

Indian

FOUR MOTORCYCLE NEWS



Vol. 2

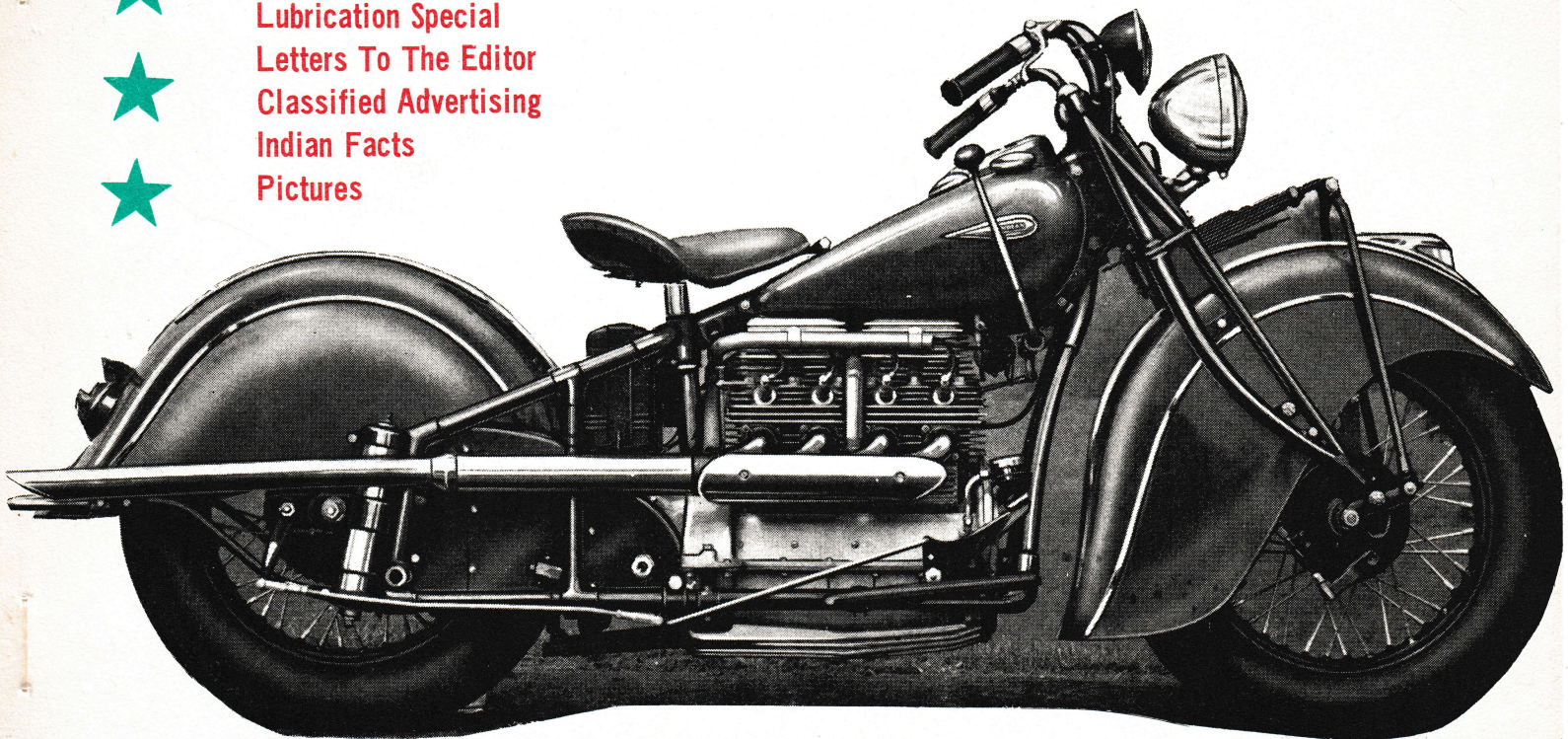
No. 1

SPRING ISSUE 1967

In This Issue

\$1.00

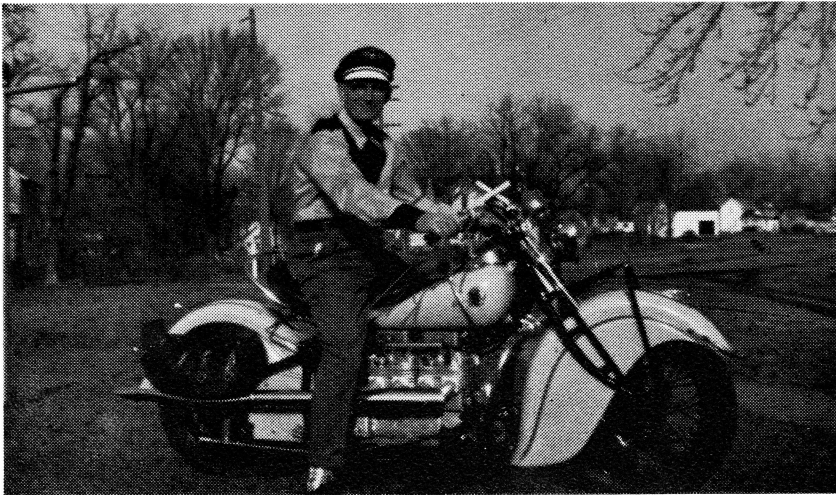
- ★ How I Became Interested In The Indian 4 by R. W. Paulette
- ★ An Adventure to Remember by Louise Scherbyn
- ★ Restoring Your Indian Four Engine by Paul Murray
- ★ Editors Page by Cecil F. Hasser
- ★ President's Report by John E. Wickham
- ★ Hints & Tips by Richard Vogus
- ★ Lubrication Special
- ★ Letters To The Editor
- ★ Classified Advertising
- ★ Indian Facts
- ★ Pictures



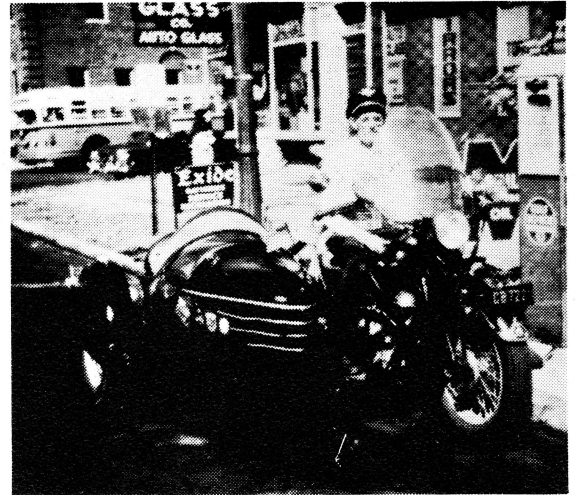
AMERICA'S MOST BEAUTIFUL MOTORCYCLES

PUBLISHED BY THE INDIAN FOUR MOTORCYCLE CLUB OF AMERICA, INC.

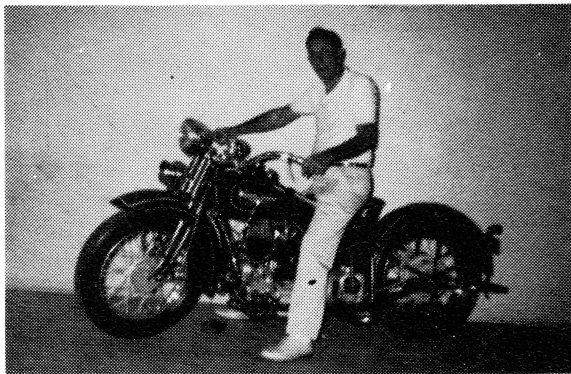
FOR ITS MEMBERS



1940 Indian Four – LEW MAULE



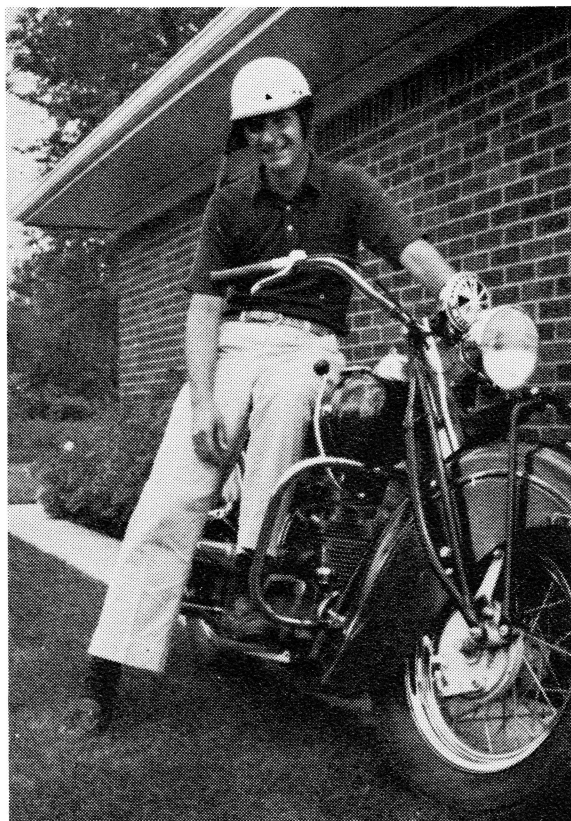
1940 Indian Four – JOSEPH POINSETTE



1931 Henderson – RAY MUNN



1940 Indian Four – RICHARD V. VOGUS



1940 Indian Four – GARI M. STROH Jr.



1942 Indian Four – MERVIN A. RYAN

After Pow-wow in Editor's Teepee To Preview Club's First Issue of New Magazine, Club Officers Much Happy, Give Out Big War Whoop



TREASURER
CARL REICHENBAUGH

PRESIDENT
JOHN WICKHAM

SECRETARY
CASPER BARNES



Editor Cecil Hasser At Toledo Meet

April 1967

Dear Members and Friends,

First, just a word about the picture above. I was requested by the Club President, John Wickham, to include a picture of myself and my 1940 Four starting with this issue, so I have done as requested.

This picture was taken "unknown at the time by me" by a friend at our Toledo Meet as I pulled in on my Four and as I was in the process of putting down my kickstand.

Like most days at our meet, it was a beautiful day.

Well, now that the snow is melting and winter is loosening its' grip, I'll bet that all you fellow members are getting your fours polished and ready to hit the road at the first sign of a welcome spring. The hills and valleys are calling to all of us. What a thrill it is to crank up and inspect those hills and valleys and see what winter has left us; to find the fields full of clean smells and busy birds with their soft songs along every roadway. A better way to start another year of pleasant riding cannot be imagined. Surely those among us who do not ride, must realize they are missing something great; something that can't be realized in any way other than the way we cyclists are privileged to enjoy fresh, new experiences that accompany a new spring season that lasts such a short time and is best found astride your Indian.

I would like to call to your attention that some of the typing in this issue is not of the quality I would like. When my son returned to college, he took his typewriter with him. It was his typewriter that was used for Issue No. 1. It then became necessary to use whatever was available, therefore, a difference in quality.

Our magazine was given a fine write-up on page 12, February issue, of CYCLE WORLD. This certainly proves that the brotherhood of cycling is not dead by any means and as indicated in our letters, many fine readers of CYCLE WORLD are boosters of the classic Indian Fours. So fellows, let's tip our hats to a fine enthusiast, Mr. Joe Parkhurst of CYCLE WORLD.

I am always happy to publish any picture sent in by a fellow member, but it is sad when I receive a color photo. I know it will not turn out clear as evidenced in this collection. Please, good contrast, black and white snapshots, reproduce the best. If your cycle is a dark finish, put it in front of a light background and if the cycle is a light finish, shoot with a dark background and your snapshots will print up fine...But keep those pics coming!

It is my pleasure to include a fine story in this issue of "An Adventure To Remember" by Louise Scherbyn who is president of the Women's International Motorcycle Association. I'm sure you will agree this adventure is as exciting today as it was in 1940. Thanks Louise, for sharing it with us "Indians".

You will find a new feature in this issue called INDIAN FACTS, contributed by the editor. I hope that it will be of interest and that other members will contribute INDIAN FACTS to be published in future issues. This requires genuine Indian Facts.

On page 27, the vote overwhelmingly puts the Meet and Rally at Toledo, Ohio and this is fine, but it puts the burden on the members in the Toledo area, to host the other members of our Indian Four Club on their trip in August to Toledo. This means the Toledo area members will have to step forward and assume the responsibility of a good meet and a good time at their meet. It means planning of committees to assume the responsibilities of making the Rally come off smooth and interesting for all members. It will be a disappointment if this is not done with great enthusiasm.

I know that all you Toledo area members will step forward and do your part in the fine up-coming August Rally. It will be a shame if all the planning and work is left to our overworked president to handle and to our old faithful announcer of events, George

Young, to shoulder by themselves.

It is of the utmost importance for any nation-wide get together, that the hosting members should provide the best in events and good times. How would you like to journey to California only to find confusion and a lack of events and interests to make the trip worthwhile? I'm sure you will put on a Rally to remember with fond regards on a cold December night in years to come and one for others to shoot for.

Some members have sent the Indian Four News to friends and former Indian riders with the results of old Indian rider appreciation to say the least, even to joining our fine club and to search for another Indian Four to restore and to ride again. I know how you felt on finding your Four, and they are just as proud to be Indian Four owners again.

With this issue you have received a subscription form to fill out and return in my self-addressed envelope (also included) along with your check or money order. Please refer to page 39 in this issue for instructions on how to figure postage which is to be added to the cost of the subscription. I will appreciate the return of this form as soon as possible.

Due to circumstances beyond my control, Jonny Midnight could not make this issue but his story will be in the next issue with two days of fun and games at the Toledo Rally.

QBecause of the gratifying response to our Indian Four Motorcycle News, the first issue is depleted and to keep the ball rolling, I went to press earlier than planned to make our Indian boosters happy. I hope you like it.

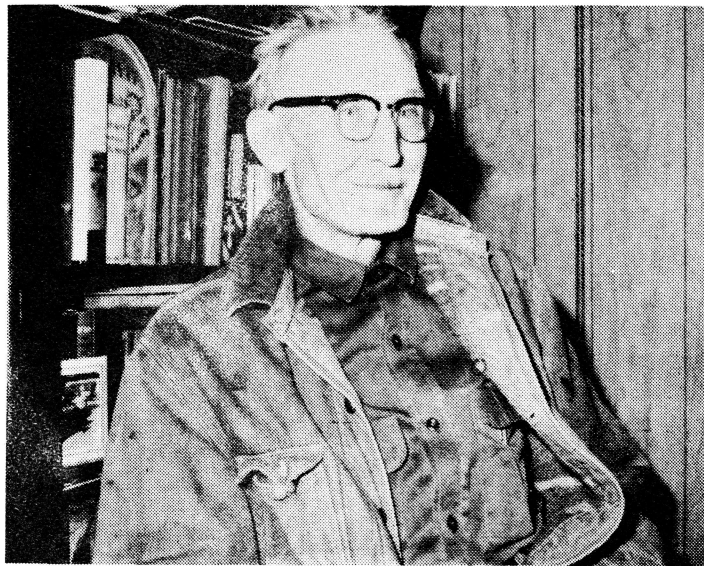
I feel we have indeed been fortunate to have had the chance to experience the wind in our face astride an Indian as we rounded the curves of Life and crested the hill in the summer sun to be greeted by the next bend in the road, to be shared only as it can be by the riders of the exciting Indian.

I'll be looking for you around the next bend in the road.

Cecil Hasser, Editor

Indian Four Cylinder Club Officers For 1966 To August 1967

President.....	John E. Wickham
Vice President.....	Robert Corsmeir
Secretary.....	Casper Barnes
Treasurer.....	Carl Reichenbaugh
Trustee for 3 years.....	Allen Bozung
Trustee for 2 years.....	Robert Aldrich
Trustee for 1 year.....	Jack Maurer
Referee.....	Kent Moore
Assistant Referee.....	George Young
Sgt. At Arms.....	Robert Aldrich
	Indian Four Motorcycle News
Editor and Publisher.....	Cecil F. Hasser



John E. Wickham, President of The Indian Four Club

December, 1966

Dear Fellow Members of the Indian Four Club;

It is with great pleasure that I write these few short lines to express my gratitude for the wonderful job of getting our dreams finally realized....with our new club magazine.

We cannot begin to praise our editor enough for the time and effort, he, his wife, and family has spent to accomplish all of this for our club.

A few weeks ago, (before the magazine was mailed out), our club treasurer, Carl Reichenbaugh, our secretary, Casper Barnes and myself, had the pleasure of visiting Cecil and his family at their home in Yellow Springs, Ohio. We were amazed and dumb-founded at the sight of the new magazine when Cecil handed us each a copy to look over. For myself, I cannot find words enough or the right things to say for the great achievement they made in compiling all of this material in our first issue.

I have read the entire copy and it is wonderfully composed and complete with the exception of a few omissions which you no doubt will have to blame me for not getting all items to our editor. So, if you find any important mistakes, please contact me and I will straighten things out.

Our editor has spent a great deal of time designing the covers and doing the entire lay-out of our magazine unassisted because the distance between the magazine's other elected officers prevented them from taking an active helping hand.

Our editor has contributed still more time and effort in trying to get all the information needed by our club and has written many letters to members asking that they contribute material to him so that we can put out a more complete issue in the future. Our magazine's future success depends on receiving material from each member to be published which should please everybody.

