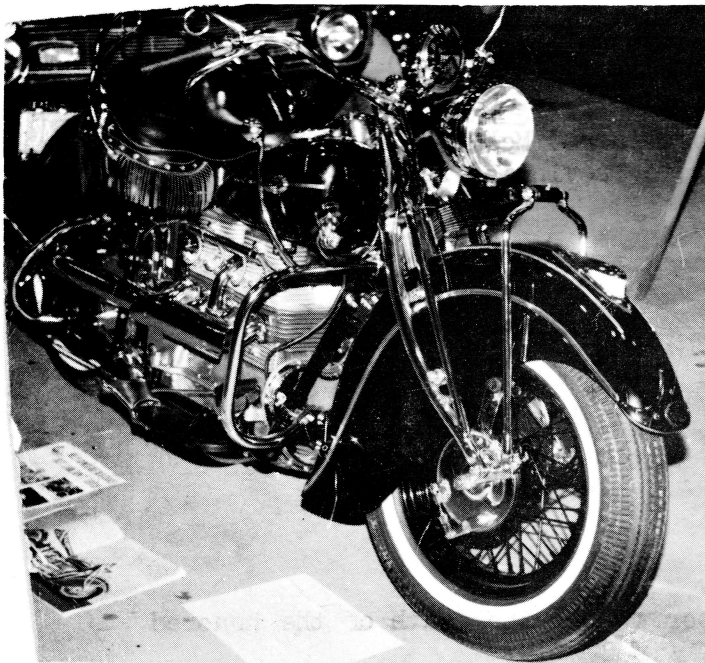
If some of you wish to write Casper you will find his address in the membership listing.

The June meet at the Dux Club at Lambertville, Michigan was a successful effort by both clubs, The All American Indian Club and the Indian Four Club to meet together and share the meet. Approx. a 100 were present on Saturday for the events and short business meeting. Several flea markets were set up and business conducted as usual. Setting a meeting date for either club is always a big chance to hope to avoid rain. Last year rain adjourned the Four Club August meet early in the afternoon with quite a downpour. Rain had dampened the Dux Club grounds on Friday before and again the track was quite muddy for any riding, so the cycle riders took to the roads in the area. Going out on the roads meant jacket and helmet, the helmet of course being a requirement of law in most states.

On Sunday, several of the four members came in for the Four meet and some of the All American members took off for home. Sunday's attendance was around 50 and with one great advantage for the whole day - no rain. Four owners too took to the roads for riding and finally back to the club grounds for afternoon events. The Flea Market remained about the same for the two days. The Dux Club not being a large place requires using machine parking area for event area. Events were underway soon after the lunch break and winners of the events will be given in the next issue. Immediately following the events both clubs retired to the Club house for an afternoon of business. Paul Pearce of the All American led off with their club business. A couple of motions passed by the All American Club included the Indian Four Club will be read at the Annual Meet in August. Whitey Metzger took the floor for the Four Club and made several requests for the Four Club which will be read at the Annual Meet. All action taken by the Four Club will be read at the annual meet. Two business meetings the same afternoon took a lot of time and due to the lateness of the hour was adjourned. Editor



Part of the Executive Committee of the Indian Four Club. L to R, Jim Cook, treas., Paul Pearce, director, Tom Miles, editor and photographer, Dave Sloan, Trustee, Whitey Metzger, president pro tem, Robert Aldrich, referee, and Ron Thomas, director. The editor generally don't get into many pictures because he is usually behind camera but the smiles in the picture are about the necessary room to get the editor into the picture.



This picture was a color shot of a black and Chrome four owned by Joe Hassett of Astabula, Ohio. Doing the restoration himself, his goal was and is originality and perfection. No one would doubt this when looking at the machine.



Picture frame of coins, patches, pins, all mostly Indian Four Insignia. Mounted in a picture frame for display, the collection is owned by David C. Leitner of Pontiac, Michigan. He also owns a beautiful black and chrome Indian four. It is distinguished by 4 chrome exhausts instead of the usual single exhaust.

TRIBUTES FROM THE MEMBERS

from Bert McKie
Islington,
Ontario, Canada

It was with deep regret I learned John Wickham passed away. Your article in the Winter issue of the News does justice to the man who founded the Indian Four Club and guided it so graciously and lovingly over the years. It is a great tribute to John Wickham to have been the original and only President during his lifetime which he justly deserved, having spent so many rewarding hours in it's service.

I met John at the Toledo meet in the summer of 1970. He was one of the first members I recall speaking to. At that time I did not have an Indian Four and was working on a streamline Henderson. Admiring his machine, he invited me to take it for a ride around the track which I did with great joy. It had been 25 years since I had owned and ridden a four, nostalgia returned, I just had to have another Indian four.

This was my first meeting with John Wickham of whom I had the greatest respect and admiration. He was certinately one of nature's gentlemen, a good worker and a friend, he will be missed by all who were associated with him. Once more the Checkered flag has come to our club. In closing I quote from Grantland Rice, which I think is a most fitting tribute to our late friend who served so long and so well with the common touch so rare and of whom I have fond memories.

