

Indian

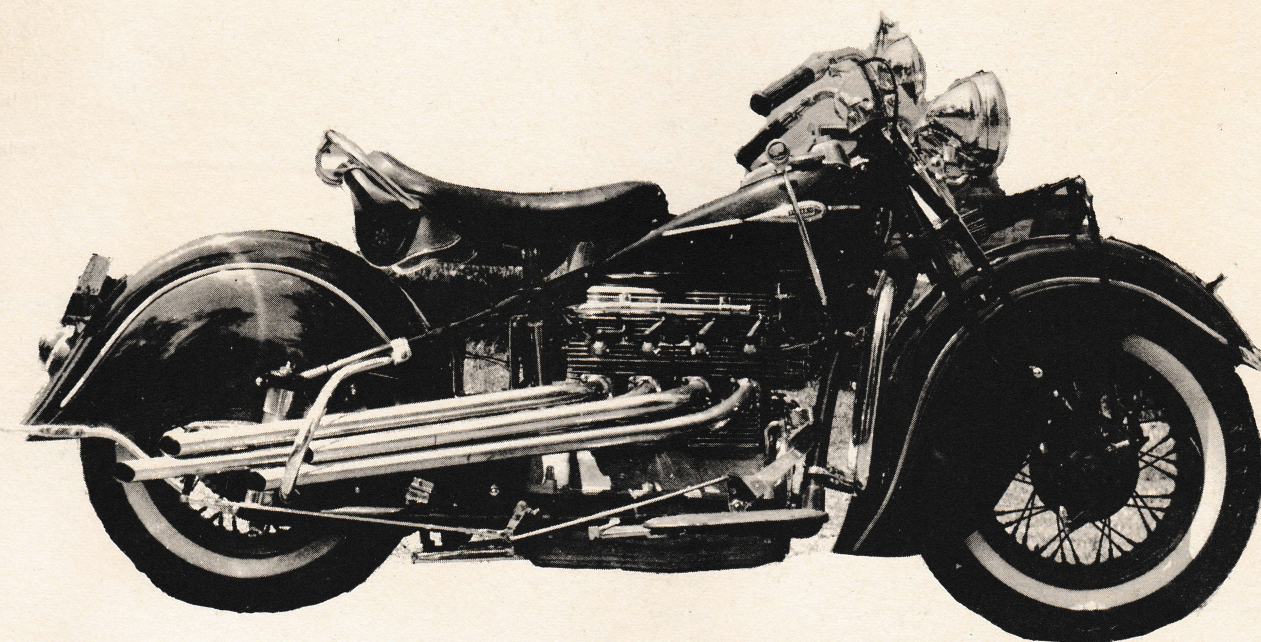


FOUR MOTORCYCLE NEWS

VOLUME 11 NUMBER 3

FALL ISSUE 1976

15Th Anniversary



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

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

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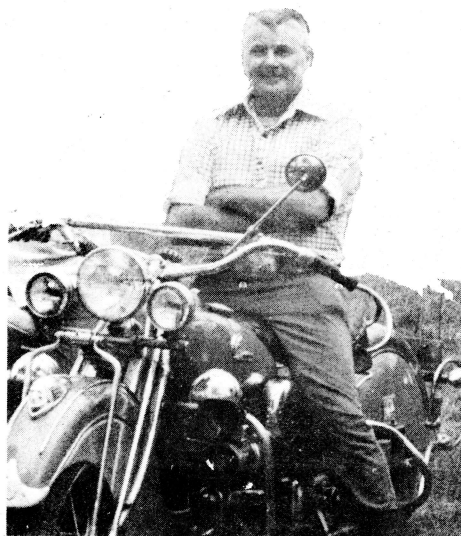
Cover Picture

Dave Leitner of Pontiac, Michigan, long active in the Indian Four Club, has ridden a beautiful black and chrome Indian Four in events and entered judging. He has also brought a sizable batch of parts for sale in the flea market each year. Although his bike has the touch of a wee bit of custom look to it, it is never-the-less a beautiful and superb running four.

Dave, the honors to you on the front cover of the fall issue for 1976.

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.



Herman G. "Whitey" Metzger
PRESIDENT

President's Page

Editorial by Whitey Metzger

Indian Four Action - 1977

As I reflect and look toward the 1977 horizon, I see -

-- Philadelphia, Pennsylvania, home of Henderson's ACE, reborn as the "Indian ACE" in 1927. 1977 is the Silver Anniversary of the Indian Four, manufactured and sold by the Indian Motorcycle Company for 15 years. The Indian Four is still glorifying the country side in the loving care of our members and others who are not members of the Indian Four Cylinder Club.

The ACE Motorcycle was born in Philadelphia in 1919 on Will Henderson's drawing. The Ace was not his first four cylinder design, for in a Detroit plant a few years before, he designed and built the Henderson four, well known by many of the older cycle riders and several of our members of the Four Club. Financial troubles forced him to sell his manufacturing to the Schwinn Bicycle Company in Chicago, Illinois. Possessed with the desire to build another four cylinder motorcycle, renewed backing, manufacturing facilities were set up in Philadelphia, Pennsylvania, and Henderson built the ACE Four. Almost a carbon copy of his previous Henderson machine yet parts were not interchangeable for Will Henderson purposely designed the Ace enough different that Ace parts would not interchange with the Henderson. Reason for this was dispute with Schwinn in Henderson cycle manufacture. Henderson's second dream was cut short for he was fatally injured while test riding one of his machines on a Philadelphia City street by an automobile. The Ace Company changed hands and managers a few times and moved to Blossburg, Pennsylvania to continue manufacture. In 1924 bankruptcy forced yet another move to Detroit, Michigan. In 1927 Indian motorcycle completed the purchase of the assets of the Ace Company and moved the operation to Springfield, Massachusetts and in January '27, the Indian Ace was unveiled at the Motorcycle Trade Show in New York City in a blaze of red paint. Let us all resolve to make our Indian Four friends, members of our Indian Club this year.

I Also See -

A continuous flow of Indian Four Activities during 1977, starting out - -

- 1 - May 1977, the Springfield Indian Motorcycle meet at the White Rose Motorcycle grounds at York, Pennsylvania.
 - 2 - June 1977 The All American Indian Motorcycle Meet at the Dux Club grounds, Lambertville, Michigan.
 - 3 - July 1977, The 6th Annual Indian Motorcycle Come Home Rally at the Fairgrounds, Westfield, Massachusetts.
 - 4 - August 1977, The Indian Four Cylinder Club Annual Meet at the Seneca County Fairgrounds, Tiffin, Ohio.
 - 5 - September 1977, The Springfield Indian Motorcycle meet at the Reluctant Turtles Motorcycle Club, Philadelphia, Pennsylvania, featuring a run past the original building where the Ace was born in 1919, a run past the birthplace of the United States of America at Independence Hall, a run past the birthplace of the State of Pennsylvania at Penn Treaty Park and a run past the birthplace of the City of Philadelphia at Penn's Landing.
- That's what I call "Indian Action 1977".

I cannot speak for all the other Indian Clubs as to details of 1977 plans, but I foresee the biggest and best action at Tiffin, Ohio, at the Seneca County Fairgrounds. This will be our contribution to "Indian Action - 1977". For our own club, this year will see expansion of the Club Directors. At present Ron Thomas of Painsville, Ohio serves as director of Ohio. I am therefore appointing these additional Directors per approval of the Executive Committee.

Bob Aldrich - Michigan
Nick Gansinger - Indiana
Bob Paulette - Kentucky
Joe Karis - Pennsylvania
Dave Bozung - Montana and Minnesota
Cliff Cochran - California
Gerald Neighbors - Louisiana
Fred Small - Massachusetts

These proposed directors will add to the Indian Action for 1977.

Finally, so each member can get in the efforts, I am recommending that the Editor include in the next issue of the Four News a separate loose Indian Four Club Membership Application Form for Club Membership. The form will include instructions for joining the club, request for photograph of applicant's four and a place for endorsement by a regular member who knows the applicant.

Happy hunting for those old fours, pleasant and safe journeys - Peace.

Herman G. "Whitey" Metzger Jr.
President
Indian Four Cylinder Club Inc.