During the visit to our editor's home, we discussed the pros and cons of possible material and pictures and other things of interest to be worked into future issues. We have been exploring ways and means to publish a magazine that will be worthy of the praise of all who read it. In reading our Jonny Midnight story, we three who visited our editor, got the biggest kick from this and nearly split our sides laughing at the comical quotes, antics and good times our members were having by taking advantage of the camping facilities that are available at the Travelers' Club Grounds. It was felt by these quotes that the members reading the story would say, "Hey! I've never been there", or "Hey! If they have such good times as this, maybe we should go see what we are missing!"

While all of these things may not happen at our meet, we do have good fellowship and we are a group who all have one thing in common and that is these Fabulous Indian Pours. Where we have found them, how we restored them and how we help others to do the same is of interest to each and every one of us.

We do have good, enjoyable times and all of those who enjoy camping have access to all of this with talk of motorcycles thrown in. Any member who is musically inclined and has an instrument is invited to bring the instruments along and we can all have a big time in the open-air, perhaps with a song-fest or a square dance at some future meet.

There are many things to comment on about our new club magazine and I am asking the fullest co-operation of each member regardless of the distance you are from our present meeting place, to send in your stories, photos and want ads and commercial ads or any information you may have that would be of interest to our members. This will help our members, help the growth of our club and will help our editor to be able to produce a magazine each issue that will be full of interest to each member. I have been very grateful to all the members who have joined in the magazine endeavor and for having supported me as president of our club and I will always do my utmost to make this club a club anyone will be proud to belong to. I have become acquainted with the majority of our members at our meets and I can honestly say that I hold each and every one in the highest esteem.

I will say also, that the wives of many of our members have been very helpful in our ventures and have made many suggestions for our benefit. I hope in the near future, to have these ladies as an auxiliary to our club and to have them promote activities of some nature to keep themselves and the children pleasantly occupied while we men-folk enjoy our sport of showing off our prize machines. It must be dull at times for the ladies while we men are in progress with our meets and I feel we should do something about it in the future. I welcome any suggestions.

Our editor had a letter sent to Mr. Ray Turner, a Honda Dealer in Oklahoma, inviting him to join our club as Mr. Turner had purchased an Indian Four from club member, Frank Commins. Mr. Turner crossed out on the form included, the place where it asked for a dollar donation to help start the magazine and instead sent his check for \$10.00. This was a very fine gesture from a fine

man I'm sure, to a club that had the courtesy to let him know of the club's activities. I feel that we (the club) should respect Mr. Turner for this and offer him a membership in our club as an Honorary member for one year and if he wishes later to join us, send him an application blank to join and then accept dues.

I want to remind all members at this time that Membership Dues should be sent to me or to our treasurer, Carl Reichenbaugh. By doing this, it helps cut out additional work and confusion and enables us to keep our records up to date and give better service.

Send your subscription for The Indian Four News, to the editor so that he may also keep his records straight as to keeping his mailing list, etc., up to date and give the fastest service possible. He in turn will remit all money to me for deposit.

With co-operation from all members on these items, it will make our jobs easier.

In future issues of our magazine, I will attempt to explain some of the things our members are interested in as well as some things on safety and legislation that is coming up due to the increased activity in motorcycling today. If any of you members have anything on this legislation that has been enacted in your state, it may be of interest to other members so it will be welcome material for future issues.

Before closing, I would again like to ask the complete cooperation of all our members with our editor in his requests for material to be used in future issues of our club magazine. Any and all material will be well-taken-care-of and duly returned to you on your request.

Sincerely,



John E. Wickham,
President

CUT OUT & MAIL TO:

Indian Four Club, Inc.
John E. Wickham, Pres.
751 Dayton Avenue
Findlay, Ohio 45840

I am enclosing \$5.00 for one years membership fee. Please send membership application.

Name _____ AMANo. _____

Street _____

City _____ State _____ Zip _____



Letters⁹

Dear Editor;

I received a copy of the Indian News and like it very much. I have enclosed \$1.00 to help out. (I'm also sending \$1.00 for the last issue plus \$5.00 for my membership renewal to Pres. Wickham in a separate letter). You ask for a short story on our experiences:

In 1937, I, on a borrowed Harley 45, and some other kids, went out to a small dry lake outside my home town of Uampa, Idaho. We occasionally went out there to play around because of the comaratively wide expanse of smooth uncluttered surface.

While we were out there this particular day, an "old fellow", all of 25 or 30 years, showed up on the lake all dressed in black. Boots, breeches, jacket and cap; but what really took our eye was the fact that he was riding the most beautiful motorcycle we had ever seen. A 4-cylinder Indian, painted pure white with appropriate chrome.

Right then, I decided I had to have one of those. Well, later that year I joined the Army Air Corps and still later, got married and started a family; then WW II broke out. As time went on, I thought less and less about Indian Fours (or any other bike for that matter).

Then in 1949 we decided to move to Hayward (Calif) which put me about 20 miles away from my job. I started looking for a motorcycle for transportation. Our Iceman at the time told me he had one he'd sell. I went over to look at it and found it to be a 1932 Indian Police Four and it ran like a charm. I bought it in a hurry, remembering the big white beauty on dry lake many years before.

Well, I rode the machine steadily into late 1952 when I burned a couple exhaust valves. I couldn't get new ones readily, so I disassembled the entire machine and put it up in the attic. It lay up there for about 12 years. I took it down a couple of years ago and started putting it back together. Parts have not been easy to come by. I'm still in need of some parts. When I get it back together, it will be almost all original. I'm getting anxious to get it running again so I can show some of the kids, with their Hondas, etc., what a "real bike" looks like!

Yours for success in your new magazine. I'm going to be looking forward to receiving it each quarter.

Arthur J. Rumpel

Editor;

December 5, 1966

I'm sending you \$6.00. One for the perfect Indian Four News you sent me and \$5.00 for 5 issues of #2 issue. Are Polaroid pictures OK for your files? I'm begging for name plates. In 8 years I have driven 4,000 miles and written 72 letters and spent \$31.00 telephone and ads looking for a pair of plates!

Fran D. Backer
South Dakota

(Thanks Fran for the fine complement. Hope you like the 5 Spring Issues. Polaroid, black and white are fine. Hope our members find those tank nameplates for your 1940 Four. ...editor)

Dear Cecil and Wilma;

November 30, 1966

Our Indian Four Motorcycle News far exceeds our expectations and we wish to thank you for it. Santa hadn't better forget to stop at your house!

Maybe you would like to know a little about my family. My wife's name is Dorothy (Dot). Our oldest daughter is also Dorothy (Dottie), 24. She is married to Lt. Jeffrey Brown. He is aboard the USS Pratt presently in the Med.. (Due home at Mayport, Florida, Dec. 19). Until this morning, they had one daughter, Bonnie Louise, twenty months. This morning on the way to the hospital aka Jacksonville, while in the ambulance, she had a baby girl! Mother and daughter are doing fine. Dot is flying down in the morning to take care of Bonnie. They live at the Mayport Naval Station. So, I will always remember the day my first issue of Indian Four News arrived!

We have two other daughters, Carolyn 20, in her third year at Buffalo State Teachers College and Marlene 17, a Senior in high school. I am 56, own a small auto-repair shop and have a couple of antique cars besides my Indian 4. One is a 1927 Franklin Victoria Coupe and the other is a 1938 Hudson Terraplane Sedan. Dot and I have enjoyed meets and rallies since 1956. She was with me at Dearborn, 1965 Labor Day weekend to our Hudson-Essex-Terraplane Club meet. From Dearborn, we drove to Findlay, Ohio and met Mr. Wickham and saw the machine I now own. We also belong to the AACA, Pierce Arrow Society (I don't own a Pierce, but they were made here in Buffalo so I have a place in my heart for them). The Franklin Club has always been our favorite. We always meet at Syracuse, New York, the third weekend in August. I certainly hope there won't be a conflict as I want so much to drive my Four to our Indian Meet. I'm hoping I can persuade Dot to ride that far with me. (She's only 47 and still in pretty good shape.) That's all for now, folks. Merry Christmas and a Happy New Year! With best regards,

Dot and Bill Gewand
Buffalo, New York

(Glad you were pleased with our first issue Bill and thanks for the nice Christmas gift. It was a surprise. Your five letter is sure interesting and informative and I'm sure our readers will appreciate it.....It would be hard to top your experience on the day you received your Indian Four News, Congratulations! Our meet is set for 2nd Sunday in August Bill, so will look forward to seeing you and Dot there..... editor)

Hi Cecil;

December 2, 1966

I received the Indian Club magazine and I couldn't believe my eyes when I opened the envelope; this is what I call fantastic in getting this issue out in a short time. I can bet you people must have worked like dogs to complete this wonderful magazine and I want you to know that I sure appreciate this type of reading and Pics, and I hope all the members feel the same.

Enclosed two photos of the first Indian 4 meet at Findlay, Ohio which will be a part of the picture gallery in the next issue I hope. Thank you. (Enclosed one rubel toward the next issue.)

Ed Wolski

East Detroit, Mich.

(Thanks for your words of praise Ed. Yep, there are times I catch myself starting to bark! Check those photos on page 12. You like? ed)

Dear Mr. Hasser;

December 27, 1966

Want you to know you have done a wonderful job on the newsletter. Am a new member to this organization and felt the news brought me right up to date on the happenings of the club to this point.....Do not have anything of importance to contribute due to ignorance of Indian Fours....do not even have a picture as bike is in process of restoration and will not be completed until spring.

Hoping you will accept my apologies for being so late. Sincerely,

Gordon S. Deye
Toledo, Ohio

(Just goes to show Gordon, the purpose of Indian Four News is to not only help Indian owners but it can be fun too! Will be looking for pictures from you in the Spring and be sure to send us an ad if you need help finding anything.....ed)

"Hi Ole Man";

January 5, 1967

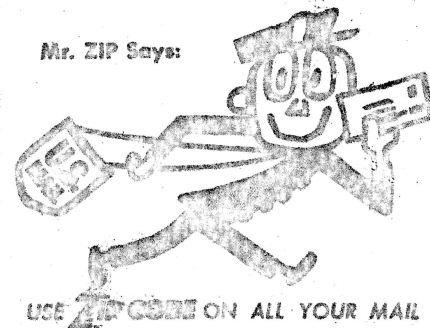
Just a line or two. Also, I'm enclosing a money order for the mag..you have out, so put me on its list and start them coming my way...I have owned and ridden Indians since 1928. I now have at the present time 7 Indian 4s. A 1942 Sport Scout, 2 1941 model 841 army shaft drive all complete; also 1 841 with a Chevrolet Corvair engine. I have a sports car, she's a jim-dandy, cute as a bug's ear, powered with an Indian 841 engine, Chevy transmission, Austin rear-end and drive line. So long,

PS..My machines
are show bikes, full-
dress!

Charley Woodhouse,
"The "4" Man"
Long Beach, Calif.

(Swell to hear from you Charley,,by now I suppose you have sent membership dues to John Wickham and are a fellow member in our fine club As an Indian man from way back, I'll bet you could send me some stories of various trips & experiences with your Indians for future issues. Hey Charley, check your pictures on page 12. How about that!editor)

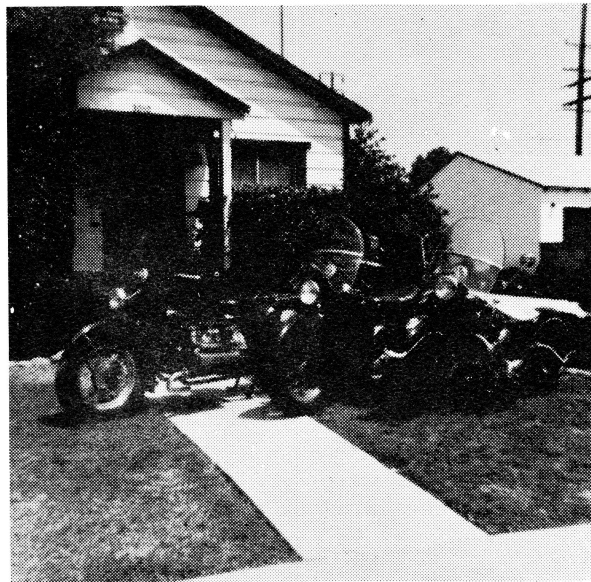
Mr. ZIP Says:



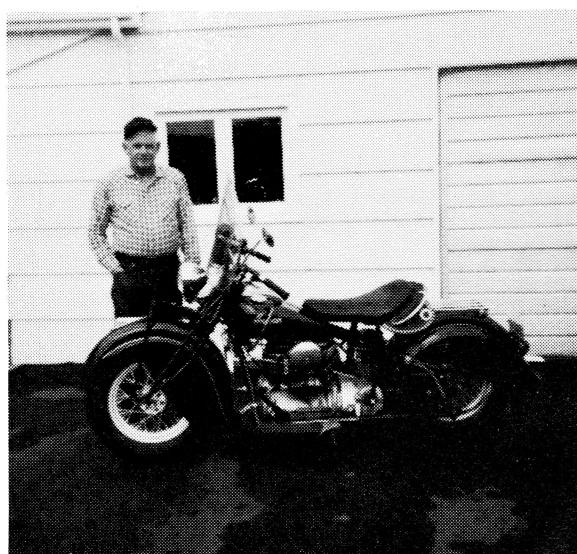
When you send your change of address, be sure to send your P.O. Box number if you have one. Also your Zip Code.



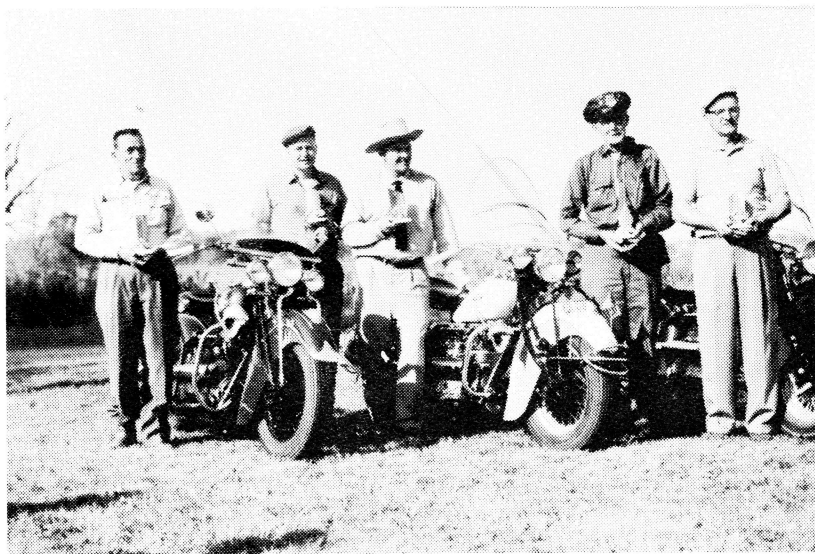
LINE UP OF "FOURS" AT THE FIRST MEET AT FINDLAY, OHIO



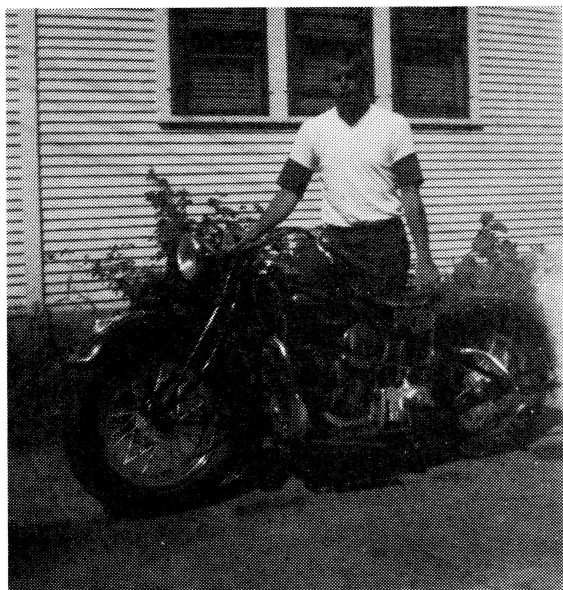
BEAUT'S BELONG TO CHAS. WOODHOUSE



JESSE F. COX AND HIS SHARP FOUR



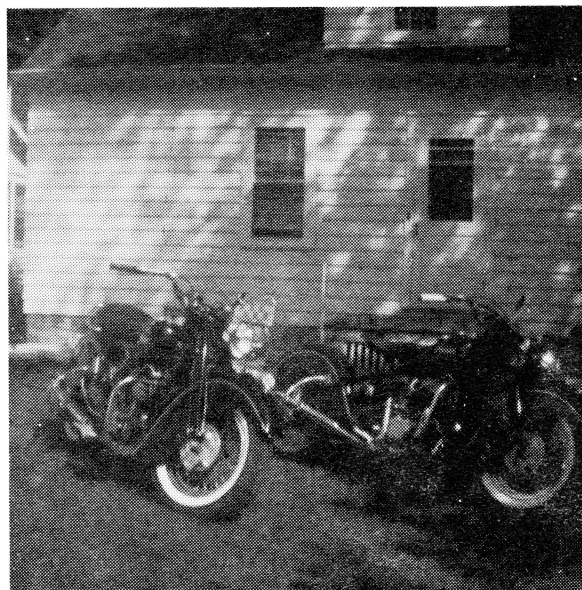
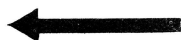
TROPHY WINNERS AT FINDLAY MEET



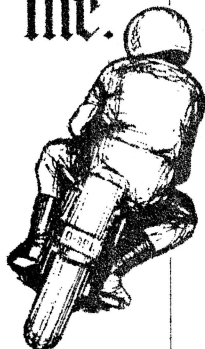
PROUD
LYN
GALLUP
AND
39 "4"



PLUS
2 SHARP
48 CHIEF'S



November 10, 1966

Village
cycle
ine.

