

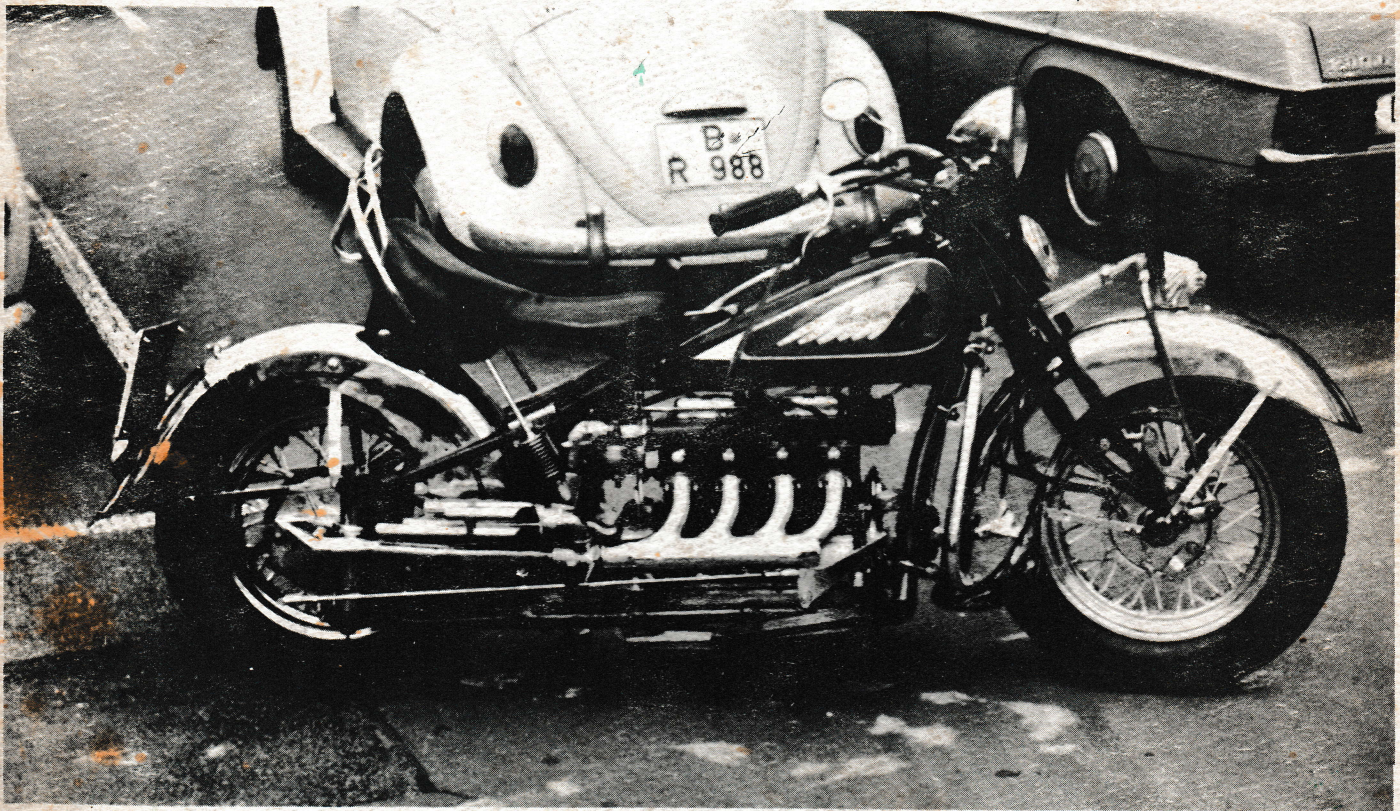
Indian



FOUR MOTORCYCLE NEWS

VOLUME 12 NUMBER 1

SPRING ISSUE 1977



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

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

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Peter Wieg of Berlin, Germany, supplied us with our Cover picture for this issue. His '38 four is quite unique, for it has some features generally not seen on American owned Indians. On page 6, begins his story and pictures of the unusual four. Our thanks to Mr. Wieg for all the fine pictures plus another unusual story we will print in the next issue.

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.

A YEAR FOR RECORDS

1977 emerged the new year after the 1976 year of Bicentennial Celebration and then reigned down on the eastern half of the nation with one of the coldest winters on record. Then if that record wasn't enough, the month of May blossomed forth earlier than usual with some of the hottest weather on record.

The Four Club Executive Committee is expecting some further records with exceptional attendance and activities at the Indian Four meets this year. Although this issue will probably arrive after the June meet, which will be June 18-19, we have included some material regarding the June meet and of course the Annual meet for August 13-14 at the Seneca County Fairgrounds at Tiffin, Ohio.

The Spring Business meeting was held at Stow, Ohio, the home of Mr. and Mrs. Bill Newhouse our Vice President. At the request of President Metzger, publication of the Spring issue of the Four News was held up till he could get material too us after the business meeting. Our material barrel was pretty dry for the Spring issue, but in the last 30 days the mails dumped a heap of material on us from one member alone. It is all excellent material that will practically fill one issue. We didn't want to reveal all the goodies but used what space we had available in this issue for some of it. Again we want the members of the club to realize that this is your magazine, for your experiences to share with others, your ideas and your questions. Just don't leave it all to the other guy to do the writing. Your editor will put it in readable material and give you the credit.

Many of you will remember when our son and family brought the old Maytag Washer and the small engines to the meets last year and the year before. Even though they made alot of noise, they brought back memories of when that was the best washing machine equipment available. The old Maytag and the engines are now stored in our garage and will not be at the meet this year. Our son and daughter-in-law and family were moved by his company to Johnson City, Tennessee last March. He is presently a supervisor in one of the Departments for North Electric Company who manufactures Telephone equipment. He had worked for North in their Kenton, Ohio plant which was phased out of their operations. Kenton, which is only 30 miles from Findlay was rather easy to drive to in an evening to see our grandchildren, but way down in Tennessee is 500 miles one way. On May 19, we set out for Tennessee via U S 23 in Eastern Kentucky. By the time we got to Jenkins Kentucky, we about had it with that route and on return home came back I-75. We stayed with our Son and family for 3 days, seeing the plant, the mountains and the community of Johnson City. We were delighted with it all.

We had spoken in the Annual meeting last year concerning the job as editor of the Four News, as criticism was rather heavy during the meeting. We have said a number of times that criticism is a good thing for it keeps an editor alert and we appreciated it. After the annual meet, around the end of the year, we evaluated our 9 years as editor and publisher and decided to tender our resignation as of the Annual meeting in August 1977. Our letter of resignation was sent to Whitey Metzger in December 1976, but he graciously withheld any publication till the April Business meeting. We have served long and published a heap of copy to the benefit of the Four Club. Although we have never been members of the Four Club, the business meetings were lenient to allow us to sit in and offer comment and opinion. It was also our privilege and honor to write and assemble the Club Constitution. We have a host of friends and a lot more know how of the Indian cycle. We are confidant that an editor from the ranks will produce a Club News more to the benefit of both present and future members.