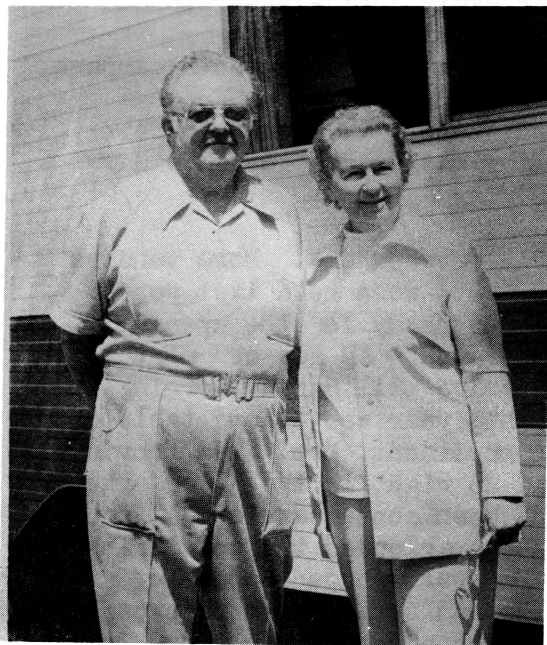


Putting together a parade isn't always easy at a Four Meet. The first announcement usually brings on a half dozen who are usually ready and a search for a side car on a four to carry the banners. It takes about a half hour to get it all together and then turn off the motors long enough for the opening ceremonies.



The business meeting can be serious business and the next minute turn into a one for all argument. Some items are acted on quickly and others open to discussion. Either way, the President's agenda is never short for the annual meeting happens only once a year and there's much to be run through the executive ringer. The Four Club members are to be complimented for their response to the president has always been in a true gentlemanly way. The president is the leader and they respect his orders.

California is a long way from Tiffin, Ohio, Toledo, Ohio and Lambertville, Michigan but Mr. and Mrs. Cliff Cochran planned their summer vacations to travel to these



Mr. and Mrs. Cliff Cochran of
Dimuba, California

eastern locations in their mobile camper for the past several meets of the Four Club. No meet would be complete without Cliff's beautiful red four in the parade and riding the grounds. Cliff has been a distributor for Standard Oil Products in California and retired a few years ago turning the business over to his son.

So coming to the meet is not a hurry - up trip but they take their time going and coming. This year on their homeward trip they went back through Kentucky to try and find the community and the house where Cliff was born. And, they found it. No longer inhabited but still in tact.

Mrs. Cochran related to us last year the fact, that from their location on the fairgrounds in a lovely wooded spot, she could see out over the race track and watch some very beautiful horses on the track. All this, made the trip very worth while. Cliff rides his four when he is home for he enjoys taking that beautiful bike out on the road for others to see.

15TH ANNIVERSARY MEET

INDIAN FOUR CYLINDER CLUB INC.

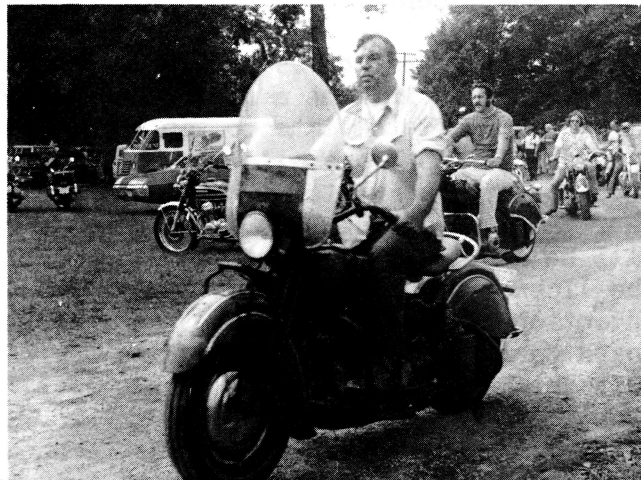
The Seneca County Fairgrounds at Tiffin, Ohio was again the location for the Annual Meet of the Four Cylinder Club. The desire to get those good spaces for the weekend camping brought members, friends and their campers on the grounds as early as Friday to set up for the two day meet. Many others trailered in with their fours and stayed in the area motels. Tents and vans also served as sleeping quarters such as that of Whitey Metzger and his son Scott. They arrived early from Philadelphia, Penna. with Whitey's butterscotch yellow four aboard instead of all weather riding as Whitey has done previously and has some pretty good tales to tell. Being first to arrive on the grounds some organization had to begin to be ready for the meet to begin. After the initial details were cared for they took off in the van for Findlay and later on to Bucyrus, Ohio for some business. When they arrived back at the grounds they found several had arrived to greet them and help make preparations for Saturday's meet. President Wickham had started this habit of arriving a day early, for he was retired and could get away whenever he wanted.

When the Flea Market vendors arrived on the grounds, and after a quick go-around at greetings, they set up shop for - "Business-as-Usual". Between Friday afternoon and Saturday morning vendors moved in so fast it kept Bob Aldrich and Whitey Metzger both, busy collecting vender's fees and camper's fees for the Club Treasury. By Friday evening the grounds appeared as though the first day of the meet was already over. People had arrived from everywhere and were ready for a big 15th Anniversary meet. Some new restrictions were added this year for the camping area to which our member campers and friends complied with to the letter. Regardless, everyone still seemed to enjoy the camping and the big get together with old friends. Your editor, not being a camper fad, has visited several other shows and flea markets in Northwestern Ohio this year and the togetherness is a whole way of life in this country today. Even 5 years ago at the Traveler's Club in Toledo, Ohio, President Wickham and some of the other early arrivals stretched out on the davenports in the club house for their nights sleep. At the Seneca County Fairgrounds a fine security system watches over both campers, and flea Market and fours for the Sheriff patrols throughout the nite. As we did last year, a nearby show building is opened to park the fours in for all around protection. Finally, making sure everything was secure for a Friday nite everyone finally retired for the big day on Saturday.

Saturday morning was an exceptional beehive of activity everywhere. More vendors arrived and were expanding into the open area where events were held last year. Many more fours had arrived and Whitey was getting thing ready for the opening ceremonies and parade. Your editor and wife arrived around 9 AM for our part in the program. Normally the largest crowd doesn't arrive till Sunday morning as some members must work on Saturday. A new addition this year was a long table of goodies prepared by the Ladies Auxiliary under their president, Mrs. Fred Provin. Right after the parade they moved their table and set up right in the Flea Market and got a big pot of coffee brewing. A new group had been contacted to sell food in the Civil Defense Building but in the planning they overlooked the soft drink concession. The group was a High School Class from Hopewell-Louden School of Bascom, Ohio, about 10 miles west of Tiffin. They too had coffee, lemonade and milk but no soft drinks. All who patronized the sandwich and food bar found some very delicious sandwiches and other hot items, all at very reasonable prices.

The Parade Passes The Camera

Ron Thomas of
Painesville, Ohio



Bob Aldrich of
Livonia, Michigan

unidentified rider



Scott Metzger, son of Whitey Metzger
both of Philadelphia, Penna.

Annual Meet (cont)

A word of explanation is necessary to explain why no beer was available on the Fairgrounds during the meet. It is not outlawed on the grounds but was an oversight making it too late to apply for a license for the two day meet. When the Club met at the Traveler's Club in Toledo, Mr. Al Borer of that club applied in advance for the special license. The sale of in the Civil Defense building last year was a bit illegal for no license was displayed by the vendor. The oversight will be corrected for next year, for the Fair Board revealed the requirement for the license after it was too late to apply for the '76 meet. It was not the intention of the Four Club to stop the sale of beer during the meet. The Fair Board permits individuals to bring their own beer when camping on the premises. Soft drinks will be available next year, for this item was also overlooked.

With so many arrivals on Friday afternoon and evening a few preliminaries were overlooked and by Saturday evening the grounds were humming with people and flea markets. This required some official attention and caused a late beginning for the opening ceremonies. The line-up for the parade was ready and waiting at 11 AM and the editor (in preacher role) gave the invocation. The parade was off to a good start winding through the camper area and past the grandstand. As the parade was about to start, a gentleman from The Tiffin Lions Club approached some of the officials and invited the club to participate at the Fly-In breakfast at the Seneca County Airport. The invitation was accepted and Mr. Ron Martin welcomed to the Four Meet.

Flea Markets did a brisk business most of the two days and believe me, everyone had something to sell. Where events were held last year, was the overflow flea market and lots of merchandize.

A lot of people came to the meet without cooking facilities and the good food in the Civil Defense building was the kind ya can't pass up. A group of high school girls of the Hopewell-Louden School about 10 miles northwest of Tiffin asked for the concession to make some money. Those girls were busy all the time and they had prepared plenty in advance. Throughout the grounds area charcoal cookers were at various campers and the aroma of steaks, sausage, bacon or whatever, those that came unprepared almost wanted to get invited for dinner at every camper.

A still existing sore spot at the annual meet, that had it beginnings at the Traveler's, the good ole short track that provided lots of riding for all ages. The Tiffin track has not worked out so well this way for the horse owners have it pretty well tied up. There is fears that a machine might loose a part or two on the track and someone's horse will step on it. This is proverbial at every fairgrounds. This is a grip of several of the members and is yet to be ironed out with the Fair officials.