" For when the one great scorer comes,
To write against your name,
He writes not that you won or lost,
But how you played the game."

With kindest personal regards - Robert (Bert) McKie. Chief Supt., Retired
Ontario Provincial Police.

FROM our new member from Italy

Benito Battilani
via Paolo Galeati 45
I - 40026 - Imola - Italy

Dear Sir

First I want to express my sorrow for the death of the honored
President and Founder of our Club, Mr. John Wickham - - -

Benito Battilani

Amendments To The Constitution and By-Laws

Referring to the Constitution and By-Laws Article 12 (page 5) states - The Constitution may be amended or added to. Procedure is detailed in the article. Amendments were presented to the Executive Committee at the April 25, 1976 business meeting and are presented in this issue of the Indian Four News in accordance with amending procedure.

Amendment 1.

By Law # 9 - The Havaland Trophy. A few years ago it was discussed to retire the Havaland Trophy in favor of a new trophy called the Wickham Trophy, awarded each year, and the winner keep his trophy he won. Since this amendment was proposed several years ago, the Wickham Trophy has been awarded each year since that time. The recent death of President Wickham caused immediate action to amend the By-Laws and the amendment is now proposed as the John Wickham Memorial Trophy, awarded for the Best Restored Indian Four. A trophy may be given to the same individual for one or more successive years until another four is judged best.

Amendment 2.

A trophy shall be purchased by the Indian Four Club each year and shall be awarded to the owner of The Best Customized Indian Four. This trophy permits the owner to restore his four as he wishes but not exactly original.

Amendment 3.

Prior to the printing of the Club Constitution and By-Laws a by-law was duly added which stated that the four owner member had the right to sell his four, but had one year in which to purchase or acquire another American made four or he would be denied membership for exceeding his allowed time of one year to secure another machine. The rule was never included in the Constitution and By-Laws because it was really never enforced. Several members of the Four Club had sold their fours but due to their fine assistance and promotional good for the club, they were considered members in good standing and efforts for the best interests of the Club. This action however did not change the old rule that was enacted yet not included in the printed constitution. It was therefore recommended to the Executive Committee that a protective amendment be added to the Constitution.

Amendment - - A member of the Indian Four Club who fulfilled the requirement of owning an American made four cylinder motorcycle may sell or give his cycle to someone else for any reason shall reveal the change of ownership and the reason to the Executive Committee. If member is in good standing on membership dues and his efforts in the club have been for the best interests of the Club, the Annual Meeting may vote him the right to remain a member and keep his dues paid up without the need to purchase or acquire another four. He retains his rights of voting privileges and is not changed to the status of a subscriber to receive the Four News.

By vote of 2/3 majority at the Annual Meet, the member shall be granted the right remain a member, pay his dues and have voting and discussion privileges.

Amendment 4 - Article V (5) states among other things - - - fee for membership in the Indian Four Club is \$10.00 per year (as of 1967) and is amendable in accordance with Article XII of the Constitution. Proposed amendment, that the annual dues for the Indian Four Club be increased to \$12.50 per year (as of 1976).

Reason for increase in dues, increased costs of printing and mailing Club Magazine, mailing of dues notices and other information, increased cost of trophies, building and grounds rentals for meetings, and protection insurance costs, etc., deem it necessary to increase annual dues.

The Indian Four Cylinder Club Inc. Membership List 1976

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A Daniel Cronin 9921 Hubbard Livonia Michigan 48150
W W Doyle 5560 Berkley Pontiac Michigan 48054
Victor I Grahn 6511 Johnson Rd Coloma Michigan 49038
Marvin A Grahn 6511 Johnson Rd Coloma Michigan 49038
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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
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Randy Nelson 3201 22 Ave So Minneapolis Minnesota 55407
Kenneth Trimbo Box 166 Henderson Minnesota 56044
Maynard Whetstone 270 Bellevue St Winona Minnesota 55087
William Wiecezorek 111 Flandrau Rd St Paul Minnesota 55106

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Louis Anderson Box 258 Mansfield Missouri 65704
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R W Peterson Peterson Mfg Co De Witt Nebraska 68341
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Bill Fainglass 62 Washington Ave Morristown New Jersey 07960
Jules W Frolick 1175 Goffle Rd Hawthorne New Jersey 07506
Allan Lowell Lewis 86 Warren St Washington New Jersey 07882
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
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Lloyd McWilliams 1255 Grindler Rd NW Rt 7 Lancaster Ohio 43130
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Daniel P Graham 2333 Forest Dr Pittsburgh Pennsylvania 15235
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Samuel H High 1618 Fort Washington Ave Maple Glen Penn 19002
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H J Norman P O Box 568 Weatherford Texas 76086
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Bernard Bressen 5 Live' Hëon Blum 63000 Clermont Ferrand France

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Hans-P Arendt 1000 Berlin 44 Burknerstr W Berlin Germany
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Benito Battilani VIA GAIE ATI VJ V0026 Imola Italy

SWEDEN

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

NEW ZEALAND

Tim Thomson P O Box 7 Clydesdale So. Otago New Zealand

A NEW MEMBER FROM UP CONNECTICUT WAY.