2624 W. BRITTON RD.

OKLAHOMA CITY, OKLA.

VI 3-9429

Mrs. Cecil F. Hasser
525 Fairfield Pike
Yellow Springs, Ohio

Dear Mrs. Hasser:

Thank you very much for your letter inviting my membership in the Indian Four Cylinder Club. Frank Commins had told me of your organization during our correspondence during the purchase of his bike.

I bought the bike with the idea of restoring it to original showroom configuration. I have always admired the lines and style of the four cylinder Indian.

The bike is in excellect mechanical condition. Frank had just overhauled the engine and running gear before I acquired the machine.

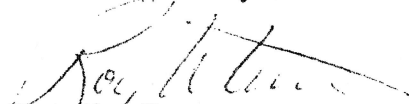
Transfer of ownership worked out real well as I needed to go to California to attend a Johnson's Motor Co. meeting and motorcycle trade show. I bought the bike sight unseen from Mr. Commins's discription in his letters. They sounded real sincere but I still had some reservation. I guess I was afraid someone would buy it out from under me if I waited untill I had the opportunity to see it. I was not the least disappointed and found the motorcycle exactly as represented and a bit more.

I'm searching for photographs, color schemes etc. so that I may complete the restoration. I have an overhaul manual but not an owner book. Maybe some of the members could be of assistance.

I presently do not have any photographs of the Four, but as restoration progresses I will try to forward them to your magazine editor.

I'm enclosing my check as a donation to your club magazine and wish you much success.

Best regards,


Roy W. Turner

HONDA

TRIUMPH

sales - service

Women's International Motorcycle Association

Founded 1950

UNITS

NORTH AMERICAN
EUROPEAN
AUSTRALIA - NEW ZEALAND

INT'L. HEADQUARTERS

360 EAST MAIN STREET
WATERLOO, NEW YORK
U. S. A. 13165

January 5, 1967

Mr. Cecil Hasser
Publisher-Editor INDIAN Four MC NEWS
525 Fairfield Pike
Yellow Springs, Ohio

Dear Cecil,

Thank you very kindly for the complimentary copy of the first issue of the INDIAN Four Motorcycle News. However, I feel the copy should be paid for knowing full well it is not financially easy to produce such a splendid magazine and every dollar paid or contributed leads it onward towards a more progressive future. It is a pleasure to enclose my dollar, and also another dollar enclosed to cover a copy of the April issue.

I have greatly enjoyed reading the entire contents as well as being happy to possess a copy. A very neat, well laid out magazine and so very interesting together with its numerous photos which especially are of great interest. Congratulations to all your members who have assisted in this fine work.

With particular interest I noticed there will be news devoted to all INDIAN motorcycles and not alone the INDIAN Fours which is an excellent idea. I have been an INDIAN enthusiast and owner-rider since 1933 (though my first riding was as a passenger in 1921). I haven't been driving the last few years due to mostly an arthritic back but I do still own my 1940 INDIAN JR. with its large tanks and 37 cu in. Army motor. The best time of my life was spent riding this INDIAN and two other INDIANS preceding the 1940 into many States of the U.S.A. and Canada and in various competition events, etc. Perhaps some day I'll ride it again and so this much beloved machine is still not for sale.

I have all the old INDIAN NEWS magazines for all years but to part or break up my sets would be to me like losing an old friend. I'm sorry, it seems mean, doesn't it? But among this collection there are some extra copies, I think, and perhaps some other INDIAN literature. Later in the Spring (it's too cold now in the basement) I will try to find the extra copies and I'll be pleased to contribute them to the library project.

With all good wishes for the best of luck in the progress of the INDIAN Four Motorcycle Club and it's publication.

Very sincerely,

Mrs. Louise Scherbyn
Mrs. Louise Scherbyn

Dear Cecil;

January, 1967

Glad to hear of your publication. I anxiously submit \$1.00 for news and pictures from your "magazine".....Am sending pictures of my Indians. I sold the "4" to pay doctor bills from a motor-cycle accident. Still have the 2 Chiefs (1948s). The "4" is a 1939. Planning on getting another of these "sweet" machines in the near future. Best of luck in your endeavor to enhance the deserving legend of Indian and particularly the "4".

The red Chief was rough but complete when I bought it. Needed considerable work but finally got it looking respectable. Good runner but doesn't have near the personal value as the black Chief.

The black Chief is all original except for a couple of little chromed parts. Has 9,600 miles on it now. When I got it in 1963 it had 5,700 on it and had original tires and spark plugs! A real find! My pride and joy. It's never been dumped--yet; oh yes, I painted the jugs.

I restored the 1939 "4". However, did little engine work for it was near mechanically perfect. A real fine machine. To say they don't make 'em like that anymore is a gross understatement! 39,000 actual miles...got it from a farmer who bought it new. Paid \$500.00 for it and sold it for \$800.00. Sincerely,

Lyn Gallup
Mankato, Minnesota

(Hope you enjoy our magazine Lyn. Also the pictures of your fine Indians on page 12. Lets hear from you about your next four...ed)

Dear Sir;

December 5, 1966

Please enter my membership into the Indian 4 Club as I do not remember if I paid my yearly dues at the meet in August when I was there. Being so occupied with the crowd and having such a good time, I just can't remember if I paid it to John (Wickham).

So, I am sending in the \$5.00 plus the \$1.00 toward the magazine support quarterly. I intend to stay in and support the Indian 4 Club as long as I am able to ride and the Club being in action for years to come.

I have ridden Hendersons since I was 19 and I am 56 now and still I enjoy riding the good old "4s". I am trying to find a good Indian 4 of a 1941 model so I can have it to attend the original 4 Club every year. I'll send in the photos of me and the machine as soon as I get some good photos taken.

Louis Kamaski
Chesterton, Indiana

(Received your fine letter Louis and sent your dues in right away. Also Indian News to you. Hope you enjoyed first issue and also this one.

A fellow sure can meet lots of fine people and enjoy himself at our meets at Toledo, Ohio.

Sure hope we can help you find a 1941 Indian Four. Let me know if we don't and we will try again with your ad.

Like you, I hope our Club keeps going for years to come and I too, sure plan on sticking with it! Still waiting for those pictures! editor)



**LET THE
WANT
ADS
SCOUT
FOR YOU!**

Dear Mr. Hassser;

Enclosed please find \$5.00 check for membership dues, 1967. I have a 1938 Indian 4, original. Also several other antique motorcycles and cars. Bob Speck gave me your name. Thanking you in advance, I remain,

A.C. Lietzow
Tallmadge, Ohio

Sir;

Please send me the latest edition of the Indian 4 News. I am a former Indian Dealer and want to buy a 1929 to 1935 Indian 4 (with the small or Indian Ace motor). Please advise me if you know of any for sale. Sincerely,

D.B. Kiel
Du Bois, Pa.

Dear Mr. Hassser;

Received my issue of the Indian "4" magazine and am very pleased with same. Please send another copy as soon as possible. Mr. Wickham has some old slides of Indian Cycles of mine. Can you use them in any way in the magazine? Also, I have a complete set of the Scientific American Magazine, many of these old issues have the Indian ads and stories. Keep up the good work. I am already looking forward to your next issue. Sincerely,

Jerry R. Karwac
Yorktown, Va.

Dear Mr. Hassser;

I have recently become the proud owner of a 1940 4-cylinder Indian motorcycle and am now in the process of restoring it. I am very much interested in your motorcycle publication, "Indian 4 Motorcycle News". Enclosed is one dollar (\$1.00), advertised cover price for the magazine.

If you have any other literature on 4-cylinder Indian Motorcycles I would appreciate your sending it also and if there is any charge, please let me know and I will remit by return mail.

I am considering putting a later model front fork on my Indian and was thinking in terms of Triumph 650, BSA 650 or similar forks. I would appreciate your opinion on this type conversion. Very truly yours,

Bruce Elton
Bethal Park, Pa.

Dear Mr. Hasser;

Am sorry that I am so late with this letter. Am enclosing my personal check for \$10.00; please renew my membership for 1967 and use the balance for club expenses. I think the magazine is great.

Cedric Gearing
Flint, Mich.

Dear Mr. Hasser;

I have heard from Mr. Bozung of Southfield, Michigan, that you are publishing a club paper from the Indian Four Club. I have recently purchased a Henderson Four motorcycle and would like to receive a copy of the paper.

Al Mc Roberts
Berkley, Mich.

Dear Sir;

What a pleasant surprise to receive the "Indian Four Club's" first magazine. The photographs of members are fabulous, and will be very valuable to me in my attempt at rebuilding in the future. Trusting this letter finds you in the best of health.

R.S.Powell
Hythe Kent, England

Dear Cecil;

Congratulations on the wonderful first issue of the Indian Four Magazine. It is fabulous! I'll be sending some material soon. I'll try to do my share to keep this fine publication going. Yours truly,

Earl Chalfant
Associate Prof. of Education
Clarion State College
Clarion, Pa.

Dear Hassers;

Sorry I have not answered your letter before this. I am sorry I have no story of pictures to send to you at this time. Do believe it will help the clubhaving a magazine.

Earl Luedeke
Cincin., Ohio

Dear Sir;

Enclosed is a check for \$6.00-, \$5.00 for membership in the Indian Four Club; one dollar donation toward the Indian Four magazine. I own a 1939 Indian Four Motorcycle. Thank you,

Don Matter

Editor;

The magazine was very interesting and well put together. Motorcycle riders have needed this for a long time. The writing of Jenny Midnight was very much enjoyed.

Mr & Mrs David Sloan
Kenton, Ohio

Dear Sir;

I read of your ad or column in the motorcycle magazine, and would like a copy of your news sent to me. Enclosed is \$1.00.

John G. Eastburn
Brandywine, Maryland

Dear Mr. Hassser;

I sold my Indian Four. (I am sorry now) but hope to have another soon. I am enclosing \$2.00. One for my copy of Indian Four News and also would like to have one mailed to Nick Gansinger. Sorry I don't know anything worthwhile to write in the club magazine at present.

Kent Moore
Toledo, Ohio

(Everything sent to us is worthwhile. Found another 4 yet? ed)

Editor;

Just a note to tell you how much we enjoyed the magazine. This is something we have needed for a long time. It's the best. Keep up the good work.

Helen Gravelle
Northville, Mich.

Dear Mr. Hassser;

Saw the magazine and thought it just great. Keep up the good work. I'm sorry I don't have time to make this a formal letter but when one goes to school full time during the day and works 40 hours a week at night, there just isn't any time left.

Enclosed you will find my dollar, also a negative of myself and my motorcycle (1930 Indian 4) as it was last year at the meet. Will send more soon.

James R. Mann
Lexington, Ky.

Keep the mail coming. No matter how short or how long, it makes the magazine, our magazine, interesting. Editor.

Dear Mr. Hasser;

Just came across "you" in the article in C/W Round Up. Congratulations. I too am an Indian lover. Had my one and only in 1932, used, but what a machine! Wish I still had it.

Please send me a copy of Indian 4 MC News. We are a MC family, all except wife. Can't get her on anything but a bicycle. My three sons own & ride. One a Harley 60 FL, one a BMW R60, one a BSA 650. I just traded my 60 FLH on a new Electro-Glide, but sure wish they still made Indians.

Nice to know another guy is interested enough to start an Indian News. Congrats again.

Yours truly,

John B. Bell, Jr.
Silver Springs, Maryland

Gentlemen;

Enclosed U.S. Postal Money Order for your new Indian 4 MC magazine. You have done a wonderful job of the Indian 4 Motorcycle Club magazine cover with the Indian 4 left corner, Indian trademark, on the right corner.

So you would like to know how I started riding motorcycles? I will do this later, maybe start with my first bicycle ride. Yes, your Indian 4 MC Club cover sure looks good.

What I would like to know is, who was born first in 1901, me or the Indian Motorcycle? I was born April 3, 1901, so did the Indian Motorcycle come first or did I come first?

Joseph Poinsette
Hoboken, New Jersey

(You were first Joe--Indian came in late fall....ed)

Editor;

After looking thru the Indian Motorcycle News thoroughly, I have decided that I would like to have another copy of Volume 1, # 1. I am sending \$1.00 for same. It is my opinion that you may have to make a re-run of this Volume 1, #1 for members like myself who are ordering extras and the demand at our closed meet in June and Aug. Rally, which will be in great demand.

I personally think that you and your wife Wilma, have done a grand job and deserves a lot of thanks from every member of our Indian Four Club.

Casper Barnes, Secretary
Grand Rapids, Ohio

Dear Sir;

I noticed an item in C/W about your Indian 4 mag.. Enclosed \$1.00. I have one of the last ones off the assembly line, mint condition, new spot lights, all white and chrome; bought it in a barrel for \$35.00.

I also have a Circus Act, "The Man From Mars, Globe of Death Act". Just got a telegraphic contract to appear for taping Feb. 6th in New York. At this time do not know the show or network or when it will be released. However, I will be near-by later. March 10,11,12 in Indianapolis, Ind.; April 14,15,16 in Columbus, Ohio; also in Chicago, Toledo, Cleveland and others...dates not set at this writing. This TV show in New York is supposed to be a network show but that's all I know so you might check the TV news for something definite.

I also have 2 Ariel sq. 4s, in top shape...holding them as an investment...like owning a Stanley Steamer. Also have an aeroplane engine motorcycle, coupled to a BMW transmission unit. It never creates any attention as everyone seems to think it is a BMW. Regard,

Speedy Babbs
W. Palm Beach, Florida

(As an old Indian Man, you must have many exciting times to write about. I'd like you to send me a batch.ed)

Gentlemen;

Saw the article in C/W in regard to your MC publication. Am sending \$1.00 for a copy as I am interested in any literature in regard to Indians...Have been riding cycles for 25 years and have a BMW at present. Have owned various Indians including 1948 Chief, 1949 Scout, 1949 Arrow, 1936 Spt Scout, 1935 4 cylinder. Always thought that Indian was the best looking and most advanced of machines. Sincerely,

Charles F. Faas
New Ulm, Minn.

(Sure agree with you Charles, about Indian Looks...ed)

Dear Sir;

The Indian magazine now has its own place in the Antioch library periodical shelves, and further issues would be appreciated. Thank you for the consideration. Sincerely,

Rachelle Singer
Antioch College

ATTENTION SUBSCRIBERS

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Zip Code Correct?

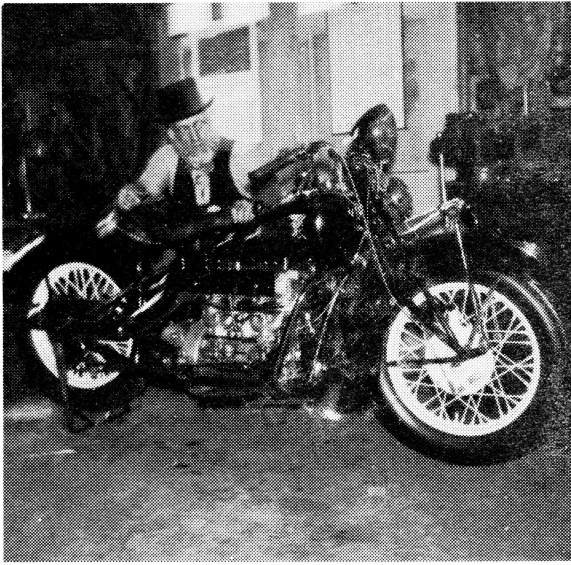
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If you move, be sure to send us your old mailing label, your new address and ZIP CODE!

