

Indian

FOUR MOTORCYCLE NEWS



VOLUME 3

NO 1

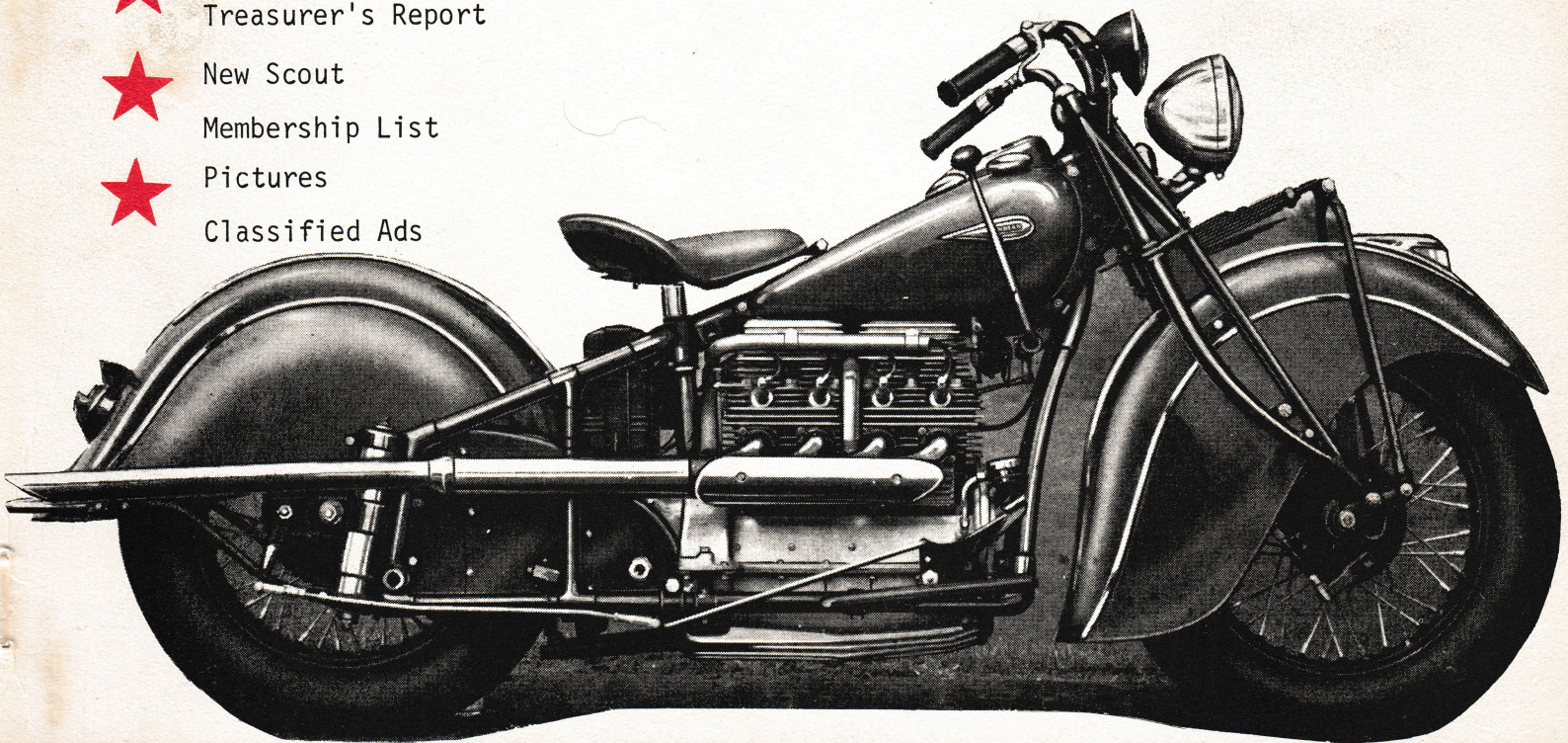
SPRING ISSUE



In This Issue

\$2.00

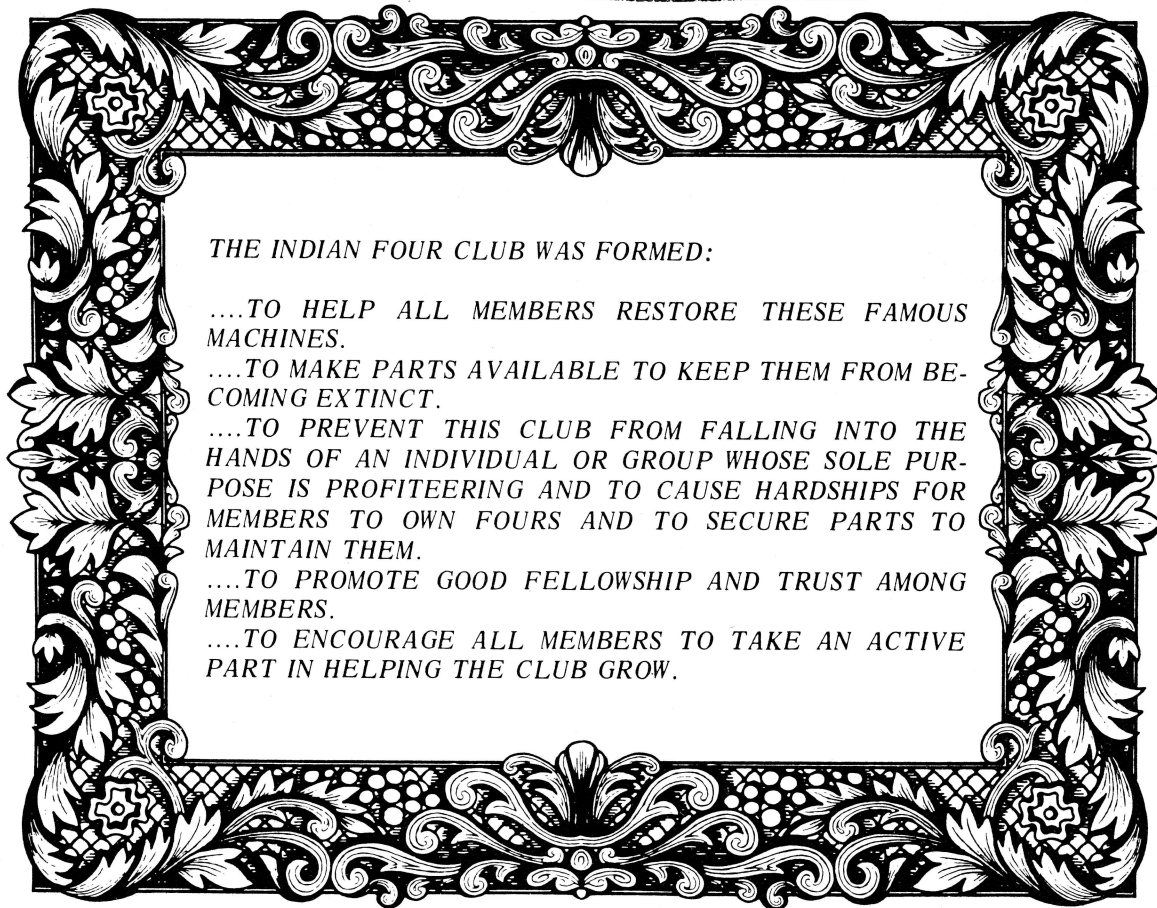
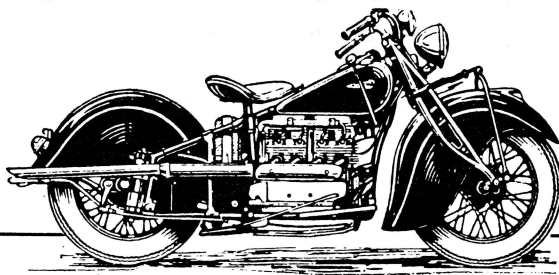
- ★ President's Page
- ★ Requested Information
- ★ Letters to the Editor
- ★ Coming Events
- ★ New Members
- ★ Treasurer's Report
- ★ New Scout
- ★ Membership List
- ★ Pictures
- ★ Classified Ads



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

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

FOR ITS MEMBERS



THE INDIAN FOUR CLUB WAS FORMED:

....TO HELP ALL MEMBERS RESTORE THESE FAMOUS MACHINES.

....TO MAKE PARTS AVAILABLE TO KEEP THEM FROM BECOMING EXTINCT.

....TO PREVENT THIS CLUB FROM FALLING INTO THE HANDS OF AN INDIVIDUAL OR GROUP WHOSE SOLE PURPOSE IS PROFITEERING AND TO CAUSE HARDSHIPS FOR MEMBERS TO OWN FOURS AND TO SECURE PARTS TO MAINTAIN THEM.

....TO PROMOTE GOOD FELLOWSHIP AND TRUST AMONG MEMBERS.

....TO ENCOURAGE ALL MEMBERS TO TAKE AN ACTIVE PART IN HELPING THE CLUB GROW.

INDIAN FOUR CYLINDER CLUB OFFICERS

AUGUST 1967 TO AUGUST 1968

PRESIDENT.....	John E. Wickham
VICE-PRESIDENT.....	Paul Murray
SECRETARY.....	Casper Barnes
TREASURER.....	Carl Reichenbaugh
TRUSTEE FOR 3 YEARS.....	Jack Maurer
TRUSTEE FOR 2 YEARS.....	Allen Bozung
TRUSTEE FOR 1 YEAR.....	Robert Aldrich
REFEREE.....	George Young
ASSISTANT REFEREE.....	Kent Moore
SGT. AT ARMS.....	Robert Aldrich

INDIAN FOUR MOTORCYCLE NEWS

EDITOR John E. Wickham

CONTENTS

	Page
Directors - - - - -	1
In Memorium - - - - -	2
President's Page - - - - -	3-4
Letters from the Members - - - - -	5-10
Pictures - - - - -	11
A.M.A. Award - - - - -	12
Coming Events - - - - -	13
New Members - - - - -	14
Information Page - - - - -	15
Jokes, Poetry, etc. - - - - -	16
Pictures - - - - -	17
Running in your Four - - - - -	18
Pictures - - - - -	19
Information on the Pierce - - - - -	20
The 1925 Cleveland - - - - -	21
The Indian Scout - - - - -	22-24
The Clymer Scout - - - - -	24-25
A New Modified - - - - -	26
About the Henderson - - - - -	27
Color Standards - Indian - - - - -	28
Accessories - Indian - - - - -	29
Pictures - - - - -	30-31
An Old Article From Motorcycle Illustrated - - - - -	32-33
Rough Riding - - - - -	34
Flexi Side Car - - - - -	35
Stories From Wayback - - - - -	36
Excerpts From the Indian Story - - - - -	37-38
Minutes of the February Exec. Meet - - - - -	39
Membership List - - - - -	40-45
Classified Section - - - - -	46-48

Printed and Published
by

Thomas J. Miles
RR 5
Findlay, Ohio 45840

Printing and Photography

DIRECTORS
1967 - 1968

- 1 - Percy Wallace, Atwater, Ohio
- 2 - John Groves, Fostoria, Ohio
- 3 - Gordon Deye, Toledo, Ohio
- 4 - Enos Leass, Findlay, Ohio
- 5 - Louis Kamaski, Chesterton, Indiana
- 6 - Edgar Stoner, Etters, Pennsylvania
- 7 - Fred Provin, Newark, Ohio
- 8 - Loren Gouldsberry, Adrian, Michigan

ALTERNATES

- 1 - Fran Backer, Sioux Falls, South Dakota
- 2 - Mervin Ryan, Edinburg, Virginia
- 3 - John Blouch, Terre Haute, Indiana
- 4 - Earl Luedeke

I N M E M O R I U M

Paul D. Havaland
San Diego, California

Died in 1963 - age 54
Joined Indian Four Cylinder
Club - April 1962

H. M. "Liney" Linebaugh
Manchester, North Carolina

Honorary Member
Died in 1966 - age 77
Rode 1532 miles on K Harley to
attend Rally in 1963 from
Manchester, North Carolina.

Robert Vogus
Dayton, Ohio

Died December 1967

Friends and Fellow Members of the Indian Four
Cylinder Motorcycle Club.

It is with deep regret that we inform you of the passing of one of our fellow members who received the "final checkered flag". Our dear and well known friend and loved - Mr. Robert Vogus, of Dayton, Ohio, father of Richard Vogus, also a member of the Club, died around Christmas time. We were informed too late for the Club to offer assistance or send flowers in respect. Mrs. Robert Vogus, wife of the deceased is also in rather poor health and requires the attention of her son Richard. Attention such as this often limits one's time available for other activities or hobbies, thus we understand Richards efforts at the present. We of the Indian Four Club extend our sincere condolences to the Vogus family.

members and J. E. Wickham - Pres.



President Wickham's latest portrait

March, 1968

Fellow members of the Indian Four Club

Friends, fellow members - new and old, it is with great pleasure that I greet you once again. With the issue of this year's first edition it is going to be required more than ever for each one of us to pitch in and do our share, both in promotion of our events and the publishing of our fine club magazine. And, from letters received, it is gratifying to know that you were all pleased with the fine job our first and former editor, Cecil Hasser, has done, and the way the club has grown and gained in fame over the country. It is also gratifying to know we have such a splendid class of people in our group, all interested in this great sport and hobby of the Indian Fours, their preservation and restoration. It has brought to light many fours which have been dug out of some of the most indescribable places and it is unbelievable to learn of how some of these Fours were laid away and left to rust and ruin.

There is a little poem elsewhere in this issue, and I am sure you may want to save it, as it shows how we scour the country in search of these famous Fours. It has also brought to light many memories of our members when we were boys and some of the rib tickling stories of our experiences, such as the one told by Dude Sattlem, of an old Indian stored away in a barn and found by him as a boy, and the fun he had of hearing the old gal purr again. That reminds me of two machines I have had the pleasure of restoring and hearing them run again. My 1905 Scout I found in Massachusetts - a bunch of junk and rust, and a 1927 Scout I found in a barnyard where it has been since 1946, and it had only 449 miles on it when laid up. It too was another mass of junk and rust, however I am proud to say that after many hours of toil, rubbing, scrubbing and scrounging around, that both machines are completely restored and running tip top, and on display to my many friends everywhere.

We have in our group many fellows who, as boys or young men, who were not versed in mechanics or maintenance of these motorcycles as we have them, and who have learned thru many years of learning and experience to be some of the best experts in restoration of these many fine machines and from our display of

machines at our meets from year to year, many beautiful jobs show up, immaculate in appearance and lustre. This in turn teaches others and creates a new desire to be able to pick up a machine somewhere and display our skill in restoration. We have many fellows in our group that are constantly designing new things for these fours, such as clutches, by Earl Chalfant, P. Murray, and Bob Paulette, new constant mesh transmissions by Ken Stanabeck, electric starters by John Blouch, and the manufacture of parts by Paulette and Paul Murray.

So fellows I guess we do not need to worry about parts and such, as these things will be around for many years. Keep up the good work everybody and do your part anyway for this helps in this great sport. We also have many experts in our group who are well versed on all branches and phases of construction, materials and designs. These individuals can help you in many ways. George Hopps is one of our good members who is constantly designing and remanufacturing hard to get items. Thus, fellows if you have it or we have it among us, let us hear from you or contact our fellow members and we can all be happier over it. As I have stated before, get your stories in to me and keep them coming and I am sure that we can always have plenty of material and photos for our fine magazine at all times. As soon as we can get to it we will have the new membership lists out to you, and copies of our by-laws. In closing will say - keep happy and drive safely.

Sincerely

John Wickham, President

NOTICE TO ALL CLUB MEMBERS

All members are asked to check their A M A numbers for expiration date. If they expire on or before June 1st 1968, renew them immediately and send the new number to the Pres.

Letters and excerpts of letters
received from the members

C.A. Moore
RR 1 Box 73
Grass Valley, California 95945

writes -

Just a few lines with an ad for the next issue of the Indian Four News. Also many thanks for your nice card. Am going to sell "38" Four and restore another one, as I get much enjoyment from restorations. We will all miss Cecil I am sure as he did a wonderful job. You have a big job on your shoulders and I wish you the best of luck as the new editor. We will look forward to the next issue.

Charlie

Thanks a lot Charlie - this is all new for me and I'll do my best to keep everyone happy. I enjoy restorations on Fours and other models myself. But my trouble is I can't part with these afterwards. So good luck in your next venture and send us your details on it when finished. Your ad is in this issue.

- editor -

Roy Tucker
New Member

writes -

Thanks for taking time to write me such a nice letter. He says - by the way, he has one of the new clutches by Ken Young, another good member, and what a great improvement for these Fours. It works great. He also states his father bought this Indian Four new from the factory, and has 107,000 miles on it and still runs great. Looking forward to receiving the magazine.

Roy Tucker

Thank you Roy for the nice letter and I hope you enjoy your membership in this great Club. And, an opportunity to meet the members here and there. We enjoy having you.

- editor -

Allen J. Moore
358 S. Main St.
Albion, New York 14411

writes -

As the days of winter surround us, I find much enjoyment in reading back issues of our magazine, the I F N. While all this is very interesting, I find I have suddenly contracted the motorcycle bug, also called motorcycle fever. I had the fever bad when I was 13. I bought a 1915 Indian twin for two dollars and fifteen cents \$2.50 (not a printers mistake) at Christmas time, 1928, 40 years ago. And, with some help, got it down in the cellar near the furnace of my folks home. One evening while attempting to time the old Indian Dixie mag, she backfired and her dripping gasoline set everything ablaze. My father was in the living room directly overhead. When the smoke began to curl up around him as he listened to Lanny Ross on the Maxwell House Showboat, (before T V), by the time dad got down to the cellar, my brother and I had shoveled the ash pile so that only the bare handle bars were in sight.