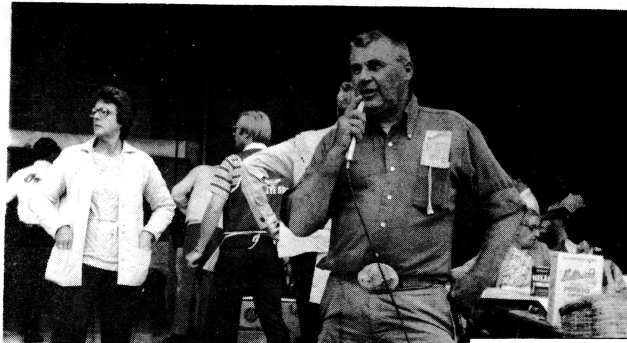
Events were scheduled for the afternoon program and were started on almost on time by the supervisor's for events - Dr. Claude Walters and Paul Pearce. A rundown of all winners will be given in the Winter issue. The entire afternoon was devoted mostly to the events for no business session was held till Sunday morning at 11 A M. We had said the flea market area was most fill up by Saturday morning so any further incoming Indian parts specialists had to take area over into the events area of last year.

Again this year an exhibit somewhat unrelated to the fours was a return of John Miles, son of the editor and wife who sold the back issues from a stand set up in the flea market. John has an exhibit of some old Maytag gasoline washing machine engines and an old aluminum square tub Maytag with a one lunger on its base. Also an upright Briggs-Stratton and an old International two-fly-wheel, that still attract attention. On Sunday Mr. Ron Bower of Findlay brought in a 5 hp Gray two-fly-wheeler running on bottle gas. It too was an attention getter. Regardless, whatever we brought in as different and entertaining, the flea market for parts is still the most important section of the entire meet. Members and friends travel great distances to show their

Visit To The Seneca County Airport

In the writeup on the annual meet, we told of the run to the Seneca County Airport. On Saturday morning before the activities were under way, a Mr. Ron Martin of the Tiffin Lions Club came on the grounds to talk to some of the Four Club officials, inviting members to ride their fours to the airport to the Fly-In breakfast sponsored by the Lions Club. The invitation was accepted most enthusiastically and Sunday morning following the business session about 50 helmeted riders took off in two rows with Sheriff escort to the airport. Escorted into the crowd area where the people could meet members of the four club and see the machines.

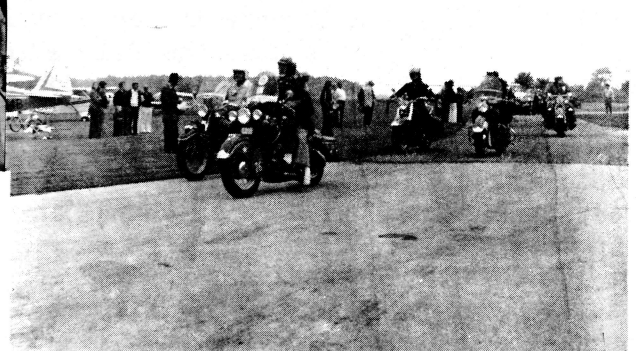
Of equal interest to the Four members, was the plans in for the breakfast. A pre-WW II Stearman biplane, a big four blade Mustang torpedo bomber and a home built open framework resembling the Wright Brothers Kitty Hawk called "Breezy" and several more modern craft. Unknown to all four members that were there, Dr. Bill Cleveland of the Four Club had landed and hitched a ride to the Fairgrounds for the meet. Just after arrival, the big four blade Mustang taxied to the runway and to the far end of the field. Then in a tremendous roar of power, took off and retracted the landing gear about 10' off the ground. Then right near the crowd, pulled her back and roared into the wild blue yonder. Whitey was asked to speak over the P A System on behalf of the Four Club. The Fly in breakfast chairman greeted the Four Club members and invited them back next year to the breakfast and display of fours. A humorous note - just before the four lineup left the fairgrounds for the airport the Sheriff informed the riders of the need for helmets and he too was once a four owner and rider. Whitey was on the lead cycle and there just as plain as life, was that white fuzzy top and no helmet. Your editor "ordered" the president back to his van for his protective headgear and instead of first place, the group had started out and grouped up for the ride. He soon was back in the procession and shared the ride with the rest. Since your editor didn't have a helmet where did I ride - why with the Sheriff of course. On return, Bill Cleveland met us and we learned that he had landed at the port. The arrival was timed just right, for he was taken to the airport by the Sheriff. We have printed on the next page a letter received from the Lion's Club expressing appreciation to the Four Club and invitation to attend again next year.



President Metzger expresses greetings and appreciation to the Lion's Club Fly-In



Members of the Four Club and others gather around "Breezy" for a chat with the pilot and look it over.



The helmeted caravan arrives from the Four Club meet to show off the Fours.

Annual Meet (cont)

Fours but most all spend a lot of time brouzing the flea market. Until the flea market folds up for Saturday nite the shoppers are there. Supper time soon made its demands and again aromas in the camper area tantilized the appetites. Many took off for the local restaurants and motels while others took a second meal with the high school girls in the Civil Defense building. The ladies Auxiliary had made previous plans for the Saturday eveing plus a corn roast that was in an early planning stage, but old man weather nipped the corn roast in the bud by sending all for shelter and shelter for the fours in the Rabbit building. For those who wished, Saturday evening was spent in the C D Bldg. playing Bingo and later watching Daytona Races, shown by Paul Pearce.

Sunday morning was almost a carbon copy of Saturday morning except that arrivals was not quite as many. Things sort of seemed to shift into low gear Sunday morning but there was still a program to start off at 11 AM with the business meeting. Some vendors left on Saturday at the end of the day but many still remained with a lot of merchandise. The business meeting was open only to members and new members who were the first item of business. This gives the new members the right of vote on club business. The Chaplain again opened the business meeting with the invocation. Although Whitey was serving in a pro-tem category, when the elections were held he was unanimously elected to fill the unexpired term of the late John Wickham. This election left a vacancy in the office of Vice President. A new member who is no stranger to the Four Club is Bill Newhouse of Stow, Ohio, was elected to the office. All ammendments published previously in Spring issue of Four News were adopted. Among the amendments was the increase of club dues from \$10 per year to \$12.50 per year. New members accepted for membership were; William Wolf, Bill Phillips, Charles Mahoney, William Scott, Al McCann, Bob Lyons, Joesph Tuebner. Murray Bluestone applied for reinstatement as a member in the club but objections by officials and several members denied this request. Four Charter members were present - Harry Maule, Dave Sloan, Fred Provin, and Bob Aldrich, all were recognized for their membership and service to the club. Judging of machines is not an easy task since the ownerswork very hard each year to correct points taken off in judging. However, different models are more impressive than others and question was raised by Bob Paulette to category models to certain years instead of picking the best form all models. We insert here the decision made by the motion an d points that helped make this decision.

Most Original

Older Models to 1931
1932 to 1939
1940 to 1942

Best Restored

Older Models to 1931
1932 to 1939
1940 to 1942

The 1931 and older models have the one piece tank through the frame style
The 1932 - 1939 models have the open style fenders
The 1940 - 1942 models have the full skirted fenders.
Judges for the August '76 meet were Bob Paulette, Dave Sloan and Ed Wolski.

The business meeting ran a little longer than planned and a parade of machines was scheduled immediately following. Machines were then to be parked on the black top area for viewing, but a quick change in the schedule lined up the machines for the trip to the Seneca County Airport to fulfill the Saturday morning committment. The lateness of the business session sent the caravan of machines and helmeted riders with the sheriff escort to the airport. Cooperating with the Lions Club was a very worthwhile decision and very much in the planning for next year.



LIONS CLUB

TIFFIN OHIO 44883

August 19, 1976

Mr. Thomas J. Miles
R. R. 5 - Box 2
Findlay, OH 45840

Dear Mr. Miles:

On behalf of the Tiffin Lions Club, please convey to your members our appreciation for your participation in our "Annual Fly-In" on August 15, 1976.

Your Indian 4 motorcycles added an interesting feature to our activities. I'm sure that your next activity that's held in Tiffin will have more visitors because of your parade display at our Fly-In. I own and operate a motorcycle and appreciate the good an organization such as yours does for all bike riders.

Sincerely,

TIFFIN LIONS CLUB

Ron Martin
2nd Vice President

RM/nm

cc: L. Everhart
President Tiffin Lions Club

Annual Meet (cont)

When all returned from the airport it was chow time and the riders hungry. The afternoon included some events and the judging. Later in the afternoon another meeting was called for the awarding of trophies and certificates. Threatening skys rather plagued the meet again this year and on Saturday night there was arush to get all bikes safely under the protection of the rabbit building for a downpour hit the area. By late afternoon many of the flea markets had packed away parts not sold for the trip home. We printed a large ad for Emanuel Sperrazza of College Point Long Island, New York for parts and machines he had for sale and a statement that he would sell all for a price. Up to meet time he had not had a buyer for "ALL" and again this year he made the long treck to Ohio and the fairgrounds, but not all the parts he once had. For ever since he first came to the Toledo meet and amazed the Club with a "truck load" of parts, it was like a super market of parts that attracted all buyers. He will surely agree with us that the Four Club has eliminated much of his inventory. Regardless, it has been a pleasure to meet him each year and his sons.