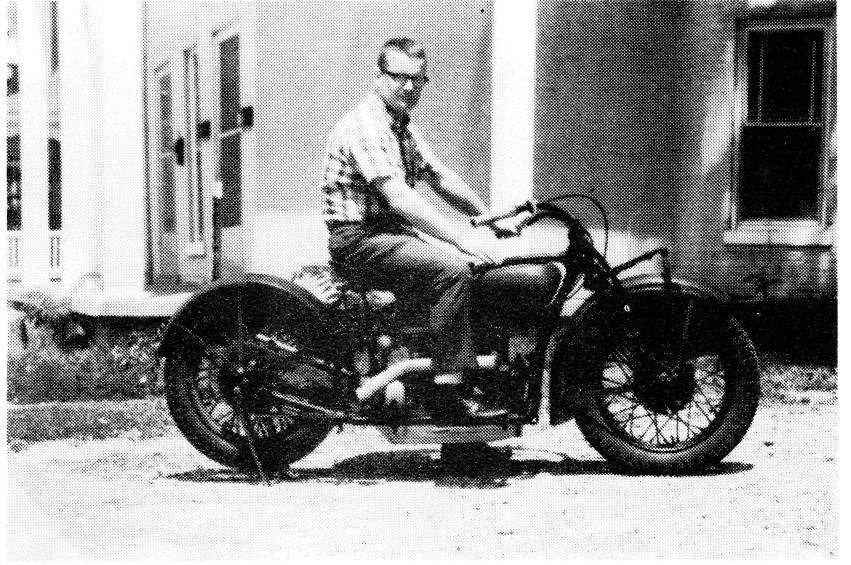
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MAIL TO: INDIAN 4 NEWS

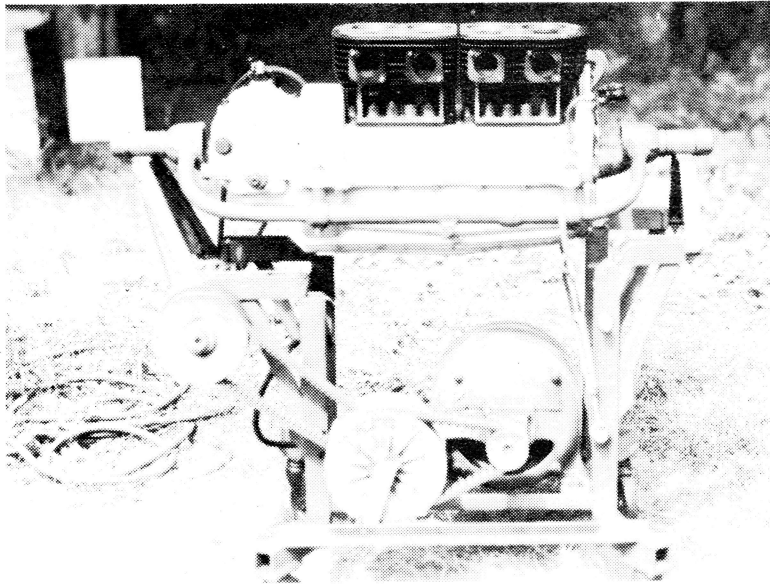
Cecil F. Hasser, Editor
525 Fairfield Pike
Yellow Springs, Ohio 45387



MR. WILLIS AND HIS "36" SPORT FOUR



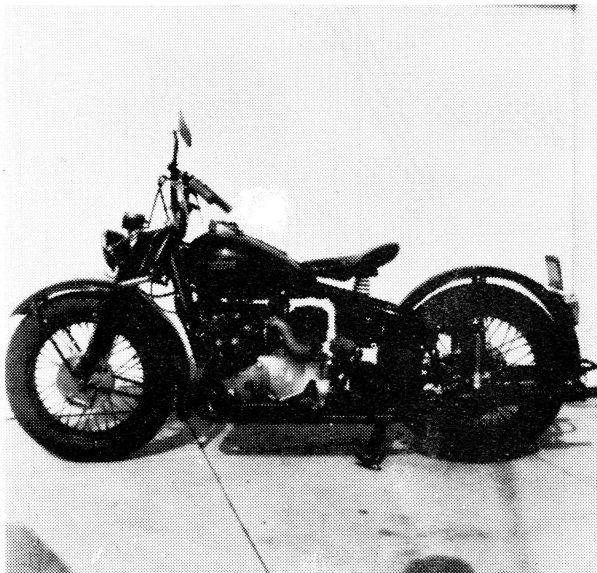
JAMES R. MANN ON HIS NICE 1930 FOUR



BOB PAULETTE'S BREAK IN MACHINE



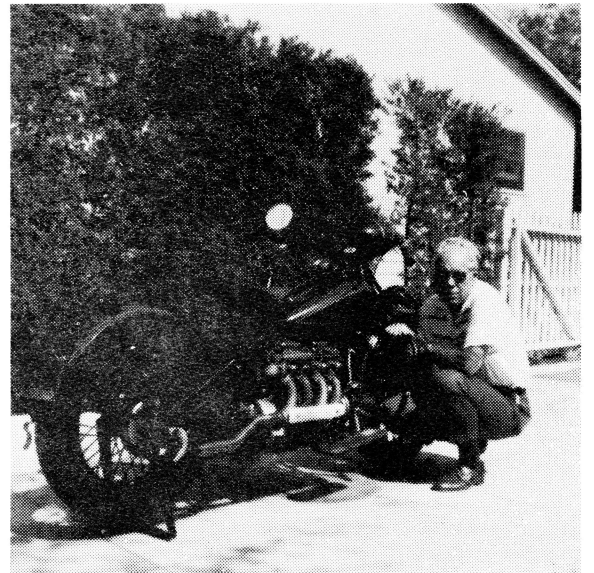
EARL LUEDEKE ON HIS "41" FOUR



BILL
KIMBALL
WITH HIS
"32" POLICE 4



AND
SHARP 841
SHAFT DRIVE



Dear Sir;

Understand you have a publication out on the Indian "4". Just acquired a '39 in need of rebuilding, so am interested in anyone who may have parts, etc.. Mr. Hickethier of Iowa Falls, Iowa, recommended your publication. Believe he said subscription was \$5.00 per year. Enclosed find \$5.00, if this is incorrect, please let me know. Yours for better Fours,

L.H. Andermann
Clarendon Hill, Illinois

(I'm sure our members can help. I sent your \$5.00 in as 1 year dues in club. As a member, send us an ad for what you need. Ed.)

Gentlemen;

From C/W I find you are publishing Indian Four M/C News. Enclosed is \$1.00 for the first issue. I have a 1941 Indian 4 about half re-stored; engine ready to re-assemble.

R.C. Pelc
San Diego, Calif.

Dear Cecil;

I was never so surprised as I was when I received my copy of Indian 4 Motorcycle News.....I am always anxious to read anything concerning 4 cylinder Indians and was looking forward to whatever the Club would publish but had no idea the first issue would be so comprehensive.

The cover is beautiful, the pictures wonderful and the articles interesting and informative. I know somebody put in a lot of time and did a tremendous amount of work.

I will try very hard to make some sort of a contribution in the way of pictures and articles before too long. Congratulations on a job well done. Sincerely,

John Blouch
Terre Haute, Indiana

(Thanks for the complements John. Looking forward to receiving pictures and stories etc.. Ed)

Dear Sir;

Just received my issue of the new club magazine and thought I should write and let you know it is excellent. Congratulations to yourself and all members who contributed to making it a success.

I am sorry I can not send pics of my cycle as it is still pretty much a 'basket-case' as it was when I rescued it from an eventual death trip to the scrap iron dealers. However, eventually it will look like some of the fine cycles that are featured in the new mag..

(Thanks for the kind words Newal.

Sincerely,

Send a pic of the basket-case &
the rescue story...Ed)

Newal Taylor, Vancouver, Canada

Indian 4 Cyl Club
J.E. Wickham, Pres.

I received your nice and interesting letter and am quite anxious to join your 4 cyl. club.. In case I am accepted, I am sending check (\$5.00) for dues, and also the requested photos and information:

I am 54 years old, automotive mechanic by trade and have worked as shop foreman for Portland General Electric Co. garage for past 15 years. Have ridden and worked on motorcycles most all of my life. Hobby is restoring American made cycles. I have several more machines located that I intend to purchase. I have a very strong liking for the Indian 4 cylinder machines. I used to ride them many years ago and I am reluctant to let them become extinct. I think your 4 Cylinder Club is a very fine thing. I'm sure all of your members feel as I do. I will be interested in a club shirt. Also your magazine. Thanks for the photos you sent me. I think they are great. Thank you very much. Sincerely yours,

Jesse F. Cox
Portland, Oregon

(Jesse, check that good-looking outfit on page 12. Ed)

Hi Folks;

Just a word to let you know by the time this goes to press, we will have been in that wonderful state of Florida and back.

One of the main things is to look for Indians and parts that are out of circulation. We enjoy our Indians very much. I met my husband when I was fifteen and he had an Indian 4 then. We used to go to a lot of hill climbs at that time. One time we lost the master link on the chain when we had a flat tire and spent an hour looking for it.

I think the Indians are the best. I guess I am prejudiced but that is the way it has to be....I have one that Rocky is supposed to restore for me, but at this rate, I'll have to become a mechanic.

Will send pictures for the next book, and am looking forward to the next meet.

Helen Gravelle
Northville, Mich.

(Wish we could be with you in Florida enjoying the Sunshine. Anyway, we'll be looking for the pictures of you and Rocky. Ed)

Dear Sir;

There are quite a few old Indians being restored in our area (10 miles south of Harrisburg). I am interested in selling your magazine, "Indian Four News" if you are going to let dealers sell them. Enclosed \$1.00 for my copy.

(Will have to decide on this
Bob and let you know..Ed)

Bob Markey
BOB'S INDIAN SALES & SERVICE
Etters, Penna.

Dear Mr. Hasser;

I read about "Indian Four News" in C/W. Enclosed is \$1.00 cover price....Do you know where I could purchase a 1930 or 1931 Indian 45 cu in Scout or 4 cylinder in good running condition?....I began riding cycles in 1928 with a Harley 21 cu in single, then a 1930 Indian Scout, believe it was the 101 45 cu in series. I remember the engine number which was DGP 209. Yours truly,

Ed Romas
Milwaukee, Wisc.

(What a memory Ed! I'm sure our members can help find the Indian you want. If they don't, let me know. Ed)

Dear Sir;

I learned of your mag. in the Feb issue of C/W. I own a 1948 Indian and would be most interested in your mag. Enclosed, \$1.15 for magazine and postage.

William Dalrymple
New Britain, Conn.

(Thanks Wm. Let us know if we can help..ed)

Dear Mr. Hasser;

At a meeting of the first get-together of four cylinder Indian enthusiasts on Long Island, Jan. 12, I saw a copy of your "News" magazine...Would you please send me two copies?.....I had two Fours, a 1930 and a 1937 back in 1939. At present I have an Ariel 4, 1959 like new, just 1,900 miles on it.....Am looking for a meticulously restored and faultlessly rebuilt Indian 4 of 1940-41-42 vintage. Had the pleasure of seeing a number of magnificent "Fours" at the Four Cylinder Club Meet in Ohio in 1965. If you know of any real outstanding Fours I would appreciate hearing about them.

Jack Liebrich
Huntington, New York

(I'm sure our members will give you a lead for the Four you want Jack. If not, let me know. Ed.)

Dear Cecil;

Just read the write-up in C/W regarding your publication, Indian Four News. Check enclosed....I am very interested in Indian news and activities having owned and ridden Indian cycles since WW 2. I presently own two 1948 Indian Chiefs, one with sidecar, which I completely restored a few years ago. I have been unsuccessful in obtaining a Four suitable thus far but am still looking. I do hope to obtain one at first opportunity to add to my collection. Sincerely,

(Let us us know what year
Four you want. We'll find it.
Ed.)

Clifford Hunt
Omaha, Nebraska

Dear Cecil and Associates;

Glad to hear about your publication. Although I'm not an Indian Bug, I have been a cycle enthusiast for quite a few years...My recent bike is a Triumph 500 and use it in the dirt mainly. I read the article in C/W and thought I'd help support your magazine. Thanks,

(Better not get too close or ride a Four Bruce..you'll be in trouble!..Ed)

Bruce Thompson
Los Angeles, Calif.

Dear Mr. Hasser;

Just read an article in C/W about your Indian Four News and am very interested to say the least. Please send me a copy.

I have just recently become the owner of a garage full of Indian 4 and Henderson 4 bikes and parts. One is in running condition at present, and I'm hoping to restore at least 2 more of these machines...The one running is a 1931 engine, but in a 1933 frame. The 5 machines which I have is; 1, 1931 Indian 4; 1, 1933 Indian 4 and 1, 1937 Indian 4. I also have 2 Henderson 4s, neither one of which is together. These I believe to be several of the latest models built, but am unable to figure out the year and model from their engine numbers. I am hoping perhaps that your information on the Indian 4 might also help me on these Hendersons. I am anxiously awaiting the magazine's arrival. Many thanks,

R.E. Wiechman
Fairbury, Illinois

(R.E., send me the motor and frame numbers and I'll tell you the year...Ed)

Dear Mr. Hasser;

Enclosed is my \$1.00...I have two Fours now, one an early 1930 model which is running, and another which I believe is about a 1941 that I plan to restore come summer. Wishing you lots of Good-Luck.

L.G. Shepherd
Cairo, New York

(Let me know any information you need, L.G. I'll try to help..Ed)

Dear Sir;

Please find enclosed \$1.00 for the issue of the Indian Four News. I own what I believe is one of the finest and beautiful 1941, DDA machines in existence. Regards,

L.A. Theis
San Fernando, Calif.

(I don't believe it, L.A.. Send me a picture of you and your Four and I will....Ed.)

Dear Mr. Hasser;

Add my name to your list of Indian admirers. Someday I hope to locate and restore one. Saw the article in C/W. Sincerely,

Conrad Dahlman
Belvedere, Calif.

Dear Sir;

I'm 49 years old and at present riding a Harley 74. Two of my friends have Indian Scouts and I hope in the future to have an Indian Four. Meanwhile, I can dream! Read about you in C/W.

W.H. McKee
Sacramento, Calif.

(If you want, we'll help you find that "dream" C.W....Ed)

Hi;

I'm in the process of restoring a 1936 "4" for a local auto museum and I would like a copy. Thank you,

Charles Eckert
Aurora, Colorado

(Let us know how it turns out Charles..ed)

Dear Sirs;

I have a 1930 four in running condition. Although a few parts are missing or have been replaced with something not original.

Delmer Donaldson
Albuquerque, New Mexico

(How about some pictures of you and your 1939 Four? Ed)

Dear Sir;

It's certainly good to see some one taking an active interest in the survival of the good ol' Indian. I have a skeleton in my garage that I would like to put together and perhaps thru your editions(s), I can find the parts I need, and if I don't, I will wish you a lot of luck in your new enterprise.

My wife is a photographer and I'll get her to take some pictures of my bike. (I am hoping on some after pictures) Do you think you could use them in any case?

Very much want that first edition never the less and am enclosing one dollar; thanking you in advance and again, lots of luck. Sincerely,

(OK George, Have the wife
take black and white pics_ed)

George E. Foster
Reno, Nevada

REPORT FROM CASPER BARNES, SECRETARY

BALLOT BY MAIL FOR JUNE MEET 1967 & AUGUST RALLY 1967 FOR LOCATION
JUNE MEET (CLOSED...FOR MEMBERS ONLY)

FOR LEXINGTON, KY.....12 signed votes and 0 unsigned.
FOR TOLEDO, O.....41 signed votes and 3 unsigned.

AUGUST RALLY TO BE OPEN TO THE GENERAL PUBLIC

FOR LEXINGTON, KY.....12 signed votes and 0 unsigned.
FOR TOLEDO, O.....49 signed votes and 1 unsigned.

The results of the election which names Toledo, Ohio as the site for both the June Closed Meet and the August Rally, are available to any member of the club who requests to check my records. Casper Barnes, Secretary

***** ***** ***** ***** ***** ***** *****

Dear Members;

As we were leaving our editor's home on the occasion of viewing the first issue of our new club magazine, I presented my good friend and president of our club, John Wickham, with a certificate for a new pair of boots.

You may be wondering why I presented John with a pair of riding boots for his birthday. Well, I thought that maybe he would be old enough to wear a pair!

The real reason of course is that John has helped me out a lot in the last year in our club work and I thought that perhaps he would get some comfort and satisfaction for his time and effort. Casper B.

(editor's note: John was born November 22, 1897, which made him exactly 69 years young on this birthday. Casper claims to have reached the "Golden Age" in September of 1966. Check the picture of these "boys" on page 40).

I wish also to thank all of the Indian Four Club members who remembered me at Christmas time with their fine cards and notes of encouragement for my wife who is a Multiple Sclerosis victim and has been confined to a rest home for the past five months.

Yours truly,

Casper Barnes
Casper Barnes, Secretary

An Adventure to Remember

OF TRIPS TAKEN IN 1940

by LOUISE SCHERBYN

AFTER some serious thinking and planning, it was finally decided to split my two weeks' allowance and take two trips—one to the North and the other to the South. The object of the southern trip was the Richmond Rally. My companion had never visited southern territory so together we agreed to drive our machines and see all we could on this brief leave from Eastman Kodak Company.

We left Rochester on Thursday morning, May 25th, with hopes of traveling about four hundred miles on our Junior Scouts the first day. For three long hours Mary and I soloed our way through dense fog across entire New York State. Our heavy wearing apparel was none too warm (yes, we wore our red flannels). Our fog-soaked mittens forced us to stop to purchase additional ones at the first Pennsylvania town. Night fell as we rode into Gettysburg where we stayed in a tourist home. Early the next morning a seventeen-mile drive through historic battlefield disclosed many impressive sights. Hours later we were wending our way along the picturesque Susquehanna Trail through the cities of Harrisburg, Pa., and Frederick, Md., and then over the West Virginia hills and on across the beautiful Shenandoah Valley. We began to notice signs of higher altitudes and before long found ourselves at the northern entrance of the Great Skyline Drive of Virginia. Highways became skyways and for sixty-seven miles breath-taking aerial views made us forget that we were just cyclists. We became so absorbed in the grandeur of this drive that even our lunch hour was completely forgotten.

Six hundred and five miles from home we found ourselves at last in Richmond. The next day the opening events of the big Rally started with some grand track records. The same afternoon we joined the colorful parade of clubs and in the evening we witnessed a boxing bout at the city auditorium. On Sunday we attended a T.T. race and hillclimb which climaxed another year's great sporting accomplishment.

With the desire to continue further South, we followed the Pocahontas Trail through one of the most historic areas of the U. S. Our first pause was at Williamsburg, Va. Unique buildings and quaintly dressed citizens provided scenes that might not be found elsewhere in this country.

Eleven more miles across this interesting battlefield route brought us into Yorktown. A short ferry ride across the river led us to one of the world's longest bridges, the Five-Mile Bridge leading over

the James River to Portsmouth. Here we each left a dollar toll. We stayed two days in this city as guests of the Indian dealer and local riders. We were escorted on a city tour and visited the oldest navy yard where we saw battleships and destroyers under construction. Here another incident of interest. As we drove through the yards—buildings and ships became deserted as hundreds of sailors rushed out

trip of one mile through this weird underground wonder. As we glided mysteriously along through the darkened interiors, rotating beams of light displayed weird and imaginative objects which were clearly seen as explained by a guide.