Editor

FORBES MAGAZINE

OFFICE OF THE PRESIDENT

March 9, 1977

Mr. Thomas J. Miles
RR 5, Box 2
Findlay, Ohio 45840

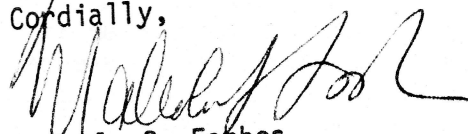
Dear Mr. Miles:

Thank you so much for that thoughtful letter.

But I really haven't gotten into antique motorcycles except to view the ones I see with awe and admiration!

With best wishes,

Cordially,



Malcolm S. Forbes

MSF:ek

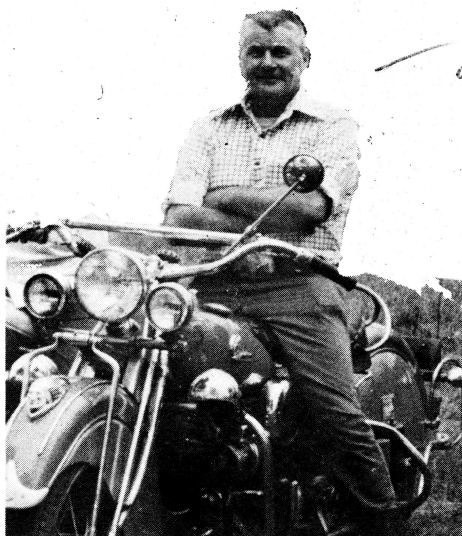
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SIXTY YEARS

FORBES BUILDING

60 FIFTH AVENUE

NEW YORK, N. Y. 10011

212/675-7500



Herman G. "Whitey" Metzger
PRESIDENT
Indian Four Motorcycle Club

Editorial by the President

Spring Fever 1977

Statistically, our country is emerging from an unprecedented hard winter. The Weather Bureau measures our winter in "Degrees Fahrenheit", my son measures it in "Snow days at school", and I measure it in the absence of "motorcycles on the road". Believe me, it has been a hard winter devoid of motorcycles and motorcyclists on the road. Excepting for heavy rain, snow and the threat wet roads, I ride daily on a year round basis. This year, I put the four in storage from December 20, 1976 thru February 26, 1977. We have had temperatures commonly with daily range of 10° Feh. to 40° Feh. The constant threat of freezing wet streets or left over snow and ice made riding impossible. I sure long for a side car in times like this.

Our Club members in Alaska have had on the other hand, a most mild winter in Weather Bureau History. I have been informed that the entire weather situation of last winter causing this unusual pattern of winter 1977, was the upper air currents that normally carry the warm moist Pacific air currents from California to Maine, shifted course and came across our continent from Alaska to Florida, bringing warm air to Alsaka and cold air to Florida. The first day of winter was December 21, 1976 and the first day of Spring is March 20, 1977. No wonder I have spring fever, Today is March 20 and is exactly 2:40 PM Eastern Daylight Time.

Everything in nature is erupting from the ground including motorcycles and riders. The mornings are lighted with the early sunrise; we are approaching daylight saving time, its like a blanket being rolled back from the sleep of hybernation. The lakes and creeks are thawed, night crawlers and dew worms are out and the fish and the motorcyclists are getting restless to crack the silent air of the cool mornings with the exhaust of the four or the Honda or whatever.

We are expecting to see those completed restorations that have been one or more years in the slow process. By the grapevine we hear of inquiries for new pistons, rings, what finish to use on the cylinder exterior and when is the next meet. The June meet officially brings our club back from the winter slow down. A calender of activities is published in this issue and will get the season

Our spring meeting officially brings our club back from winter sleep. From our calendar of activities we will set committees in motion, we will plan our largest participation of Indian Four Club activities and we will extend our club into other Indian motorcycle action.

This year, in order to settle some past controversey, it has been decided that in lieu of co-hosting a June meet and hosting an August meet with guest Club, we will host with guest club the August meet and be the guest club at the June meet. At the June meet we will be the guest of the All American Indian Club at the Dux Motorcycle Club grounds at Lambertville, Michigan which is about 7 miles north of Toledo, Ohio. The June meet is set for June 18 - 19, 1977, a little later than usual but as guests of the All American Indian Club we appreciate them making the arrangements for this year. Time will be taken at the meet for a business session and of course events for the members.

For those members we spoke of still needing parts to finish their restoration, here is a good time to find them or inquire around when you can get them.

And, August 13 - 14 is the time for the Annual Meet at the Seneca County Fair Grounds at Tiffin, Ohio. This year's annual meet proposes to be the best yet for it it is turning more toward a community affair. The last minute invitation by the Lion's Club last year gave us some community ties that we have for this year and better recognition for the club. The All American Indian Club will be meeting with us again this year making the events program an important part of the meet.

The judging of the fours goes through various changes each year to make it more fair to all owners. The Wickham Trophy had been awarded for the best machine of all years but a period of discussion last year decided that the years be broken up into groups and an early machine will not be in the same class as a late four.

Other Clubs and related activity during the 1977 calendar year are;

The Antique Motorcycle Club meet at Fort Mott, New Jersey
in June and in July at Medina, Ohio.

The Annual Indian Come Home Rally in July at Springfield, Mass

Along with the meets of the Indian Four Club, the All American Indian Club will also met at Toledo Raceway Park in September.

The Springfield Indian Motorcycle Club meets and shows at the White Rose Motorcycle Club and York Fairgrounds on May 28,29,30 at York, Penna.
And, the Reluctant Turtles Motorcycle Club of Philadelphia, Penna. meets in September.

Our Club requires and will appoint coordinating club members to keep the Indian Four Club Executive Committee informed of all other activity as soon as everyone firms up their schedule.

Now let us talk about those restorations for a moment. In addition to the many local antique Auto shows and trade shows where a heavy interest is generated wherever an Indian four is displayed - there are official shows at

Each Antique Motorcycle Club Meet

The Annual Indian Come Home Rally Show

Toledo Racetrack Show of the All American Club

White Rose May meet and York Fairgrounds Show of the Springfield Indian Motorcycle Club.

Let us get these fabulous fours out to the shows and parades and bring back those trophies we know, these fours will win. Let us also report on those shows and some idea of the crowd that saw those fabulous machines. And best of all, let's get those machines out on the highways where they can be seen and admired. They are among the best conversation openers, for more friends are introduced by Indian Fours than any other brand. That I personally guarantee. If your spring fever doesn't respond to the riding therapy within 6 months or 5000 miles, you may return it for another winter hibernation, and call your friends together to restore another four.

Whitey Metzger - president.