When dad realized his house was safe, he issued the short statement which I never forgot. Jim, either you or that motorcycle goes in the morning. The motorcycle left but the fever never died. As the fever continued, I tried Exocloiors and H. D. remedies, but those old Indians seemed to have the best cure.

He further writes - John, last year when I met you at the A M C, Dr. Cleveland's meet, I discovered an old Indian remedy you brewed up with a 4 way action that had the power to keep 70 year old men playing like kids. As I left the meet, I felt here was the permanent cure for the motorcycle fever and premature aging. As long as a person keeps busy and happy with a hobby, it consumes his idle hours. With our club and increasing membership the supply of fours diminishes. I hope to find a four soon and who knows how soon. Then I'll be happy.

Well Allen I hope you find a four soon and if I can, I'll find one for you for those kind remarks you made for me. Like you say, when the motorcycle bug bites you, you've been bitten. Can anyone help Allen find a four. Write him.

- editor -

Please Note -

Any letters sent to the Indian Four Club that are of interest to members and of experiences of motorcycling by members, will be used in the magazine under the heading - Letters to the Editor, unless otherwise specified -

- editor -

Jack Lange
P O Box 56
Kalamath River, California 96050

writes -

Time for my renewal of dues and magazine so here it is and some shots of my wife and myself on two of my Indian Fours. Hope you can print them in the next issue. Cecil Hasser has done a fine job this past year and we all owe him a vote of thanks for the many interesting articles and photos he has assembled in the I N F.

I especially like the photos on the back page, catalog shots of former new models. Hope you can get more of these in the future. Would like to see pictures of the K. J. Henderson 4, also 28 - 29 model Cleveland fours. At present am working on a project, 40 motor in a 36 frame. Will send shots later. Here also is some pictures of a 20 model Henderson and a Militaire four which might be of interest. Congratulations on your birthday and 47th anniversary. Wish you many more.

Jack Lange

Thanks a lot Jack - nice hearing from you, the news and the photos. We will print all we get on these models. Some of Cleveland motors in this issue, hope you like them. If someone has dope on the Militaire, we'd like to have it for an issue. Good luck

- editor

B. Van Hole
7829 West Sommerset Rd.
Appleton, New Jersey.

writes -

he and his wife are enjoying a vacation in Florida for a few weeks, and says, would you believe, enjoying weather like we had at the last August meet.

Have a good time Van and we hope to see you back with us again this year at the meet.

- editor -

Dr. Claude M. Walters
416 Hospital Drive
Camden, Arkansas 71701

writes -

Well you have your hands full now as the new editor of I F N. If I can be of any help in any way, let me know. I expect to have Indian Four motorcycles all my life. I started with them when I was only 13 years old. Of course I did have a very fine Henderson Four at one time, that I can't remember what I ever did with it. I suppose I told you I have a 1948 Indian Chief I am restoring, also. My boy will ride it when he gets out of the Navy. He is a Lieutenant in the Vietnam area at this time. We will be glad when he is out of there.

We are glad to hear from you Dr. Claude and sure sounds like your a dyed in the wool Indian Four man like myself. I've stuck with those Indians since 1917 and 18. Glad to hear you will try to make it to our meet August 10 - 11, 1968. Hope your son gets home safely soon.

- editor -

Letter from our youngest member

Thomas C. McCleod
202 North Main Street
Wilmington, Illinois 60481

writes -

Congratulations on your new Editorial job.

I think I'm one of the younger members of this great Club. I'm 23 and very much in love with Indian 4s. I didn't own one, and thought I never would, until a few months ago when I met another Indian 4 Club member living nearby. This member is a very wonderful restorer of the 4's, Don McGillivray of Roseville, Minnesota. He's one man with his heart in his work. I was lucky enough to be able to talk him into selling me his 1938 - 4 with sidecar at a very reasonable price. I can truthfully say that I've NEVER been so satisfied with any piece of machinery before. (The bike I bought is pictured on page 27 of 67's Summer I F N)

Since the date of purchase I've found a wife and we've done a lot of happy riding around St. Paul and Minneapolis area. The whole world looks brighter from an Indian Four. I've moved to Wilmington, Illinois and looking forward to meeting several Club members who live in this area. Well, good luck with your editing job. Hope to meet you at the Rally some day.

Sincerely

Thomas C. McCleod
202 North Water Street
Wilmington, Illinois 60481

Congratulations Tom on your success in getting an Indian Four and married soon after. We sincerely hope to be able to meet you and your wife at our next Rally. If we can be of any further help just write any time.

- editor -

Steve Sturm
5307 Browning Dr.
Pensawken, New Jersey 08109

writes -

I cut out and gave the order blank for the 4 Club News and Dues to a fellow in Miami, Florida. I hope he used it. So now I don't remember the exact place and address to send to. Sooooo, I'll send it to you in your care. Put me in for another year. Enclosed is \$10.00 bucks.

P S

I recently kicked up a 1931 Harley 74 almost complete for restoring job for 1969. The 38 is being painted by a pro. I am doing the motor with your parts. I suppose the 1931 could be classed as a Classis ?

May I see you all this Summer

Steve

Steve is an enthusiastic member having been helped through the Club for parts, and is boosting for Club membership. He has renewed for another year with the Club. Glad to hear from you Steve and for your renewal. Write us any time for any of your needs. We're glad to help.

- editor -

Harry L. Ellis
Sardinia, New York

writes -

I have another friend who wants to join your fine Club. His name is John Ahles, North Street, Springville, New York 14141

Please send him an application for membership. Mention to him that I am responsible. He is working on a two cylinder Chief. He has always rode an Indian. I saw in the last I F N, that Ira "Red" Philbrick of Little Valley, New York joined the Club. I haven't seen him in about a year. He drives a truck long distance so we don't get together.

I am going to hunt up some pictures and write some news for your next issue of I F N. I too am busy, just don't get started. I really get a kick out of the I F N. Cecil wrote this, (I wonder if our ads really work? ... signed ed). Well if any one asks me it can't be beat. On October 23, 1967 I received a letter from Jerry Karwac, Yorktown, Virginia. On February 15, 1968 I received a letter from Ralph E. Simpkins, Columbus, Ohio. They both had Indian Fours to sell. Jerry has a 4 cylinder 1939 with side car \$1000.00. Ralph has a 4 cylinder 1939 \$995.00.

I wrote them both, thanked them for writing me what they had for sale. I am dealing with a man in Buffalo, New York. He has a 1941 four with 4000 miles on it. I want that one. Will tell you more later.

Thank you kindly
Harry L. Ellis

P S Received my membership card, thank you.

Read your nice letter Harry and was glad to hear you've been in contact with a few of our members. Your friend "Red" Philbrick joined a while back. Hope you get the news and photos in for the next issue as we need these for interest of other members and all.

Glad you get a kick from the I F N, and Cecil's quote on the ads. They must work from the letters we get from satisfied members.

Fellows are all looking for parts and motors and wanting information. Hope you get that four from Buffalo, with 4000 miles on it. Let us know and keep up the good work.

- editor -

J.H. Gart
154 N. Acres Rd.
Manchester, New Hampshire 03104

writes -

Henry says he found a Four DDA 530B, Serial 441-550.
He is having it all restored and ready for spring.
He is looking for a "45" - 101 Scout 1930 - 32
vintage. Anyone having any leads write Henry
about it.

Glad to write to you Henry and
we'll look to see your Four
photos for our album soon.
Any help you need - write us
Henry.

- editor -

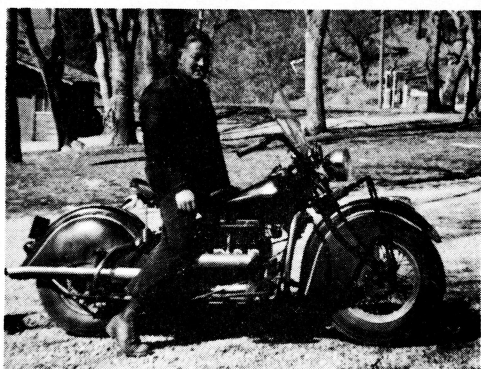
Jos. P. Larweth
RR 1
Fontana, Wisconsin 53125

writes -

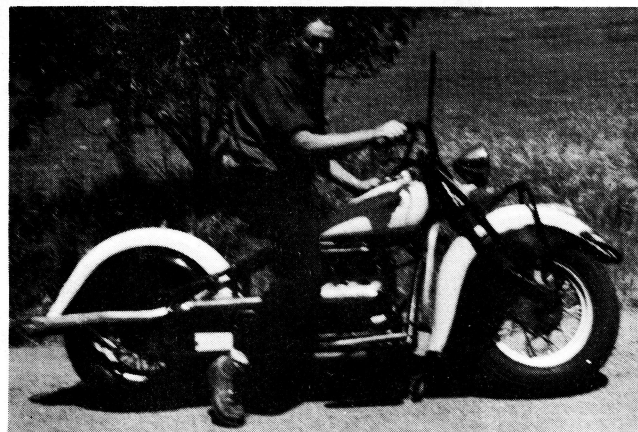
he is proud owner of a "41" Indian Four purchased
last Summer and is restoring it. He needs help on
authenticity of colors and Chroming, chrome stripes
on tanks and fenders. Whether wheels were chrome
or black. An Indian Four rider for many years,
and was known as Indian Joe. Only Indian rider in
his Club in the 30s. He also needs a few items for
his Four - DDA 620. He has the original side car
for his Four.

Joe sounds like a real Indian
booster and we are real glad to
have you as a member. Let us
know your needs Joe and we will
all help Joe.

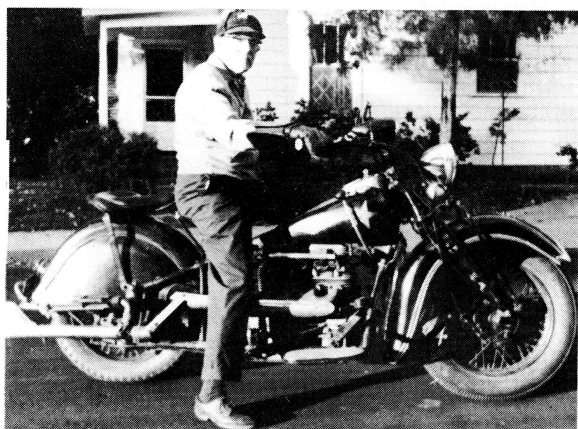
- editor -



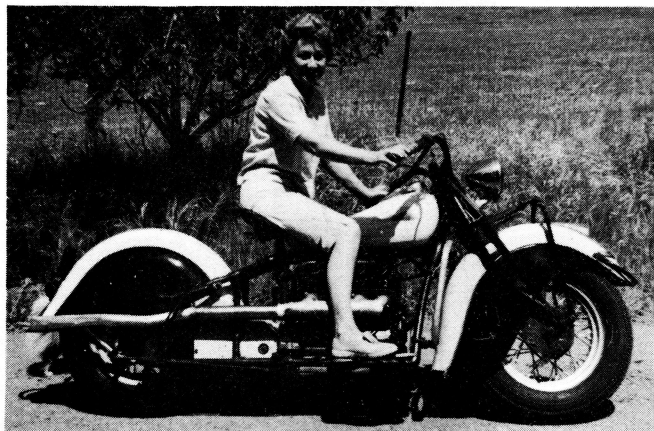
Jack Lange on 1941 Indian Four



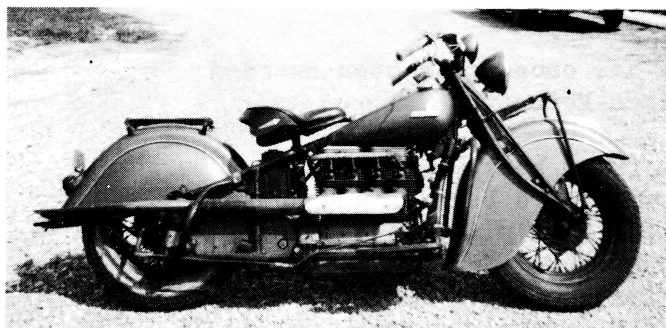
Jack Lange and Indian Four



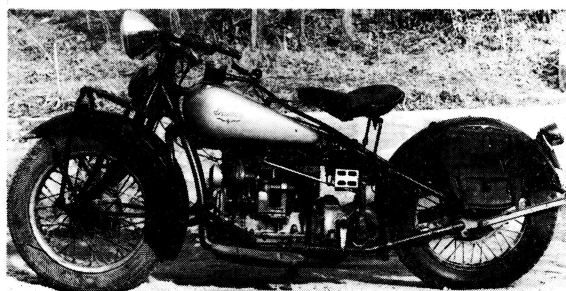
1940 Indian Four (Henderson Handle Bars)
(note four barrel exhaust whistle and tandem saddle)
William W. Wharton, Memphis, Tennessee



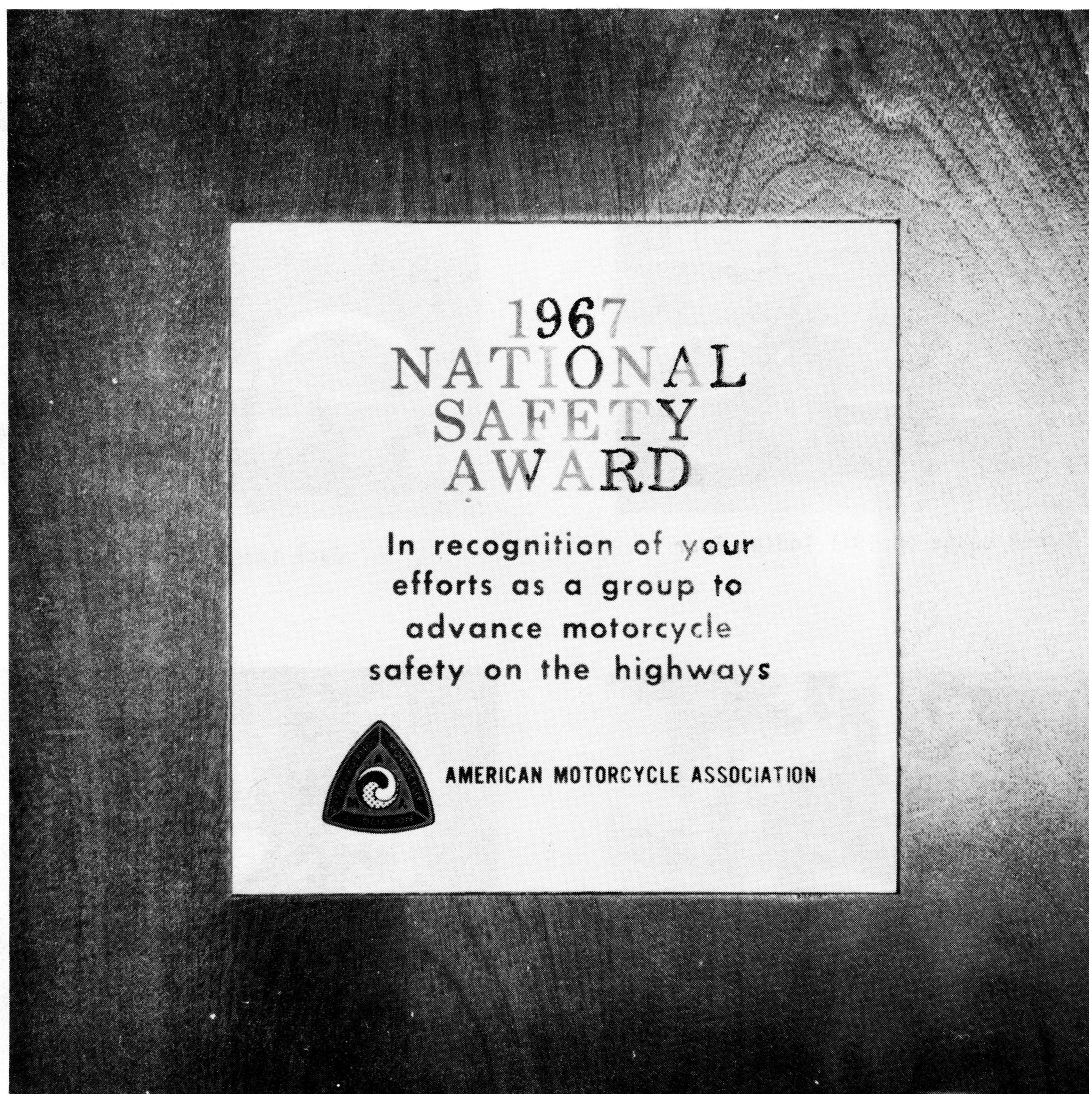
Mrs. Jack Lange on Indian Four



1940 Indian Four, Andy Anderson
Mansfield, Missouri



1928 Indian Four "Ace"
Martin Wiesendanger



CLUB WINS IT'S 6TH SAFETY AWARD

The Indian Four Cylinder Club Inc. has once again been awarded a safe riding award from the American Motorcycle Association.

The award, shown above is a walnut frame background with a white ceramic center. Formerly these awards were banners and these have now been replaced with this very fine plaque award.

The Club now has 6 of these wards for their efforts in promoting safe riding and reporting their milage monthly. Speaking for all the Club, we are happy to receive this awards and previous awards which assures us that we are doing our part as a Club in the promotion and support of safe motorcycle riding. Therefore we ask all the club members to continue to send in their monthly reports of milage and safe riding.

The Indian Four Cylinder Club Inc.

John Wickham, President

COMING MEETS FOR 1968
OF THE INDIAN FOUR CYLINDER CLUB INC.