John Yaros of Monroe, Connecticut, became a member of the Four Club the first of this year with a couple of machines that would have qualified him for membership - 1925 Henderson and a newly restored Indian Four.

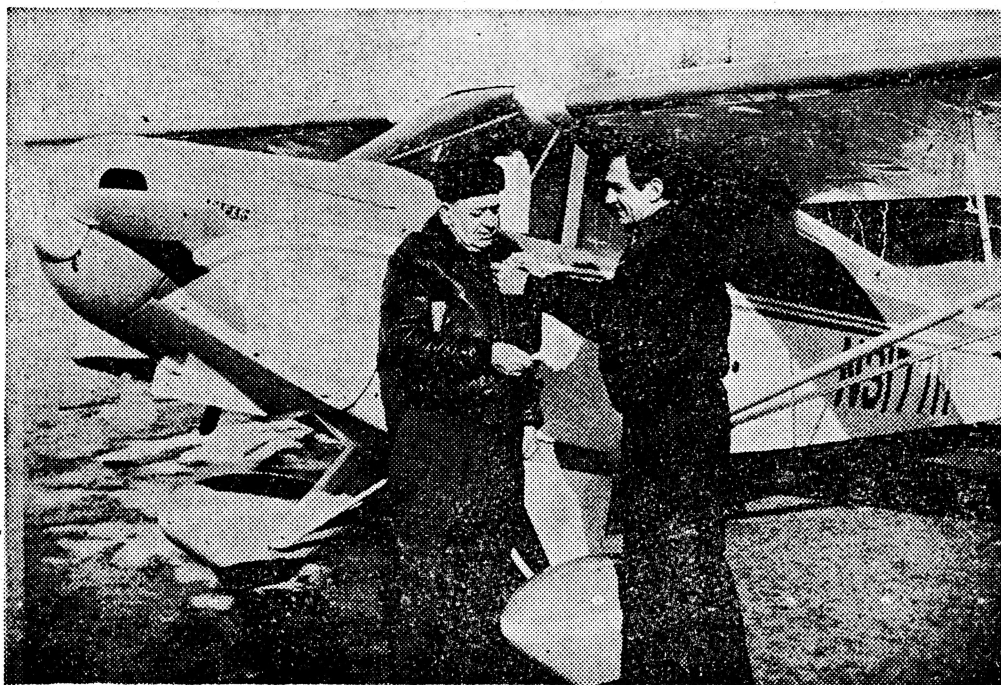
Along with his Henderson and the Indian four, he has restored a 1925 Harley Davidson with a side car. He stated that he was raised on a Harley and feels that the old faithfuls are more to his liking than the newer cycles of today (not American made). He prefers riding his older machines to the late ones.

The restoration of his four took considerable time as he had to secure several parts. This was made possible through the Indian Four News and members of the Four Club, with a lot of helpful information, he finished his restoration which he now calls his showpiece.

Like several of our members, Mr. Yaros has other hobby interests which in his case is flying his three place Piper Cruiser. He sent the accompanying picture, and shows him (left) receiving a safety certificate and a safe pilot pin.

At 68, he has been flying since 1930. We said at the beginning he is a new member from Monroe, Connecticut and that's a long way from the Tiffin, Ohio Fairgrounds. However, the grounds are within sight of the Seneca County Airport which would be no task for a fine pilot such as Mr. Yaros to land so close to the 1976 Annual meet in August 14 - 15.

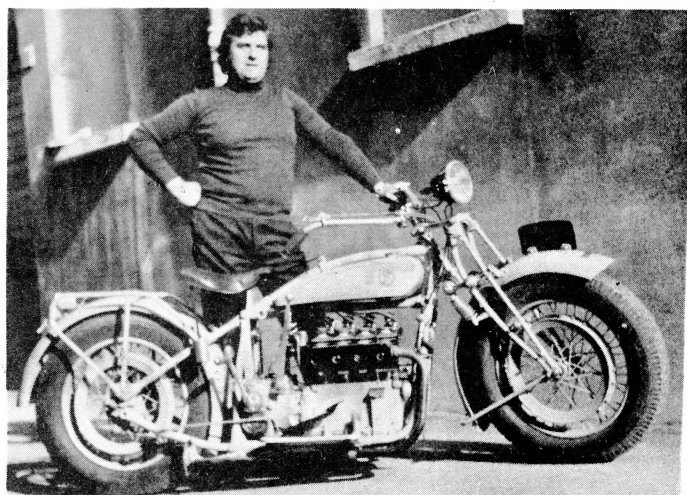
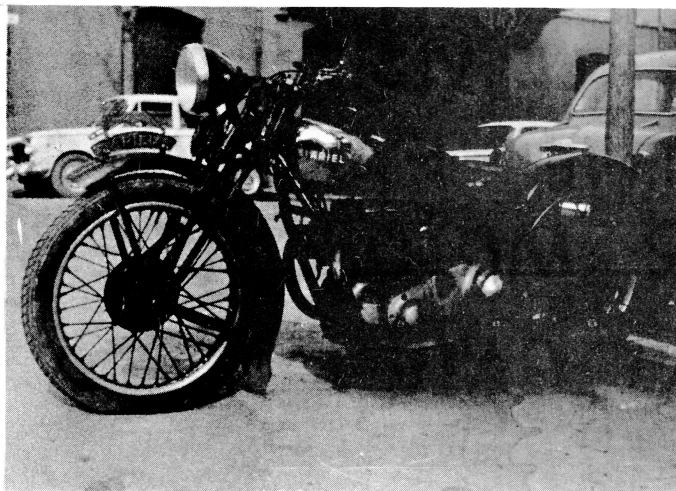
Welcome aboard John and congratulations on your newly restored Indian Four. But don't fail to register that Henderson for it was a bike before there were Indian Fours.