* * * * *

Editorial

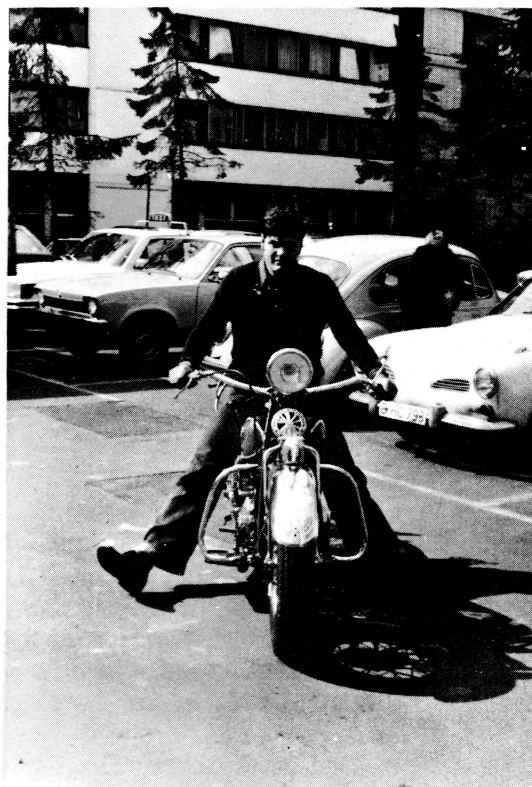
Many of you will remember a few years ago when Hans Arendt and friend Wolfgang, both of Berlin, Germany, visited with your late President, John Wickham. Hans has been a member from the very early days of the Club and very grateful to members of the Club for the assistance given him in securing parts for his four. It was also pur privilege to meet him and his friend and treat them to some very good ice cream.

Mr. Peter Wieg is also a member in Berlin Germany and owns an Indian Four. He has advertized in the Four News several times for parts, but has been unable to secure some needed parts. We don't often receive material from our foreign members, but Mr. Wieg really sent a host of material and pictures which we plan to print in the Four News. We are reprinting his last ad so some of you members who have parts might contact him and get a list of his needs. On the next page we have reprinted his letter telling of his four and several pictures on succeeding pages.

The picture to the right is the same machine as printed on the following pages, but it takes on a different appearance when shot with flash inside.

The difference is, this bike has all chrome fenders that give the appearance of all black fenders with flash, while outside they appear white. Notice carefully that they are also pinstriped. Note also in the pictures that the bike has an exhaust whistle in the pipe. This might be a required item in Germany. Your editor can remember when they used to put them on Model Ts. These pictures are unusual

pictures and good pictures. Note in his letter on the next page, the last paragraph, he mentions a German built for called the Windhoff. He sent material on this very unusual machine and lots of pictures which tells more than many words than I could write, a considerable story on a very rare design four. The builder experienced limited production of this machine and before we are tempted to say too much about it we'll simply say the story about it will be in the Summer issue.



Dear Mr. Miles,

Enclosed please find some snaps of my 1934 Indian 4. I found it in Berlin about two years ago in poor condition and with BMW R 75 ex army forks in it. It has had a very long service life and most parts were worn. I had to find forks, handlebars, headlamp, speedometer and some other parts, which is not so easy here. Ken Young was so kind as to send me bearings and gears- they are of wonderful quality. So I managed to rebuild the motor. The frame was modernized by the previous owner to have rear suspension and he also changed the wheels to size 5,00-16. He told me that it was the last Indian in Germany because the Nazis forbid the importation of foreign motorcycles in 1935. Some years later on one occasion he was riding past a pub in Berlin when, a group of Nazis came out. On seeing the Indian 4 they got so angry that they began to shoot at it. Our friend managed to get away by making a sharp turn at full throttle. Thus he preserved an Indian 4 from destruction- a fine example of American engineering!

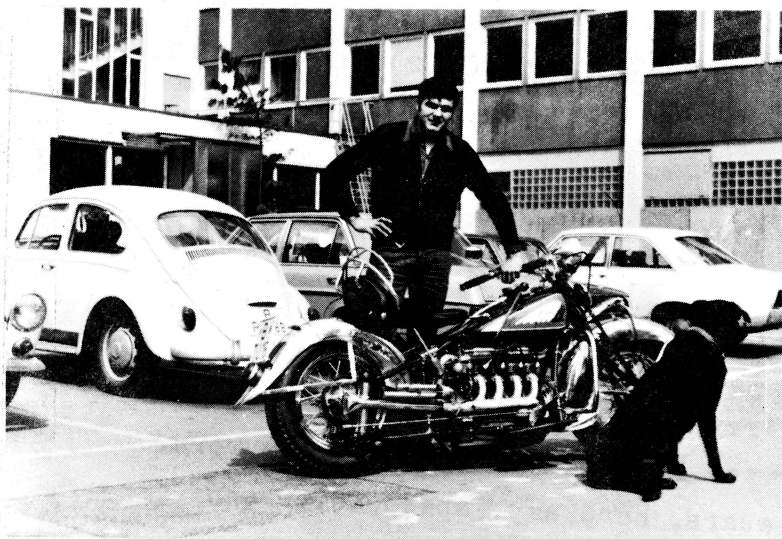
It's a pity that no member has offered me even a screw for my Indian Fours when reading my numerous ads in our club magazine. The bikes are in bad shape, many parts missing and it is very difficult here to find parts for them. But I am determined to rebuild them successfully.

Since I am riding it in every day's traffic I notice that people are very much fascinated by it. One week ago it was the star of a motorcycle exhibition- even TV reported about it.

By the way, I have enclosed a report of a German built in-line four cylinder motorcycle- the Windhoff. If you think that it would interest our members just go ahead and publish it in our club magazines.

Yours sincerely

P. Wieg

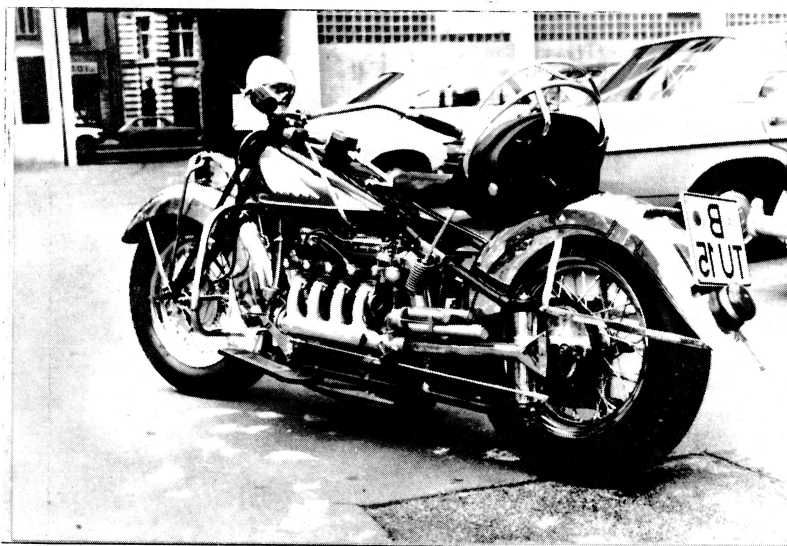


Meet Mr. Peter Wieg of Berlin, Germany, and, I'll chance a guess, his 1936 Indian four. The dog seems very disinterested in being photographed.