The treck homeward meant many miles ahead to some and too others like the Hess brothers, just a trip across town, but folks like the Cochrans, it was all the way to California 2400 miles away. A mobile camper such as theirs isn't just unplugging and starting up but a pit stop at the nearest service station for waste water disposal and fresh water supply. We urged them to come to Findlay at the Rt 12 and I-75 interchange to Mike's Sohio for a fresh supply of Findlay water and waste water disposal. Findlay water is among the finest for Eastman Kodak can attest to this as their color processing plant is here and water is distilled water pure (after they treat it). All you campers remember that in the future. The Jim Neighbors family had a 1200 to 1400 mile ride to Louisiana but not in a camper. John Yaros went east to Connecticut with his faithful dog and Lee Gersk went to Massachusetts, Bob Shingler back to Texas, Whitey Metzger and his pals to Philadelphia, Michael Bryce and friends from Ontario, Canada. Mike is a special Club member for a motorcycle accident made him a wheelchair member of the Club for life. Bill Cleveland dropped in this year a bit unusual. He flew in from Cleveland and hitched a ride from the airport. Last year he rode is cycle and we had the downpour shortly after Bill left for Cleveland. We met him just as he was hitching a ride back to the airport with the sheriff to fly back.

The 15Th Annual meet was acclaimed a tremedious success for people and equipment for exceeded any previous meets and, there is room for much expansion for this is a county Fairground. Many of our faraway members have never visited an annual meet so we try with our enthusiasm to paint a word and photographic picture of what we see. Since this is the Annual meet issue and material is often slow in coming in, we are nearly into the Winter issue with this publication. We have technical material for the Winter issue for we purposely saved space in this issue for pictures and story of the annual meet. How did you, like the annual meet, the fairgrounds, the flea markets, the events, judging, anything about the annual meet you liked or disliked. From now on to the June meet correspondence and planning will happen to put the 1977 annual meet in shape. The day before the meet begins and throughout the meet, keeping things in order is the job of the day. The officials of the Four Club express their thanks for all who attended the '76 annual meet, the fine cooperation, orderly conduct, and general all around interest in a Club whose sole purpose is the restoration and preservation of the most beautiful motorcycles in America - the Indian Four.

See you next year at the 1977 Annual Meet, August 13 - 14,

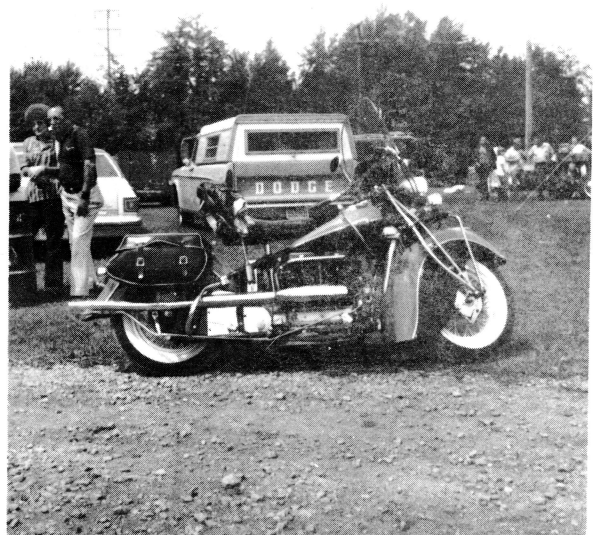
Seneca County Fairgrounds, Tiffin, Ohio

With the Club banner and the American flag all waving in the breeze and Dr. Claude doing the honors in the lead cycle, the parade is about to take off on Saturday morning. Like the race car tracks, the opening ceremonies are carry a certain respect and response is very good by everyone on the grounds.



And the parade starts off on Flea Market alley. Since the beginning of the Club a parade of sorts has been the major part of the opening ceremonies and limited to area of the meet. A parade of bikes was escorted to the Westgate Shopping Center last year and to the Airport this year. The beginning ceremonies and parade now has the opportunity to develop into a community wide project for other units may be added and give the club some very desired prestige in Tiffin. So our little parade of our own club banner and the American flag may grow as the club has.

We saw this beautiful two color four at the meet this year and couldn't pass up a picture of it. Don't know who the owner is but the yellow and black bike was sure an eye catcher.



Treasurer Report Indian Four Club August 11, 1976

Expenses For the Year 1976

Magazine	12-15-1975	882.20
Magazine	3-15-1976	735.44
Magazine	6-10-76	750.00
Magazine	7-28-1976	764.92
Total		<u>3,132.56</u>

12-15-75	John Wickham	Misc. Expense	54.50
1-10-76	Casper Barnes	Freight on Books	19.92
2-15-76	Flowers for John Wickham		26.00
2-19-76	Treas. Expense	Stamps & Supplies	41.73
4-2-76	Tom Miles	Phone Calls from John W. death.	27.61
4-25-76	Rent on Club House for meeting		10.00
4-27-76	Seneca Co. Fairground	Landscape Fund	25.00
5-17-76	Seneca Co. Fairground	C.D. Building	90.00
5-17-76	Seneca Co. Fairground	Aug. Meet	100.00
6-19-76	Dux Motorcycle Club	Rent June Meet	50.00
6-20-76	Tom Miles	Postage	40.00
8-10-76	Treas. Expense	Stamps	43.20
	Return Overpayment of Dues		7.50
	Bank Printing Checks & Service Ch.		<u>6.18</u>
	Total Expenses		<u>3,674.20</u>

Income for the year of 1976

Dues from members	2,052.00
Interest on C.D.	24.58
$\frac{1}{2}$ - $\frac{1}{2}$ Drawing	48.25
Money from John Wickham	<u>60.50</u>
Total Income	<u>2,185.33</u>

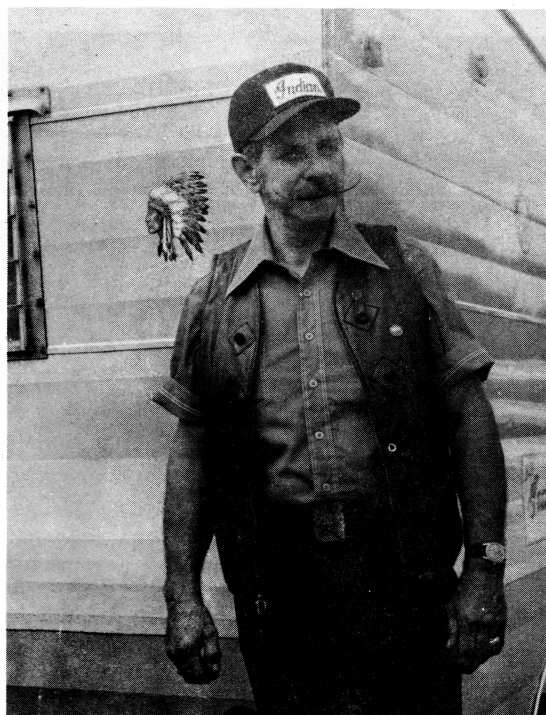
Balance on Hand as of December 15, 1975	1,639.26
Income	<u>2,185.33</u>
Total	<u>3,824.59</u>
Total Expenses	<u>3,674.20</u>
Balance on Hand	<u>\$150.39</u>

<u>Treasurer Report Indian Four Club October 30, 1976</u>	
<u>Expenses</u>	
Pres. Whitley Metzger	Ins., Signs, Charter \$125.00
Sec., Dr. Walters	Mailing Expense 150.00
Bank Service Charge	1.76
Tom Miles, editor	Phone Calls <u>14.77</u>
Total Expense	<u>\$291.53</u>
<u>Income</u>	
Dues	\$752.50
Aug. Meet Income	522.00
Donation	5.00
Interest on C D	<u>8.24</u>
	<u>\$1,287.74</u>
Balance on hand as of August 11, 1976	\$ 150.39
Income	<u>1,287.74</u>
Total	<u>\$ 1,438.13</u>
Less Expenses	<u>291.53</u>
Balance in Treasurer as of October 30, 1976	<u>\$ 1,146.60</u>

Plus 500.00 C.D.