Fellow Members -

June 9, 1968 will be a closed meet for the Indian Four Club members with their Indian Four Motors. This meet will again be held at the Traveler's Motorcycle Club grounds, 8940 Dorr St., Toledo, Ohio. The grounds are approx. 5 miles west of Reynolds Corners, just off U S Rts. 23-24-25, and north of the Ohio Turnpike.

The Club grounds will be opened from 10 AM for parking and arranging the events, and the Flea Market for those who may have parts to sell and others looking for parts.

Events will start at 1 PM, however at this writing plans are not complete on the entire program. But, be assured that it will be an interesting time and a day of good fun.

Refreshments will be available in the new Travelers Club House by members of the Traveler's Motorcycle Club of Toledo.

THE ANNUAL FOUR CYLINDER MOTORCYCLE CLUB MEETING

Our Annual meeting and Rally will also be held at the Traveler's Club grounds the same as last year. Dates for the Annual meeting are - August 10 and 11 - Saturday and Sunday. Posters will be mailed in time for advance announcement for all who plan to attend. Our turnout last year exceeded all expectations and we hope to top this this year.

More information will be printed in the next issue of the Indian Four News. Camping facilities will again be available from Friday thru to Sunday.

Begin now - planning your vacation that you will be able to attend the Annual meeting. It will be interesting you can be sure.

Trophies will be awarded at both the closed meet and the Annual Meet.

See you there
John Wickham

NEW MEMBERS

Far off new member

Hans P. Arendt
1 - Berlin 61 - Gneisenaustr
52 - 11 Germany

writes -

he received the club magazine in 1967 thru his correspondence with Cecil Hasser and he expresses his gratitude to Cecil for the fine job he did on the magazine.

Hans feels that since he has now acquired a 1931 Indian Four, he is eligible for membership in the Club. So, he sent in his application for membership.

We are pleased to hear from Hans and to receive his nice letter and application form. We hope that we can be of help to him and welcome him to the membership of the Indian Four Cylinder Club. We extend to him the privileges granted to all other members to make his wants known and we'll try our best to help him.

Its a good feeling to know our Club is gaining such wide recognition even as far away as Germany. The best of luck to you Hans. Send us your story and pictures - we'll be glad to hear from you.

- editor -

Bruce Elton
2516 Windgate Road
Bethel Park, Pennsylvania 15102

Jim Parks
Star Rte. 2
Littlefield, Texas 79339

Gerald Tacoma
Detroit, Michigan 48200

Roy A. Tucker
3969 Marshall Way
Long Beach California 90807

Robert Hoyt
1307 N. College Ave.
Ft. Collins Colorado 80521

R.W. Petersen
Petersen Mfg. Co.
DeWitt Nebraska 68341

Otto Link
2nd and Charles St
Coopersburg, Pennsylvania 18036

Angelo Ranieri
2905 78th St.
Elmwood Park, Illinois 60635

T.W. Harris
800 Hazel St.
Akron, Ohio 44305

Robert Schnaible
481 Page St
SanJose, California 95126

Allen Moore
S. Main St.
Albion New York 14411

Carson Frankenfield
R D 3 Box 377A
Nazareth Pennsylvania 18064

W. P. Ahlers
Main St.
Flanders, New Jersey 07836

The Indian Four Cylinder Motorcycle Club Inc.
welcomes these new members to the club and
we hope that we that we can be of assistance
to them as owners of an Indian Four.
Looking forward to meeting them at our Rallys.

It has come to our attention that a company is now tooled for the production of replacement parts for Indian Fours and Chiefs. These parts are transmission gears for Chiefs and Fours. This company has made up broaches at the cost of \$315.00 to cut the splines in the slider gears. They are also set up to make counter shafts or cluster gears for Chiefs and Fours. From this information we gather that it means cluster gears for the Fours from "Ace" up through 1942 models.

Prices given were;

Slider gear - \$32.50

Cluster gear - \$40.00

no discount

set of these gears - \$65.00

Gears are made of 86 - 20 material and are about 8 times as good as original gears. Orders for these gears must be for 20 pairs at a time to get these prices and make it profitable for the company to take time to set up. I have at the present 1 order for one set - therefore if anyone of our members wishes a set please send a deposit of \$10.00 for each gear wanted. Send the order to me - John Wickham, 751 Dayton Ave., Findlay, Ohio 45840. As soon as we have orders for 20 sets they will be forwarded to the company. The company makes gears for all drag bikes in California so slider and cluster gears should be of good quality. If you need further information on this write anytime and we'll get you an answer on this as soon as possible.

We wish to announce that Mrs. Paul Murray, wife of our Technical Director Paul Murray, will be home soon after April 1st recovering from her recent operation at the Hospital in Jackson, Michigan. We wish her the very best and a speedy recovery.

We wish at this time to express our appreciation for a donation to our Indian Four Cylinder Club Library. Robert W. Paulette placed in the club library a parts list and a supplement for the 403 model Indian Four. These have been turned over to our Librarian, Paul Murray, and are now available to members of the club anytime.

Our new Club Shoulder patches have been ordered and will soon be available to the members. Send you order to the president - J. Wickham. They are a handsome 3 color patch - black, grey, and red, and are embroidered. They have and Indian 4, name of the club, and date of organization on them. Price is \$1.00 each.

We also wish to acknowledge a donation to the Club Treasurers. Mr. Maynard Whetstone of Winona, Minnesota, sent along with his membership fee a donation to be used for the benefit of the club. We hope that Maynard will soon be able to enjoy again his hobby and more or less a second love, these Indian Four Cycles. He has some beautiful machines and we enjoy have him and his fine family attend our meets. The best of luck to him and we hope he can make to the Rally on August 10 - 11, 1968 in Toledo.

TREASURER REPORT

Bal. in Bank Jan. 1 1967	775.95	
Money Deposited in 1967	2610.25	
Total		3386.20
Pd out in 1967		
Misc. & Club Grounds	111.23	
Misc. Office Supplies	44.33	
Magazine Expense	2403.56	
Misc. Office Supplies	77.49	
Postage Mag.	70.96	
Telephone	10.30	
Printing Club	59.27	
Paper Club	35.26	
Postage Club	41.09	
Trophies	142.68	
Total		2996.17
Cash Used		- 15.00
Total Disbursements		2981.17
Total Mag. Expense in 1967	2878.33	
Magazine Bills for 1967 Pd in 1968		326.32
Bal. on hand at close of year 1967		405.03
Bills Pd. in 1968 so far		62.64
Bal. in Bank on 15 April 1968		1585.22

If you can chase for miles around the country
hot on the trail of some exciting "clue"
And when at last you run the earth the owner,
you find he scrapped it back in '42.

If you can turn for home still undiscouraged,
and next week-end finds you on the trail
once more,
Running down every hunch and tip and rumor,
and meeting disappointments by the score.

If when you've run to earth some ancient model,
you coyly ask the owner, if he'll sell,
And he tells you that its "easily worth fifty."
and you curb that urge to bid him go to.

If you can argue, wheedle, coax, and haggle,
until you wear the bloke's resistance down,
Then quickly toss the booty on your trailer,
and beat it very smartly back to town.

If you can drag home loads of bits and pieces,
encrusted with the rust and grime of years,
And start on that long job of restoration,
entailing months of blood and sweat and tears.

If you can rub and scrub and buff and polish,
and every evening burn the midnight oil,
Until you creep into the sack exhausted,
Yet count it all as pleasure, not as toil.

If you can view the fruit of months of labor,
immaculate in paint and nickelplate,
And excitedly prepare at last to start her,
quite aware of your impending fate.

If when you gaily twirl around the peddals,
she stutters, coughs, then settles down
to run,
Until - wham, the pot blows neatly off the
crankcase,
but you still regard it all good clean fun,

If you have felt the sense of high achievement,
when the mount on which you gaze with
prideful thrill,
was transfigured from a battered, rusty ruin,
by enthusiasm, patience, toil, and skill.

If you can fill with pleasure every minute,
at rally, hill climb, trail, or picnic run,
Yours is the sport and everything thats in it,
and you're a vintage fan for true, my son.

One of the weaknesses of our age is the
inability to distinguish need from greed!

Even if money grew on trees, a few smart
birds would get most of it.

People who are prosperous and accumulate
considerable of this world's goods are
inclined to forget that we are but stew-
ards of God's provision for His children.
It is well to keep in mind that we are
custodians of all that we have. We are
held responsible for the management of it.

GRIPES and QUOTES from Pow Wow magazine

Just for laughs or why the Indian laughed

Two friends found themselves staggering down
the railroad track, "shay, Jack old pal," said
one, "does this stairway seem awful long to you?"
"sure, but its not the length that bothers me",
responded the other, "its this railings too low".

The Defence Rests

Judge - "are you the defendent in this case?"

Accused - "no suh. I'se got a lawyer to do my
defendin".
"I'se de gentleman what stole the
chickens".

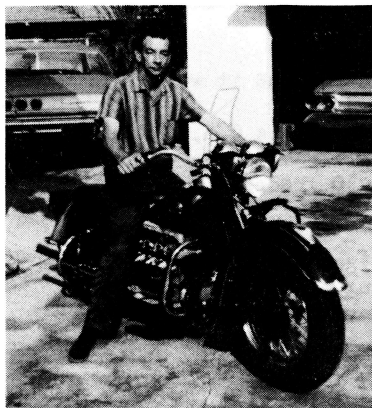
Seeing a motorcycle for the first time, a hillbilly
grabbed his rifle and fired. "git the varmit",
asked his wife? "nope", admitted the hillbilly,
"I can still hear the critter growling, but I sure
made it turn that man loose".

"you lunk heads", stormed the sargent, "I have to
do all the thinking for you". "Where would you be
if I died tomorrow?" "Right here, but sarge -
where would you be?"

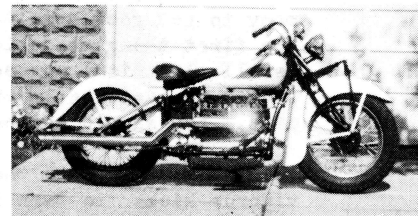
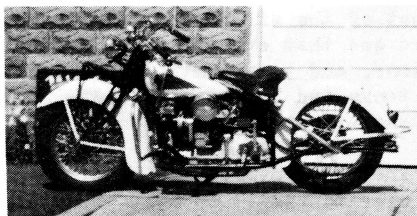
I have a motorcycle - - - it never skids - - -
it never breaks down - - - it never gets a
puncture - - - it never falters on a steep
grade - - - it never gives any trouble at all - - -
wish I could get it started.

Many a person tunes
out the voice of con-
science when money
begins to talk.

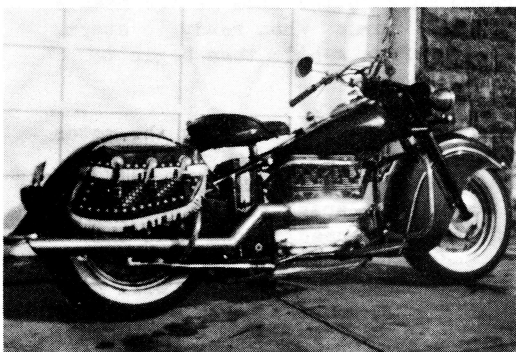
Sign on a church bulletin board:
"Planning on going to Heaven? Get
your flight training here."



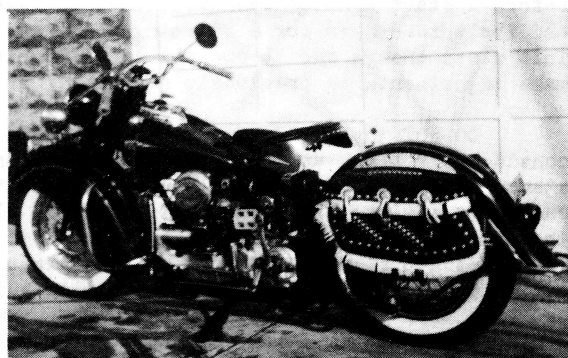
1941 Indian Four, Roy A. Tucker
Long Beach, California



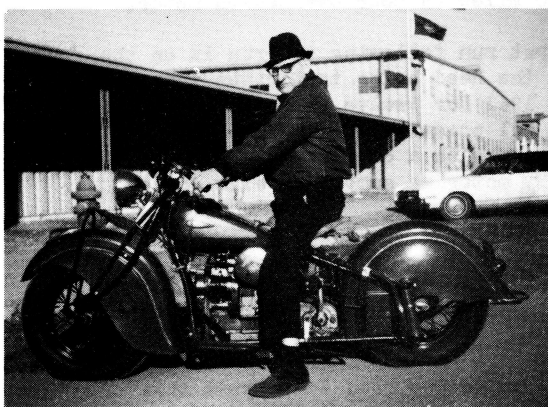
1939 Indian Four, Maynard Whetstone



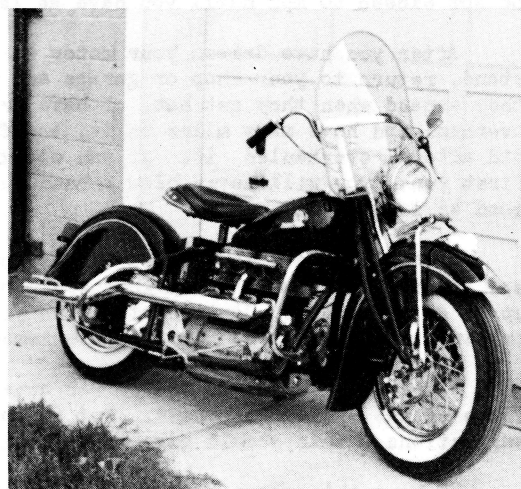
1940 Indian Four, Maynard Whetstone



1940 Indian Four, Maynard Whetstone



1941 Indian Four, R.W. Peterson
De Witt, Nebraska



Jack Mauer's 1941 Indian Four

by John Wickham

It has been requested by a member of our Club for this information and it will help many to get good results out of the effort spent in an overhaul. The first thing to do is to see that everything is properly set and timing is O K, as well as all electrical connections, and your controls are working properly. Make sure you have plenty of gasoline in the tanks and 3 quarts of oil - possibly 20 or 30 grade in the crank case. You should now be ready to start it.

Choke it with the first kick over, then set the controls and ignition on and give it vigorous kicks to turn it over to fire. DO NOT, on the first starting of the motor, allow it to run any faster than charging speed for the generator, and above all DO NOT open the throttle to quickly and race the engine at any time. But, gradually increase to get proper idling speed for first time running.

While the motor is running and if the carburetor has been cleaned, or adjustments have been changed, let the motor idle and screw down the back needle, low speed or idle adjustment, a notch at a time till motor begins to skip or miss, then quickly unscrew the needle to the left (counterclockwise) approximately 3 or 4 notches till motor smooths out again, then leave it at this setting.

I generally screw both needles down till they are finger tight (not too tight), before I start a motor overhaul. Then I make a scratch mark on the side of the needle and the thread base for a starting point and back it out 2 turns when ready to start. This gives enough gas to operate on till motor starts and runs awhile then begin to make adjustments as previously stated.

DO NOT try to adjust the front needle (high speed) until you have run the motor considerable time, and to where it has limbered up to turn over nicely on the kick starter. You can now begin to use the throttle some, but not to lively. Throttle enough to set the hi-speed needle a little closer. Retard the spark slightly and open the throttle in spurts and at the same time turning the front needle down till the motor doesn't respond to the throttle. Then turn it back to the left a few notches at a time until it responds to the throttle suitably, but even this adjustment will not be exact till your on the road and under power. By this time you are ready to go on the road and the motor should have by this time at least an hour's run in time on the stand.

When you are on the road DO NOT exceed 30 mph or enough speed to make the generator charge for a few miles and at the same time watch the oil pressure. Also listen for any unusual noises to make sure you have done your overhaul job well. The next time you're out on the road run at approximately 30 to 35 mph till the motor warms up, then go on a short spurt. You can start adjusting the front needle more. I believe it is best to maintain 30 to 40 mph till you have approximately 100 miles on the overhauled motor, then perhaps you can increase your speed a little more, but DO NOT exceed 50 mph until you have at least 1500 miles on your overhauled motor.