The parking lot looks very neat and clean, not like most American lots with a lot of broken bottles and pop and beer cans

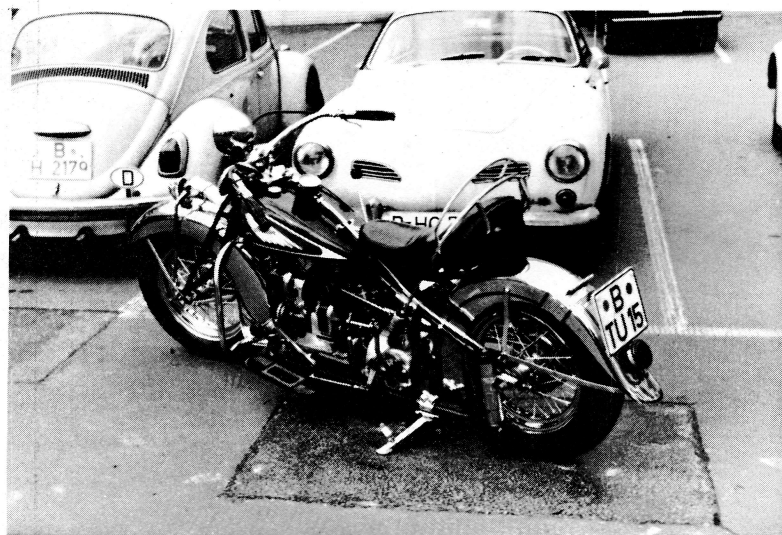
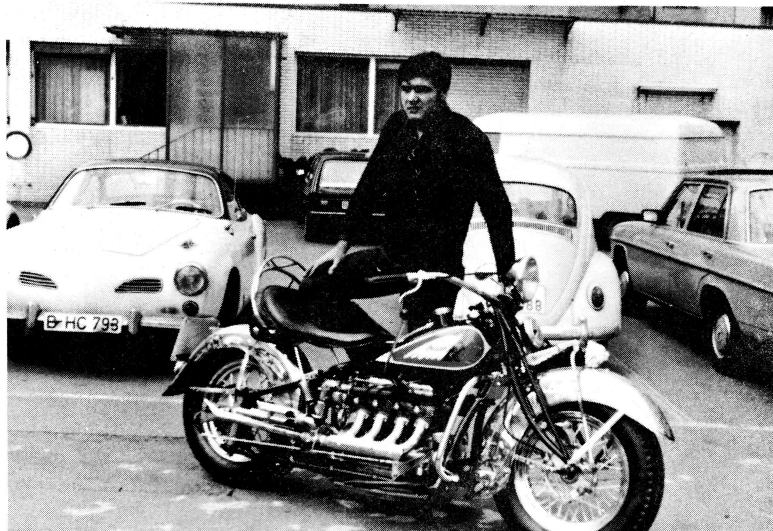
In this close-up, note the chrome fenders and the pin striping. Chroming must be much less expensive in Germany than it is in the U.S.

Note also the T in the exhaust line and the exhaust whistle. This may be a requirement in Germany for cycles, although the machine also has the regular horn. The exhaust whistle is not a new device, for in the early days of automobiles they were common along with the Klaxon horn. The Indian decal on the side of the tank is much enhanced by the orange background and cream outline.



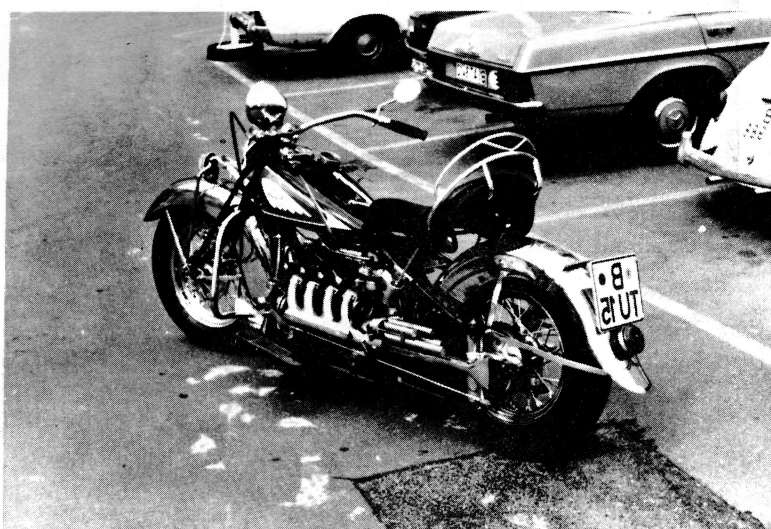
Note - on the T on the exhaust for the whistle is the control for the deflector to route the exhaust through the whistle. An effort was made a couple years ago to get the state of Ohio to make antique motorcycle plates the same size as the regular cycle plates. Germany must have a lot of metal or the police want a big plate to see at a distance. This one is larger than most auto plates. Regardless, its a beautiful restoration and looks like he rides a lot.

Peter Wieg in one of several poses with his Indian four. The number of pictures he sent of his four gave us a good selection to choose the best ones, but there is something unusual in each print, so we decided to print them all. We point out in this picture the long license plate on the Sports car.



In this shot we get the Magneto side of the four. The single cylinders appear to have been painted with a redish bronze. Maybe he has access to a good cylinder finish that doesn't burn off. Note the red and green dots on the plate and also note the big plate on the V W.

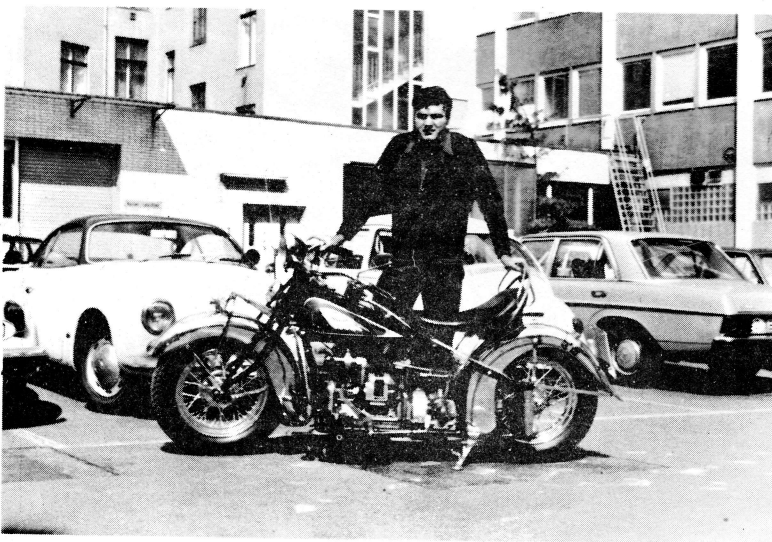
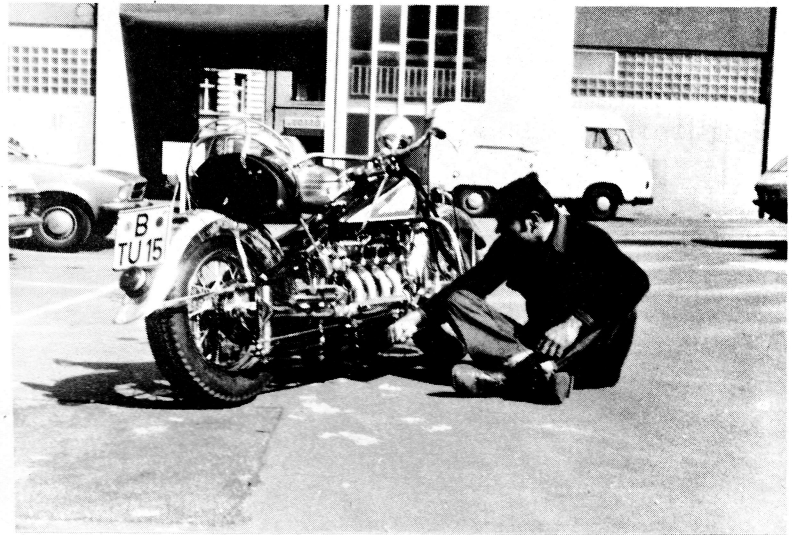
Another shot of the bike alone. Here you can see the lengths of pipes in that exhaust whistle.