In his weekend safety work as a newly-designated Federal Aviation Agency "accident prevention counselor," "Connie" Grasso gives a safety certificate and safe-pilot pin to 68-year-old John Yaros, of Monroe, after Mr. Yaros successfully passed a safety flight check in his three-place Piper Cruiser at Ansonia airport. Mr. Yaros has been flying since 1930.

We received a fine letter from a Battilani Benito of Imola, Italy who owns a stable of some very fine vintage cycles. Among his collection are two American made machines, probably a 1920 Henderson and probably a 1924 Ace. Other cycles are an Ariel Square Four, and F N Four and a Nimbus Four. He sent us some fine color pictures of his machines and as you see in the picture of the Ace four, it is in process of restoration. The one shot of the Ace shows the engine in frame but he tells us in the letter that it has no crankshaft and asks in his letter, anyone who has one for sale to contact him. We would remind you however that all though the Henderson and the Ace are quite alike in looks, Will Henderson, the designer of the Henderson and later the Ace, made sure that parts for the two bike were not interchangeable by changing the specifications on the Ace.

The color pictures did justice to the restored Henderson four, the F N, Ariel Square Four and the Nimbus. The only Nimbus four we had seen was two military models brought to the Four Meet at Toledo a few years ago, but Mr. Benito put some color finish on his Nimbus and made a beautiful cycle of his four. The Nimbus four is quite different from the fours we have known in this country. The Henderson, Cleveland, Ace, Pierce, Militaire and the Indian, all had removable cylinders from the upper case, but the Nimbus cylinders and upper case are all one hunk of cast iron. Should the American made fours break a cylinder or some other damage, the cylinder could be replaced without losing the entire motor block such as happens to the automobile block. There was a good reason for this in the manufacture of military machines, there was no alignment problem such as there is with the American fours. It took time to align cylinders to the upper case using the manifold to align the cylinders first and then bolting them to the upper case. The Nimbus four is a very smooth running four motor. The cream or white finish of the F N is a very beautiful machine. The F N, made in Belgium, was the four that inspired Will Henderson to build a four cylinder machine and like most other cycle builders, they improved their four through the years and would compare with the Henderson, Cleveland or even the Indian Four. His Ariel Square is also a fine specimen of restoration. Don't forget, he needs a crankshaft for his Ace four and we have printed the pictures he sent us. The picture will help identify the year of the Ace. Also remember that will be a three main bearing crank. Mr. Benito's address will be in the ad section.



15TH ANNIVERSARY

INDIAN 4 CYLINDER CLUB INC.

SATURDAY AND SUNDAY

AUGUST 14-15, 1976

SENECA CO. FAIRGROUNDS TIFFIN, OHIO

FLEA MARKET - PLENTY OF FOURS - EVENTS
JUDGING - MISCELLEANOUS EXHIBITS
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CAMPERS WELCOME

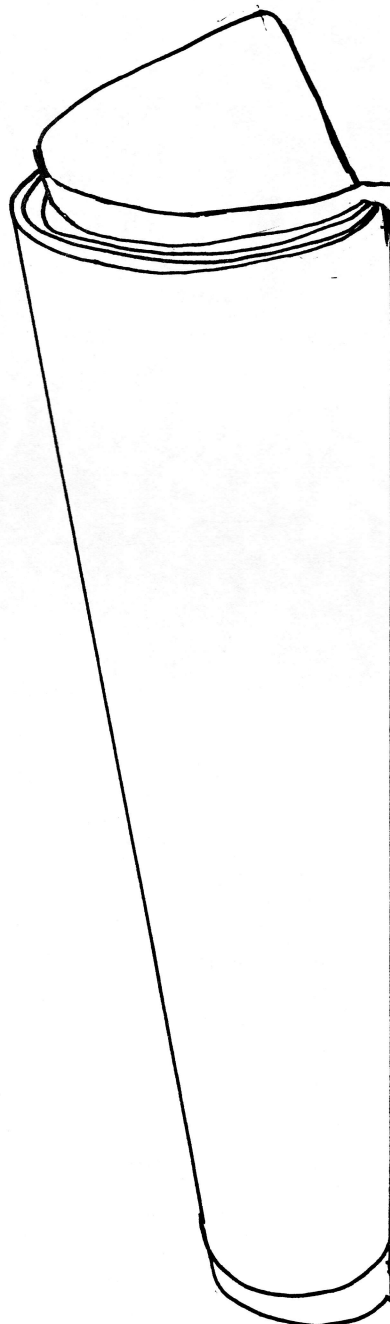
TWO DAY MEET IS OPEN TO MEMBERS
AND FRIENDS AND ALL VISITORS
INTERESTED IN THE FABULOUS
4 CYLINDER MOTORCYCLES
DONATION AT GATE

Valuable Information to Help You Restore Your Indian Four by . . R. W. Paulette

Always contributing for the good of the club, Bob Paulette has again come up with a 22 page - 8 1/2 X 11 Zerox folder of factory advertizing of all models of Indian Fours. Specifications, wiring, year's changes, all models from Ace through 1942 Indian four. The most wanted information today of any model four, what is original and what part may fit another model a year or two older. Such often happens when assembling a bike from pieces from several sources. Correct information is not always available in a Flea Market.