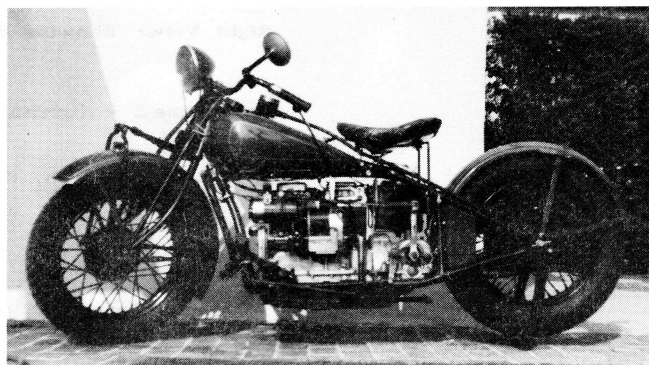
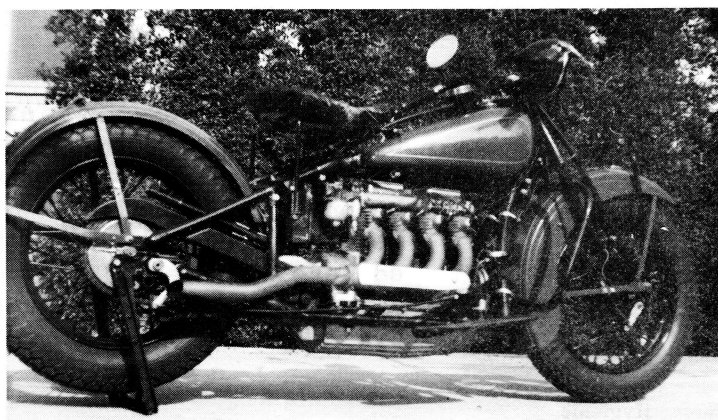
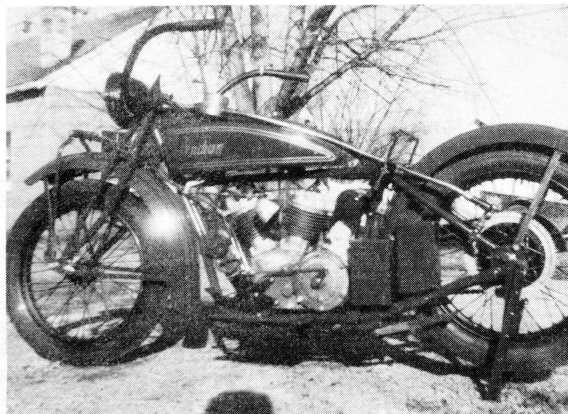
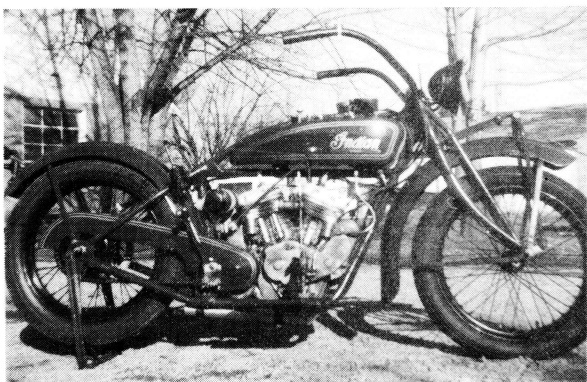
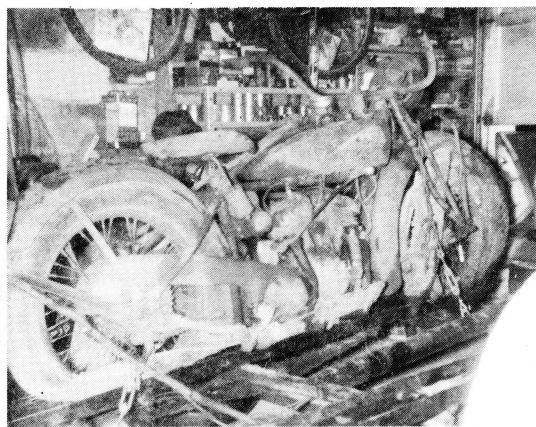
After you have driven your motor on your first run following the run in on the stand, return to your shop or garage and recheck the head bolts to tighten them as they expand when they get hot. I have driven my 1941 for twelve years since the overhaul and have many miles on it, and find the oil pressure the same as when I did after I overhauled it. If you check your head bolts a couple of time on first runs, you will never blow a head gasket. My motor as smooth as silk and as good as it ever did.

After you have 1500 miles on the motor then you can start riding at various speeds, but don't maintain high speeds for any length of time, but occasional spurts up to 60 mph - etc. Continue to watch your oil pressure and any sudden drop in pressure means trouble. Investigate immediately.

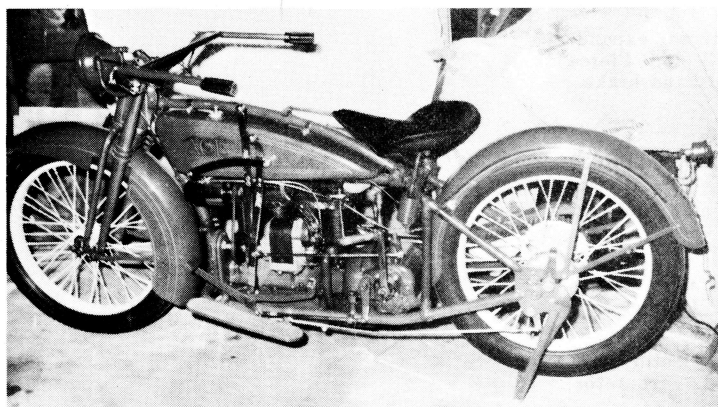
A copy of "DO'S and DON'TS for owners of fours is included loosely in this issue of the Indian Four News. Put it up where you can see it and follow the suggestions. This should give you trouble free riding.

I hope this program of running in the four after overhaul will be helpful to all owners as it has for me and others that have used the same program. Automotive engineers say that modern designs of motors, new type pistons, rings and all, new cars can be driven without breakin, but with these fours and the time we spend in careful restoration on every part, we want the best results in service and trouble free riding. So, its best to use care in first starting, with gradual increases in speeds till properly run in and a smooth running motor. Happy riding to you on your newly restored four. One final suggestion and reminder - a must on all fours in a motor overhaul - before reassembly, examine the oil screen below the sub pan. If it has holes punched in it, replace it as sludge and dirt get into the oil plug the lines and put more wear on the parts.

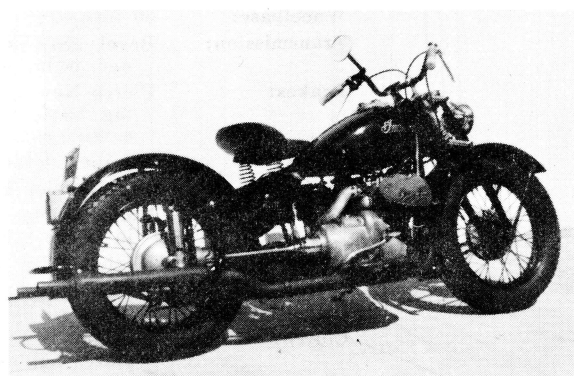
Restoration by John Wickham
1925 Indian Scout



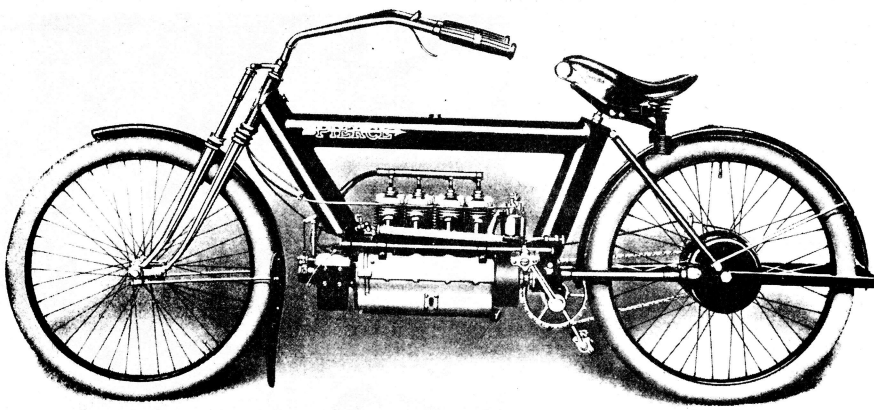
1932 Police Four
William H. Kimball



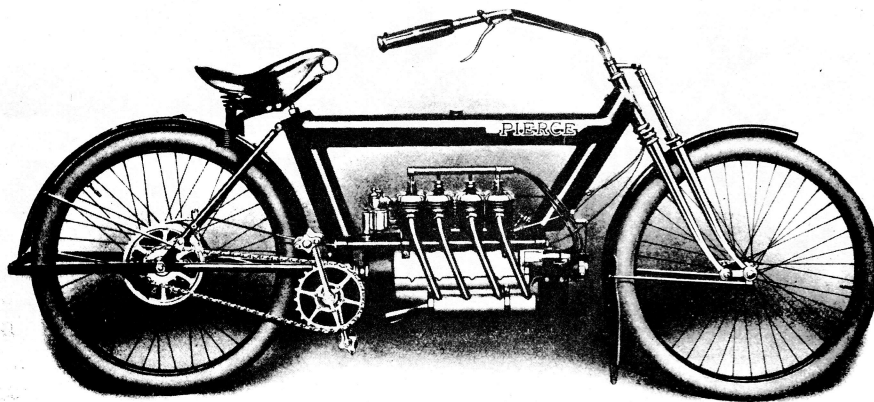
1922 Ace, Giles Adams
North Weymouth, Mass.



841 Shaft Drive, William H. Kimball



Left View: Showing Drive Shaft



Right View: Showing Starting Chain

Condensed Information

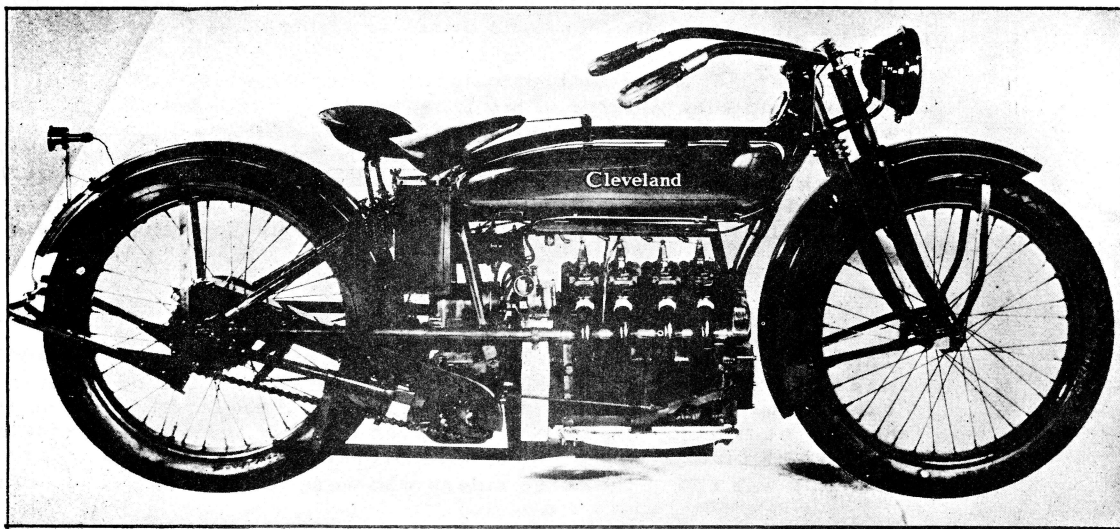
Price:	\$350.00.
Motor:	Pierce, 4 cylinder, air-cooled.
Stroke:	2¼ inches.
Bore:	2 3-16 inches.
Horse-power:	Six to seven.
Carburetor:	Breeze.
Control:	Grip, Bowden wire connections.
Muffler:	Pierce.
Frame:	18 Ga. seamless tubing, 3½ inch dia., copper-plated.
Fork:	Double spring with Pierce Hygienic cushion.
Wheels:	28 inches.
Wheelbase:	60 inches.
Transmission:	Bevel gear shaft, motor ratio five to one, pedal gear ratio 51 1-3.
Brakes:	Pierce New Departure internal expanding band brake in hub and Pierce outside contracting band hand brake.
Tires:	2½ inch detachable.
Ignition:	High tension Bosch magneto.
Tanks:	None; gasoline and motor oil contained in frame tubes.
Valves:	Mechanically operated, inlet and exhaust.
Oiling system:	Force feed by gear pump.
Clutch:	Multiple disc, friction; two bronze plates against steel—adjustable.
Speed:	Six to sixty miles per hour.
Weight:	Total 190 lbs. when loaded; motor, with fly-wheel, magneto and carburetor, 62 lbs.
Frame height:	19 inches (from saddle to ground 32 inches).

The two views of the Pierce Cycle and the information on the Pierce was requested by one of our readers. We trust what we have printed here will be helpful to all interested in this old cycle.

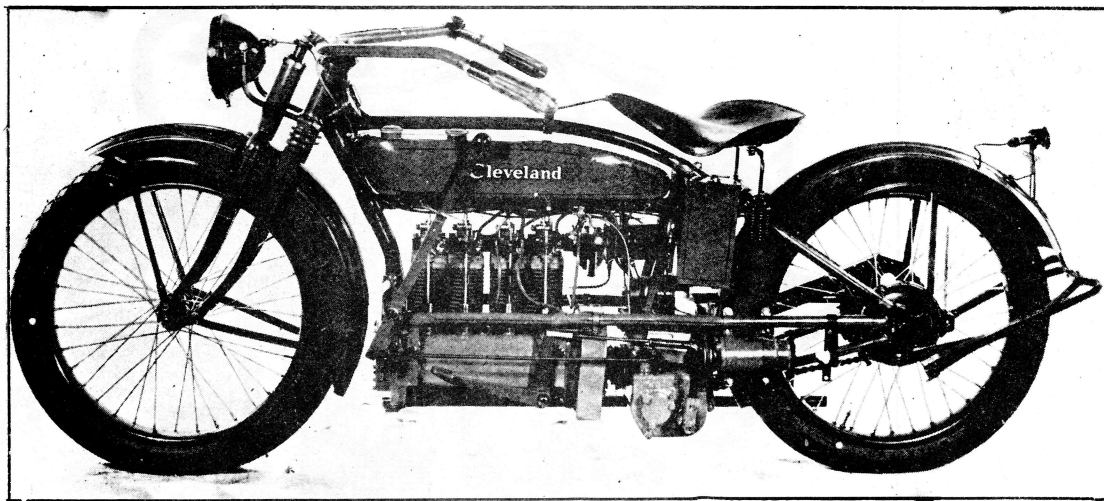
- editor -

Pictured on this page are two views of the 1925 Cleveland motorcycle. Requests are made occasionally in letters we receive for reprints of older machines, so as has been the policy of the magazine we will continue to print these pictures as they are available.

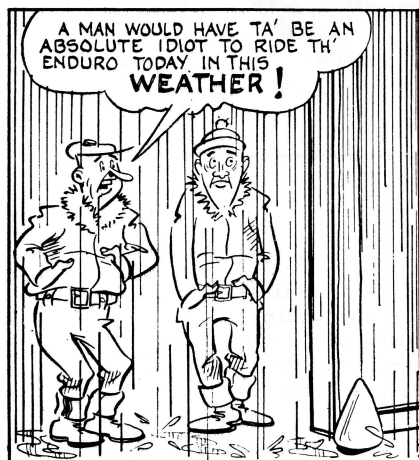
- editor -



Right-hand Side of the New Four-Cylinder Cleveland



The new Cleveland-Four Sports Model



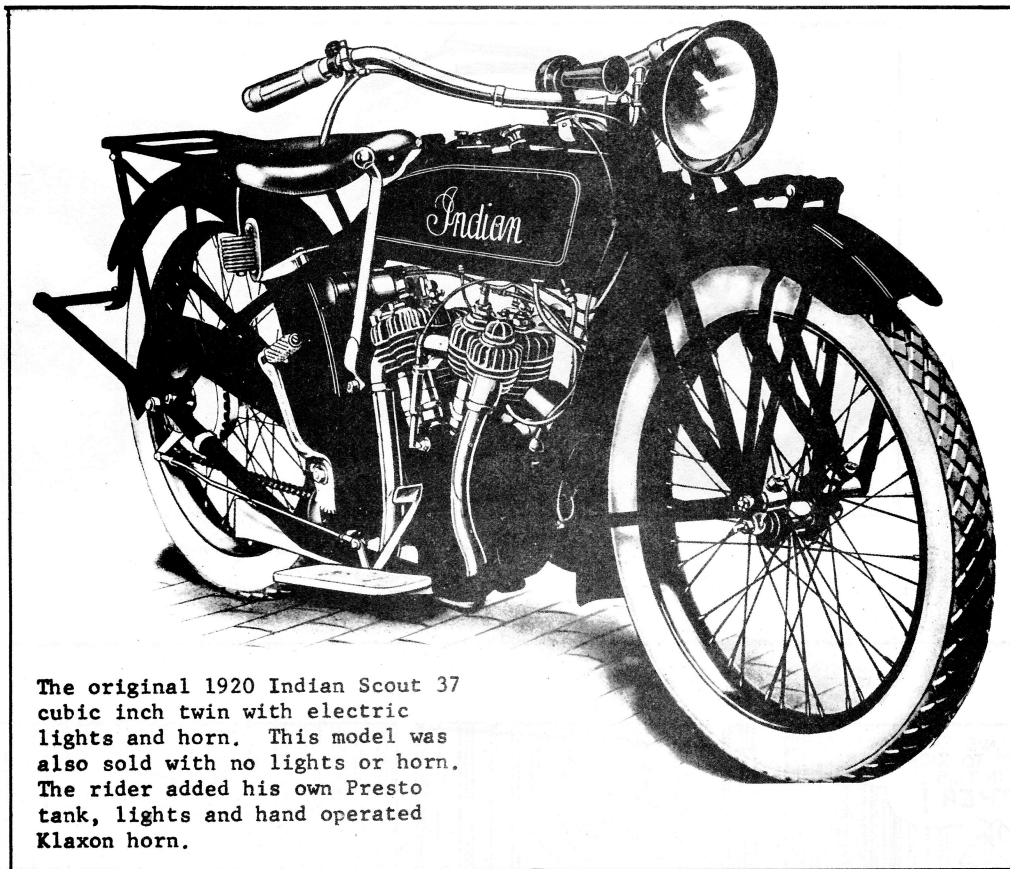
"YOU CAN'T WEAR OUT AN INDIAN SCOUT"

The above slogan was used by the Factory for several years--and nobody ever doubted it, especially those who owned and rode these Scout 37 Models.

In 1927, a man named Ambrose Madlin of Los Angeles, California, wrote the Factory and sent pictures of his Scout which he had bought brand new in 1920 when the first Scouts were produced, and was still running after seven years. In seven years and 100,000 miles he did wear out several sets of tires and several chains, but he had never opened the engine for repairs. Think of it--a rugged little 37 cubic inch twin that would roll up to an honest 55 miles an hour and that would run for 100,000 miles without the crankcase ever being opened!