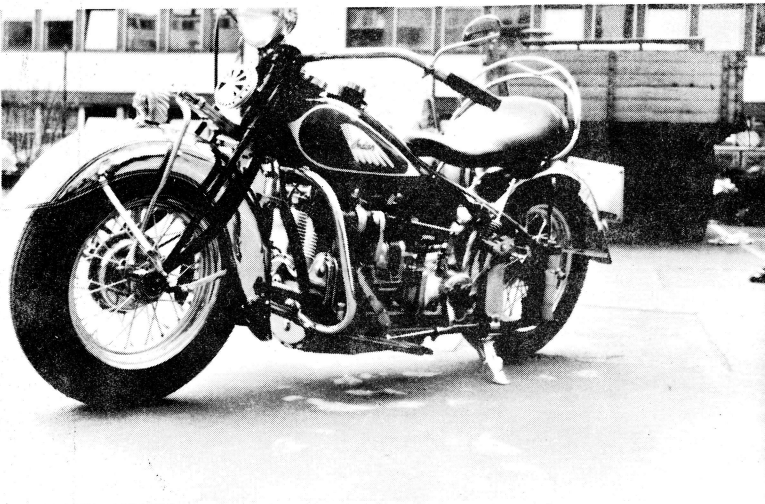


Another shot of the Exhaust side from a front angle and showing the redish bronze color of the cylinders We'll ask Peter to write us on this paint, what it is and where he gets it.

Peter gets in a comfortable position to check out his motor. More than one four has got it's owner down in this position to find trouble

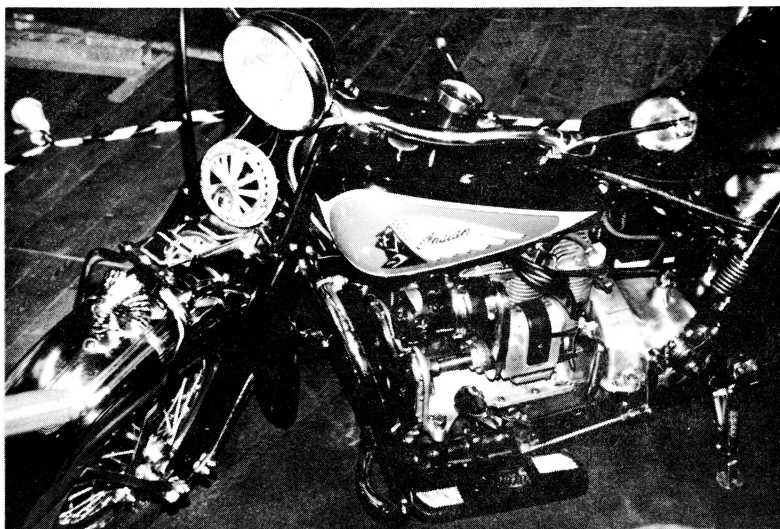
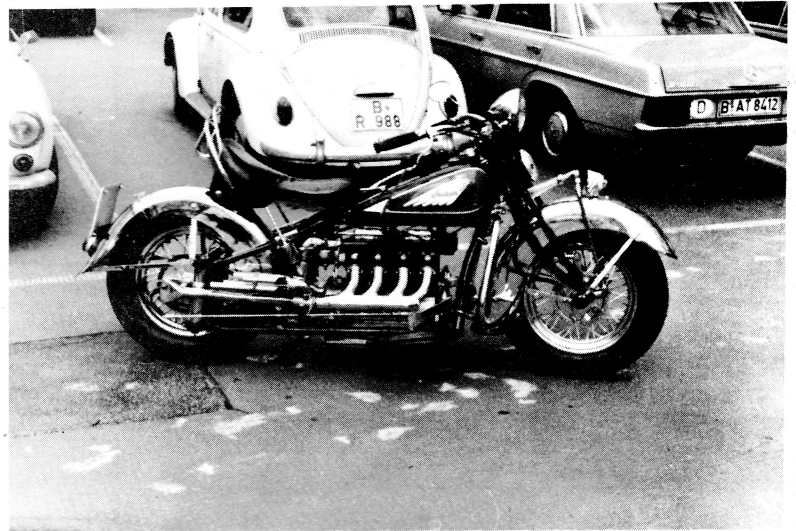


And again Peter stands behind his four for the photographer. As we said, this may be a lot of pictures of one man and his four, but each one tells us something different about a bike that is a little different in many places.



And the photographer gets down low for a shot at machine level. If only he would had taken some closeups out in the sunlight.

Straight off the side and both wheels in line. Those chrome fenders reflect the white off the surrounding buildings



On the red carpet and displayed in a show. The fenders appear black like the tank. When Peter writes us we would also like to know what trophies this bike won or ribbons or whatever.

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12 - Abraham Lincoln						
22 - George Washington						
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17 - St. Patrick Day						
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8 - Good Friday						
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May						
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8 - Mother's Day						
28 - 29 - 30 - SIMCA May Meet WR MC - York Penna.						
30 - Memorial Day						
June						
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4 - 5 - Antique M C - Fort Mott N. J. Flag Day						
18 - 19 - All American Indian Club meet, Dux Club, Lambertville Michigan Father's Day						

July

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9 - 10 Antique M C, Medina, Ohio
 4 - Independence Day
 16 - 17 - Indian Come Home Rally
 Westfield, Mass.

Aug

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13 - 14 Indian Four Annual Meet
 Seneca County Fairgrounds
 Tiffin, Ohio

Sept

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5 - Labor Day
 17 - All American Club, Dux Club
 Toledo Show and Races
 Yum Kippur

Oct

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30	31					

1 - 2 - SIMCA, Philadelphia Turtles
 Fall Meet
 Columbus Day
 16 - Indian Four Fall Business Meeting
 31 - Halloween

Nov

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11 - Veterans Day
 24 - Thanksgiving

Dec

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25 - Christmas

JUDGING AT THE FOUR MEETS

One of the highlights of the annual meet is the awarding of trophies for the various classes of entries. Trophies for most original, best custom, oldest four and etc., have provided many coveted trophies in reward for long hours of restoration of old bikes that were all classes of shapes till restoration made them new again. The new again aspect is often the trouble spot in judging between two bikes that are perfect in every way but only one can be - first place. Each year, such decisions are not easy for the Judges to make, for some owners will accept the decision without question and hope they do better the next year. However some others are not so easily satisfied and a flip of the coin made the decision. Each year questions are raised that will promote changes of classes and constant in the rules to render more fair decisions than before. Generally, the owner made aware some error in a part that he believed to be original and pointed out by the judges.