The New Vice President

The decease of John Wickham made it necessary to call a special election this year to officially the Vice President, Whitey Metzger as president to fill the remainder of John's two year term. This left a vacancy in the office of vice president. Nominated and elected to the office was Bill Newhouse of Stow, Ohio. Bill has been a regular attender to the Four meets for several years and just recently purchased a four and is in process of restoration. After the election we hoped we would have time to get further information from Bill but his wife became ill and they had to leave for home. We did however persuade him to wait long enough to get his picture to introduce him to the readers. Fellows, meet Bill Newhouse, our Vice President. Editor



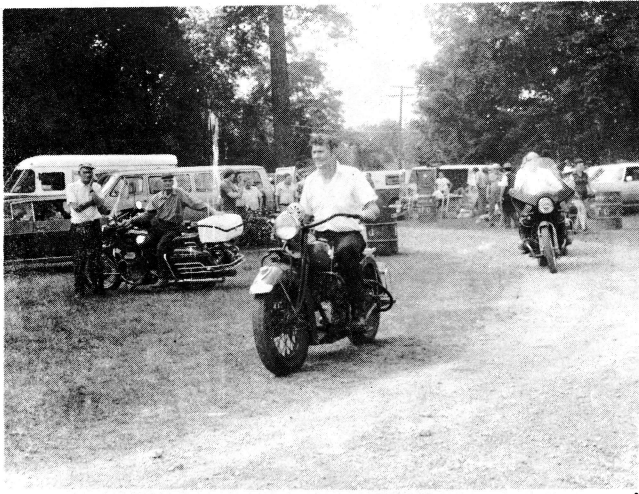
OUR TIFFIN CONTACTS



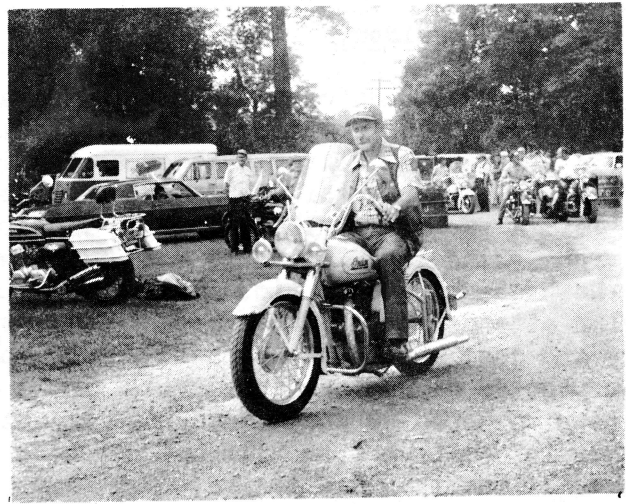
Steve (l) and Aubrey Hess
of Tiffin, Ohio

did very well. Plans are under way for next year and a more complete line of food and soft drink concession. A big thanks to the Hess brothers for their assistance and the part they very willingly accept for the benefit of the Indian Four Club.

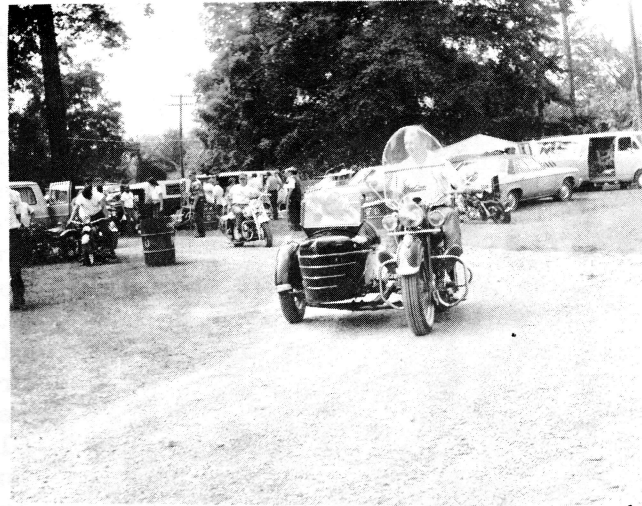
Following the decision to hold the June and Annual Meets of 1975 at the Seneca County Fairgrounds in Tiffin, John Wickham had done a lot of the leg work back and forth to Findlay and the Fair Board Secretary's office for the signing of contracts, insurance and etc.. While John was taking care of this business, we were talking with two brothers in Tiffin, Steve and Aubrey Hess to help with some of the activity at the meet. The two brothers were longtime friends of John and were anxious to have some contact with the Club since neither owned a four. During the 1976 meet they both gave invaluable help and assistance working as liason between Whitey in Philadelphia and the Secretary's office. Those good sandwiches and other food items were made possible through Aubrey who is a distributor of Charles Potato Chips and was acquainted with Mrs. Pat Smith of the Home Economics Department of Hopewell-Louden of Bascom, Ohio. This was their first year and they



Cliff Oglesby of Warren, Michigan
rides around the turn for the black
top



Bill Newhouse, the new vice president
rides by the camera on a late model
Indian twin



Two ways to ride tandem - either in front of
the rider or in the side car. We took the
pictures but cannot identify the riders.

Women's Auxiliary

Indian Four Cylinder Club

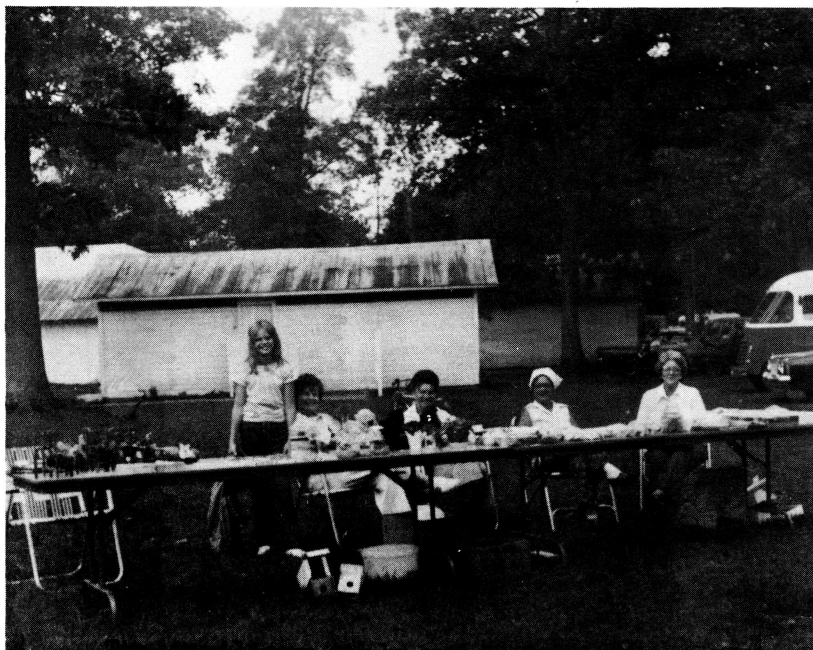
The new Ladies Auxiliary, organized just a year ago, has made some remarkable progress under their president, Mrs. Fred Provin. Since they meet only when the Four Club meets, a lot of correspondence is necessary for their secretary, Mrs. Audrey Aldrich. Prior to this year's annual meet all members were asked to bring something to sell for their big table in the Flea Market. Response was more than expected for everything from candy to jewelry, something to delight every woman and items for the men to take home to their wives. The abundance of items kept the table well stocked for the two days. As an added assistance for the Four Club, a good size coffee urn was set up and the ladies sold coffee.

Since the women don't get together in advance of the meets, there is no way of knowing what to plan for the Saturday nite's entertainment so Bingo and Cards were ready for the evening. The Bingo and card games and movies by Paul Pearce of the Daytona Races made a real Saturday of fun.

In the correspondence to the members of the Auxiliary, members were asked to think of a name for the group and a purpose or goal for the new organization. For the short time they have been active, the Ladies Auxiliary is to be complimented for their growing membership and a very successful first year. Any of the member's wives or subscriber's wives who would like to join the auxiliary, send your name and address and \$1.00 annual dues to Mrs. Al McCann, Box 24 Sandusky, Michigan 48471.

We invite the members of the auxiliary to make use of the Four News such as the me do, sending in articles that will benefit the auxiliary. If you ladies have a good story about your husband and his four or a particular meet you went too, we'd like to print it. Maybe you had a summer trip that was especially interesting. Maybe you ladies have some good suggestions for the Four Club, send them in - we'll pront them.

Editor

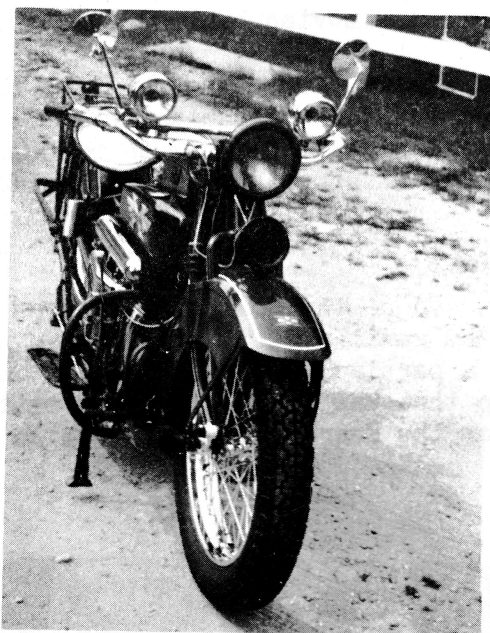


The Auxiliary table ready for business
Table was later moved into flea market
area.