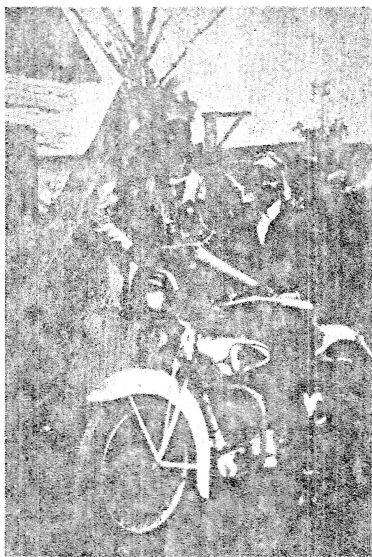
The rest of our journey through Central Pennsylvania carried us through the heart of the great National Forest across Sky Top, Nittany Mt., and the Great Divide of the East. Road detours near Williamsport led us into many noteworthy off route scenes, scenes which made us forget this detour was long and rather rough. At noon on June 2nd we crossed the New York State border returning home just one week from the time we had started.

August 14th marked the day of our start starting on the lone northern adventure. Eighty miles west from Rochester lies the border that separates our nation from Canada. At the port of entry at Lewiston, custom officials wondered at the sight of a mounted girl rider. They tried to impress upon me that the wilds of the North were no place for motorcycle riders, especially a girl. But after persuading them to give me a brief permit I told them I'd be seeing them again a few days.

Highway No. 8 offered a splendid view of the great Welland Canal. From Burlington a winding shore route through interesting towns and villages finally terminated near the outskirts of the city of Toronto. From thence I followed route No. 11 to Huntsville and where the Bay View Hotel looked like a very good sleeping place. My cycle proved so interesting here that the manager insisted that I bring it "right inside" for the night which I did without more ado.

Pictured scenes of the far North became a reality on the lonely and desolate 80-mile stretch towards Callander the next morning. For many miles it was tough going. Deep gravel, ruts and then rain—all refreshed my memory of those warning words from the custom officials. But the adventuresome spirit still pushed me onward and shortly before noon I arrived at the home of the world-famous Dionne Quintuplets. A few minutes' visit in the nursery with these children highly repaid me for this trip and for the long two-hour standing wait under scorching sun.

At Callander I planned to make Quebec border, about thirty-five miles away, before nightfall. Northward through virgin forests of Timagami and where roads just about end—stopping to see what I could do for a traveling cyclist who seemed to



"Indian Meets Indian," at Callander, Ontario

after catching the words of "two girls on motorcycles ridin' through." A drive along the coast to Virginia Beach and Port Henry helped get away from the unusual early summer heat.

Homeward bound we favored the Ocean Shore Route. The name is rather misleading however as the ocean was seldom visible from the road. We did not stop at Washington, D. C. (having lived there a short time before), so at the National Masonic Shrine we followed the Leesburg Turnpike on to Gettysburg. The next morning broke cool and gray and rain was very much in evidence. It was no day for riding but after donning our raincoats we decided to turn westward as the sky looked more promising in that direction. More rain and fresh tar on the winding mountain roads impeded our progress during the day. We stopped to visit Penn's Cave near Bellefonte, Pa. We took a motorboat

continued page 29

Dear Sir;

Adventure cont'd

Away out here in Calif., we love those old Indians too. I should like 4 issues for which I enclose \$4.50. I also enclose a pic of my four which is slightly modified. There are many Indian 4 riders here and I am trying to compile a list of same. In fact, I would be happy to act as an information point in spreading the tribal gospel. Sincerely,

(Y u forgot the pic
Lee. Send it and all
news as well as mem-
berships for you and your buddies...ed)

Lee E. Standley
Ojai, Calif.

Dear Mr. Hasser;

Welcome to the motorcycle publishing world! For the past year, until last fall when Floyd Clymer sold to Ziff-Davis, I was one of the editors of CYCLE mag. I'm still with Clymer in other magazines.

Of course, I am an old Indian fan-man, having first been susceptible to the '49 push at age 14. Finally in 1960, I bought a like-new Chief with 18,000 miles on it. Would any of your geniuses know if it might be the last off the assembly line. CS 6932, both engine and frame.....I have talked with and took my bike to another Indian fanatic, still-Indian-Dealer, Sammy Pierce and heard his anti-Harley jokes. I say it's like Honda going out of business. How many die-hards would be left? Plenty!

In August, 1963, I rode my Chief alone from Chicagoland to the Canadian Maritime Provinces and back in 15 days, covering 4,400 trouble-free miles, going about 12 hours a day. I know I'll enjoy reading the magazine. Yours truly,

(Good to hear from another Indian
fan Jim..But who is Sammy Pierce? ed)

James McCracken
Venice, Calif.

Gentlemen;

I'm certainly glad to know that there are other people in these good ole United States that feel the same as I do about these Indian Fours. I have been an enthusiastic owner of one or more of these fine machines since 1939 when I bought my first one. Incidentally, I still have it and it runs like a top. I have two others that I have completely re-built and re-painted and I would defy anyone to tell them from a new machine right off the floor. I must admit that I have added quite a bit of chrome to them, but it didn't hurt their looks a bit.

I noticed in C/W that you folks publish a paper. I would like to get a subscription to your paper that cares about us old timers. Yours truly,

Dude Sattlem
Roseburg, Oregon

(Dude, you are the first we have heard from who is an origianl owner.ed)

be having met with a little misfortune with his machine, I found myself willingly deprived of my own machine and alone with another make which I knew nothing about. North Bay was only a few miles past but I knew a motorcycle rider would come back. And sure enough he did with necessary repair equipment—and my machine! Meanwhile darkness had begun creeping up and as my time was limited to a four-day trip it became necessary to return to Callendar.

Service of the Boy Scouts proved very helpful in securing overnight accommodations. Summer nights in Canada at this time of the year are none too warm I learned. At home one blanket was sufficient but up here I always found myself begging for at least three every night.

The next day a side trip was taken through a portion of the Algonquin Provincial Park and the scenic Muskoka Lakes. At Barrie I headed over a short cut gravel road (it was here that I was thankful I had previous enduro experiences or I don't think I would ever have made it). At Wasaga Beach, the Daytona of Canada, I was urged to drive along the seven-mile stretch of sandy shore and over the mile course of famous racing. Reaching the new four-lane safety highway that extends from Toronto to Hamilton brought out a sigh of relief. With my safe arrival at the border, my experiences of the thousand-mile journey was told to the astonished officials.

Looking back on my experiences in riding safely a distance which is more than once around the world, I see stories and memories of many happy times. The dependability, economy and fun in riding a motorcycle is something that can't be beaten. Those who haven't tried it have missed something! And now I am looking forward to rolling through another year of happy ridings on my third Thirty-Fifty.

Indian facts

PARTS LIST

INDIAN CHIEF and SIDE CAR -1922-1923-1924-1925-1926-1927-1928

INDIAN MOTORCYCLE CO.,
Springfield, Massachusetts, U. S. A.

Introduction

This list covers spare parts for 1922-1923-1924-1925-1926-1927-1928 Model H INDIAN CHIEF, Model HP INDIAN 7^{4m} Model SH PRINCESS SIDE CAR.

READ THIS CAREFULLY

To distinguish various models:

Year	MODEL	LETTER IN MOTOR NUMBER
1922	H	T (Example: 80T000)
1923	H	V (Example: 80V000)
1923	HP	V (Example: 90V000)
1924	H	X (Example: 80X000)
1924	HP	X (Example: 90X000)
1925	H	Y (Example: 80Y000)
1925	HP	Y (Example: 90Y000)
1926	H	AZ (Example: AZ110)
1926	HP	AH (Example: AH119)
1927	H	BZ (Example: BZ175)
1927	HP	BH (Example: BH195)
1928	H	CZ (Example: CZ255)
1928	HP	CH (Example: CH275)

EXPLANATION OF LIST

In this list will be found numerous parts common to the Model N. In such cases they will bear the same number as in the POWER PLUS Parts List. (Example: N-4, Fly wheel thrust washer. Found in both Parts Lists under the same number.)

The letter "S" before the part number means that this part is common to the SCOUT model. (Example: S83 Driving shaft pinion cork washer, common to both SCOUT and CHIEF models.)

The letter "T" before the part number means that the part is special to the model H INDIAN CHIEF. (Example: T1750X Chief frame.)

The letter "S" after the part number means that the part is used in 1923 models. (Example: T98S, Pinion shaft pinion.)

The letter "T" after the part number means that the part is used on 1924 models. (Example: T1620TX, Fork spring assembly.)

The letter "U" after the part number means that the part is used on 1925 models. (Example; T2105U, Clutch raybestos plate 1925.)

The letter "V" after the part number signifies that this is used on 1926 models. (Example: T56V, Driving shaft, 1926.)

The letter "W" after the part number signifies that this is used on 1927 models. (Example: T7023W, Saddle yoke, 1927.)

Indian facts

The letter "Y" after the part number signifies that it is used on 1928 models. (Example: T1354Y Handle bar Top 1928.)

The letter "TP" after the part number means that this part is used on the 74 cubic inch CHIEF models. (Example: T422TP. Piston for the 74 cubic inch, or otherwise known as "HP" model.)

The letter "WP" after the part number means that this part is used on 1927-74 cubic inch models. (Example: T37WP, cylinder rear HP 1927.)

The letter "YP" after the part number signifies that it is used on 1928-74 cubic inch models. (Example: T1YP Fly wheel Right 1928.)

NOTE: Practically all parts for model H or 61 cubic inch CHIEF are interchangeable with the HP or 74 cubic inch CHIEF. When they are different, the letters TP, WP or YP will follow the part number.

Parts for the PRINCESS SIDE CAR will be found in the rear of this book. When the parts are common to the SIDE CAR as used in the Model N, they will bear the same number as in the POWER PLUS and SIDE CAR parts list. (Example: N9230 MX Side Car wheel.) When the parts differ they will be preceded by the letter "T". (Example: T9000X, Side car frame for CHIEF model.)

FROM HENDEE MANUFACTURING COMPANY PRICE LIST # 18

The engine number will be found on 1916, 17 and 18 motors on the left hand side of the motor base and on all previous models on the right hand side.

Many parts on 1918 models are interchangeable with 1916 and 1917 Indians.

This can be determined by referring to factory numbers. If preceded by 16, they are for 1916 machines, and if preceded by 17, they are for 1917 machines.

The 1918 line of Indian Motorcycles are known as model N, cradle spring, frame, twin cylinder; model U, Rigid frame, twin cylinder; Model W, cradle spring frame, single cylinder; Model V, rigid frame, single cylinder.

Model N, Model U, Model W, and Model V parts are mostly interchangeable. The rigid frame is listed in the book with the letter U preceding the number. This frame is also adaptable for the Model V, single cylinder.

The motor numbers preceded by the letter W, cover the single cylinder "Powerplus" engine, and unless preceded by the letter W are interchangeable with the model N.

Contributed by
Cecil F. Hasser, Editor

PROPER CARE PAYS BIG DIVIDENDS IN TROUBLEFREE MOTORCYCLE PERFORMANCE

Military operation of all types of vehicles has placed added emphasis on the reliability of mechanical equipment. Even though the civilian rider has only inconvenience to contend with, and his own personal safety may not hinge on the performance of his equipment as in battle, the G. I. slogan that "trouble belongs in the garage and not on the road" offers a good basis for some thought along the same lines. Then, too, trouble in the garage is usually not as serious as when something goes "kafloey" out on Highway "99".

Military drivers operate under a strict daily schedule of regular inspection and preventive maintenance and while civilian service is not as severe as military operation, regular thorough inspection of operating parts will tend towards trouble-free service from your motorcycle and confine repair work to comparative inexpensive operations. Under today's costs, major repair jobs of necessity are expensive and such regular preventive maintenance given your motorcycle is additionally well worthwhile.

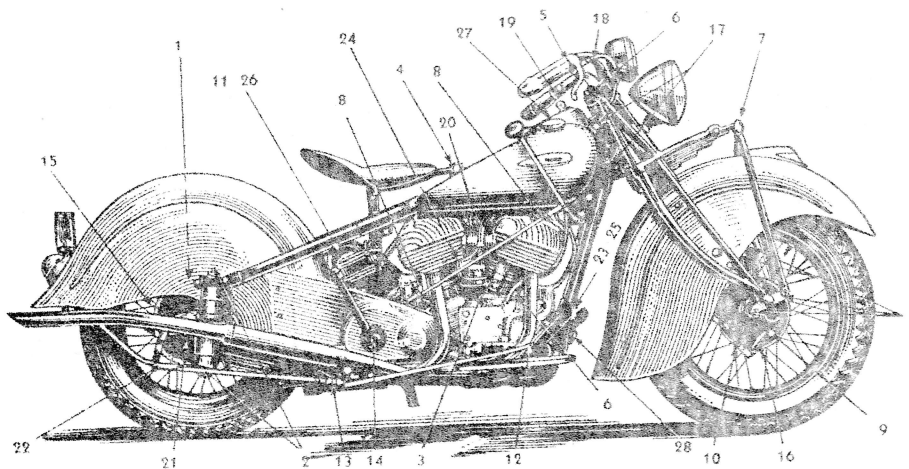
In the first place every motorcycle now on the road has been in service for at least three years, and the number of motorcycles that are now five, six, and seven years old form a large percentage of total motorcycle registrations. It will be necessary to give these machines the best of care and handling in riding and in preventive maintenance if they are to provide dependable and economical service until new motorcycles again become available to the general motorcycling public.

Next to proper riding, periodic lubrication of the whole machine is one of the most important things you can do to keep a job in good running order.

In the accompanying line sketch of the Indian Chief motorcycle, the points requiring regular attention are indicated. Corresponding numbers identify the particular point of wear, the type of lubricant recommended and the period of lubrication. Although this covers in particular the Indian Spring Frame Chief, identical points will be found on practically every model motorcycle.

In addition to these points, the oil level in the transmission and in enclosed primary drive units should be checked and maintained weekly. Filling the primary drive and transmission on most Indian models is done by removing the level screw at the side of the primary case and adding oil through the filler plug at the top of the case until the oil runs out the level plug. Use the same grade as recommended for the engine according to season. Where the transmission and primary is not connected, a similar method of filling the transmission is used, using special transmission lubricants.

Too much emphasis cannot be given to the task of frame lubrication as it is one service that pays dividends in the increased life of your machine. Even though your regular mileage may be far less than in normal times, and adjustments pro-rated according to mileage require less frequent care, chassis lubrication should be maintained regularly as old grease will collect dust and grit, and will harden in



**MOTORCYCLE
LUBRICATION
CHART**

LOCATION	LUBRICATION PERIOD	LOCATION	LUBRICATION PERIOD
1. Speedometer drive	Grease once a month	16. Front wheel Hub	Grease every 1000 miles
2. Spring Frame Slippers	Grease once a week	17. Fork head bearing	Grease every week
3. Distributor	Grease every 1500 miles	18. Throttle control cable	Oil once a week
4. Saddle front connection	Grease every month	19. Throttle Handlebar Grip	Unscrew from handlebar and oil lightly once a month
5. Spark control	Oil once a month	20. Carburetor Throttle connection	Oil once a week
6. Spark control cable	Oil inside fabric cable covering once a week	21. Rear Wheel Hub	Grease every 1000 miles
7. Fork shackles	Grease every week	22. Rear Brake Rod and clevis pins	Oil once a week
8. Shift Lever	Oil once a week	23. Clutch Pedal clevis pins	Oil once a week
9. Front Brake Arm	Oil once a week	24. Carburetor Air Cleaner	Remove and clean the filter element, and saturate with fresh oil every month.
10. Brake Cable Clevis	Oil every week	25. Clutch Foot Pedal	Grease every month
11. Generator right end	Few drops oil every hundred miles	26. Generator Left End	Oil every 500 miles
12. Brake Pedal Rod	Oil once a week	27. Oil Storage Tank	Drain and refill every 1200 to 1500 miles, adding oil when necessary between changes
13. Brake rod shaft	Grease every 500 miles	28. Generator Drive Chain for sport scout models	Remove cover and grease every 1000 miles
14. Kickstarter pedal	Grease every month		
15. Drive chain	Remove, clean, and lubricate every 1000 miles. Wipe clean and oil every 250 miles		

Engine Lubrication



Incorrect lubrication is one factor involved in the operation of a motorcycle which can offset everything that has been done to provide you with a reliable and economical motorcycle. Your motorcycle will run for some time if you pay but little attention to lubrication. It will run better if you pay some attention to lubrication. On the other hand, it will perform at its very best if you lubricate it correctly; and in addition, its riding life will be prolonged indefinitely.

Correct lubrication is insurance against rapid wear, poor service and costly repairs, and is simply a matter of maintaining the protective film of lubricant between moving metal parts of the vehicle. Actually, with the lubrication system designed and built into the motorcycle, it remains a simple matter for the motorcycle rider to maintain the effectiveness of that system although he must first understand what the lubrication requirements are.

The first essential of correct lubrication requires that oil of the highest quality obtainable be used. There are many brands of oil on the market, each claimed to be superior in some respects to other kinds and each having different qualities. In order that the motorcycle rider may readily obtain an oil particularly for his motorcycle, Indian engineers have selected oil from the best available oil producing area for use in motorcycle engines. Indian Oil is made of selected pure Pennsylvania crude oil, regarded universally as the world's best lubricating crude. This oil is not just a Pennsylvania base oil (a mixture of Pennsylvania and other crude oils) but it is guaranteed to be 100% pure Pennsylvania oil.

In addition to being of good quality crude, oil must be refined to have certain characteristics to suit the lubrication purpose for which it is intended. So in addition to being a 100% pure Pennsylvania oil, Indian Oil is refined and processed to give it the necessary qualities of body, flash point, flow and freedom from carbon and gummy deposits for use in the air-cooled motorcycle engine. Indian specifications in the selection and processing of oil have been proved through many thousands of miles of factory road-testing and in actual rider use to be absolutely satisfactory.