DESIGNED BY CHARLES B. FRANKLIN

This mechanical marvel was the brain-child of the late C. B. Franklin, who was at that time Chief Engineer of the Hendee Manufacturing Company. Mr. Franklin had been a famous rider in Ireland and England in his younger days; he was the first man in the world to ever roll 300 miles in 300 minutes which he did on an Indian on the famous old Brooklands track in 1915. Earlier, Mr. Franklin was one of the three riders who were on that famous team of three



The original 1920 Indian Scout 37 cubic inch twin with electric lights and horn. This model was also sold with no lights or horn. The rider added his own Presto tank, lights and hand operated Klaxon horn.

Indian machines which won first, second and third in the Tourist Trophy Races in the Isle-O-Man. He came to Indian in the late teens, became Chief Engineer, put his great knowledge of motorcycles to work. His first notable outstanding creation was the Scout 37. Any of the most experienced and knowledgeable men in the motorcycle field today will agree that no motorcycle ever produced by the Indian Factory could equal the Scout for rugged long life and trouble-free performance.

WHAT MADE THE SCOUT SUCH AN EXCELLENT PERFORMER AND SO DURABLE?

As one who owned a 1920 Indian Scout, I can tell you why I think it was so durable and ran so nicely. First of all, the power plant was built all in one unit with the gearbox fastened right onto the back of the engine crankcase, and with a helical gear primary drive from the engine to the transmission. Thus, there was no looseness between the engine and the transmission. Nobchain snatch--the drive was as smooth as glass. Second, the little 37 cubic inch 42 degree twin engine had bearings in it large enough for an engine twice its size. These bearings practically never wore out. Third, the size of the valves was exceptionally large for the size of the little cylinders so that the ability of this engine to breathe and bring in a big charge of gas and expell it through a good sized exhaust system was excellent indeed. Next, this power plant was mounted on three points in a duplex tubular frame. The result of all this was a power output which you would think was coming from a turbine, it was so smooth. As you read further on, you will see that this small motorcycle did consistently outperform motorcycles of almost twice its size--in the Three Flag Run from Canada to Mexico, and in the Transcontinental Contest from California to New York.

give a brief description with engine number herewith:

- 1920, Model R--Starting with engine number 50R001. This model had chrome handlebars, luggage rack, compression release hand lever on handlebar, a Dixie mag, ammeter on the frame tube, saddle on springs only. (No seat post). Had flat gear-shift lever.
- 1921, Model S--Starting with engine number 50S001. This motorcycle was unchanged except for a different type saddle.
- 1922, Model T--Starting with engine number 50T001. Handlebars were black, had a luggage rack, compression release still on the handlebars, had a Klaxon horn, ammeter in the switch box, and a spring seat post was added to improve riding quality.
- 1923, Model V--Starting with engine number 50V001. This year the luggage rack was dropped and the compression release was no longer on the handlebars but was operated by a pushrod down the side of the tank.
- 1924, Model X-- Starting with engine number 50X001. This year showed quite a big change in the brand new softer front fork of the trailing link pattern with the spring rods running down to the forks outside the mudguard. All others had been inside the mudguard. This model also had a rod gear shift instead of a flat gear shift.
- 1925, Model Y--Starting with engine number 50Y001. This model was same as above, except that the spring seat post was eliminated, and the saddle was suspended on longer coil springs. This year shows removable heads on the cylinders.
- 1926, Model AG--Starting with engine number AG-100 up. In the middle of this year, the Scout came out with the first balloon tires in 25 X 3.85. Otherwise, it was much the same as the 1925 Model above.
- 1927, Model BG--Starting with engine number BG-100 up. This was a particularly attractive machine, with 7 inch wide mudguards, a nice valance on the front mudguard, and with the compression release operated by a rod through a hole in the tank. This year the 45 inch Scout appeared.
- 1928, Model CG--Starting with engine number CG-100 up. The main change in the model this year was flat handlebars for both the 37 inch and the 45 inch Scout.
- 1928, Model GE-101--Starting with engine number DG-100 up. This was the 37 Scout with the new streamlined frame and tank called the 101 Model.
- 1928, Scout 45--Starting with engine number CFD-100 up. This was the famous 101 45 Scout and was produced in limited numbers in the Spring of 1928.

From this point on, the popularity of the Scout 37 followed a downward course, as everyone wanted the larger 45 Scout which proved to be an excellent performer and almost as durable as its worthy predecessor the original Scout.

Someday, we may be able to write the history of the Scout 45 for you, but here our story ends on the Scout 37.

COLOR AND GOLD STRIPING: The American Model of the Scout 37 was finished in Indian red enamel, with black wheels and this included the spokes. The 1920 and 1921 models had chrome plated handlebars but starting in 1922 all handlebars were black. Footboards, clutch and brake pedals were black.

Also the horn, headlamp, and tail lamp. From the very beginning, the Scout 37 was supplied for various export markets in a variety of colors. It was also available on special order in this country in white, also dark blue. **GOLD STRIPING:** the crowned and ribbed type of mudguard as shown in our pictures herewith was used from 1920 right up through to and including 1926. These mudguards, front and rear, had two fine gold stripes about one inch out from the center rib. There was also a double gold stripe around the tank in the position shown in our pictures. The cahn guard also had the double gold strips about one-quarter of an inch from the top of the guard.

There were no stripes on the wheels, and no other striping on the motorcycle. The cylinders and exhaust systems were dull nickel on all the Scouts produced from 1920 to 1928. Gear shift lever, kick starter lever and numerous small rods and nuts and bolts as well as the front wheel bell cranks were in bright nickel.

THE CLYMER SCOUT

Another Contender for the Specialty Market

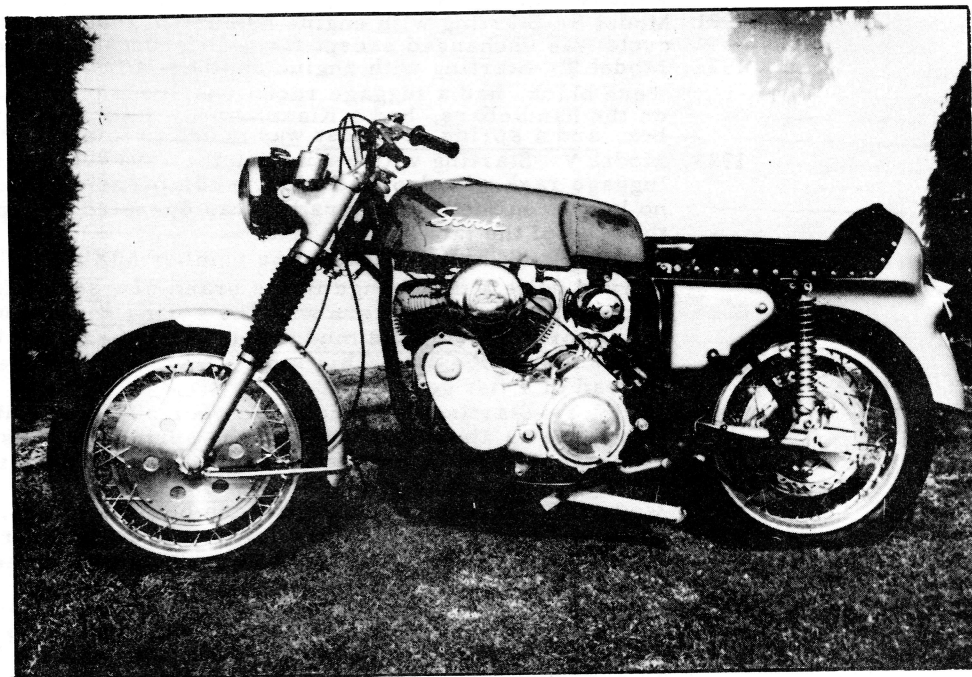
Floyd Clymer's new Indian Scout will be going on sale in the Spring of 1968. Our pictures are of the only existing model, taken in early November. In the frame sits an actual remanufactured Indian Scout 45 engine. A recent release asserts that production models will have a basically similar but improved 45-inch side-valve engine.

Having gotten into the manufacture of motorcycles as distributor and now owner of the Freidle Munch facilities in West Germany, Clymer is now expanding his line from only the Mammoth, a 1000cc NSU-engined prestige tourer, to the Mammoth plus the Scout. While many dealers can be expected to handle one or the other separately, the two are meant to complement each other. According to Clymer, a sale ratio of 20 Scouts to every Mammoth is expected overall. One main reason for this ratio is that the tentative price area for the Scout is less than half the cost of the Mammoth, which is \$4,000.

The old Indian bore of 2 $\frac{3}{8}$ " by 3 $\frac{1}{2}$ " stroke will be retained. It is stated by Clymer that these dimensions (750cc) contribute to fast acceleration and low-end torque, which the original Scout was noted for.

The Indian Scout that you sell will be almost a Scout in name only. The great bulk of it will be German materials and German concepts.

For instance: All Bosch electrics, 12-volt. Mahle pistons will be used, and gears and clutch manufactured by the same firm which builds them for Porsche. A Linkert carburetor was fitted on the prototype.

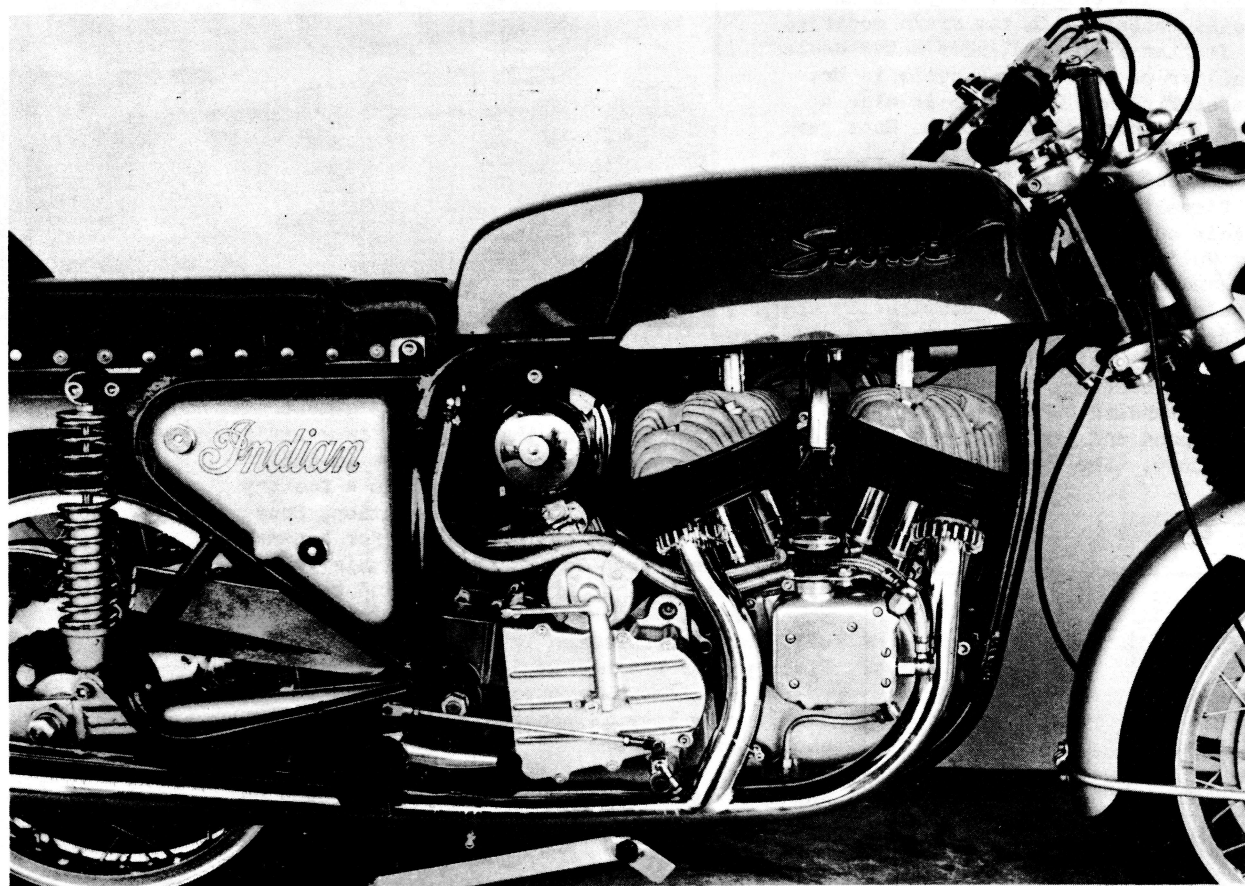


Italian components in the Clymer Scout are: big Ceriani telescopic forks, and Borrani aluminum rims.

To round out the picture of the new Indian Scout, Clymer-Munch version, here are other specifications as released by Floyd Clymer's Motorcycle Division: New crankcases, cast of the new elektron alloy, (also extensively used in the Mammoth) mounting side bearings in a double row, using self-aligning ball bearings. Crankpins will be 1 $\frac{1}{2}$ " diameter, with 5/16" rollers. Flywheels will also be made in Germany, as will the connecting rods, said

to both be made of special alloy steels. Cylinders will be cast iron, inside an outer aluminum jacket. There will be five studs anchoring the spigoted barrels. Individual cams will be used for each valve. All timing gear bearings will be ball or needle rollers. Scout's dry-sump oiling system will be used with the gear-driven pump located in the timing gear case.

Although the prototype's brakes were Munch drums, production items reportedly will be twin-disc in front, with the Munch brake available as an option.



The frame is a modified, narrowed Mammoth-type, having some similarity with the so-called featherbed design. Rear suspension is a swing-arm, also borrowed in modified form from big brother Mammoth. A fiberglass 3½-gallon tank tops the frame. Just behind, integral with the cast rear fender and seat, is the oil tank. This rear fender-seat electron metal casting will be remodeled to present a more distinctive appearance on the production machines.

Whether or not 1000 Scouts and 250 Mammoths can be built by the Clymer-Munch factory during next year — deliveries are set for early in 1968 — remains to be seen. However, Floyd's ability to merchandise will probably insure that however many are made will certainly be bought.

\$1,800 P.O.E.

Compliments of

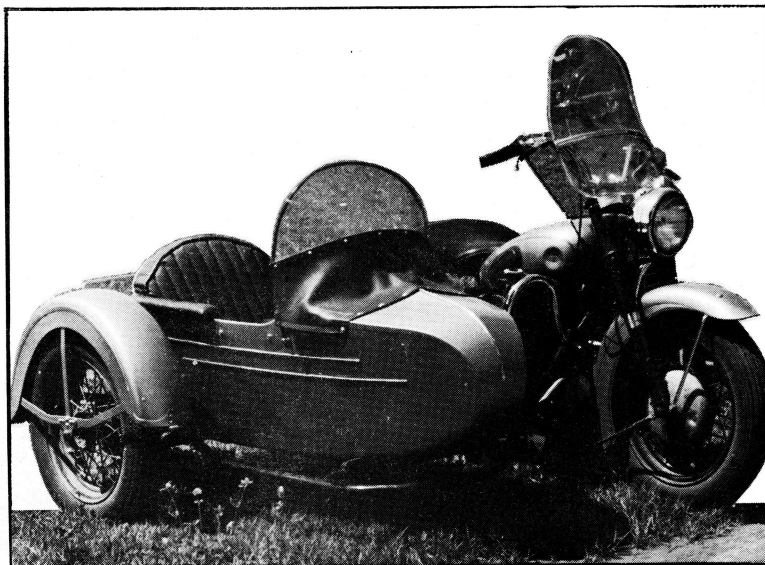
CHUCK MYLES - INDIAN CO.

SLOANVILLE, N. Y.

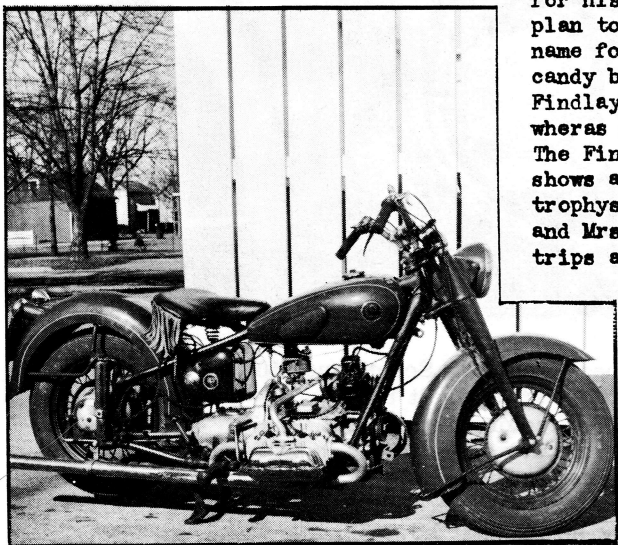
Another Modified Machine

Over a year ago there appeared at the Annual Rally in Toledo, what was probably the first water cooled motorcycle, with a very unique radiator and cooling system that operates at a lower temperature than the air cooled motors. The original cycle is an English built Sunbeam with the frame modified to fit an Italian Fiat 4 cylinder water cooled motor. Builder of this unique cycle is Mr. Enos Leass of Findlay, Ohio, who is also a director of the Four Cylinder Club. Enos gave a trophy last year to the individual who suggested the name of "Findlay Four" for his unique machine. Since that meet in Toledo, time has not laid idle on Enos' hands, for he not only operates a Gulf Service Station at the corner of U S 224 and N. Main St. in Findlay, but the love of cycles prompts him to continually dream up something new in modifying another cycle from factory original. This year he has another modified cycle to show at the meet. It is, again, a Sunbeam, with the Volks Wagon built Porta pancake four engine mounted in place of the standard Sunbeam motor. This change adds two more cylinders and almost doubled its speed and performance. He told me that it will run the 1/4 mile drag strip in 10.44 seconds. The cycle has been ridden and tested many miles and is yet in the

finishing state to make it look like a factory designed job. For this newest creation, Enos would like to again award a trophy for a name for his new four. So, at the meet this year plan to see this modified machine and suggest a name for it. The Findlay Four is finished in a candy blue whereas the latest one is red. The Findlay Four was nearly 2 years in building whereas this one has taken approximately 6 months. The Findlay Four is constantly on the move to shows and meets and has won many ribbons and trophies. Both cycles are fitted with side cars and Mrs. Leass often accompanys her husband on trips and rides around home.