The year 1977 is no exception for changes in the rules for judging. At the request of President Metzger the following rules shall be observed for both judges and owners.

- 1 . All motorcycles must demonstrate operating abilities and be proved road worthy. Any participant or entry can be challenged by any judge at any time during the show. Entrants must be available during judging period to demonstrate operation.
- 2 . Judges may change judging category or class of any entry for the benefit of the entry or club.
- 3 . Judges may combine categories or classes of entries in the best interest of the club and the awards.
- 4 . Judges decisions in all matters shall be final.
- 5 . Judges shall add or subtract points for missing original equipment and accessories or added accessories in accord with the class of entry.
- 6 . Judges shall subtract points where dirt and dust is evidenced beyond normal fresh accumulation from trip to meet and/or from participation in meet parades and events.
- 7 . No judge shall score on his own show entry. The judge in charge shall use an alternate judge of his selection to judge the bike in question.
- 8 . The Chief judge may use additional rules of his own decision without notice to any entrant. Additional rule shall be made known to the entrants before the awarding of trophies and reason for the additional rule.
Should a tie occur in a decision between two or more machines, the Chief judge shall cast the deciding vote.

From the editorial by the President we note this one judging change.

Judging a machine for the Wickham trophy which includes fours prior to 1927 and all models thru 1942, has been rather difficult, mainly because of changes in machine design. Picking just one machine from all years almost comes down to flipping a coin. At the request of Chief Judge Robert Paulette in last year's judging, categories were set up in the following range; all fours prior to 1927; fours 1927 thru 1939; and fours 1940 thru 1942. Over the years, judges at Indian four meets have always rendered impartial and fair decisions and have always suggested improvements in the rules to benefit the owners.

Minutes for the Business Meeting of October 17, 1976, held at the Traveler's Motorcycle Club in Toledo, Ohio, were read.

Jim Cook, Treasurer, reported as of April 1977. Balance on hand \$1104 plus \$500 savings. Trustees were asked to report on materials held by John Wickham and to report at the June Meet.

Gerald Neighbors of W. Monroe, Louisiana had proposed a number of changes regarding the events at the annual meet. The nature of the changes were under the jurisdiction of the Referee and required no change in the Constitution.

It was noted that the Annual Meet is so spread out on the Fairground, the Club's P A System is not too efficient at the far ends in announcements regarding events and other important activities. Referee is to take care of this communications.

President Metzger appointed Earl Chalfont of Brookville, Penna as new Trustee to fill the vacancy of the Trustee elected in 1976. Jack Maurer was appointed Director of the Northern Region. Position was vacated when Dave Bozung dropped out of the membership.

President announced that Editor and Publisher, Tom Miles and written a letter of resignation, effective as of the Annual Meet, August 13-14, 1977. Reason for resignation, he had held the position of Publisher for 9 years and Editor for 5 years. Very little editorial help has been available and material assistance had fallen off. He also thought, position of editor should be held by a member of the Club. He will print the Spring, Summer and Fall Issues.

Discussion followed on the status of the magazine and comments on past editors and the present editor. President Metzger, Fred Provin and Jim Sutter, are to make inquiry into costs of another printer. Each were given copy of last issue to make contacts.

Letters by several of the members to the President present ideas, suggestions and even complaints were read and noted.

Jim Cook presented proposed changes in accounting procedure for one dues date for all members instead of 3 dates as has been the plan in the past.

The Hess brothers reported that arrangements for the August meet were well along and final confirmation on the food concession will be made at the June meet. They noted that the Fairground has a 15 mph speed limit and helmet laws are recognized on the grounds. Camper fee for the meet in August will be \$5.00 for the weekend. Other rules remain the same for the use of the Fairground.

Bob Aldrich reported that he will select one or more assistants to run and supervise the events. He is to corrdinate other help through Trustee, Carl Reichenbaugh. Dave Sloan reported that he would get in touch with Carl also to line up Gate help.

Audrey Aldrich reported the new "Teepee Tenders", Ladies Auxiliary were planning a Bake sale and several mini items during the Flea Market. They volunteered to help with the Corn Roast on Saturday Nite.

Dave Sloan, representative of A M A reported that Club members belonging to A M A was presently current and the Club's Incorporation Status was in doubt for the computer printout listed the Indian 4 club as not incorporated and that currently the Club had no "meet insurance". Mr. Sloan was to inquire about these items and check for insurance, reporting back to the June meeting.

The aged question of merging clubs, the Indian Four Club with the All American Indian Club, and was opened to discussion in the group. Such a proposed change would require a Constitutional change. Editor's Note. Such a change was was proposed several years

ago and a post card ballot sent to the membership. At that time it was proposed as an affiliate membership. The card vote was unanimous but was later blocked by the executive committee. The exclusive feature of the Indian Four Club, limiting to Four only was held by the Executive Committee to be the Constitutional law and saw no reason for change.

The purchase of trophies for the 1977 August meet was discussed with regard to suggestions by Gerald Neighbors. It was decided that the amount of \$300 be budgeted for trophies and plaques and Mr. Neighbors be appointed to assigned to this duty.

Question of Flea Markets was discussed and no fee shall be charged to members of the Indian Four Club, members of the All American Indian Club or members of the Antique Motorcycle Club. All other shall pay a fee of \$10 to sell items during the Annual Meet.

With no further business to decide on, meeting was adjourned for refreshments prepared by Mrs. Newhouse.

Minutes of the meeting were taken down in shorthand by our Vice President, Bill Newhouse and translated into longhand for Whitey Metzger to send out copies.

Attendees at last year's Annual Meet will recall the trip to the Airport and return. The parade was made possible through the efforts of the Tiffin Lion's Club, who sponsored the Fly-In breakfast. It was decided after the trip last year to cooperate again with the Lions this year. We contacted them for this year and they informed us they are making some changes, and instead of a breakfast it will be a Fillet Mignon Luncheon. They are also contacting owners of vintage aircraft to display their planes. They had stated last year they would like to have the Four Club more involved so they could advertize locally to attract more people. The Club's participation last year sort of give the Fly-In a shot in the arm, so we will again ride to the airport at noontime on Sunday and members of the Club invited to purchase their lunch there.