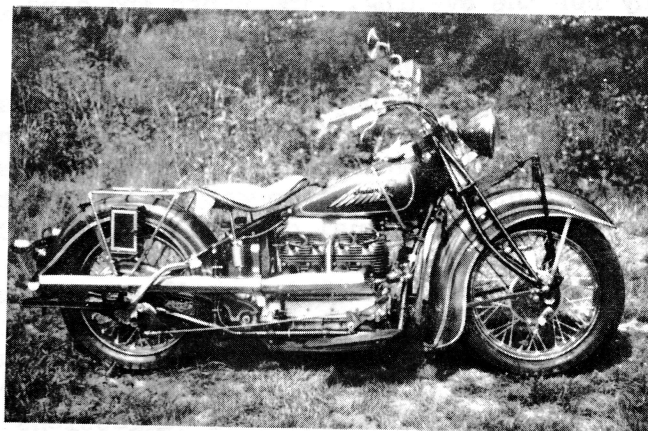


Mrs. Fred Provin of Heath,
Ohio, president of the
Women's Auxiliary.

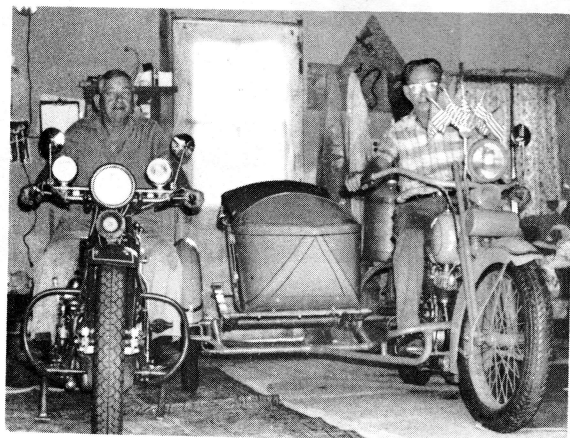
On page 18 of the 1976 Summer issue, of the Four News, we printed the story of our member up Connecticut way, John Yaros of Monroe Connecticut. John is not only an active four rider but an active aircraft pilot as well. During our annual business meeting this year, we were surprised when a gentleman got up to recommend a new member to the club and introduced himself as Joh Yaros. We made our way to his table and made his acquaintance. We saw him later in the afternoon and heard of his long trip to Ohio from Connecticut and his trusty dog, and then told us that the effort was worth it all for he had won first place for best custom trophy and oldest rider. We corresponded with his later and he sent some fine pictures of his machines. We learned from the pictures that he is a retired motorcycle patrolman for he is seated on his trusty Indian Police Four that many Police Dept's. in the 1930s found to be an outstanding vehicle. So once more the Indian Four Club has put the icing on the cake for a member, for Mr. Yaros stated in his letter that the trophy he won is the greatest and should he never get another, the trophy from the Four Club is the ultimate.



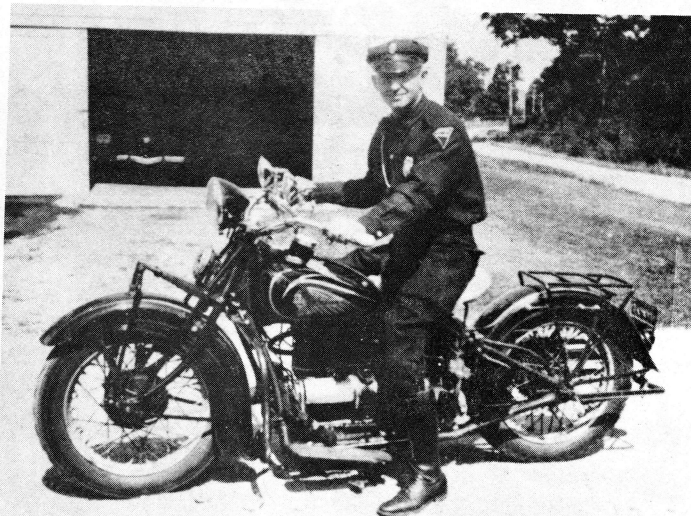
1925 Henderson four owned by John Yaros



1939 Trophy winning Four at the Aug. 1976 meet



L - John Yaros on his '25 Henderson. Other bike is a Harley and friend on the seat



John Yaros served as a motorcycle patrolman on a trusty Indian Four.

Cliff Cochran of Dinuba, Calif. comes out of flea market alley on his four during the Saturday parade.



We recognize Fred Provin alright but that's not a four. But, it is a cycle, a bicycle, and anyone of you who was ever in John Wickham's garage have seen it hanging from the rafters. Yes, John rode the old bike to and from the Buckeye Ditcher most of the years he worked there. Fred bought it and restored it. But hear this - Fred said he paid \$35 a piece for a pair of new shellac on type bicycle tires for this bike. That's the kind that had the fuzzy cotton lining that went next to the rim to keep the tire from turning on the rim and pulling loose the valve core. They were a messy mess. Anyhow - the old bikes as good as new now

Two on a four - Eleanor Steinbring and friend in the parade rounding the turn to the black top area.



Letter to the Editor

Maybe I wasn't listening or not present when announcement was made, regardless, how did our August meet turn into a meet for Yamaha's, Hondas, Harleys BMWs, and other makes during the events? They dominated the events and some of the riders had no respect toward other bikes, seeing as how I was on the receiving end of several of them spinning their rear tires throwing stones on bikes behind them. If the riders of those bikes wish to ride in like events, they should organize their own and not disrupt ours.

I do not feel that I am alone in this opinion and for one Indian Four owner and rider, will not participate in further events if this kind of activity continues. However, aside from my feelings on the events, I believe the '76 Annual meet was the best organized yet. My personal thanks to Whitey and all his helpers who did a remarkable job that made even our long trip from Louisiana very worthwhile.

Sincerely
Gerald Neighbors

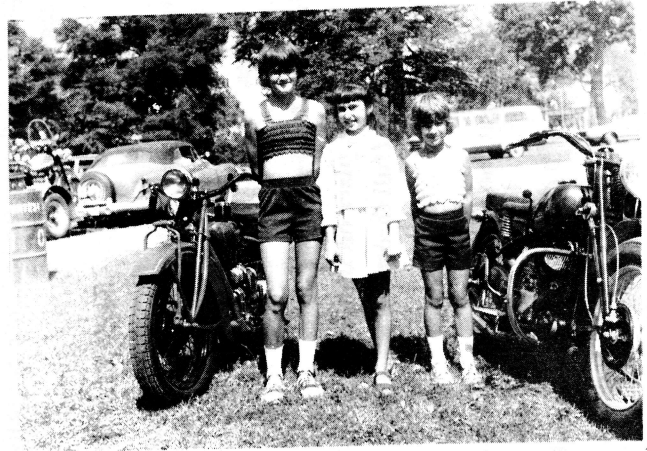
During the business session of the annual meet Gerald Neighbors read a list of proposals and changes for the Club and sent a copy to the editor for reprint.

- 1 - The Indian Four Annual meet in August be a 3 day meet instead of the usual 2 day affair.
- 2 - Indian Four plaques be presented to all participants in the annual meet.
- 3 - All trophies be specially designed for the Indian Four Club with an Indian four at the top instead of the usual 2 cycle whing-ding, Honda or Triumph. If this suggestion is not accepted, then the John Wickham Award should at least have a four on top.
- 4 - A set of rules and guidelines be made available to all entrants to inform them how each class is judged.
- 5 - If the fours are to be clean and presentable for judging, judging should not be held immediately after the events as has been the practice.
- 6 - If it would be to the owner's best interest to have his four judged in another class, rather than the one he selected, then the judges should have the right to change the classification.
- 7 - The Club annual business meeting should be held in the evening instead of during the day's activities. This change would not interfere with the flea markets or other activities that sometimes have to be cut short for the "business meeting".
- 8 - Trophies should be presented after the closing minutes of the business meeting instead of calling a special awards presentation meeting.

Above proposed changes are presented by Gerald Neighbors, member of the Indian Four Cylinder Club, West Monroe, Louisiana 71291



Tammy Lynn, daughter of Mr. and Mrs. Gerald Neighbors of Monroe, Louisiana. Although only 6 months old, she was very alert to all those fours running past and keeping her a good afternoon under the big shade tree.



Three girls at the meet in an appropriate setting of two machines. (L) Debbie Miles, Jennifer Saar and Diane Miles. Jennifer or "Jenney" Saar is the daughter of Mr. and Mrs. Robert Saar of Fort, Madison, Iowa and has been coming to the annual meets since a baby. Debbie and Diane are the granddaughters of Mr. and Mrs. Tom Miles, editor and wife.



Parts galore - if it wasn't lying out, chances are it was in the trailer. The Flea Market did a brisk business with shoppers a plenty. They didn't buy it all for some were reloaded and hauled back home.