The Findlay Four



Newest Modification NAME IT
with Volks Wagon Porta pancake Four



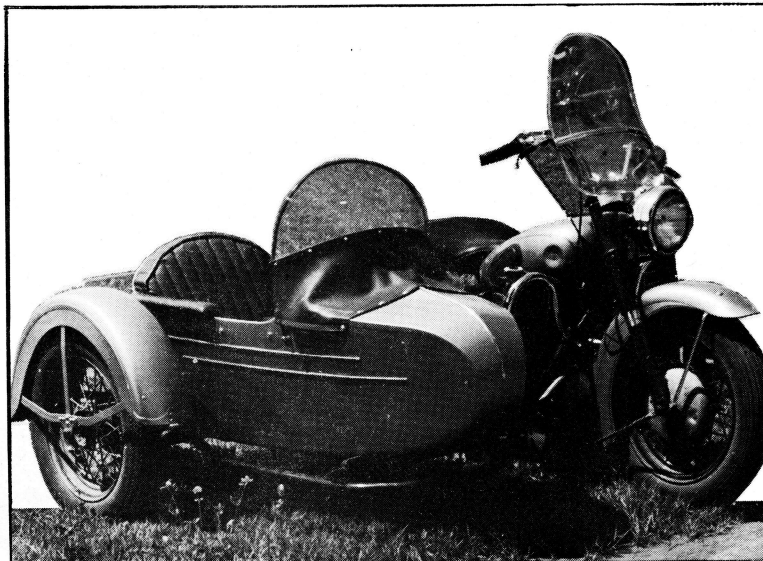
Mrs. Enos Leass on Findlay Four

Confidentially - Enos is considering another Cycle of even a different motor, but this is very much a secret and we would not want to reveal what we think it is from the hints he gave us. So, we'll leave this future idea till another year when he may have it ready for the annual meet.

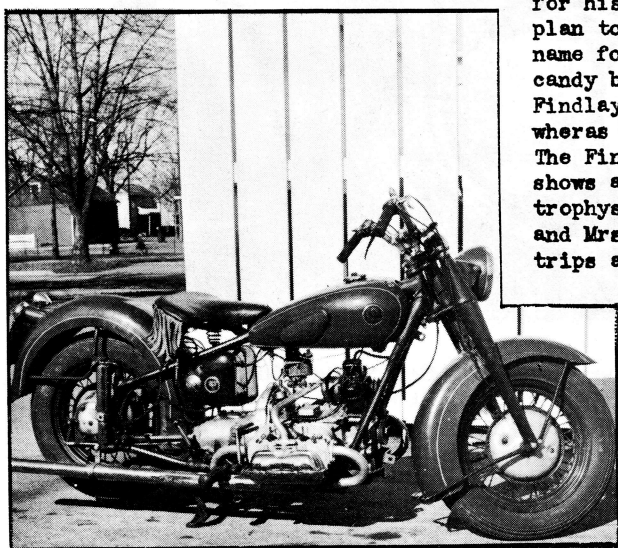
Another Modified Machine

Over a year ago there appeared at the Annual Rally in Toledo, what was probably the first water cooled motorcycle, with a very unique radiator and cooling system that operates at a lower temperature than the air cooled motors. The original cycle is an English built Sunbeam with the frame modified to fit an Italian Fiat 4 cylinder water cooled motor. Builder of this unique cycle is Mr. Enos Leass of Findlay, Ohio, who is also a director of the Four Cylinder Club. Enos gave a trophy last year to the individual who suggested the name of "Findlay Four" for his unique machine. Since that meet in Toledo, time has not laid idle on Enos' hands, for he not only operates a Gulf Service Station at the corner of U S 224 and N. Main St. in Findlay, but the love of cycles prompts him to continually dream up something new in modifying another cycle from factory original. This year he has another modified cycle to show at the meet. It is, again, a Sunbeam, with the Volks Wagon built Porta pancake four engine mounted in place of the standard Sunbeam motor. This change adds two more cylinders and almost doubled its speed and performance. He told me that it will run the 1/4 mile drag strip in 10.44 seconds. The cycle has been ridden and tested many miles and is yet in the

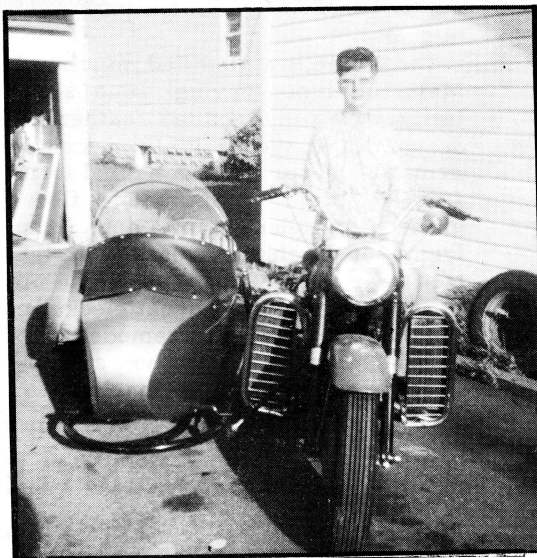
finishing state to make it look like a factory designed job. For this newest creation, Enos would like to again award a trophy for a name for his new four. So, at the meet this year plan to see this modified machine and suggest a name for it. The Findlay Four is finished in a candy blue whereas the latest one is red. The Findlay Four was nearly 2 years in building whereas this one has taken approximately 6 months. The Findlay Four is constantly on the move to shows and meets and has won many ribbons and trophies. Both cycles are fitted with side cars and Mrs. Leass often accompanys her husband on trips and rides around home.



The Findlay Four

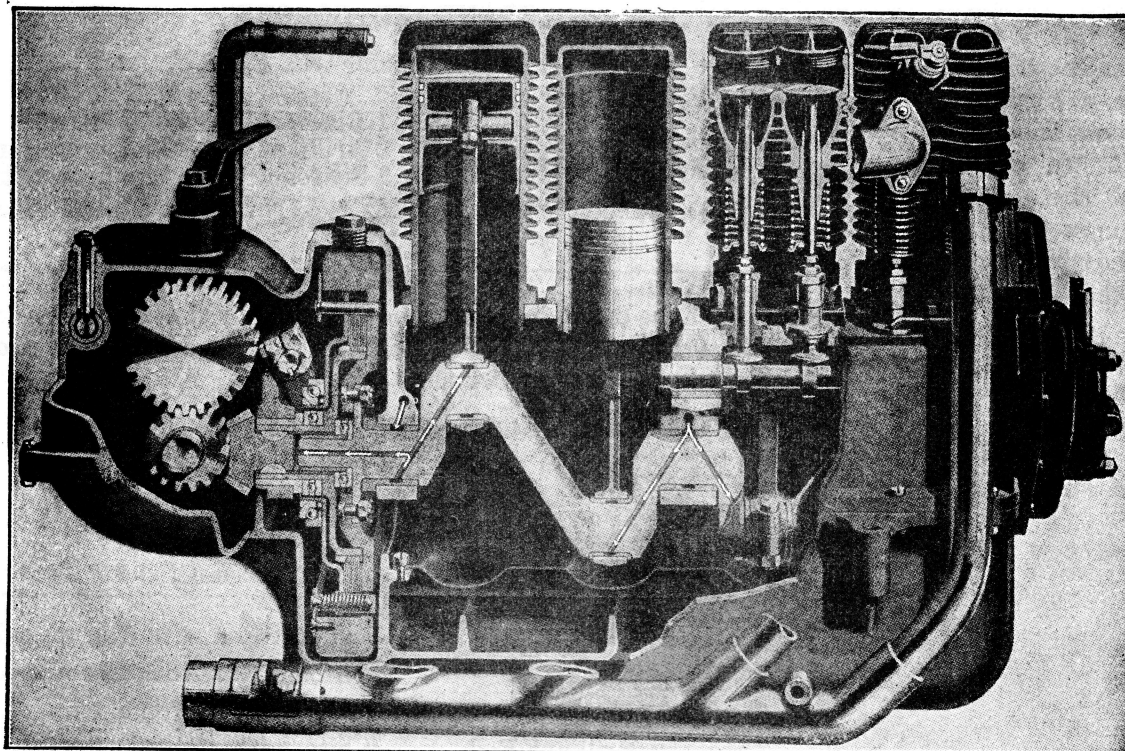


Newest Modification NAME IT
with Volks Wagon Porta pancake Four



Mrs. Enos Leass on Findlay Four

Confidentially - Enos is considering another Cycle of even a different motor, but this is very much a secret and we would not want to reveal what we think it is from the hints he gave us. So, we'll leave this future idea till another year when he may have it ready for the annual meet.



SECTIONAL VIEW OF HENDERSON MOTORCYCLE ENGINE
Courtesy of Excelsior Motor Manufacturing and Supply Company, Chicago

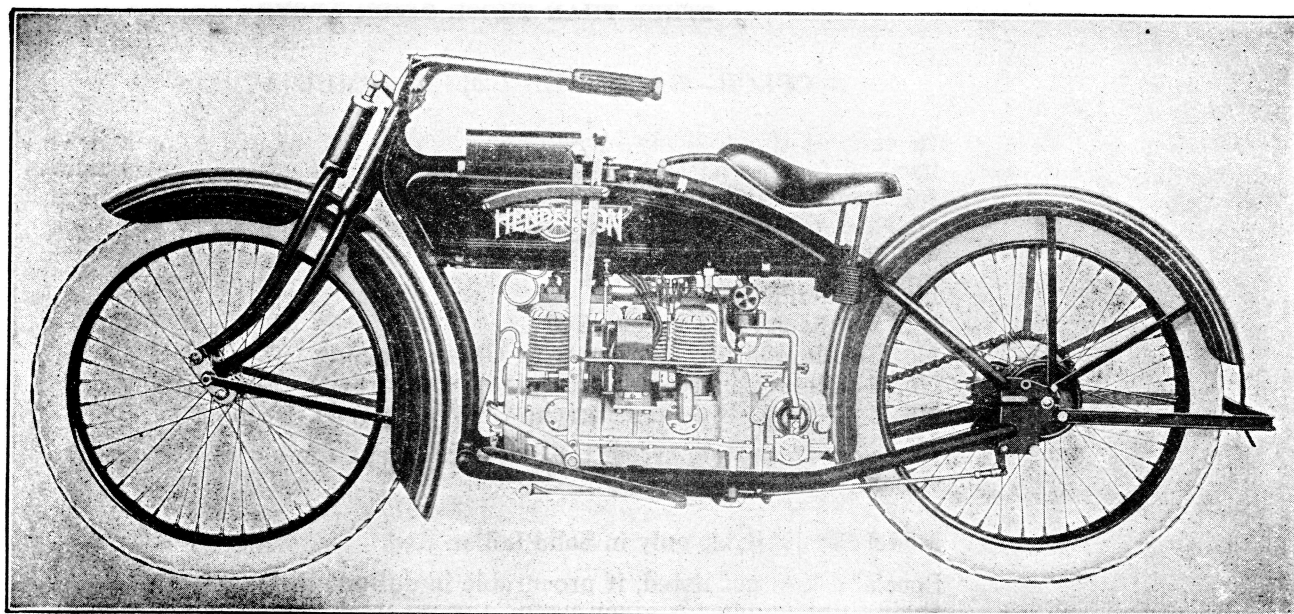


Fig. 13. Henderson Four-Cylinder Motorcycle
Courtesy of Henderson Motorcycle Company, Detroit, Michigan

Our thanks to Mr. Jack Lange of Kalsmath River, California for this cut-away picture of the Henderson Four motor and the left side view of the Henderson Four cycle.

- editor -

STANDARD COLORS

All Frames and Forks Black

We have often received requests for a standard color chart on the Indian Four. We have printed here the standard color schemes for all Indian motorcycles taken from the Indian manual. If you have been in doubt on the colors, these charts should settle the question on what the color scheme should be.

All models of 341, 441, 641, D-T { No. 1 Black with Chrome trim
No. 2 Brilliant Red with Chrome trim
No. 3 Seafoam Blue with Chrome trim
Indian 30:50, model 541-B..... (No. 2) Brilliant Red only

Because of the beautiful effect made possible by the use of two-color combinations on the 1941's with their skirted fenders, two-color finishes will be made available as follows:

TWO TONE COLOR OPTIONS AT \$3.00 EXTRA*

(*Except on Thirty-Fifty Model 541-B)

- editor -

<i>Combina- tion No.</i>	<i>Fenders, Skirts, Chain Guards and Tool Box</i>	<i>Tanks and Fender Tops</i>
4	Black	Brilliant Red with Chrome trim
5	Black	Seafoam Blue with Chrome trim
6	Black	White with Chrome trim
7	Brilliant Red	White with Chrome trim
8	Seafoam Blue	White with Chrome trim

PRICE ON APPLICATION ON ANY COLORS OR COMBINATIONS
OTHER THAN THOSE GIVEN ABOVE

COLOR—STANDARD COLOR COMBINATIONS

In each of the following combinations the first named color will be used on frame and fork also on fenders with the second named color for the panel on top of fenders. The first named color will also be used on sides of tank and second color on front and top for V top tank designs.

No. 1--Indian Red

No. 2--Black and Chinese Red

No. 3--Maroon and Orange with Green Striping

No. 4--Mohawk Green and Seminole Cream with Gold Striping

No. 5--Navajo Blue and Apache Grey with Gold Striping

Choice of V top or Arrow tank design except for Model 538, specify which.

Model 538 available only in Solid Indian Red.

Special colors not listed, if procurable in duPont Dulux Enamel and if their paint number is given us, or any reversal or change of any sort in our listed colors, \$5.00 list extra subject to machine discount. Standard solid colors or combinations when ordered on Police machines, ONLY, no extra charge.

Accessories—No accessories can be shipped with Model 538 because machines are already crated for immediate shipment. You can make up combinations of accessories and when ordered as original equipment can be shipped with Models 338, 438, 638.

Batteries—All models are equipped with new large Indian-Willard, 29 ampere hour battery and are shipped wet and charged.

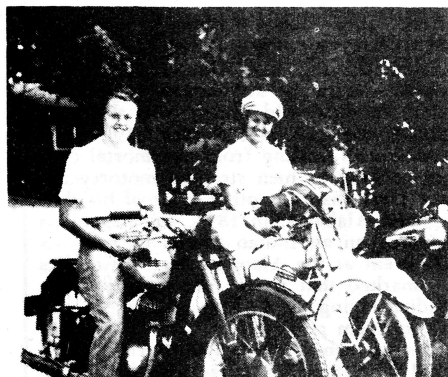
Generators—Heavy duty, Auto-lite voltage regulated generator available for Models 338-438, when ordered with machine at \$3.00 list extra, subject to machine discount. Bosch Voltamatic Generator when ordered with Model 338, \$10.00 list extra, subject to machine discount.

Exhaust Covers (Chrome) for 341-641	B	\$ 1.75
Fire Extinguisher—Pyrene	C	16.00
First Aid Kit complete with contents	C	8.50
Handlebars (Chrome) extra	C	4.00
Handlebar Cross Bar (Chrome)	B	3.00
Legshields only for motorcycle	C	7.50
Luggage Carrier	B	5.00
Pedal Pads, set of 3, rubber	A	1.00
Radio, installed original equipment	*	135.00
Rear View Mirror (Black)	A	1.25
Rear View Mirror (Chrome)	A	2.75
Saddle Bags, Streamline Zipper Style, Tan or Black	C	12.95
Saddle Bags, (DeLuxe) Large Size—New type, Tan or Black	C	14.95
Safety Guard, Front or Rear	B	5.50
Sidecar Apron	C	5.00
Sidecar Fender Light	B	2.50
Sidecar Tail Light	C	2.50
Siren—Indian Sterling	C	25.00
Spare Wheel Carrier	C	7.00
Spare Wheel and Tire	C	22.00
Speedometer max hand and trip odometer extra	C	3.50
Speedometer, plain for 30:50	C	13.00
Speedometer 110 mile, max hand, odometer for 30:50	C	16.00
Spotlight—Chromium (white)	B	3.25
Spotlight—Chromium (red)	B	3.50
Steering Damper for Indian 4 and 74	B	4.95
Tires 4-Ply, extra per pair	C	1.90
Tires 5:00"x16" extra with rim, each	C	2.50
Wheel Rims (Cadmium) extra each	C	1.00
Wheel Rims (Chrome) extra each	C	4.00
Wheel Rings (Chrome) set of 4	B	5.00
Windshield and Legshields complete (Deluxe)	C	15.00
Windshield and Legshield combination (Utility)	C	13.50
Windshield only for motorcycle (DeLuxe)	C	11.00
Windshield only for motorcycle (Utility)	C	8.50
Windshield, Sport	C	6.50
Windshield with Jiffy curtains for Sidecar	C	15.00

• NET PRICE ON APPLICATION.

Along with the standard color scheme from the Indian Manual, printed on page 28, we have printed on this page the accessory list for all Indian motorcycles. This list too, is from the Indian manual.