Since this invitation to the Fly-In is a draw card for the Lion's Club, they have accepted a proposal for a parade on Saturday. Exactly what route they plan to take has not been decided, but a route thru the downtown area has been proposed. They are contacting their local antique auto club and the Sandusky Valley Riders Cycle club to participate for a 50 to a 100 unit parade from the Fairgrounds and return. Many of you will recall last year at the Annual Meet, the old steamer that paraded through the grounds and made practically no noise. That was one of several old cars that gentleman owns and may parade with us. Since the Fly-In is for Sunday morning only, the parade is partly for the advertizement of the Fly-In and an opportunity for the club to show the machines. We suggested to the Lion's officials that they present each rider with some sort of memento that designated their participation. Our past parades have been confined to the grounds for the benefit to the meet only. Now you are gonna step out and show the town that beautiful four. Whoever has the Club banner make sure its on hand for the parade. Maybe you can come up with some sort of frame or mounting so people can read it. Better get those fours all polished up for the party. Should the parade route travel to downtown on Market Street and return on Perry Street, the route will take about a half hour to complete.

Last year the caravan was made up of more than just fours, and such will probably be the case this year. So what ever you ride and you plan to be at the meet for both days, get out the wax and elbow grease and get busy for we want those fours and others to be the best of the show.

The following list of Standard size Screws, Hex Cap Screws, and Hex Nuts used in the original assembly of the Four Cylinder Indian Motorcycles, may help in rebuilding your machine to factory original. - R. W. Paulette

Round Head Screws		Phillips Hd. Countersunk			
6-32 x 1/4"	754103	1/4-20 x 3/4"	45014	5/16-24 x 11/16"	207110
(2) Toggle Switch Cover to Handlebar	All	(2) Instrument Cover	38/42	(1) Batty. to Frame	36/39
(2) Ignition Switch Bracket to Instrument Plate	38/42	(1) Air Cleaner Cover	38/42	(2) Fender to Fork	36/39
8-32 x 1/4"		Hexagon Nuts		5/16-24 x 7/8"	
(2) Horn Button Cover	All	1/4-28 - 7/16" Wide	1/4" Thick	(2) Rear Fender - Top	40/42
10-32 x 5/16"		Exhaust Manifold - Generator and Magneto Coupling	Fender Bolts	5/16-24 x 1"	
(2) Generator Belt Guard to Bracket- Mag. Mod.	All	Rear Bumper - other Misc. places over 50 places on Bike	606008	(2) Front Fender - top	40/42
10-32 x 3/8"		5/16-24 - 1/2" Wide	1/4" Thick	(2) Rear Fender - lower	40/42
(1) Crank Spring to Case	All	Generator Bracket Clamp	Clutch Lever Look Lever	(3) Headlight Bracket	38/42
Fillister Head Screws		Rear Slipper Pinch	Fender Bolts and others	(2) Battery Cradle	36/39
10-24 x 3/8"	751305	20 places on machine	606010	Hex Head Cap Screws	
(8) Oil Splash Pan	All	3/8-24 - 9/16" Wide	5/16" Thick	5/16-24 x 1-1/8"	207114
(4) Oil Suction Pipe	All	Crankcase to Frame	Crank Pedal Generator Anchor- Handlebar Clamp Leaf Spring bottom Plate	(1) Generator Bracket to Clamp - Mag. Model	All
10-24 x 1/2"	751307	12 places on machine	606012	5/16-24 x 1-1/2"	207117
(16) Gear Case Cover	All	Hex Head Cap Screws		(1) Gen. Bracket Clamp	All
(4) Countershaft clearance hole Plate	28/35	1/4-28 x 3/8"	207005	(2) Front Fender - lower	40/42
10-24 x 5/8"	751309	(2) Fork Shield - top	38/42	5/16-24 x 1-3/4"	207120
(2) Oil Gage Bracket to Gear Case Cover	All	1/4-28 x 5/8"	207009	(2) Rear Fender top front	36/39
10-24 x 3/4"	751311	(2) Rear Fender - front	All	5/16-24 x 2-1/4"	
(4) Oil Body Outlet	38/42	(2) Battery Cradle to Fender	36/39	(1) Generator Bracket Clamp	All
10-24 x 1"	751313	1/4x28 x 3/4"	207011	(2) Tank Anchor - front	30/42
(4) Oil Adjusting Body	28/37	(4) Magneto Drive Coupling	All	(1) Muffler Clamp	37/36
10-32 x 3/4"	751411	(2) Center Stand Latch	40/42	5/16-24 x 2-1/2"	207125
(4) Valve Clevis Cover	28/37	1/4-28 x 7/8"	207012	(1) Tank Anchor - rear	30/42
12-24 x 3/8"	751506	(3) Rear Bumper	40/42	(2) Slipper lower pinch	40/42
(4) Air Cleaner back plate to Carburetor	38/42	1/4-28 x 1"	207013	5/16-24 x 2-3/4"	207127
Fillister Head Screws		(1) Rear Bumper	40/42	(1) Generator Clamp	All
1/4-20 x 3/8"	751605	(1) Shifter Lever Pinch	All	3/8-24 x 1-5/8"	
(4) Oil Pipe Hole- outside Upper Case	All	1/4-28 x 1-1/2"	207017	(2) Handlebar to fork	36/37
1/4-20 x 1/2"	751607	(2) Coil to Tank	38/42	3/8-24 x 1-3/4"	207219
(8) Footboard Cleat	38/42	(2) Inlet Valve Cover	38/42	(4) Crankcase to Frame	28/29
1/4-20 x 5/8"	751609	(2) Rear Fender to Frame	40/42	3/8-24 x 3"	37007
(4) Crankcase Breather	All	1/4-28 x 1-3/4"	207019	(1) Seat Support - front	All
1/4-20 x 3/4"	206011	(2) Generator Coupling	All	3/8-24 x 3-1/4"	207231
(3) Crankcase Flange	All	1/4-20 x 1/2"	206007	(2) Handlebar to fork	38/42
1/4-28 x 7/8"	V 105 E	(1) Chainguard Clip	All	3/8-24 x 4-1/2"	37010
(15) Crankcase Flange	All	(2) Instrument Base	38/42	(4) Crankcase to Frame	30/42
1/4-28 x 1-1/4"	36B57	1/4-20 x 3-1/2"	206033	3/8-16 x 7/8"	V-108-A
(1) Crankcase Flange	All	(2) Tappet Covers	38/42	(4) Magneto Base Anchor	All
		5/16-24 x 9/16	207108	If you have trouble locating these standard size items- you can write me about them- I carry all of them in Stock.	
		(4) Battery Cradle	40/42	R.W.Paulette - P.O.Box 1764- 40501 Lexington,Kentucky- (606) 255-1338	

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Anter D. AALTO - 10120 TÄHTELÄ Finland

ADS

NEEDED - "urgently" upper crankcase
for 1935 Indian Four. Upper cases
1929 through '42 will work.
5 main bearings or will buy complete
motor for 1938 through '42.

Write or call Joe Hasset
1210 Union Ave.
Ashtabula, Ohio 44004

1

Wanted for a 1938 four - *Have it*
Indian face horn in any condition.
Solo seat pan, side stand,
spot light bracket, front fender
light, heat riser control lever like
one on '40 model.
Speedo cable and chain drive, Chief
solo pan or H D.

Have a Henderson front fender to
swap 1929-31. Some Chief parts also.

Write or call Robert H. Lamb
1505 Bradford N E
Grand Rapids, Michigan

1

49503

For Sale - Metal foot boards for
Indian Scout, Pony, Prince, Chief,
and Fours. All holes drilled -
\$20.00 pair plus \$2.00 postage.
1928 to 1939.