Back for the second year - John Miles and his small gasoline engine display and the old Maytag. What was once junk, now attracts attention.

STARTING PROCEDURE

1. Set the tappets, carburetor, and ignition timing as accurately as possible before starting the engine.
2. Start the engine and set throttle to an engine speed of approximately 25 miles per hour (trucks and tractors $\frac{1}{2}$ throttle) until engine reaches normal operating temperature. Then retorque cylinder head cap screws or nuts, and recheck carburetor, ignition timing and valve clearance. (Run engine at FAST IDLE to assure adequate initial lubrication for rings, pistons and cylinders.)

IMPORTANT

BREAK-IN PROCEDURE

BEFORE DELIVERY TO OWNER, make test run at 30 miles per hour and accelerate at full throttle to 50 miles per hour. Repeat acceleration from 30 to 50 at least ten times and no further break-in is necessary. If traffic conditions will not permit this procedure, accelerate the engine repeatedly through the intermediate gears during the check run.

TELL THE OWNERS

Passenger Cars and Light Trucks:

"DRIVE NORMALLY, but avoid *sustained* high speed during first 100 miles."

Heavy Duty Trucks and Busses:

"If possible, place on light duty first 50 miles. At no time should the engine be lugged (full throttle at low RPM)."

Farm Tractors:

"Operate at one-half load or less for first two hours."

PERFECT CIRCLE CORPORATION

HAGERSTOWN, INDIANA

INSTRUCTIONS FOR SATISFACTORY PISTON RING INSTALLATIONS

Form 345

ALWAYS REMOVE CYLINDER RIDGES

before pistons are taken out. Failure to remove ridges at top of worn cylinder results in damage to the top ring and bending or breaking the second land of the piston. The ridge cutter should be adjusted to remove all of the ridge, but **Not to Cut Down Into Ring Travel.**

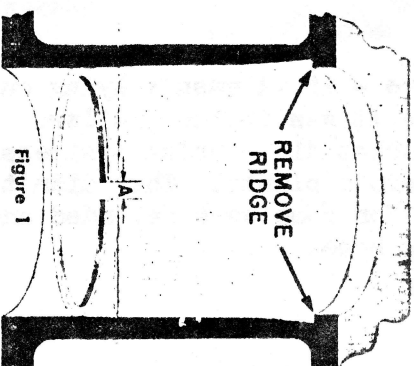


Figure 1

CHECK RING SIZE. Always check the end clearance of one of the new top compression rings in the lower, unworn portion of the cylinders (see measurement A in Fig. 1). The end clearance should be no less than the minimum listed in table at right.

CHECK PISTONS FOR WORN TOP GROOVES

Recommended side clearances:

Minimum Maximum

Passenger Car	.0015"	.006"
Bus, Truck and Tractor	.0025"	.006"

Each piston should be checked for excessively worn top ring grooves. If it is possible to insert a .006" feeler gauge between the upper surface of the ring and the upper surface of the top ring groove $\frac{1}{16}$ " in from the face of the land (Figure 2), the piston should be replaced, or the top groove remachined to accommodate a steel spacer above the top compression ring.

Ring Diameter	Minimum End Clearance
Less than 3"	.007"
3" to 3 $\frac{31}{32}$ "	.010"
4" to 4 $\frac{31}{32}$ "	.013"
5" to 6 $\frac{31}{32}$ "	.017"
7" to 8"	.023"

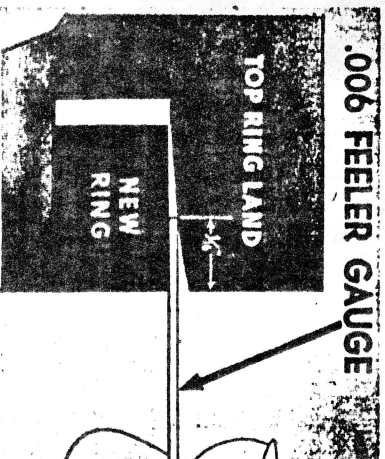


Figure 2

Each year a registration book is made available to all who attend and announcement made several times to be sure to register, but many things attract attention and many forget to do so. After the meet, the registration book is usually forgotten till the next year unless it is referred to occasionally to check on a name or an address. Believing that something worth doing is worth doing well, the best way to make all these names of value was to publish them so all could see, who came to the meet, plus, making an effort to get a more complete registration. Each year, most of our members bring their children and at an Indian Four meet there is little to do for the Youth of all ages. On Sunday morning we asked several of the youth to do the job of registration and they did a fine job. We want to thank all the youth who took the time to help with the registration.

In listing the registration we show the husbands name and at the end of the line a number which includes husband and wife and children. No number at all means the gentleman only.

Al McCann Box 24 Sandusky, Michigan 48471
 Wally Komondy 1725 Clovelly Rochester, Michigan 48063 2
 Frank Long 30723 Everett Southfield, Michigan 48076
 Dick Winger Box 58 Newport, Michigan
 Ray Steelman 136 Sylvania Dr. Dayton, Ohio
 Rich C. Thomas 4250 Elmwood Royal Oak Michigan 4
 Robert Markey Rd 1 Etters, Penna. 17319
 Robin E Markey Rd 1 Etters, Penna. 17319
 Clyde Simmons 3720 St Rt 43 Kent, Ohio 44240
 Jim Reddington 115 Gelbert Ave Reading, Ohio
 Bob Aldrich 28616 Dover Livonia, Michigan 48150 4
 George Young Box 329 Long Lake, Michigan 48743
 John Labash 3922 W. Central Toledo, Ohio 43606 3
 Harry Maule 414 Main St Castalia, Ohio 2
 Steve Bolla 9238 Fox Allen Park, Michigan 48101 4
 Bob Lamb 1505 Bradford NE Grand Rapids, Michigan 49503
 Dick Eisale 215 North Ave Naperville, Illinois 60540 2
 Melvin E Koested 7022 Stellhorn Rd Ft Wayne Indiana 46805
 John Miles RR 5 Kenton, Ohio 43326 5
 David Leitner 390 Robert Ct Pontiac, Michigan 48057

Ziggy 10119 Detroit #32 Cleveland, Ohio 44102
 Jim Sutter 324 South Ave Aurora, Illinois 60505
 Mitch Radon 48484 N Territorial Plymouth, Michigan 48170
 Ted Zatta Rd 3 Box 350B Washington, Penna 15301
 Barry Stelford RR 1 Urbana, Illinois 61801
 Tom VanOfen 7287 Rezen Dr. Rockford, Michigan 49341
 Col. Robert D. McCluggage 10202 W Pine Lake Rd Salem, Ohio 44460
 Phil Cassidy 1050 Castlefield Ave 24 Toronto Ontario M6B 167
 Bill Simon 10501 Old 99 W McKean, Penna 16426
 William Bratter Rt 1 Box 285 Antioch, Illinois 60002
 Angelo Guevara 310 Fremont Ave Sandusky, Ohio 44870
 Robert Bryce 19 Tampa Terrace Toronto, Ontario Canada
 Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario, Canada
 Ted McWayne 14524 Mayfield Rd Huntsburg, Ohio 44046
 Thomas J. Miles RR 5 Box 2 Findlay, Ohio 2
 Don R. Knapko 31027 Elmwood Garden City, Michigan 48135
 Marty Lyons 3325 Blairmill Rd Hatboro, Penna Thomas Knight
 Nick Gansinger 1246 119th St Whiting, Indiana 46394

continued - next page

The registration was by no means complete for people on the move are not easy to keep a close check on. The best place to do a most perfect job is a registration at the gate but this type of registration can be a real bottleneck, making lines of campers, cars and riders, just waiting their turn to move up. Registration has certain value to the club but here-to-fore little use has ever been made of the list that was purely voluntary. We have printed the list which contains some members and some not members, but its the interest of everyone that makes the Four Annual Meet to continue to grow and each one the best one yet.