- editor -



LOUISE SCHERBYN of Waterloo, N. Y., on the Indian, and Jawa mounted Aileen Bunger, Goshen, Ind., snapped while on a jaunt to Stone Lake, Mich. Photo by Irene Meyers, Elkhart, Ind., owner of the Harley in the background.

MRS. Louise Scherbyn, one of America's best known women motorcyclists, recently exceeded 150,000 miles of motorcycling, with the completion of a 3,000 mile jaunt on her familiar white Indian.

Louise, who for 15 years has been active in motorcycle circles, is a member of the Executive Board of the National Motorcycle Organization, an independent riders organization with headquarters in Elgin, Ill. Mrs. Scherbyn is very enthusiastic about the N.M.O., pointing out that it is the only national organization in the United States governed by democratic representation of its membership.

She is also a member of the Twilight Roamers M/C of Waterloo, New York.

• • •

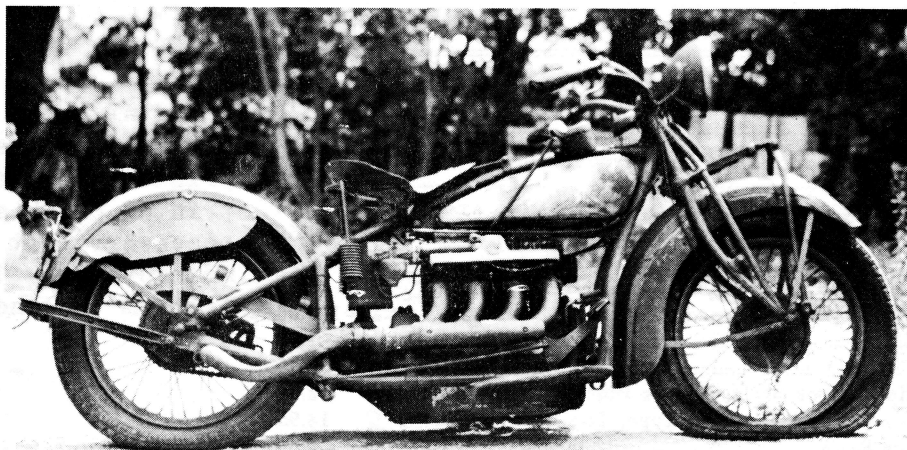
Alert French Motorcycle Rider Halts A Runaway Train

A French motorcyclist saved a passenger train from disaster last month.

The crew, standing on the platform at the Paris railroad station, saw the train start steaming down the track. It was loaded with passengers.

What to do? In true Hollywood manner, one of the crewmen jumped on a motorcycle and gave chase to the speeding monster. For six miles he rode after it, then moved alongside, swung aboard and stopped the train just before it started down a dangerous hill.

JANUARY, 1952



What year and Model is it - R. W. Paulette
Ready for someone to work on



1932 Four
William G. Gewand
Buffalo New York 14215



1941 Indian Four, Maynard Doxie
Portland, Michigan

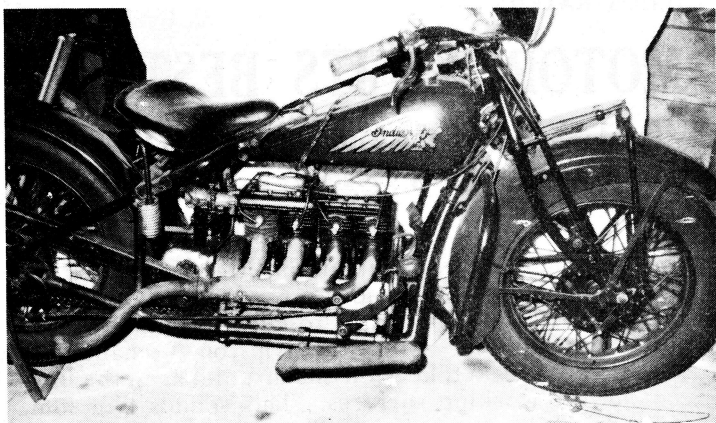
FIRST "HOT SHOE"



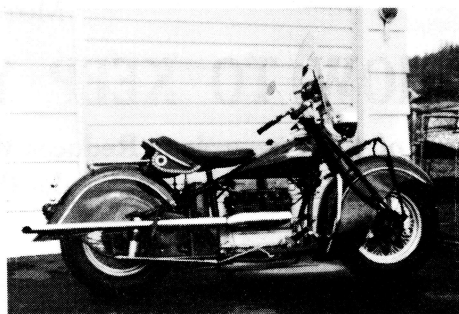
While on the subject of our present day crop of racing men, let's spare a moment to remember the man who originated the red hot sole. The steely eyed rider in the accompanying photo is Gene Walker, who according to many old timers, was the most accomplished dirt track rider who ever slid a turn. 1954 will mark the 30th anniversary of Gene's passing from this mortal coil, but he will be remembered as long as men straddle motorcycles.

Winner of more dirt track races than any other rider of his day, Gene was born in Birmingham, Alabama, in 1893, and began his racing career in 1912. Mounted on an Indian single, he won his very first race—a five mile event at the Alabama State Fair. His ability and daring were so marked that it was not long until he became a member of the Indian racing team. This was high honor indeed in those days of factory team rivalry.

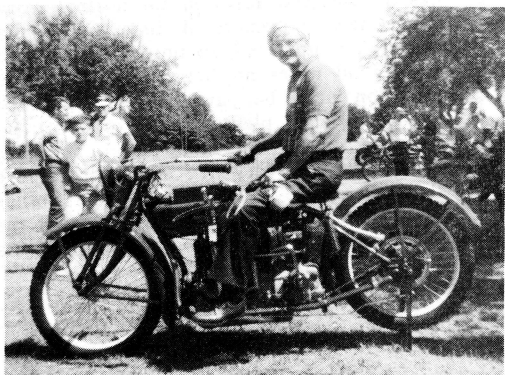
His most successful years were from 1919 to 1923 during which time he won many National Championships. He also set a new outright World motorcycle speed record which stood for some years. He was at his best on mile and half mile tracks, although he had a fling at the boards and the long distance events. Just when he adopted a steel shoe is not known, but anyone who ever witnessed his beautiful broadsiding style never forgot the day he saw "Old Alabam" clean up the races!



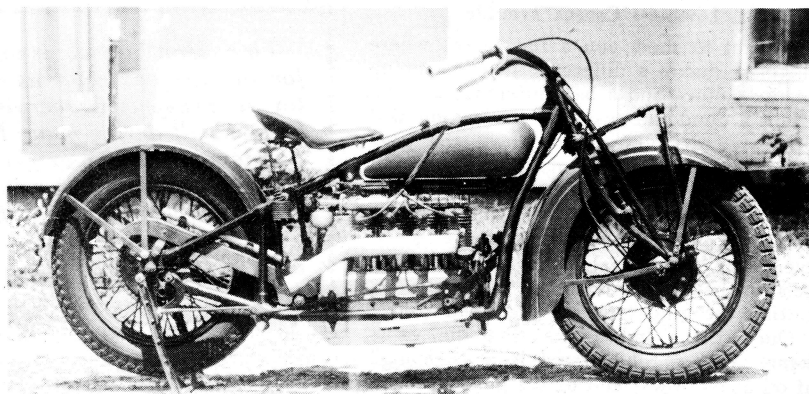
1932 Four, Giles Adams
North Weymouth, Mass.



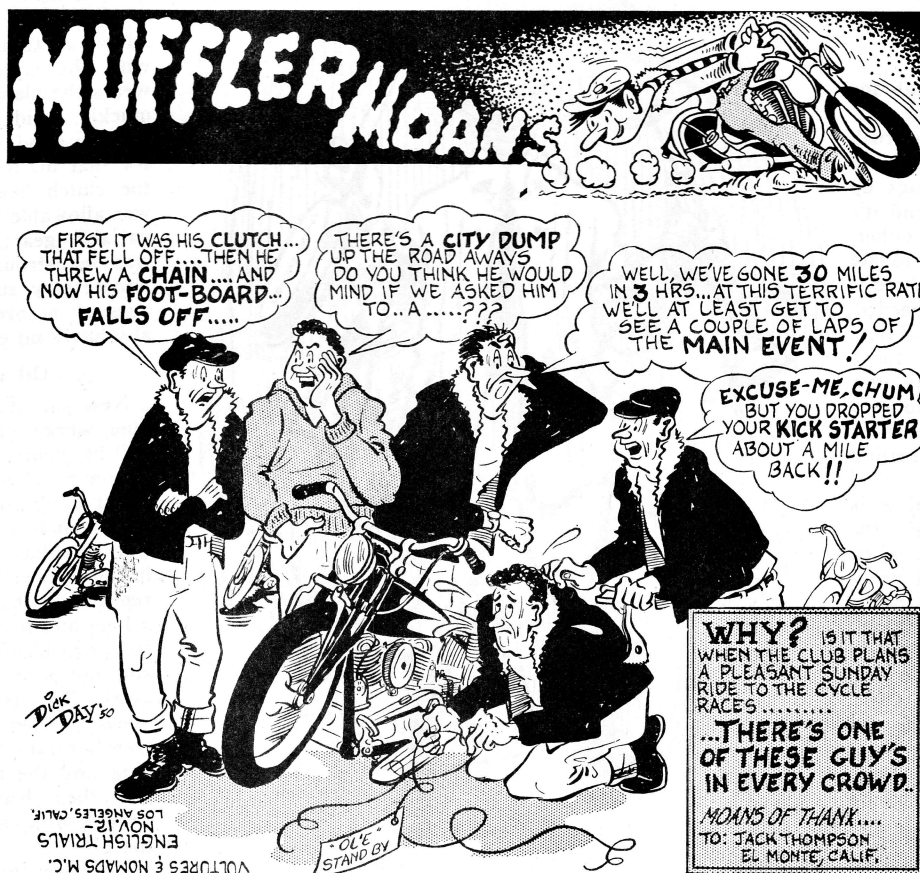
1941 Indian Four,
Jesse F. Cox, Portland, Oregon



Fred Provin and Henderson Four



1930 Indian Four, Jim Mann
Lexington, Kentucky



HOW TO KEEP YOUR MOTOR AT ITS BEST

Cleanliness of the Powerplant Reduces the Necessity for Tinkering to the Minimum; Any Thoughtful Rider Can Make the Few Adjustments Ordinarily Needed

By JOHN O'BANNON

IT WAS not so long ago that motorcycling and dirt were considered to be synonymous terms, and to the non-riding element, the greasy being alongside the road with the stained mount was always engaged in making repairs. There is less of this prejudice evident as time goes on, but the spectator really had some excuse for figuring that the man working on the dirty machine was making repairs, for he was neglecting the cardinal principle with regard to machinery of any

kind—keeping it clean, eliminating the grime, grit and grease that make for rapid wear.

That's the first thing to do to keep your motor at its best—keep it clean. From the grips on the handlebars to the rear sprocket, keep off the dirt and keep the lubricant on the working surfaces. This sounds like something of a job when you consider the different parts of the motor, but it is only a few minutes' work at the most, done best after the ride is over for the day.

Dirtiness Causes Trouble

I want to show you a few places where dirtiness makes a difference in the running of the motor—and a bad difference at that. Right around the push-rod guides you will often see dribbles of oil down the gear casing or crankcase. Outside of indicating carelessness, it apparently does no harm, but oil collects road dirt, and this does no good in the guides, where some of it eventually arrives. The dribbling oil also gets on the push-rods and gets burnt there, cutting the guides or making them stick.

One of the indications that the valve stems are being lubricated is a "weeping" of oil at the lower end of the guides. More chance for furring up and quick wear, not to mention that this is an indication of burnt oil in the cylinder. A rusty or dirty cylinder—and you can see lots of them on the road—spells loss of radiating power and may mean overheating some time when you need a lot of low-gear work.

Gasoline for Cleaning

I guess that's about enough for the present. The cure of the oozing oil is gasoline on a paint brush or from a spray, followed by a wiping-down will keep things up to snuff in this direction, and it's not a long or difficult job, either. You don't have to be a graduate mechanic to do it; in fact, there is really no technical skill needed, once a motor is in fine condition, to keep it in top-notch form. This is one thing that the new rider or the prospect should bear in mind and that every other rider should tell these two when getting them into the pastime.

A motor runs best when it is fed the correct mixture, the proper amount of oil, and when the clutch and brakes work properly. If there is a two-speed or a three-speed gear, this should operate easily and the tires should be kept pumped to the correct pressure. As soon as you allow dirt or other foreign matter to get at any part, you set up friction—and friction means wear. So keep the motor and machine clean.

Mixture and Oiling

There is nothing formidable in the above list, even for a

This "How" article is intended for the present rider as well as for the prospective recruit. The former will derive many helpful pointers from it and the latter will be convinced that keeping a motorcycle in tip-top shape is a matter that need not bother him in the least.

green rider. The mixture, for instance, usually needs little attention when once set, but if the motor doesn't sound snappy, a slight turn of the pet needle-valve will bring it to concert pitch. You can hear the sound of the motor when the cutout is opened and make the adjust-

ment accordingly. Practically every motor has the oil feed adjusted for normal work when new, especially if there is a mechanical pump fitted, so unless extra speed (above 40 miles an hour) is wanted, no attention need be paid to the apparatus, except to keep plenty of oil in the tank. For extra speed, the hand pump should be used, a "gun" every five miles being more than plenty. Go over the various other moving parts on the machine, such as the fork-rockers, clutch lever and brake pivots with the oiler at intervals.

The clutch really ought to have only two positions—in and out. The only time that a clutch should slip at all is when starting off. I don't mean that for riding you should have the clutch in so snugly that the drive is jerky, but in enough to do away with slipping. You can regulate the tension of the clutch when riding so that the drive will be smooth and positive, for practically every machine has a hand lever for the purpose. Above all things, don't try to run with the clutch slipping, for it wears the plates and discs out too quickly, besides not doing the motor any good, or the drive, either, for that matter. The old idea of the clutch being a variable gear was allowable when there were no variable gears, but even then it was monstrous. Today it is an unnecessary survival of the dark ages of motorcycling and there is absolutely no excuse for it.

Oil in Gearset

New oil at intervals of about nine weeks of ordinary running will be plenty to keep any gearset in shape. I say ordinary running, for if hard work in which low or intermediate gears were used considerably has been done, the oil in the box will get stale, and need replenishing sooner. In fact, after a long and hard run, it would not be a bad idea to drain off the oil and put in a fresh charge right away. This is about five minutes' work, or ten at the most, and merely means taking out the drain plug and the filler plug and putting them back again. Nothing difficult or wearying about this, is there?

The tires need next to no attention, unless they leak at the valve. This leakage is a rare



thing nowadays, as the inner tubes have been brought to a state pretty near perfection and are put in carefully. A rough way to estimate the pressure before starting out is to try and pinch the tire or to strike it with the fist. If it sounds hard and dull when struck, it is all right. However, a pump with a gauge is a fine thing, and most good shops have one. Keep the tires up to the pressure given by the makers; you will find this in the instruction book coming with the machine.

Question of Tools

In the tool line, the kit coming with the machine can be depended upon to care for the nuts and screws used on the mount. However, the list should include the following in addition to the special wrenches coming with the machine: magneto wrench and gauge; double chain repair link; half chain link; coupling link for chain; inside blowout patch; chain tool; 6-inch monkey wrench; adjustable pliers; round-handle screwdriver; small coil of copper wire; roll of tire tape; small sheet of emery cloth; cotter-pin extractor and plenty of patches, with a tube of solution or Jiffy. All of these will go in the tool box on the machine, but, if not, several wrenches or a wrench and screwdriver can be carried in the rider's pocket.

Don't buy cheap oil; it never paid anyone yet, and you in particular won't be the exception. Personally, I use one brand, but I know of four others that will do pretty well, and so if I should get low in the oil tank I can always get something good for use in the motor. I strongly advise buying your oil in the sealed can and using it from the can in place of buying it here and there. It will ensure your getting the right thing and not an inferior article which costs the oil-man less and may put the kibosh on your bearings. Go to recognized dealers or fuel stations for your gasoline, as wayside places, like groceries or farms, often water the gasoline, and water is better to wash in than to feed to the cylinders.

Going Over the Nuts

Now that you have a kit of tools, use them when necessary. About once a week it is advisable to go over all bolts in the machine. By this I mean just to put the wrench on them to see if they are perfectly tight.

This is a precaution, really, as most nuts are lock-washed these days and don't loosen except after very hard service. You will probably find that the nuts are all in good, tight condition, but there might be something that you overlooked the last time which it would not do to have loose for long. The going over will take about ten minutes at the most.

With a sidecar combination, the main thing is to keep the sidecar in line: side-wheel parallel to the rear wheel of the motorcycle both vertically and horizontally, and its axle, as near as the construction will permit, in line with the axle of the rear wheel. Don't toe the rig in or out, in spite of some fellows saying that it steers easier those ways: you wear the tires on the side instead of on the tread, besides straining the whole outfit. There is really very little to do to the sidecar, even in the cleaning line, for the vehicle really takes

care of itself. Of course, a dirty-looking sidecar won't be attractive for "the girl" to ride in, so go over the outside with a rag and beat the upholstery to get the dust out, using a dry cloth to wipe the padding off.

Very Light Work

I often wish that some years ago things would have been as easy for the rider as they are today. Then we had to perform regular repairshop jobs and wear special clothing to present anything like a decent appearance. Today, the machines are so dependable, that only a trifle of looking after need be paid to them, and this much—it's mighty little compared to what the old-timers and the automobile men did—should be an actual pleasure to all riders. Most of it can be done before the motor cools

after a run, when mud is soft, and this brings me to something with regard to the cylinders themselves. Give each cylinder a gun of kerosene when through riding—before the motor is cold—and you will find an absence of carbon deposit and hard-starting as a reward for the few seconds necessary to shoot it in.