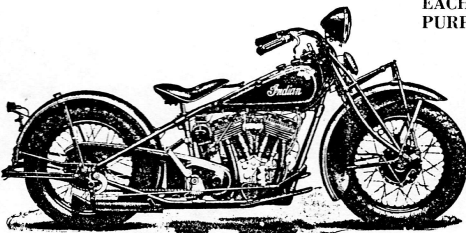
Bob Paulette felt that factory pictures would help in this problem and give more true information. So he has compiled this fine source of material for the price of \$12.50 to club members and other interested in Indian literature. Pictured below is a photo copy of the book reduced in size to fit this advertizement.

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

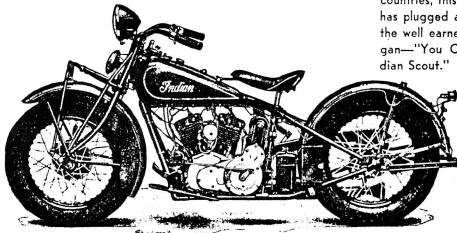


Indian - for 1934
INCLUDE THESE THREE MODELS

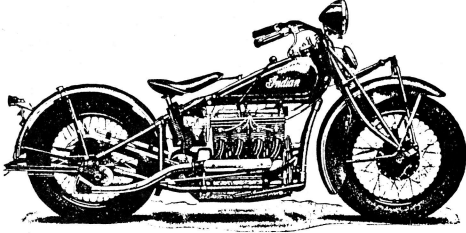
EACH ONE FOR A DEFINITE PURPOSE . . .



THE INDIAN CHIEF 74 is a rugged, powerful, big twin for the heaviest kind of solo or sidecar work. Unmatched speed and acceleration such as only a big twin can give, are a part of this famous "Seventy Four". Because of its smooth running and ease of handling in fast roadwork the Indian Chief 74 is loved by policemen and private owners everywhere.



THE INDIAN SCOUT 45 is a compact durable twin. For hundreds of thousands of carefree miles in many countries, this reliable, long lived twin has plugged along, building for itself the well earned and time proven slogan—"You Can't Wear Out an Indian Scout."



THE INDIAN FOUR is the smoothest running motorcycle in America today. Quiet—and swift as an arrow when the throttle is opened—this Four will give any rider the keenest sort of motorcycle enjoyment.

Helmet Requirement Chafes Motorcyclists

help. The AMA emphasized that it believed that motorcyclists should wear helmets, but said helmet laws were not a proper exercise of police powers and were an infringement of personal liberty.

Congress agreed, and an amendment eliminating the possibility of fiscal punishment for not imposing helmet standards was added to federal highway legislation. The legislation was signed by President Ford May 5.

One of the complaints at the federal hearings was summarized by Sen. Jesse A. Helms (R-N.C.), who said "The conclusion is inescapable. The scientific data, on helmet usage is incomplete and compulsory helmet legislation, on the grounds of safety alone, may be premature."

Little Chance?

The state battle against helmets is being waged by the Wisconsin Better Bikers Association and the Concerned Motorcyclists of Wisconsin. Supporting them are the American Motorcycle Association and ABATE (A Brotherhood Against Totalitarian Enactments), nationwide groups working for motorcyclists.

So far, the Wisconsin Legislature has listened to protesters, but done little else. "They supported us face to face, but their stand in public sometimes differed," says John Barajas, vice president of Concerned Motorcyclists.

Barajas and others said lawmakers told them privately that there was little chance for repeal as long as there was a threat of losing highway safety funds.

With that threat gone, helmet foes will be pressing even harder for repeal.

The Legislature is the group's only recourse because the State Supreme Court already has upheld the helmet law, saying that the state has a legitimate interest in protecting the lives of motorcyclists.

Leaders of the repeal drive feel strongly about the "right to choose."

Tony Sanfelippo of Milwaukee, secretary of Concerned Motorcyclists, says, "One of the unalienable rights is the right to be left alone, the right to make your own decisions."



—Journal Photo

It was too hot for shirts, but the law requires protective helmets

Dick Smith, president of the Better Bikers, says he sees the helmet law as only a symptom of other freedoms lost in this country. "The more personal freedom that can be taken away, the more enslaved we become," he says.

Barajas cites the motto of the Concerned Motorcyclists: "Let Those Who Ride Decide." If the law is repealed, he says, "I won't wear a helmet. If I get killed, it's my choice."