Rd J. Morrison 1926 Lincoln Ave Whiting, Indiana
 Marshall Nasca 391 Sanford Painesville, Ohio 2
 Howard Wagner 1110 No 60th St Omaha, Nebraska 68132 3
 W H Scott 6512 Br. Hill Miamiville Rd Loveland Ohio 45140
 David P Pembert 1823 N Elizabeth Dearborn, Michigan 48128
 Gerald Kenworthy R R 1 Ansonia, Ohio 4
 David Paul Oliver, Ohio 4
 R A Hausen Toledo, Ohio
 Charln Wilson 2017 Ward St Ville St Laurent Marhial Que., Canada
 Emanu I Sperazza 2339 129th College Point Long Island New York
 Dave Sloan RR 3 Kenton, Ohio or 326 NE 3rd St Crystal River, Florida 32629
 Charles A Thompson 103 Canton Ave Huron, Ohio 44839 3
 Newton Thompson Hillcrest Ave Southwick, Mass. 01107
 Clare G Frantz Box 27 Sugar Grove, Illinois 60554
 Fred Dauer 5124 Timber Lane Woodstock, Illinois 60098 2
 Bob Allen 23 King Dover New Jersey 07801 4
 Adolf Schwenker U S A
 Jerry Tonelli 77 Vero Beach Ontario, Canada
 David Love 346 S Rose Blvd Akron, Ohio 44313 5
 Ken Conklin 1135 Yo. Pitts Rd New Middletown, Ohio 44442

Bruce E Davis 754 Cedar Rd Phila., Penna
 Bob Rindle R R 1 New Weston, Ohio 45348 2
 Ieland E Scholl 184 Center St Pickerington, Ohio 43147 3
 R C Bertoleth Box 204 Washingtonville, Ohio 4
 A Lowell Lewis 86 W Wallen St Washington, New Jersey 07882 2
 Warren Berry P O Box 85 Waynesville, Ohio 45068
 Maurice Hartman 519 E Till Rd. Ft Wayne, Indiana 46825
 Dayton Chaczky 14627 Anne Ave Allen Park, Michigan 48101
 D C Bookwalter 663 E Phila. St York, Penna
 David Salitrynski 901 State Rd Croydon, Penna
 Ray A Martin 147 So Milton Smithville, Ohio 44677 2
 W V Coe 515 E Pease Ave W Carrollton, Ohio
 Stanley J Pernic RR 1 Box 6320 Round Lake Illinois 60073 2
 Whitey Metzger 2174 Wintthrop Ave Huntingdon Valley, Penna 19006 2
 Jim Cook 3608 Reimer Rd Norton, Ohio 44203 4
 R E Kern R R 2 Belle Center, Ohio 44310
 W B Cleveland MD 2522 Norfolk Rd Cleveland Heights, Ohio 44106
 John Yaros 1027 Monroe Turnpike Monroe Connecticut 06468

Will trade - Indian four side car chasis only, for Chief chasis.

Wanted - Chief tool box - any condition.

Write - Robert Lamb, 1505 Bradford NE,
Grand Rapids, Michigan
Phone 616-459-6038 1

For Sale - 1940 Indian Chief restored, in excellent condition. firm \$1800.

Write - Gerald R Bevard, 2930 Hoffman
1 Mill Rd., Hampstead Md. 21074

Wanted - Indian four or Henderson

Write Lee Gresk, 30 3rd St., Suffield,
Connecticut 06078 1

For Sale or Trade - I have many motorcycles among my possessions and must thin down my flock. What do you have in cash or trade for any or all of the following?

1949 Harley 45 cu in solo - good
1953 B M W 650 CC - Fair
1963 Honda 305 cc - Excellent
1967 Marusha 650 cc opposed - Excellent
1967 Zundap 250 cc 2 stroke - Good
1953 Indian Chief - Good
1941 Indian Scout - Dissembled
1961 Harley 74 - Excellent
1972 Harley 74 - Excellent
1941 Indian Shaft Drive - Excellent
1941 Indian four - Good
1952 Indian Chief - Excellent
1931 Indian 101 Scout - Excellent
1931 Harley 74 - Fair
1944 Indian Chief - Stripped
1969 Yamaha 300cc 2 stroke - Excellent
1940 Indian four - Dissembled

These are all in various states of repair and condition. Most are running bikes with antique tags. Some of course are favorites. If interested, get in touch with Whitey Metzger

2174 Winthrop Rd
Huntingdon Valley, Penna. 19006
Phone 215-WI-7-0843 1

Will provide transportation within limits as I have a road worthy van.

Note - most interested in selling outright

For Sale - 1939 (DC 1139) Indian Four 3638 miles since restoration

\$2900 cash

Might take good Triumph as part payment

Write - Allen D Fowler
4615 Varsity St
Ventura, Calif. 93003
Phone 805-642-2775 1

Wanted - Buddy seat or origional seat for Indian four. Will pay cash or swap motorcycle parts.

Wanted - Model 841 Shaft Drive Indian, or X A Harley.

My stable of machines includes
1918 single Harley
1921 flat twin Harley
1929 dirt track 1200cc Harley
1940 10/12 Harley
1960 KR Harley
1931 V4 Matchless
1936 B M W
1950 Vincent Rapide
1922 Cleveland single
some motorcycle parts

Tim Thomason, P O Box 7, Clydevale,
South Otago, New Zealand 1

For Sale - 1947 Chief 74

Top condition - saddle bags, luggage carrier.

Owner Nick Gansinger

Write - Don Knapko
31027 Elmwood
Garden City, Michigan 48135
Phone 1-313-522-2356 2

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

Write - Ed Wolski
16514 Toepfer Rd
E Detroit, Michigan 48021 2

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 2

Wanted - information leading to the purchase of "Fallon Brown" DuPont delux enamel, used on 1940 Indians. Someone reading this ad must have a sample of this paint or the DuPont number. If you do, please write to the address at end of this ad.

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

- 75594 - Jiffy stand leg
- 42795 - (2-each) lower clip
- 42796 - Box upper support for frame mounted tool box
- 75609 - Tool roll up (for individual tools)
- 35H9X - Horn (Indian face)
- 42665 - Rubber tube for speedo. 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 - John Dohnal
9437 Burlington
2 Brookfield, Illinois 60513

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

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 other 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

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

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 KA 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
black or tan

(cont)

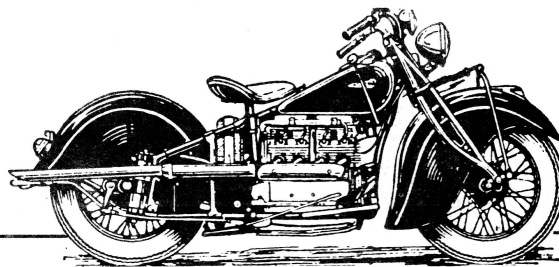
This large offer of cycles and parts
by Emmanuel Sperrazza
2339 129 th St
College Pt
Long Island New York 11356
Phone 212-359-3979

We noted in the article on the '76 annual meet the suggestion by President Metzger that we include in the Fall Issue of the Four News a loose copy of the Application form for membership in the Indian Four Club. We have included 2 copies for your use or for a friend desiring to join the club. These two copies make up for what would have been pages 27 and 28. Earlier in the year we cut the number of pages from 31 to 29. This meant 14 sheets of paper instead of 15 as previous issues contained. The one sheet of paper was on the boarder line on the postage scale so we cut it back one sheet to save the club 10¢ on each magazine mailed.

The application form asks pertinent information about your four but you may add whatever you wish to verify your ownership, where you acquired the machine if you wish to so state, condition of machine when purchased and source of parts supply if previous owner did any work on it.

The form asks for a photograph of the machine for the Library files. Some do send pictures when they first get their bikes and some do not. These want to wait till restoration is complete before taking any pictures. We have printed pictures of machines in bad condition and then pictures of very beautiful restoration. Don't be timid that your machine might be too bad of shape, after all this is the way you got it and you plan a restoration. Or, if you bought it restored, there is usually no waiting to send in a photo, for you want others to see your good buy.

Although we have included the two application forms for the convenience of the membership and the subscribers to use or give to a friend desiring to join, we do remind you, membership in the Indian Four Cylinder Club requires the applicant must own an American made four cylinder motorcycle. We have received on occasion letters requesting an application form for membership and the owner has an Indian Chief. The Chief being a twin, does not make the owner eligible although many Four Club members own Chiefs. They also own Scouts and Singles. For owners of these cycles we recommend they contact Paul Pearce, 639 Pontiac St., Oxford, Michigan 48051. Paul is President of the All American Indian Motorcycle Club that includes all models of Indians. Don't confuse this address with the Treasurer of the Indian Four Club and the President of the Indian Four Club, addresses of both men may be found at the lower left corner of the application form.



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 origionally 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.

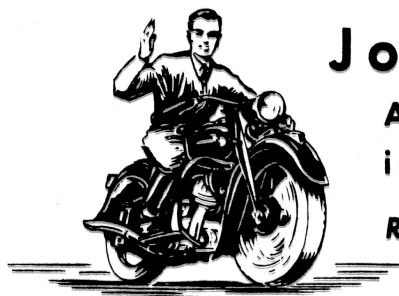
Officers, Indian Four Cylinder Club, Inc.

1976 - 1977

President - - - - -	Herman G. Metzger Jr.
Vice President - - - - -	William E. Newhouse
Secretary - - - - -	Dr. Claude Walters
Treasurer - - - - -	James L. Cook
Trustee for 3 years - - - - -	Carl J. Reichenbaugh
Trustee for 2 years - - - - -	Dave Sloan
Trustee for 1 year - - - - -	Ed Wolski
Sergeant-at-arms - - - - -	Ed Wolski
Referee - - - - -	Bob Aldrich
A M A Reporter - - - - -	Dave Sloan
Librarian - - - - -	Cliff Oglesby

INDIAN FOUR CYLINDER NEWS

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