Finally, the oil which has been selected as best for the motorcycle engine must be used in the manner recommended, and this is where it is up to the actual rider to insure correct lubrication. In spite of the fact that Indian Oil is of the highest quality and has proven best suited for motorcycle engines it must be changed regularly. Offhand there are several reasons for changing oil, any one of which is sufficient to warrant the change when properly considered. During choking of the engine considerable raw gasoline reaches the cylinder walls and some can easily work down into the crankcase and circulate throughout the oiling system. Road dust works in through the oil filler cap, crankcase breather and is carried in by the air required in combustion and is picked up in the lubricating oil. Carbon formed by burning oil and by gasoline in the combustion chamber and under the piston head is washed down into the crankcase and enters the circulating oil system. Minute metal particles worn from internal parts collect in the bottom of the case where they can be picked up by the oil sump. Moisture is formed in combustion, and in cold weather condenses on the cold walls of the crankcase and must eventually be removed from the oil system. So, in addition to being a lubricant, and a cooling agent which carries off the intense internal engine heat in an air-cooled engine, oil provides an important cleansing action internally and should be kept clean so that it may perform this function to best advantage.

If possible, drain the oil tank when the oil is warmed as it will carry off more impurities at this time. After draining the oil from the tank through the drain plug (if oil is drained

by disconnecting the feed line, the fitting with the stand pipe in the tank must be removed to allow the sludge to drain from the bottom) flush the tank with gasoline and reach in with a swab loosening up the sludge and foreign matter that has settled to the bottom of the tank. Drain and rinse with clean gasoline until the tank is clean.

Frequently when the subject of changing oil is discussed, the "wearing out" of oil enters the discussion. But whether oil "wears out" or not, we know that in circulation oil absorbs a certain amount of unburnt gasoline, carbon, dirt, and it becomes contaminated with moisture and acids which develop during combustion. Filtering and distilling equipment has been developed to process drain oil and to remove impurities from oil but such reclaimed oil does not have its original high flash point and body qualities necessary to provide the lubrication you want when you open the throttle of your motorcycle. Draining the oil in the tank and crankcase every 1,000 miles, or more frequently under extreme conditions, and refilling with Indian Oil assures you that your engine parts will be lubricated with clean oil of full lubricating value.

When changing to new Indian Oil, temperature conditions must be considered. Before the oil pump can supply fresh oil at the bearings the oil must flow through the lines and passages in the oiling system to the pump. Thus oil with proper flow qualities or viscosity must be used according to atmospheric temperatures.

Proper Grades of Indian Oil for the Motorcycle Engine

Below	0°F.	Use S. A. E. #10-W
Between	0°F. and 32°F.	Use S. A. E. #20-W
Between	32°F. and 60°F.	Use S. A. E. #30
Above	60°F.	Use S. A. E. #50

Proper Grades of Indian Oil for Primary Drive and Transmission

Below	0°F.	Use S. A. E. #10-W
Between	0°F. and 32°F.	Use S. A. E. #20-W
Above	32°F.	Use S. A. E. #30

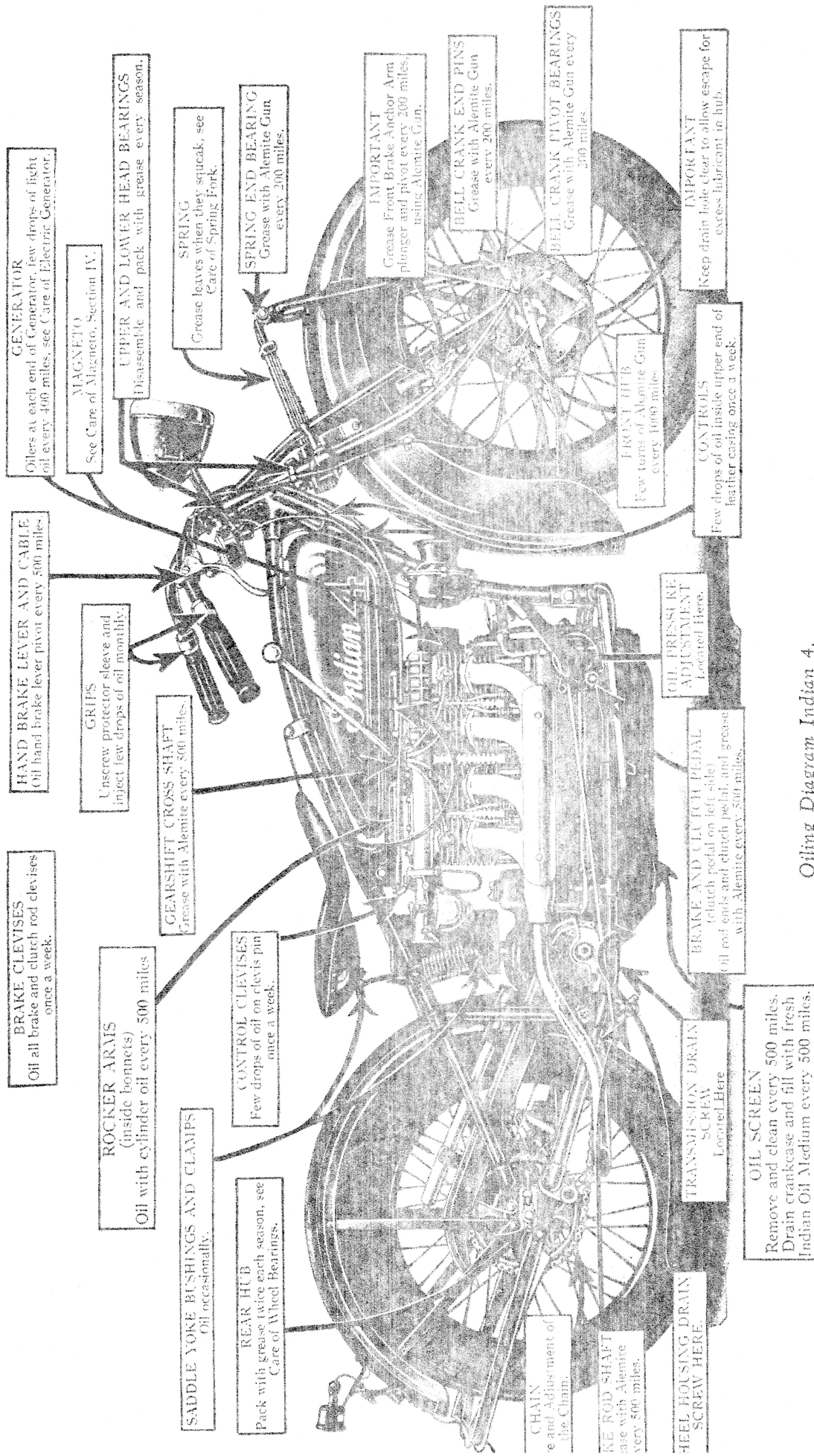
It is recommended for breaking-in new engines or engines that have been rebuilt to factory specification that oil one grade lighter than indicated by temperature down to #10-W be used.

Even with clean oil of proper viscosity, oil should be given a chance to circulate before any fast riding is attempted. Run the engine at idling speed until you can feel the cylinder warming up on the left side of the engine or opposite the exhaust valve. Look in the oil tank and check if the oil is circulating back through the oil return tube into the tank. On four cylinder engines, allow the engine to idle until the oil pressure normalizes.

Special Conditions in Cold Weather Operation

It is especially important that oil circulation be checked very frequently during cold weather particularly when many short trips are made. Frequent changes in crankcase temperature occurring in starting a cold engine and during rapid cooling increase the amount of condensation which forms in the crankcase to such an extent that it cut off oil circulation in a very short time. Observe any unusual delay before oil spurts from the tank return tube and notice any slushy formations in the oil tank and change oil when this occurs.

Actually engine lubrication is no problem, but simply a matter of following the recommendations laid down by motorcycle engineers. Use good oil, keep it clean and free from dirt, carbon and condensation by changing it according to conditions. Use the proper S.A.E. grade according to the lowest atmospheric temperatures encountered, and you will have satisfactory, long-life engine lubrication.



Oiling Diagram Indian 4.

1928

HOW I BECAME INTERESTED IN THE FOUR CYLINDER INDIAN

By R.W. Paulette

My first motorcycle was a 1918 Harley, JD-74. I traded an old touring car for this two wheeled vehicle when I was 18 years old. The engine was a "basket-job", some parts were missing, some others were not suitable for use.

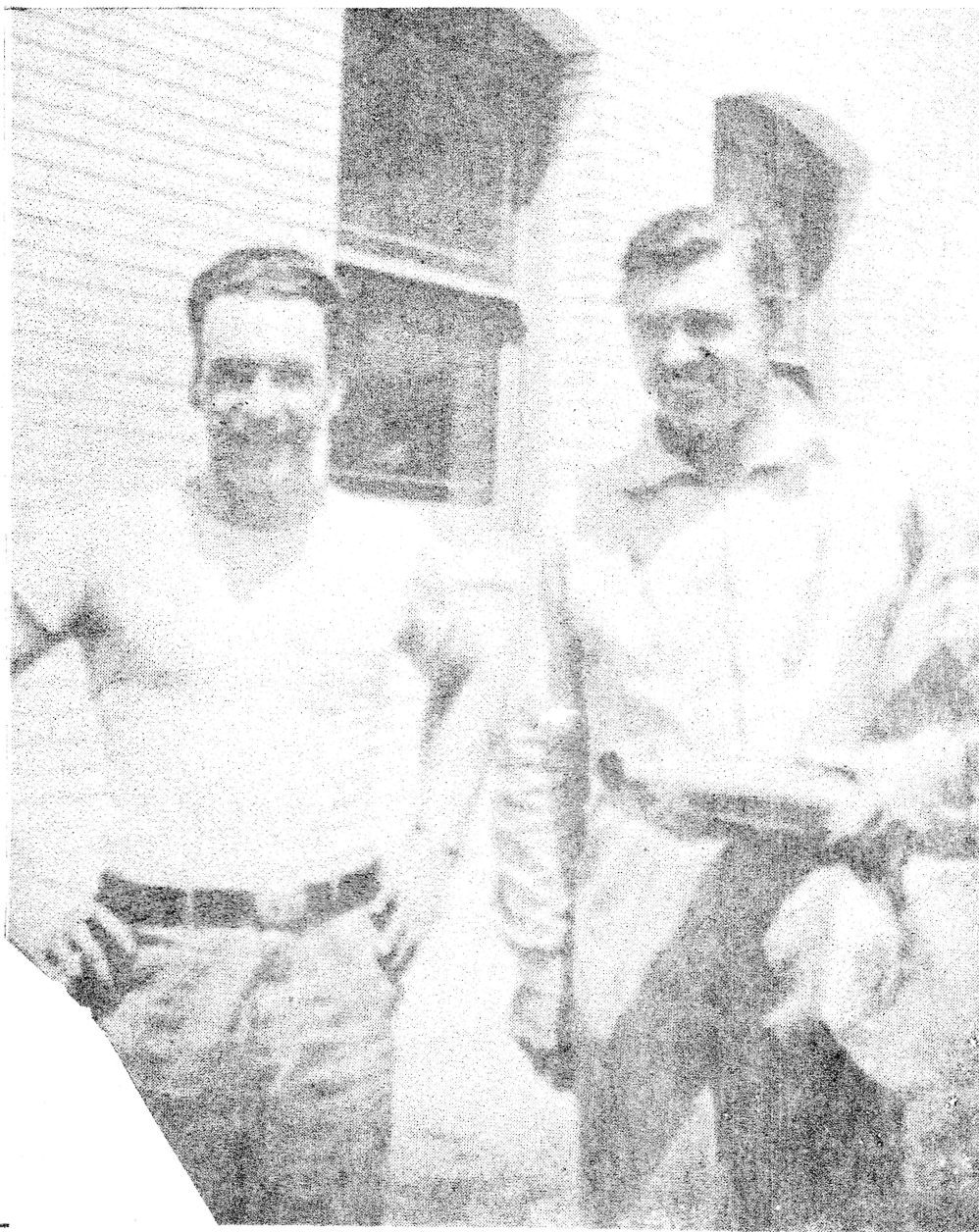
After about two months of looking, I had found all the parts. I put the engine together but it would not start. I tore it down and re-assembled it three times before it would start. I knew every nut, screw and bolt on it, by then.

My first ride on the bike was a sad experience. The battery was a car battery, tied on the top of the luggage carrier, atop of the rear fender which made it very top heavy. My first curve (on a gravel road), resulted in a broadside and both cheeks skinned.

This all took place in my home town of Little Rock, Arkansas. I worked for the local Harley dealer there about two years, then moved to Hot Springs, Ark. and opened up a motorcycle shop, operating with the Harley Factory on an open territory basis.

In 1933 I bought my first new motorcycle and took on the dealership for the Hot Springs territory with the Harley Factory. With this agency, I enjoyed several years of good business, selling, repairing and trading motorcycles. One of the trade-in machines was a Four Cylinder Indian. This bike I rode as much as I could, because of the smoothness in traffic and the ease of operation.

After a few years, I began to get the "Gypsy Fever" and decided to head west. I sold the business and headed "that-a-way", stopping off in Oklahoma and working for the Harley dealer there for a while. During this employment I made my first trip to the Harley Factory Training School, Class of January 30, 1939...I still have the picture of the class.



Bob Paulette and "friend"

On further west to El Paso, Texas. While there I became very well acquainted with the Indian dealer and had the pleasure of riding several Four Cylinder Indians.

On to California where I went to work for Rich Budelier in Los Angeles. While working there I met a swell fellow and had the pleasure of riding with him on many occasions. His name was Clark Gable (our picture on this page). He is holding a motorcycle muffler that I put on his machine later...a Harley.

I next went to Jamaica. Long Island, New York, where I was when WW2 broke. Then it was Camp Lee, Virginia as an Instructor of Motorcycle Repair and the rank of a Second Louie. And from there to Fort Knox, Kentucky where I left motorcycling and became a tool and die designer in a defense plant. Remember the Mechanical Cow? We made it.

When the war was over, I started photographing horses and enjoyed about twelve years of prosperity in this occupation, but the motorcycle bug was still with me. During my fifteen years with the Harley Factory, I had to ride their machines (and they are good machines), but the smoothness of the Indian Four was on my mind. I started looking for one of these classic machines and after about a year I found one that I wanted, a 1941 Four in fair condition outside but good running condition inside.

I completely dismantled the machine; (it was painted Merple and I could not live with that!) This started me looking for spare parts, to put this prize of mine in first class condition. My past travels and making friends with a lot of Indian dealers in different parts of these United States, was very helpful in locating parts and other Four Cylinder Indian Machines.

Before long I retired from the Horse Picture Business and turned that chore over to my wife who is doing it now and better than I was before. By devoting more time to this Four Cylinder "hobby business", the parts and machines began to pile up.

I had heard about the Indian Four Cylinder Club so I went to the next rally at Toledo, Ohio in 1964, and joined the Club. This led to more parts. In talking with some of the members and also one of my parts competitors, I learned about several places where some of these jewels were sitting on dealers shelves, waiting for someone crazy enough to put their money into them. Some of the dealers I bought out, had old parts catalogues, some with pictures, etc.. These all help to know what you are looking at. A few of them had some of the special factory tools which are very helpful. If you are going to do repairs to these Classic Machines and do it the right way, the tools help.

After seeing the enthusiasm of the members at this rally, I decided to equip my shop with the very best equipment to repair these Classic Motorcycles.

I had a 6" lathe, with all attachments-dial indicators, grinders, drills & bits, tap & dies, micrometers, calipers, hand tools, etc.. I located a genuine factory Main Bearing Line Reamer, in mint condition, at one of the dealers that I bought out, and a few other special factory tools.

At one of the local garages I bought a Van Norman Boring Bar, that would bore the Indian 2.750" cylinders. With the help of a good friend, (another member of the Club), I designed a base plate to adapt the boring bar to the motorcycle cylinders.

He made the plate for me at a very large plant, using the best material.

I next bought a Sunnen Hone and a Black and Decker valve refacing machine. For these I ordered the necessary arbors, stones, etc., to adapt them to the four cylinder engine. Then came the Waterbury-Hall reseater and special pilots. I designed several other special tools that will be helpful in this work. Some of these were made for me by other good friends and some I made.

Besides the above mentioned equipment, my shop at present consists of; tool steel face plate for aligning the cylinders and heads; transmission small beaver gear puller and installer; wheel hub nut wrench; brake hub nut wrench; rear shock remover tool; valve guide remover and installer; cam shaft puller; generator armature lathe; growler; battery charger; testing unit; arbor press; air compressor; high speed air hand grinder; special pullers; connecting rod alignment fixture; sand blast cabinet and cleaning tank.

I wanted to break-in these machines before they were put in the frame. To do this I designed and built "The Break-In Machine" (picture on page 21). This fixture lets me turn the engine at from 15 to 30 miles per hour, without the heat from the spark plugs. After about 15 hours on this machine, all bearings and rings are seated and the engine is ready for the road. This break-in period puts at least 10,000 more miles into the average overhaul.

This machine gives me a perfect check on the oil pressure, clutch operation, oil leaks, etc.. If there is a very slight tap anywhere, I can locate it. The fixture has a one-horse motor for its power, to turn the four cylinder engine.

I have perfected a "dry-clutch" which is being used by several members with very satisfactory results. At present I am working on a "Constant Mesh Transmission" for these Classic Fours. It will eliminate the shifting of the sliding gear entirely, and there will never be any more worn out gears in the gear box. The project is almost finished; I have a working model, and it will make a very smooth shifting transmission.