Helmet foes will emphasize that there is precedent for a repeal. They will cite the action of Congress in voiding a federal requirement that all new cars be equipped with seatbelt interlock systems. Now, cars must have seat and shoulder belts, but drivers have the option of wearing them.

These other contentions will be presented to state lawmakers:

Motorcycle helmets impair sight and hearing. Helmet critics say motorcyclists, more so than automobile drivers, must rely on their sight and hearing to avoid danger. They say helmets do not allow them to hear approaching cars and that they limit peripheral vision.

"If I get killed, it's my choice."

—Motorcyclist

Motorcycle helmets can cause a false sense of security. Critics say they are wor-

ried about young riders in particular, because statistics show that they are the most likely candidates for a motorcycle accident. According to the Motorcycle Safety Foundation, about 20% of riders involved in accidents were riding for the first or second time. A Nebraska study found that 41% of the motorcyclists in accidents were under 20 years old.

The physical discomfort of a motorcycle helmet can be disturbing. "It should be clear to the legislators," says Smith. "Let them put on a helmet to mow the grass on some hot summer day."

Helmets are ineffective. Although there are studies showing that helmets reduce fatalities, critics of the law will repeat an argument used by California in resisting helmet legislation. California officials said their motorcycle

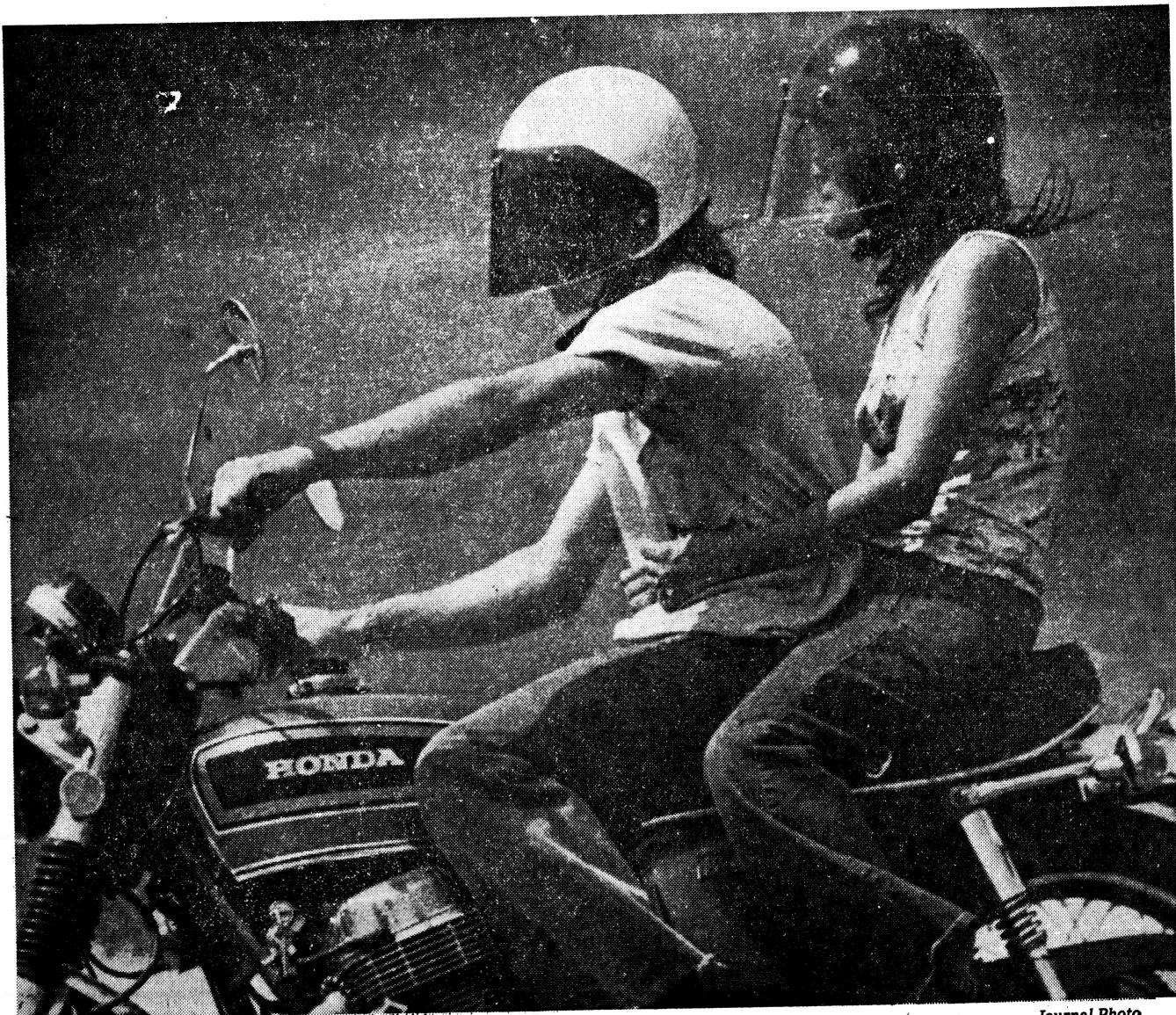
fatality rate was about the same as the rest of the nation's, even though California had no helmet law and riders there were able to ride year round.