Louis R. Bartley

RR 1

Illinois City, Illinois 61259

1

Wanted - Complete engine and
Transmission for 1941 Indian Four
Also seat, bearings, washers and
nut for fork. The parts must be
in usable condition. Please state
condition and price

Write - Russell Dilday

Box 398

Tuckerman, Arkansas 72473

Phone (501) 349-2725

Contact him

2

PARTS FOR SALE BY
KEN YOUNG AND SON
622 E Hill St
Long Beach, Calif. 90806

Main and Transmission bearings
with spacers.

Cluster and Slider gears

Oil Pump Gears (late model only)

Pistons (T - slot .030, .040, .060 and
.1250 fit with .010 wrist pins.

Clutch release shaft

Thrust Bearings

Gasket sets

Valve adjustment screws (for later model
lifters)

Push rods '36 - '42 (not for '36 - '37
ball type rocker)

Head bolts and washers

Cylinder base nuts

1/4 / 28 X 3/8 nuts for pan and exhaust
manifold.

Valve collars for taper keepers

Fiber disc for magneto drive

All Parts Are New Remanufacture

2

For Sale - 1937 Indian Sport Scout.
Disassembled with all metal sandblasted
and primed. Engine clean and rebuilt.
All sheet metal in excellent shape.

Set of Diamond Tred tires.

Has original Indian dash with Indian
scrip Ammeter \$650.

Write or call Steve Rauch

R D 2 Box 484

Fulton, New York 13069

Call collect - 315-598-1776

2

For Sale - 1958 Zundapp
4000 miles, good shape

Write - Frank J. Simon

2019 Elyeria St.

Findlay, Ohio 45840

2

Wanted - Indian Parts
1941 horn - tool box
chain guard - handle bars
side car running lite with small
red lens on top
head lite backing plate (bulb type)
right hand brake lever (S-Type)
Indian three wheeler rear frame
section and rear end
Indian police siren - also pins,
cans, mags, etc.
Will take parts in rough condition.
Write - Robert Lamb
1505 Bradford
Grand Rapids, Michigan 49503
Phone 616-459-6038

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)
3549X - 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

Brookfield, Illinois 60513

4

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

3

Wanted - Buddy seat or original
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,
3 South Otago, New Zealand

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

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

3

Wanted - Indian four or Henderson
Write Lee Gresk, 30 3rd St., Suffield,
Connecticut 06078

3

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

4

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
inquirys. 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 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

1944 Indian Chief - Stripped
1969 Yamaha 300cc 2 stroke - Excellent

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

3 Huntingdon Valley, Penna. 19006
Phone 215-WL-7-0843

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

Note - most interested in selling outright

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

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

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

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

Indian Motorcycles

A list of 30 dealers, parts and supplies for 1 - 2 - 4 cylinder machines, also 3 clubs.

Send \$1.00 and self addressed envelope to INDIANS

Box 8084

Kentwood, Michigan 49508

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

Request for Roster of Henderson Machines ✓ *Send*

Mr. Cliff Pease of Virginia Beach, Virginia requested that we print in the Winter Issue of the Four News a request for owners of Henderson Cycles fill out a small questionnaire to compile of all known Henderson Motorcycles. As the list grows it will be published in the Antique Motorcycle Magazine and the Indian Four News.

Although the Henderson machines make the owner eligible for membership in the Indian Four Club we believe singling out the owners of the Henderson machines is a fine idea to know how many of these fabulous machines that were the forerunner of the fabulous Indian Four, are still in existence, restored or unrestored.

So you Henderson owners wherever you are - write to Cliff Pease at Virginia Beach, Virginia and give him the following information for his list of Henderson bikes

Model designation

Engine Number

2

Year of Manufacture

Henderson parts for sale or trade (yes or no)

Owner's name and address

Send this information to Cliff Pease - 4164 Ewell Rd - Virginia Beach, Virginia 23455

Our thanks to Cliff for asking us to cooperate in this survey and printing the list in the Four News.

For Sale - 1948 Black Indian Chief 74, has luggage rack, spotlights, nice shape. Also, 1939 Indian 45 Scout all restored, red paint job.

Have several boxes of good used and new parts for Indian Chief and Scout 45, and few parts for Indian four.

Parts consist of bearings, rods, transmission parts, speedometer parts, cylinder heads, rings, few Indian head fender lights, chrome header pipes, muffler for Chief 47 and 48 model, plus many more, all in a box, plenty of goodies.

Will take \$4200 for everything or - best offer on machines and parts separate.

Write Jerry Preimesberger
C/O Ft. Parker Motel
Rt 1 Box 256 A
Mexia, Texas 76667

1

Phone 817-562-3097

For Sale - 1950 Indian 80, 80% original Two tone blue, road worthy, excellent condition.

1948 Indian 74, 90 % original, black, good running condition.

1949 - 149 Arrow 100% original in excellent condition, only 7000 miles Several disassembled complete Chiefs, 1940, 1946, and 1947, approx. 70% assembled.

Write - Steve Savroy

4420 Elk Ave.

1

Oakford, Penna 19047

215-355-2764 phone

For Sale - 1936 Indian four Cyl., 1962 B M W R 69, 1933 Indian Chief, 1952 B M W 600cc, 1954 Zundapp 60l

Write - Joe Karis

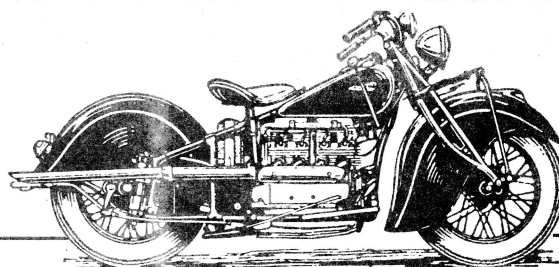
18 Edgmoor Road

Cheltenham, Penna. 19012

1

Phone 215-WA7-6050

*Bought by RBH
from Ross Field
Karis auto parts*



The Indian Four Cylinder Motorcycle Club, Inc. was organized

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

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

. that the Indian Four Cylinder Club shall by no means be exploited in any way or fall into unscrupulous hands to be ruled or run for the benefit of any one individual or group of individuals. It shall remain as was originally organized in purpose for the benefit of owners of the Indian, Pierce, Henderson, or Ace, or such American made four cylinder motorcycles as the members of the Indian Four Cylinder Club deem acceptable in the club.

. to promote good fellowship and trust among members.

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

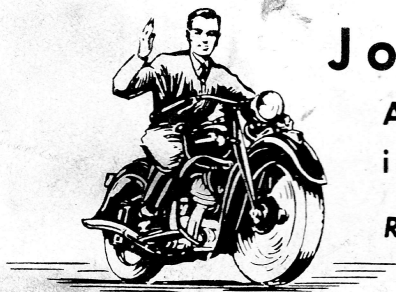
Officers, Indian Four Cylinder Club, Inc.

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
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INDIAN FOUR CYLINDER NEWS

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



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