A combination of the Dry-Clutch and the Constant Mesh, will allow to equip the Four with a hand clutch and a foot shift, very nicely. My next project will be, to put a dry sump, circulating oil system, on these Four Cylinders and then a self starter.

I want to tell you about a Four I completely rebuilt during the summer of 1966 for one of our fellow members (a very good friend of mine) Jim Miteff of Dearborn, Mich. The break-in machine deserves all the credit, because it found all the little (and big) taps for me. I have during my motorcycle days, with dealers over the country, uncrated and roadtested (ridden first) at least 2,000 NEW MOTORCYCLES and they all had a certain feel, smell, sound, and hum that is seldom found anywhere else. The black and chrome Four that I built for Miteff is the only motorcycle that I have ridden in the past 15 years that had that same "like-new" feel. You will see this "Black Beauty" at our rally in Toledo in August if you are there.

My latest find is a 1929 DA-435. When I located it, most of the original factory equipment that came with it, was still on it. The paint, very faded, is Croydon Green with Creme Panels. This jewel is going to get the very best restoring job I can possibly give it. I will have it at our next rally as well as another "pet", a 1942 DDB-148 which is a Pearlescent Hi-Fi, Candy Apple Blue machine and

that will have the Constant Mesh Transmission. The 1929 will be for sale; the 1942 will not. In a later issue of our magazine, there will be some pictures of the 1929 machine, before and after restoration.

If I can help you with any of your restoring, and/or, rebuilding problems, (information is free), please write to me and I will do my best to help you.

IMPORTANT

WHEN SENDING IN YOUR SUBSCRIPTION, PLEASE
NOTE THE POSTAGE ON YOUR ENVELOPE THAT
THIS ISSUE CAME IN AND MULTIPLY THIS
AMOUNT BY FOUR. INCLUDE THIS AMOUNT WITH
YOUR CHECK FOR YOUR SUBSCRIPTION. THIS IS
THE BEST WAY WE KNOW TO HANDLE POSTAGE TO
BE FAIR TO EVERYONE AS WE DO NOT KNOW BE-
FORE HAND WHAT POSTAGE WILL BE

EDITOR

There are a lot of letters in this issue. I felt the only way I could share the interest and enthusiasm displayed toward the magazine by members as well as non-members, was to publish as many letters as I could...and keep them coming!

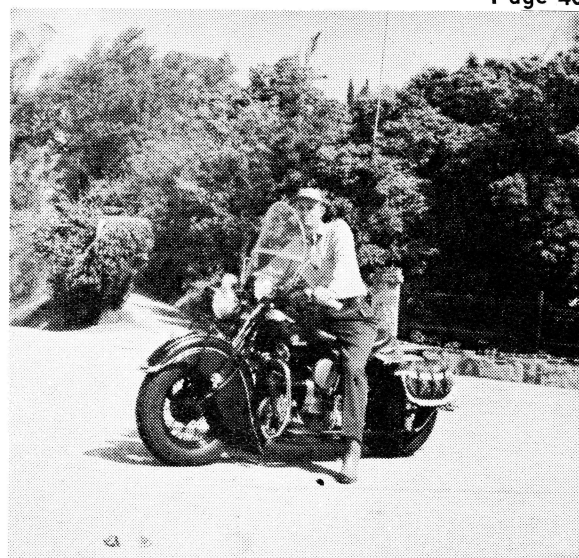
I want to thank in particular, Paul Murray, Bob Paulette, Arthur Rumpel, William and Dot Gewand and Helen Gravelle, for their contributions and I hope that more of you will follow their examples and send articles and "stories for the next publication.

A special thanks goes to Ricahrd Vogus, who contributed his method of a clutch assembly which might be of help to any member who tries it. Notice he even included a photo of all the parts needed and used for his method. Again, I hope that Richard is the fore-runner of similar workable plans by other members.

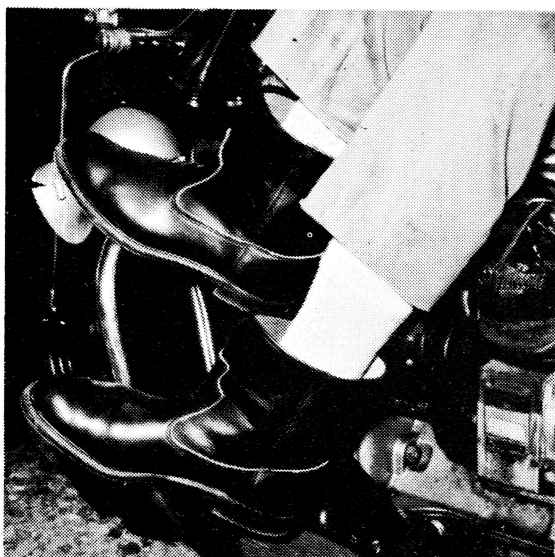
Editor



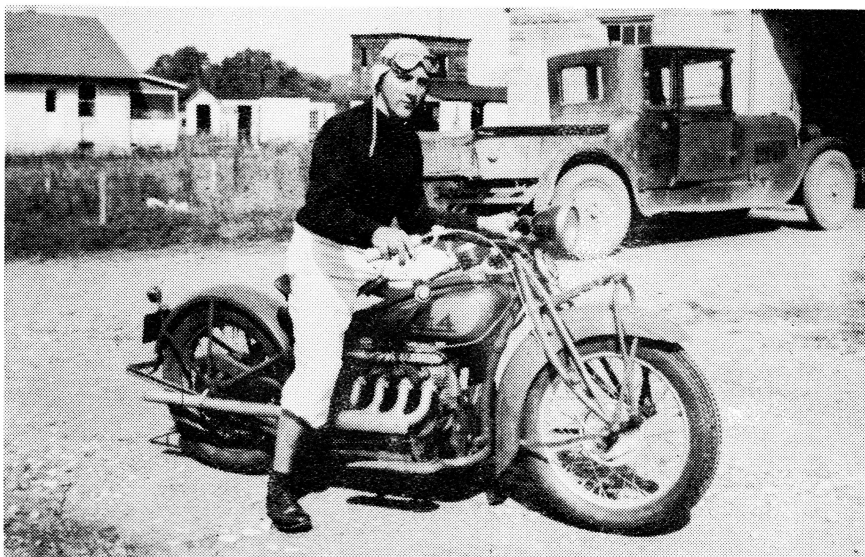
Casper Barnes Presents Friend John Gift Certificate
For Birthday Boots



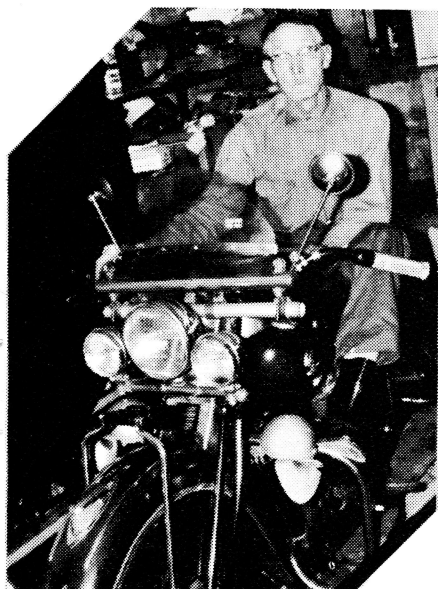
Charley Woodhouse & 41 Four



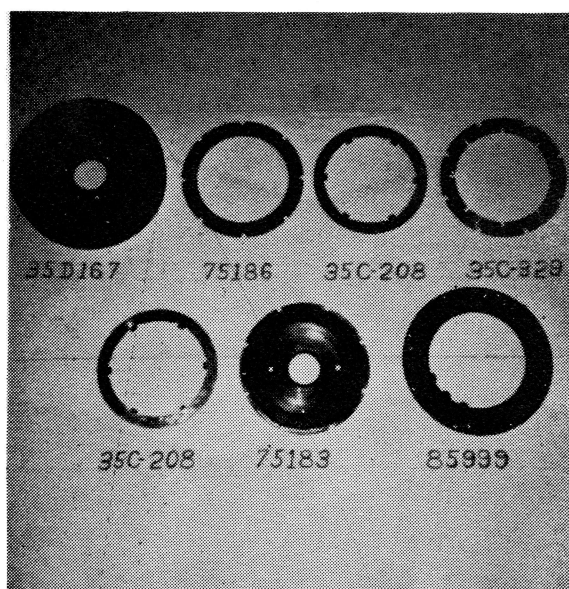
Birthday Boots "Sidesaddle"



Jesse Clapsaddle and His 1928 Model 401 Four



"Casper Is A Real Buddy"



See Hints & Tips on Page 41
By RICHARD VOGUS

Lucky Herb Whitestone, of the Indian sales organization, grins all over as he rewards Helen Kiss Main and Louise Scherbyn, victors in the Girls' Slow Race.



SEE ADVENTURE PAGE 28

HINTS AND TIPS

My Successful Version of the Clutch Assembly Using All Indian 4 Parts

By Richard Vogus

This is the basic parts assembly used;

- 35D167 Pin type flywheel
- 75186 Outer end disc assembly (round slots on outside diameter with 7 5/8" O.D.X 5/32" thick lining riveted on).
- 35C-208 Inner disc (7 5/8" O.D.W/inside splines)
- 35C-329 Outer disc (round slots on O.D.)
- 35C-208 Inner disc (7 5/8" O.D.W/inside splines)
- 75183 Clutch pressure plate assembly with release bearing and lining. (75868 lining 8 3/16" O.D.X 3/16" thick)

This assembly gives the thickest build-up, therefore, giving the most spring tension. I used 12 springs with good results riding the machine solo.

This worked very well on my 1940 with no slippage and no drag on the clutch when released. After having the machine stored all winter, the clutch released with no jerking of the machine when put into gear.

You must have a good clutch hub. By this I mean one without notches worn into the sides of the splines by the inner discs. If the splines on the clutch hub are notched, the notches must be filled with weld and the welded places filed back even with the original surfaces of the splines.

I prefer Heliarc welding because of the absence of slag and spatter and also a minimum of heat applied to the clutch hub.

I scored the Raybestos linings about 1/3 of the way through, with a hack saw blade and about every 3/4" apart around the diameter on the working surfaces. This helps break the oil seal you get when clutch is engaged a long while. This also allows the oil to be thrown from between linings and the steel plate it contacts from centrifugal force when engine R.P.M. is gained, thus helping to eliminate the slippage caused by oil staying between linings.

You must also have new or good steel plates, by good I mean not scored, warped or burned. I hope this works as well for anyone who desires to try this as it has for me. Good Luck and happy restoring of those Classic Indian Fours.

Dear Mr. Hasser;

Thank you for your promptness in sending me my copy of the "Indian Four News." I think you have done an outstanding job on this and let me add my congratulations to the many I am sure you have received. Needless to say, I have read and reread it many times this past week.

As I told you in my first letter, we are a motorcycle family, at least my boys and I. As a family, however, I guess I shall have to hold up for the rest of the boys until they return from service. One is in the Marines headed for "nam", another in the Army in "Boot" and the third one just recently married and trying to get his college education.

After my wife read your letter she said, "You're still not going to get me on one of those". You will be amused to know however, that I got her a bicycle for Xmas and I wish you could have seen her face when we came out into the living room Christmas morning. She was like a kid with a new toy, saying she had never owned her own bike as a girl and had to wait until she was 51 to have her own. I think I'm on the right track; I might get her on a motor yet.

I want to join your club. In fact, I will be very proud and happy if you will accept me. As stated previously, I am not an "Indian 4" owner. Fact of the matter is I am not even an "Indian" owner. I own a 60 Harley Duo Glide FL; a 60 BMW R60; a 67 Yamaha 100 CC Trail (just bought); a 67 Harley Electra Glide FLH (just bought) and a BSA 650 58 Super Rocket.

I am however looking for a "4". If I can find one reasonable that is not junk and can be restored, I shall acquire same. I am in the process of trying to build a new home out in the country, I am currently overhauling the BSA, I work at my regular job 5 days one week and 6 the next, I work 3 nights every week restoring antique cars, and try to keep up with all the little jobs wifey has for me. However, Saturday nights I reserve to read, watch TV or play bridge or write letters (like now).

I notice in the "News" that most of the members seem to be around my age (51) some older, some younger. I also gather that many ride all year round. I guess I'm a sissy, but it just gets too darn cold and nasty around here, therefore, I limit my riding mostly May 1st to Nov. 1st, trying to do any "readying" during the winter and early spring.

I work for National Cash Register Company, been with them 31 years. I am a repairman (although the company now says we are "Technical Service Representatives") (I guess they like it to sound more high falutin). I work in the Washington D.C. Branch Office. I love to hunt and fish and loaf on vacations.

I am enclosing my check for \$5.00 for membership in your club. I understand I must be voted on, at least I hope this is so. I will try to be a good member. I hope to be your first member from Maryland. Incidentally, I am not an AMA member and if this is a "Must", I will join.

Hoping to hear favorably from you soon, I am, Yours sincerely,

(With a family like this,
you're a sure winner..ed)

Jack Bell
Silver Spring, Maryland

RESTORING YOUR INDIAN FOUR ENGINE (Part 2)

By Paul Murray

Now that we have discussed new machining methods and materials in our previous article, we will get down to brass tacks on some of the other processes that have worked very well for us in the past.

Since the supply of pistons has nearly exhausted itself, we have found piston manufacturers who will duplicate them for us using the latest alloys and a much better ring groove set-up so we can use the modern piston ring sets. However, being practically hand made, the cost becomes prohibitive, so what to do? As far back as the middle thirties, many fellows were doing everything they could to make their fours more powerful, so they would bore the cylinders and use standard Indian Scout pistons. This proved to be practical and produced no harmful effect to the lower end of the engine, except to change the balance slightly. The Scout piston is $1/8$ " larger in diameter and added more displacement and increased the pulling power greatly. The supply of Scout pistons is still fairly good, so if you wish a powerful four engine, this is a good way to get one and with the assurance that you have done no harm. We do suggest that the engine be re-balanced to obtain the ultimate in smoothness. The Scout piston pin is $1/16$ " larger in diameter, so this means the small end of the connecting rod has to be machined to fit the larger pin. Here again, have no fear, there is plenty of meat and no harm has been done. Chances are the pin hole in the rod has gone to the limit from previous pin fittings and to bring it back to a standard pin size the rod can be bored and a thin wall bronze bushing installed and properly fitted. We have found a piston used in a modern engine that has the same dimensions as the Scout piston except it has smaller piston pin diameter. It is a solid skirt and forged piston of the best alloys available and at a price less than half the hand made ones, and require no machine work. Also, comes in all standard oversizes.

To divert myself for a moment, we would like to add to our already fine magazine, a Question and Answers Column. So, if you have any problems, please send them to me and I'll help you solve them. This column will also help others who may have similar problems, so fire away!

We now come to another step in our restoration that can make your engine beautiful, and we refer to the aluminum heads, covers, crank case, oil pan, and their ultimate finish. Once the engine has been completely dismantled down to the last bolt, nut or screw and to the carbon carefully removed from the heads and ports, all the aluminum parts can be taken to an automotive machine shop that uses a trichlorethylene degreaser of the vapor type and have the oil, carbon, or other dirt particles cooked out of the pores of the aluminum. I must warn you, DO NOT have your aluminum or brass parts degreased where a caustic solution is used, it will turn the above mentioned metals black and in some cases will even

eat holes in the metals. Ask the shop foreman FIRST, which type degreaser he uses. After the parts have been cleaned good, plug all oil holes and passages and threaded holes with old bolts or screws and take them to a reliable blasting firm. Chances are, the same shop you had your degreasing done in, will have a blasting cabinet and can blast them for you. This is preferable because they use a very fine glass sand and use a lower air pressure to blast with that will give you a smooth, bright finish without removing metal around holes, etc.. If you have no other choice than to have a commercial firm blast for you, ask them to use a fine sand and to cut the air pressure down to 90 pounds and to be as careful as possible. It is cheaper money-wise to have the machine shop blast your parts because their labor rates are lower by about one-half. Naturally, after cases have been degreased and before blasting, you should check them over for cracks or fractures and any welding done should be weld machined. After blasting is done, have the parts degreased again, making certain that they are washed thoroughly while in the degreaser to remove all sand from blind spots and from the pores of the metal. When this is done, remove all plugs from the holes in cases, especially the main oil supply tube, and with 125 pounds of pressure, blow the daylight out of all holes and passages.

Then we are ready for the next step which is to gunk the crankcases, oil pan and valve covers allowing the gunk to trickle in the holes and passages and scrub and scrub it good into the pores and then wash thoroughly and again blow out the water and any possible remaining sand or dirt.

There are a couple of ways to keep the aluminum parts bright. One is to leave it as the blasted finish and gunk it frequently or if you wish to seal the pores you can purchase from your local Harley-Davidson dealer, a can of cylinder silver (spray can) and after final gunking and before assembly, spray the silver in patches approximately 6" square and rub in and wipe off immediately with a soft white rag. This produces an attractive permanent finish and as before, seals the pores in metals. The same process can be used on the covers and oil pan at the same time you do your cases. I usually do the heads last because after you do the necessary machine work, the heads will have to be cleaned thoroughly to remove grinding grit, then you can assemble the heads.

Next issue we will get further into some of the finer points of the restoration of the Indian Four engine. 'Til then, have fun!

We wish to extend our deepest sympathy to Mr. and Mrs. Paul Murray, whose son met an untimely death this January while serving in the Army.