Critics also will claim that the extra weight of a helmet can cause or aggravate neck injuries and that helmet testing is inadequate.

The anti-helmet people in

Wisconsin say they now have the support of 40 state lawmakers. Smith says the next push will be aimed at getting the support of more in both the Senate and Assembly, because Gov. Lucey has threatened to veto any repeal. Two-thirds support would mean that a veto could be overridden.

Next—Some Credit Lives to Helmets



—Journal Photo

Protective helmets were worn by this couple, photographed on Milwaukee's East Side

Motorcyclists' Issue: Freedom

By John T. Wells
of The Journal Staff

Harvey Teska is not anxious to put on his motorcycle helmet on this 90 degree day in Milwaukee.

The helmet, secured to Teska's gleaming blue and chrome motorcycle, has been baking in the sun in the parking lot of a shopping center.

"You could get sunstroke wearing a helmet on a day like this," says Teska. He suggests that the snug helmet ought to be used as punishment for errant motorcyclists.

However, Teska has no choice. Under Wisconsin's 1968 helmet law, Teska and other motorcyclists must

wear protective helmets or face the possibility of arrest.

The law chafes some motorcyclists, whose machines by their nature are an expression of freedom.

Not Alone

In Teska's case, he would like the freedom to wear an abbreviated version of the full helmet required by state law — something that would provide protection but let in more cooling air.

Teska, a newcomer to motorcycling at the age of 38, is not alone.

A large, organized group of motorcyclists are pressing the Legislature to repeal the



Cycling The Safety Question

helmet law. Their battle cry is freedom.

The strength of the organized support for repealing the law is indicated by the 5,000 motorcyclists who rallied at Madison last summer to protest it. And organizers expect as many as 15,000 at another rally in Madison to-

day. The rally will begin at 11 a.m. at Warner Park and the protest will take place at 2 p.m. at the Capitol.

No Ties

There also are people, such as Teska, who have no ties to any organization but want to decide the matter for themselves. And even some motorcyclists who fervently believe in helmets are willing to let the others decide the issue themselves.

Until this year, the possibility of a helmet protest providing anything more than a pleasant ride to the Capitol was scant.

That is because the real issue was not safety or lack

of it, but money. States that repealed or did not pass a helmet law faced a threat by the US Department of Transportation that highway safety funds and 10% of highway construction funds would be shut off.

Wisconsin was one of 47 states that enacted helmet laws but, unlike most, Wisconsin enacted a comprehensive motorcycle safety law before the federal threat was made.

Fought in Congress

The American Motorcycle Association, calling the federal requirement fiscal blackmail, went to Congress for

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For Sale -

1927 Indian Single Racer - all original, registered from Indian factory, capable of 137 miles per hour - double rear sprocket
\$2000

1937 Indian Scout Surey Wagon with reverse gear. Restored and complete
\$2000

1927 Super Excellsior - restored and complete.
\$2000

1942 XA Harley Shaft Drive, very near complete. Only 1000 machines made.
\$2000

1937 Indian Poney, restored complete.
\$2000

Truck load of Indian parts - some new, some old. Would like to sell all to one individual - \$20,000

Indian frames - brand new - each
\$200

Rigid & Springs & Scout frames, used
\$100

Midget car trailer - can be easily adapted for 3 motorcycles - equipped with small car wheels. No reasonable offer refused.

Motorcycle belts and buckles for sale
Buckles \$4.00

Belts \$2.00

Shipping and handling charges 50¢

Tie Clasps (Indian) \$3.50

Pin (Indian) \$3.50

Ladies Neckless (Indian)

Bracelett (Indian) \$5.00

Please specify which buckle desired (in stock) Indian four, Harley 46, Harley '56, Honda in the '60s, Triumph in the '60s

Indian buckle, 1 inch military style belts, 1 inch width - 3 sizes 32 - 50 1/2 black or tan

(cont)

This large offer of cycles and parts by Emmanuel Sperrazza
2339 129 th St
College Pt
Long Island New York 11356
Phone 212-359-3979

SPECIAL OFFER

Indian Four - Key Holder
Ordered last year for Indian Four meet at Tiffin Fairground but arrived too late. Send \$1.25 to cover cost of mailing, to Eleanor Steinbring
RR 1 Wooster, Ohio
44691

or buy this Indian Key Holder at the Annual Meet in August.

Wanted - for 1929 - 402 four EA675 for 1929 Splitdorf generator with proper two bolt mounting bracket. Have engine plate, also belt guard and the right tool box for this model four.

Write Jack Danvers
2840 Forest Hill Blvd
Pacific Grove, Calif. 93950

For Sale parts for 30 - 50, 45 Scout, 74 Chief. These parts are the remainder of Allen Bozung parts collection.

Also old Indian books plus several titles for Indians, 1937, 1938, 1940, 1941. No weights are given on titles, just year and make.

Books and parts are worth approx, \$250 but will sell for \$150. Titles will be sold separately Please write for price.

Raymond Bozung
24800 Lasher
Southfield, Michigan 48075

Wanted - Indian Four motorcycle, any year.