Fellow Members of the Indian Four Club

February 1967 Addition To Membership List...Indian 4 Club, Inc.

Due to circumstances beyond our control, the following members were omitted from our membership list in Issue #1. We wish to acknowledge them at this time. Sorry fellows!

*Backer, Fran D. AMA37034
2724 E. 26th Street
Sioux Falls, South Dakota 57103
Owns: 1940 Indian 4 DDO 624 M
1930 KJ Henderson 33142
1962 BMW R-26 36 172

*Lichva, Louis AMA
RFD #3, 256 A
Maria Ville Road
Schenectady, New York
Owns:

*Lange, Jack AMA 107622
P.O. Box 56
Klamath River, Calif. 96050
Owns: 1940 Indian 4 M DDA 656
1941 Indian 4 DDA 168 B

*George, Paul AMA 119605
2590 S.W. 52nd Street
Des Moines, Iowa
Owns:

*Kamaski, Louis AMA
RR 3, Box 410
Chesterton, Indiana 46304
Owns: 1947 Indian 74 CDG 4332 B
1930 Henderson KJ 264886
1931 Henderson KJ 36349

*Munn, Ray AMA 107612
2720 N.E. 8th Street
Pompano Beach, Florida 33062
Owns: 1931 Henderson KJ 36538
1936 Indian DCF 898 M
1938 Indian DCH 522
Unrestored; 1924 Indian
1944 Indian CDD 2888

*Willis, W.D. AMA 4327
910 Park Avenue
Attica, Indiana 47918
Own: 1936 Indian Sport Model F. DCF 233M
Indian Chief...World Champion Hill Climb cycle

The following members donated \$10.00 to the club magazine;
Gordon Deye, Enos Leass & Bill Turner. \$5.00 received from Cedric Gearing. These members receive a special thanks.

Most members have sent a \$1.00 donation to cover the cost of the first issue sent to them, and we appreciate this. Those that have not, we would appreciate hearing from you, one way or the other.

The club wishes to extend a hearty welcome to the following NEW MEMBERS.

*Andermann, L.H. AMA
7718 Clarendon Hills Road
Clarendon Hills, Illinois 60514
Owns: 1939 Indian 4

*Clapsaddle, Jesse AMA
RR 6
Gettysburg, Penn. 17325
Owns: 1928 Indian 4 401

*Bell, John B., Jr. AMA
10031 Renfrew Road
Silver Spring, Maryland 20901
Owns: 1960 Harley Duo Glide FL
1960 BMW R 60
1967 Yamaha 100 cc Trail
1967 Harley Electra Glide FLH
1958 BSA 650 Super Rocket

*Cox, Jesse AMA 53693
8805 S.W. Monterey Avenue
Portland, Oregon 97266
Owns: 1941 Indian 4 DDA 296 M
1939 Indian 4 BDC 1179
1931 Henderson 4 KJ 31715
Unres: 1948 Ind Chief CDH 2820 B
1947 Ind Chief CDG 7284 B

*Fillingin, William AMA 120649
149 Green Street
North Weymouth, Mass. 02191
Owns: 1951 Indian C-2060

*Gansinger, Nick AMA
503 Carter Street
Libertyville, Illinois
Owns:

*Hurst, Clifford AMA
5623 S. 91st Street
Omaha, Nebraska 68127
Owns: 1948 Indian Chief CDH 3608
1948 Ind Ch' w/sidecar CDH 5452B

*Juillierat, L.S. AMA 145681
27 Maple Avenue
Highland, New York 12528
Owns: 1941 Indian 441 377
1930 Henderson (Unrestored)

*Kimball, Bill AMA
5049 Willowcrest
North Hollywood, Calif. 91601
Owns: 1932 Police 4
841 Shaft-drive

*Lietzow, A.C. AMA
8;4 Eastwood Road
Tallmadge, Ohio 44278
Owns: 1938 Indian 4 original

*Matter, Donald AMA
1303 Atwood Avenue
Akron, Ohio 44301
Owns: 1939 Indian 4

*Mc Roberts, Albert AMA
2283 Morrenson
Berkley, Michigan 48072
Owns: 1911 Indian
1913 Indian
1914 Excelsior
1929 Coventry Eagle
1929 KJ Henderson 4
1948 Corgi
1955 Ariel Sq. 4

*Pasek, R.C. AMA
3062 C Street
San Diego, Calif. 92102
Owns: 1957 Norton 15-72840
1941 Indian 4 DDA 282 B

*Schroeder, Jack AMA
510 Willis Street
Elgin, Illinois 60120
Owns: 1941 Indian 4 Custom

*Simpson, George AMA
525 16th Street, S.W.
Rochester, Minnesota 5599
Owns: 1948 Indian 6648 B
1942 Harley Davidson XA 1614
1915 Harley Davidson

*Smailes, Jim AMA
18 Enslee Road
Coshocton, Ohio 43812
Owns: 1965 Harley XLH
1926 Henderson 4 (unrestored)

*Turner, R.W. (paid member AMA54754
2624 W. Britton Road
Oklahoma City, Okla. 73120
Owns: 1940 Indian 4

*Wille, Louis AMA
220 Market
Momence, Illinois 60954
Owns: 1938 Indian 4 (restoring)
1955 Panther 600 cc, single

*Woodhouse, Charley AMA
3010 Easy Street
Long Beach, Calif. 90810
Owns: 7 Indian 4s
1942 Sport Scout
2- 1941 Shaft-drive 841
Sport car with 841 engine &
Austin rear end and drive line

The Indian Four Club was organized for the preservation and restoration of all model Indian Fours and accessories. All American manufactured four cylinder motorcycles preceeding Indian are recognized for membership qualification.

REQUIREMENTS FOR JOINING INDIAN FOUR CYLINDER CYCLE CLUB, INC.

To qualify for membership in this club you must own an American made four cylinder motorcycle, be restoring same or looking for one to purchase.

Membership dues are \$5.00 per year payable to the club treasurer, Carl Reichenbaugh, 1421 Bernard Ave., Findlay, Ohio 45840 or to the club president, John Wickham, 751 Dayton Ave., Findlay, Ohio 45840.

Application will be sent on request. Roberts rules of order govern all meetings. By-laws are sent to all members

We hold one big rally each year. We hope to always be able to hold this particular rally on the second Sunday of August. At the August Rally we hold our annual election of club officers.

All inquiries should be directed to the club president, John Wickham, at the above address.

We welcome new members.

BKPR - any exp. ok - See the USA -
and your ad \$4700 - 1238 w/ expense
BCCI, CAGNY AGENCY 7 E 40

BKPR - \$1238 -
Prosp. R. - 115 E
89 5th Ave. 160 Bway.

BKPR - OPE -
Dependable Agency, 100 W. 42

BKPR -
FANNING -
BOOKER F. -
Convert -
BCCI -
Volume dealer - N.Y.C. vicinity
H. Waite Agency, 280 Madison (40)
BOOKER F. -
ask, 985 to start. PL 5-1339.

day/night. Supreme agency 247 W. 42
AG7/MAH RECEIVING CLERK \$75
EQUITABLE Agency, 126 W. 42 ST

BUYER asst. women's shoe dept. in \$125
Cetard, Merrill Agency, 37 W. 39

Top co. Drake Agency, 180 Bway.

CIV ENG-REC GRADS, TO \$7M
Sanitary or strict, top co, fee pd

CLERK plumber
pricing & est.

CLERK -
LE 2-3498
ensure firm
Agency \$

CLERK
KLING AGENCY

CLERK-Tymlst.
\$75. HORN

CLERKS, pd
Giffin Agency

CLK/Asst Exec.
Gd. teleph. Giff

CLK/ Teleph.
res \$80.00

WANT

A

ER Agency, 139 W 42
Only to break into publishing field.
190 Georgia Agency, 152 W 42
EDITL Arch Books/trade mng exp fo
20 GORE
TUTORIAL
exp \$6.5k
TL writ
SM AB
TL Assc
20 AE
dis
Assc
C
S. A
m
St. LO 3-4337
EE, w/wo den, dsm test equip; \$7-9M;
big potl. Griffith Agency, 509 S Ave
ELECT. encls. mltimo nms. d'coax 4814

D

Griffith Agency, 509 S Ave
Jr L.I. 50pen
arren St. NYC
Jr 509-510
arren St NYC
metal mfr \$7
AV
\$730 Quor
AGENCY, 509 S Ave
DRAFTSMAN-BEGINNER-BR
SWIFT AGENCY 509 S
DRAFTSMAN-STRUCTURA
ency,
F

S

SH MGR \$125
Triad Agency 11 W 42
ELECT. encls. mltimo nms. d'coax 4814

To work
for you

FOR SALE OR TRADE: 1936 Indian 4 engine complete with magneto and carburetor. Needs re-building. Will sell for \$75.00 or trade for 1926 Henderson and parts. WANTED: For 1926 Henderson, headlight, seat, shift, ratchet on tank shift, linkage, exhaust system, carburetor, 20 inch tires. Jim Smailes, 18 Enslee Road, Coshocton, Ohio 43812

WANTED: Sidecar to fit Henderson or 1941 Indian 4. L.S. Juillierat,
27 Maple Ave., Highland, New York 12528.

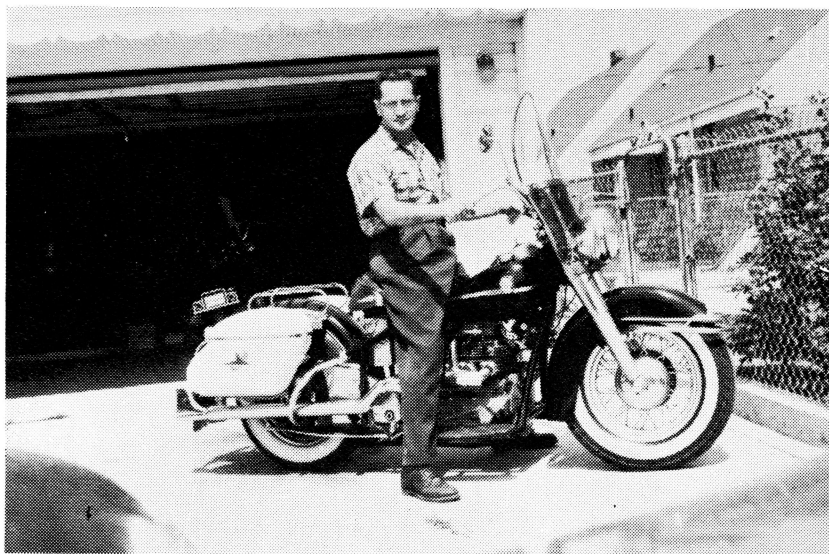
WANTED: For 1940 Indian 4; Tank nameplate for right side only, intake heater tubes, chrome fender strips for tops of fenders, original rubber kick pedal, original muffler and tail pipe. Fran D. Backer, 2724 East 26th St., Sioux Falls, South Dakota 57203.

WANTED TO BUY: ;926 to 1935 Indian 4... with small or Indian Ace engine. D.B. Kiel, 215 E. Sheridan Ave., Du Bois, Pennsylv.

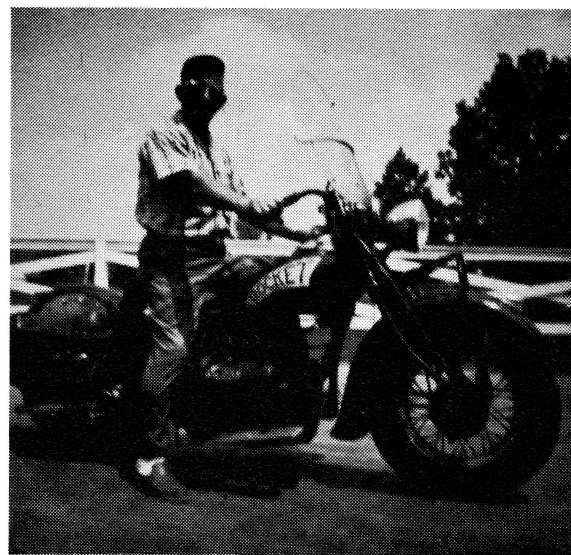
WANTED: Pair of foot boards and fender trim strips for 1941 Indian 4;
oil rings, (4) 1/16 thick for O20 oversize pistons. Also interested in
another 4 cylinder Indian. R.C. Pasek, 3062 C. St., San Diego, Calif.
92102

FOR SALE: Beautifully restored 1936 Indian 4 Sport Model, \$600.00.

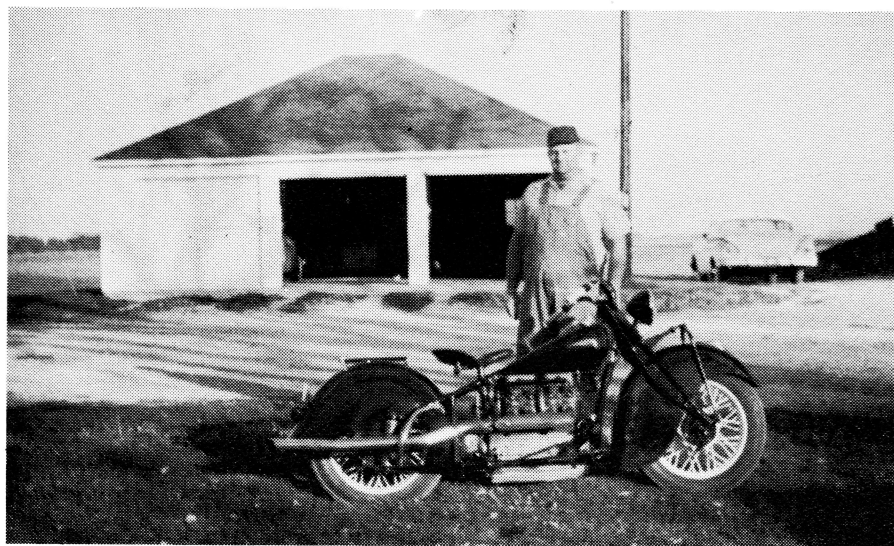
WANTED: German BMW twin, complete, less motor. Prefer R-50 or larger. Will consider srecked BMW. W.D. Willis, Attica, Indiana 47918.



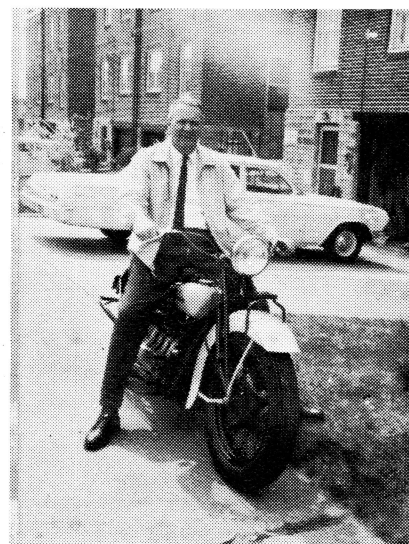
1941 Indian Four – MEL FALBO



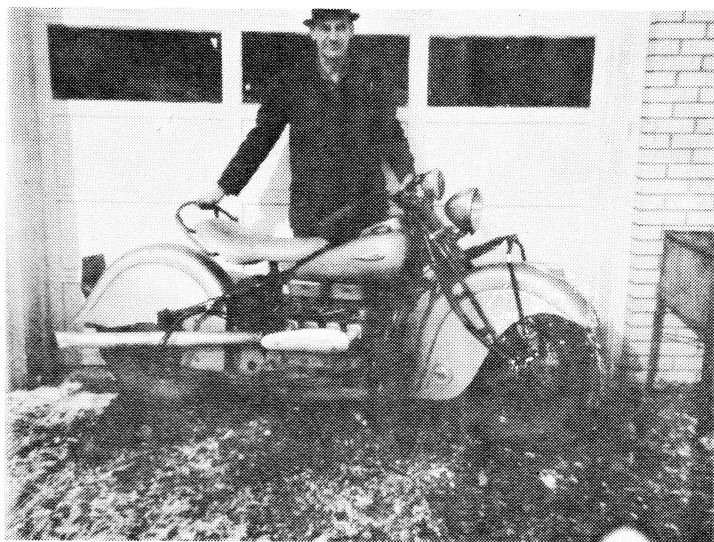
1938 Indian Four C. E. MONNOT, Sr.



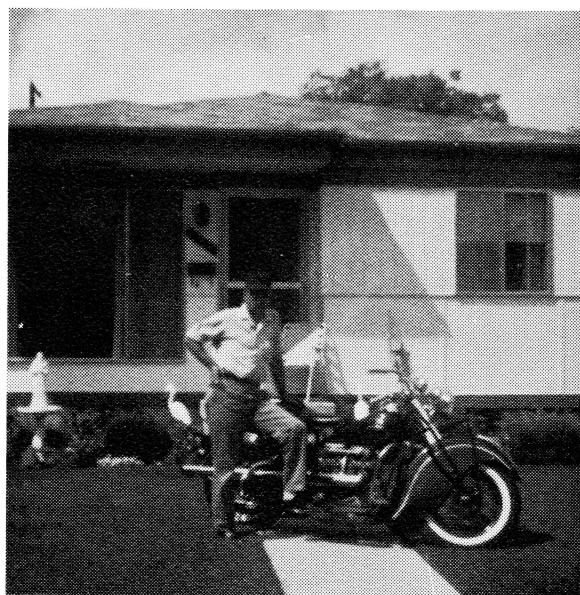
1940 Indian Four – MERLE IZOR



1930 Indian Four – F. J. WOOD



1941 Indian Four – CARL F. LINDEE



1940 Indian Four – DON KNAPKO



Join the fun —

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in your locality**

RIDE AN *Indian* MOTORCYCLE