Write Dan Pasternak
Box 492
Eastport, New York 11941

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 - 1947 - 74 Indian Chief
Top condition - saddle bags -
luggage carrier, owner Nick
Gansinger.

Write Don Knapko
31027 Elmwood
Garden City, Michigan 48135
Phone 1 -313-522-2356

For Sale - 1952 Vincent Rapide in
very good shape - 14,000 miles
All in tact, no rust or dents.
Will take in trade Indian sidecar
for 1948 Chief or Excelsior 1919
to '30. Asking \$1800.

Write Fred Provin
371 Heath Rd.
Heath, Ohio 43055

Wanted - recently acquired three
Indian cycles - two are in running
condition but 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 for further information
is needed. Thank you for helping me
locate these parts.

Write - Peter Weig
1 Berlin 30
Keithstrasse 14, Germany

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 1924. The models
built during this period utilizes
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.

Write or call- H K Snyder
Chicago Display Co
1301 Armitage
Melrose Park,
Chicago, Illinois
60610

Phone-312-681-4340

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 the
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 2 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
Phone-1-713-448-0355

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

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

For Sale - Classic 1969 Clymer Munch
Mammoth 4 cylinder cycle, 1500
original miles.

1941 Indian Four, 1940 Indian four,
1947 Indian Chief, 1962 BSA Gold Star
DBD 34 Clubman all sport model.
All above machines new or restored and
in mint condition.

Have 4 sets of heat riser tubes left
also 2 original tailpipes for 1940
Indian four. Chromeplated \$75 each.

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

Have some very early Henderson parts
for clutch and engine 1912 - 18
also some manuals of same period.
Write R. S. Powell, 27 Cinque Ports
Ave., Hythe Kent. England

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

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

For Sale - N S U Super Max 1957 Model 250cc 4 cycle single cylinder.

Write Dr. A. N. Sevilla

1917 So. Main St.

Findlay, Ohio 45840

Phone 1-415-422-0806

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 Villers 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

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

Wanted - seat spring mounting posts, type used with rubber. 1939 Indian four fork lock.

Parts and information on side car wheel bushings and bearing for 1938 Indian four

Original Indian Brochures, all years all years, or reproductions of same.

Write or call Frank Krawiec

Rt 3 Box 165-C2

Roanoke, Texas 76262

Phone - 817-430-1606

For sale - 1 set of flat Indian Chief
spot lights - \$150

Write Ed Wolski
16514 Topefer Rd.
E. Detroit, Michigan 48021

Wanted - 1930-'35 Indian four to
restore. Would appreciate photo
of machine you wish to sell.

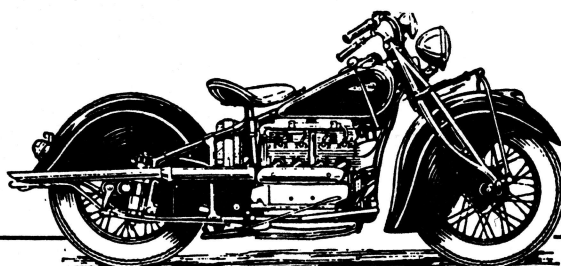
Write - Benito Battilani
via Paolo Galeati 45
I-40026 Imola - Italy

Wanted - information leading to the
purchase of "Fallon Brown" DuPont
Dulux enamel as used on 1940 Indians.

Someone reading this ad must have a
sample of this paint or the Dupont
number. If you do, would you please
write me - John Dohnal, 9437
Burlington, Brookfield, Ill. 60513

Need the following parts to complete
the restoration of my 1940 four.

75594 Jiffy stand leg
42795 (2 ea) lower clip and
42796 Box upper support for frame
mounted tool box
75609 Tool roll assembly, (or
individual tools),
35H9X Horn (Indian face),
42665 Rubber tube for spedo. cable,
25B242 Wire clip for 1" tube large
loop,
2 - 400 X 18 inner tubes w/double
diameter brass stems,
Indian four A, B, or C, spark plugs
Write J. Dohnal
9437 Burlington
Brookfield, Ill. 60513



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 absolute.

. . . . 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.

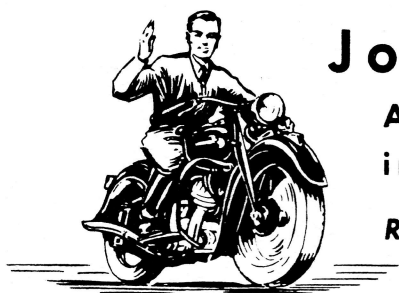
Officers, Indian Four Cylinder Club, Inc.

1975 - 1977

President	(Deceased 2/10/76)	John E. Wickham
President pro-tem	- - - - -	Herman E. Metzger Jr.
Vice President	(vacant till annual meet)	
Secretary	- - - - -	Dr. Claude Walters
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Trustee for 1 year	- - - - -	Ed Wolski
Sergeant-at-arms	- - - - -	Ed Wolski
Referee	- - - - -	Bob Aldrich
A M A Reporter	- - - - -	Dave Sloan

INDIAN FOUR CYLINDER NEWS

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Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