I took a man's motor down with him the other day, after 15,000 miles of riding. This was the first time that his cylinders had been off since he bought the mount in 1914. The motor was clean as a whistle, but the bearings were a little worn after that mileage. He used kerosene after every ride, and was able to run it that far without overhaul or removing the carbon. It's worth while to use the gun of kerosene, I guess.

DID YOU KNOW?

DID YOU KNOW that in 1922, a motorcycle was ridden all the way around the tracks of a roller coaster?

That's right. It was on the occasion of the Los Angeles Motorcycle Club's 10th Annual Run to Santa Monica, September 17, 1922. Many games were held involving motorcycles, which were similar to the field meets we have today. Over 400 motorcycles were in attendance, and over 20,000 people watched the various events.

That day, a rider by the name of Nielson rode off the end of the pier, and the crowd went wild. It was a breath-taking performance, and it appealed to the people. What followed, though, made this seem tame by comparison.

"Blick" Wolter announced that he would ride around the roller coaster tracks! The motorcycle he chose for this stunt was a four-cylinder Ace, which was very popular in the 20's. This trick was all the more difficult because of the ties on the center runway, which were spaced about a foot apart. Outside the little 22 inch rails, there wasn't even room for a man to put his foot down.

A group of men picked up Blick's machine and placed it in the center of the tracks. Roy Artley and "Cannonball" Baker, two of the most famous cross-country racers of their time, laboriously climbed to the top of the first long ascent and stood there, waiting. Blick Wolter started his engine, and that was the only sound heard throughout the entire gigantic amusement park.

The carousel ground to a halt, and the laughter of the people faded off into the distance. Blick checked over the engine and then, with a mighty roar, the powerful Ace began its climb to the summit. Thirty, forty, seventy feet up, and the machine was starting to labor. No one in the crowd was breathing. Then, with its last bit of power, the Ace reached the top. Blick was grabbed by Cannonball and Artley, and an audible sigh was heard to pass through the crowd.

Blick was asked if he wished to go on. When he answered yes, the people far below roared their approval. A moment's pause, and down the almost vertical tracks he went, around the bends and through the turns until man and machine were almost lost in the maze of rails and scaffolding. Then, before the people could realize it, there was Blick, sitting calmly at the starting point.

This was more than the crowd could stand. Pushing, screaming and tearing down anything that stood in their way, they carried Blick off on their shoulders. In a contest that took riding skill and an iron nerve, Blick Wolters and his mighty Ace had defeated the meanest "Whip" in the country. The date—September 17, 1922.



LEFT, Nothin' to it fellas. J. D. Jan makes like a big bird as he rockets out of pit. Observers study his flight with professional nonchalance

BELOW, No, he's not driving a plow. Perfectly scalloped bow wave completely covers the body of a Mustang single after crashing first hole



Photo by Campbell

EVER RIDE a greased roly-coaster on a motorcycle? Well, whether you have or haven't, if you can just imagine such a slippery-go-round, you have an all too clear picture of the one-mile Lincoln Park Scrambles course marked off by the 20 Nite Owls M/C of Los Angeles, California.

To say that the spectators got their money's worth is really unfair, for there was no admission charge, but the riders . . . oh, brother, they got the works! Their one dollar entry fee opened the door to a whole new world of (you should pardon the expression) "fun." A dizzy series of rights and lefts, hill climbs, mud holes and a 55 mph straight-a-way, terminating in a water trap, jolted many a "hot shoe" off his perch.

Focal point for spectator and camera lens was atop the huge hollowed-out hill, a hundred yards up from the starting line. It was

here, in this crater-like abyss, that most of the trouble began. The boys were dropped off into the pit, across a sizeable water hole nearly two feet deep, over an ocean of slimy mud and then forced to charge a short but wicked cliff out the other side. What seemed the proper thing to do was really not it at all, as most of the riders found out when they opened the taps too soon after leaving the water hole, spun out in the mud and crashed on the cliff from lack of forward momentum. Some of the more calculating took their time fording the pond, slowed 'til the wall was clear of other bikes, took a big pull on the throttle at the last minute, and shot out of the crater like an erupting chunk of lava.

Proof that this type of event is mushroom-



LEFT, Seaworthy Indian vertical twin and pilot show complete disregard for a water hazard. Several lost the race at this identical slough



Photo by Bob James

ABOVE, Hollywood M/C member, emulates Mercury, winged messenger of the gods, after assault on cliff ended in tie with competitor

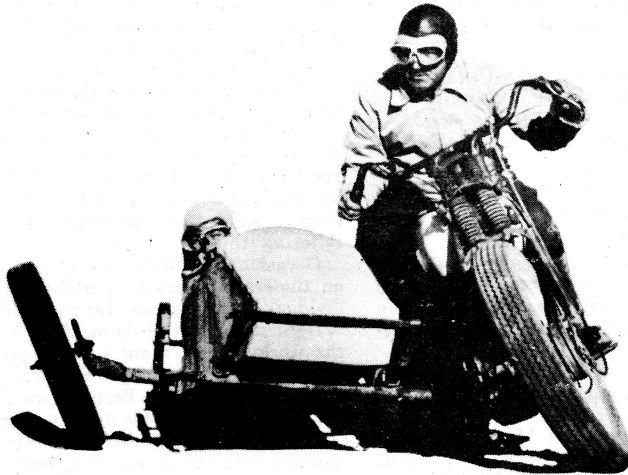
Photo by E. A. Grant

FLEXI SIDECAR-ING A LOST ART

ROVING THIRD WHEEL
KEEPS NOVICES GUESSING



Author Bizallion dives the versatile Flexi into a left hand corner; whole rig seems to suddenly collapse, then right itself equally as fast



By E. C. Bizallion

THERE WAS A DAY when the sidecar was an important part of motorcycling and back in the 20's possibly thirty per cent of the cycles were pulling sidehacks of a wide variety. Aside from Harley-Davidson and Indian, three or four other factories made sidecars only, of which I can remember Goulding, Rogers and Flexi. Innumerable body styles were available including double width, two passenger jobs for the family.

Around 1920, a novel arrangement made its appearance on the track; a vehicle the likes of which had never been seen—the Flexi. The sidecar wheel was mounted on a rocker arm to tilt right and left and was connected to the motorcycle by a tie-rod which kept the wheel parallel to the machine. The whole outfit could be ridden as a solo job, there being no further need to give a fixed lean to motorcycle or sidecar. To spectators' amazement, the riders came down the stretches erect, and then seemed to collapse the entire rig as they dove into the turns.

The technique of riding the Flexi was new. On the track, the rider banked into a turn until the tilting device was against the stops, braced his right leg against the sidecar and by brute strength locked the whole thing down, and broadsided the turn like a rigid job. Then of course came the delicate procedure of letting up on the slide and picking up the machine, for if the slide became too lurid, the business had a tendency to lock down and hate to come up.

It took a year or so for riders to learn this technique; but as men like Floyd Dreyer, Floyd Clymer, Dynamite Scott and others became proficient, the Flexi soon replaced rigid combinations, to become an entirely new class of racing, really neither solo nor

Tricky right turns require rider to hook right heel under sidecar cross member and hold the two down for dear life through the corner

sidecar. The sidecar bodies became torpedo-shaped shells into which the passenger slid feet first and lay on his stomach facing backward. When they had a pile-up, it was a doozy. The only tool that would remove the passenger was a can-opener.

Along about the same time, the English were trying out banking sidecars of varied design considerably different from the Flexi. All their efforts featured an independently hinged sidecar wheel operated by the occupant of the "chair." Freddy Dixon won the 1923 T.T. with a sidecar that obtained a right and left bank through an eccentric sidecar axle, which the passenger raised and lowered by means of a long handle.

The boys were using 61's on the hacks then, and their time was getting faster and faster and, as newcomers tried too hard, accidents were occurring too often; so in about 1925 the M. and A.T.A. banned sidecar racing. Then, about three years later sanctions were again issued with modifications. The engines were limited to 45 cubic inch pocket valve, and a 130-pound sack of sand replaced the luckless passenger. We found that the 45 engine could be worked into a lively little power plant, and mounted in a light frame with a simple countershaft or stripped transmission would get moving about as good as the 61's. Having no rider in the hack to worry about gave the driver more freedom, and a sly draining of the sack of sand down to 75 or 80 pounds helped a lot, until some referee had his suspicions and saw that the ballast was up to legal again. The Flexi events proved as popular as ever and an indication of their drawing power was the

fact that prize money was usually larger than for solo events; but it seemed there were not enough riders willing to build up the equipment and acquire the art, so in 1932 sidecar racing vanished again. Now interest is evident again and Flexi racing may revive. I am testing an experimental banking sidecar, just in case.

On the road, the Flexi requires more management than either a rigid sidecar or a solo machine, but once a rider has mastered it, he will find a new motorcycling experience. It might not be generally realized, but pulling a sidehack has its own enjoyment and for one who likes his sidecar and solo too, the banking sidecar is the answer. The Flexi makes a good touring outfit; for the rider is actually riding solo and there is no drag on the handlebars.

Soon after becoming proficient with the Flexi, I began to notice a shortage of sidecar passengers; no one ever seemed to be going my way. Given a winding road, an enthusiastic Flexi rider could really bug the eyes out of his passenger. On a long right hand turn, as the saddle of the motorcycle leaned clear down

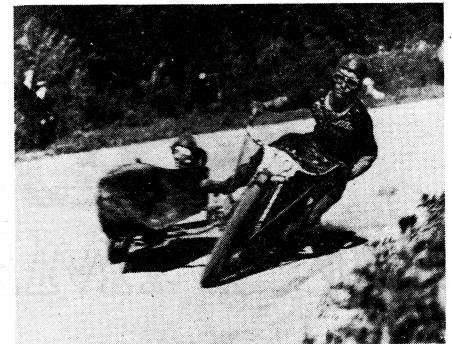


Photo by A. F. Van Order
"Dynamite" Scott, early day Flexi artist, demonstrates the master's touch, holding the motor over with one foot while negotiating a sliding turn

against the sidecar body, one could slide over into the lap of the protesting victim and then on a left turn, hurl away from the hack as if the outfit would part company.

Wherever a Flexi is ridden, it is an object of curious attention from motorcyclists and general public. It is this attraction of the unfamiliar that should make the banking sidecar a natural for the race track.

61-YEAR-OLD BERT MUNRO PURSUES RECORD ON 40-YEAR-OLD INDIAN SCOUT

► INVERCARGILL, NEW ZEALAND—Invercargill's fabulous Bert Munro, aged 61, clocked 161.75 m.p.h. on his 40-year old motorcycle in an unsuccessful attempt at the New Zealand open record.

It was the highest speed in the career of the flying grandfather and his 1920 Indian Scout. But the attempt on the record ended sadly. Right at the end of the electrically timed half-mile, the main shaft of the machine broke.

Bert had labored over the machine for 30 years, coaxing it to higher speeds, and he was confident when he went to Swannanoa (near Christchurch) that the record was within his grasp.

But he was plagued by troubles. In the cramped confines of the racing shell he had difficulty in getting the machine into high gear and was doing only 60 m.p.h. at the start of the timed half-mile.

The "Munro Special" still had power in reserve when it reached 161.75 m.p.h. and the shaft broke.

While the Indian Scout is old, the racing shell is comparatively new. Bert has been working on it for five years and he has used it only three times.

Now he realizes modification are needed. He intends to start work right away reshaping the shell. He is not deterred by the eight concussions he has suffered from spills and the thousands of hours that have been involved in getting the Scout up to championship standard.

While he's still riding, Bob Burns' open record of 164 m.p.h. is in danger.

How did it feel to a man of his age to be streaking along in excess of two and a half miles a minute on two wheels? "Don't get the idea I wasn't scared," said Bert today. "I was."

RECORD BROKEN

Alf Groves, of Invercargill, broke the New Zealand motorcycle speed record for side-valve machines under 750 c.c. He averaged 114 m.p.h. in his attempt at Swannanoa near Christchurch.

His motorcycle was a Harley-Davidson recently imported from the United States. The old record (87 m.p.h.) which has stood for several years, was also set on a Harley-Davidson.

Five members of the Southland Motorcycle Club took part in the speed record trials at Swannanoa.

Another excellent performance was that given by Brian Wills, who recorded 121 mph on his streamlined BSA Road Rocket in an unsuccessful attempt at the record for machines under 750 c.c.

BEHIND THE RECORDS

In his own lifetime Bert Munro, the man reporters love to tag with such colorful phrases as "The flying grandfather," has become a legend. Any man would, who at the age of 61, ignored previous failures and re-

mained determined to break New Zealand's motor-cycle open speed record.

This is Bert Munro today. He is naturally disappointed that the record eluded him again, but he is undismayed. And in this determination and in the patience displayed in the face of frustration, he is typical of many other motorcyclists who follow the same sport.

To a great extent they are blushing unseen because motorcycling does not draw the eager crowds that baseball and other sports attract. Yet in motorcycling as in speed boat racing and car racing there are probably more demands made on the spare time of adherents.

In the amount of time spent working on his old Indian Scout, Bert Munro is exceptional. He has combined his sport with his hobby which is the application of the mechanical skill he possesses. The afternoon on the race circuit and the dash over the measured distance amount to only a few minutes' reward for the thousands of hours spent over the years in the workshop.

Younger men who wish to succeed in these speed sports have to follow his example. They have to be backyard tinkerers so that when the helmet is on and the throttle wide open the engine produces unfaltering thrust.

Occasionally public attention is focused on these speedsters by particularly good individual performances. Invercargill's Russell Wright succeeded in doing this by capturing the world speed record a few years ago. Alf Groves did the same by lowering a New Zealand record recently. Bert Munro does it because his age makes his performance unusual.

Speed and record-breaking are but the end product. The recognition these sportsmen would probably prefer is the recognition of the hard work that leads to their high speeds and their records.



OLD TIMERS

by "POP" ARMSTRONG

Back about 1915 it was when me and "Cannon Ball" Baker set out to break all cross country side car records. Confident of success, we each carried a bottle of champagne to toast our victory. After 90 sleepless hours, all was going fine, till we hit a slow drizzle and Missouri

mud. Then a chain snapped. Cannonball allowed as to how he'd like to rest while I fixed the chain— By the time it was fixed, the drizzle was just plain rain. Calling to CB I got no answer. Then I spotted him setting in the mud using two EMPTY champagne bottles like a pair of binoculars and mumbling "There's no future-there's no past. Even with these powerful glasses, I can't see where we're going and s'matter of fact can't even see where we been."

The only toast I got out of the deal was at Breakfast next morning—partly burned.

From the May 1951 issue of Motorcyclist Magazine we have reprinted excerpts of the history of the development of the Indian Motorcycle and the business progress of the Indian Company. The story is continued on page 38.

- editor -

First Three-Speed Light Twin

Indian stood pat on its 1917 models, announced in September, 1916. There was one important new offering, a three-speed light twin, with double opposed motor, four stroke, of course. This was a 4 h.p. job and represented a new approach to the lightweight market, as the two-stroke Featherweight did not make the grade in sales volume. The big Powerplus models went into their second year of production, with but minor changes and refinements.

Finally, came our plunge into World War 1, in April, 1917 and Uncle Sam began to place large orders for Powerpluses and sidecars. They bore the familiar olive drab color for service in the cantonments at home and the camps overseas. Night shifts sprung into being and, ere long, the big plant on the hill was a beehive of activity on an around-the-clock basis.

The 1918 Indians, announced in the Fall of '17, were a carry-over of the preceding line, with minor improvements. Deviating from an all-twin policy, Indian returned a 7-9 h.p. single

to production, continuing the two big twins, with stepped up rating of 15-18 h.p., and added the cradle spring fork as standard on the double-opposed light twin. This had been built only with a rigid frame.

Little Change in 1921 Models

This was ample justification for Indian standing pat on its 1921 models, a carry-over of the immensely popular and fast-selling 1920 series. There were no mechanical changes, save the listing of electric equipment as standard, on the Scout.

Fortune continued to smile on Indian in '21 and '22 but it was well deserved and not just spasmodic luck. It was earned good fortune. In midsummer of 1922, Vice-President Weschler assumed direction of manufacturing, on top of his sales and distribution burdens.

Indian now had come of age. With the jump-off into the 1923 selling season, the Wigwam began its 21st year in motorcycle production, rating, of course, from 1902 when the first bona-fide sales to private owners were made.

With the assumption of manufacturing responsibilities, Frank Weschler, now

vice-president, practically was in full command of Indian operations. President Skinner rarely visited the plant, and consulted with Weschler only on policy matters. Weschler now was but one step removed from the throne where the Big Chief had reigned so long and so benevolently, with his genuinely warm and cordial personality, that made thousands of friends for Indian throughout the world.

Weschler was high on his way to the presidency of Indian, and it was to come, before too long. Ever since George Hendee had retired from the Wigwam, if not before, Weschler had earned and been accorded the unofficial, but fully deserved, cognomen of "Little Chief," which he carried off with becoming modesty. Among Indian dealers and riders, it was their title of esteem and appreciation of his sincere friendliness, unlimited co-operation and indefatigable efforts, to win and hold them to Indian.

Records

There was another new Indian in the 1925 line and it, like the Scout, was a Charlie Franklin "baby." It was a lightweight single, known as the Prince, and a successor to the "flat twin" of a few years back. There were price reductions on all models and few mechanical changes. With the Prince, Indian again went after the new rider, with a low price appeal. Notable in new features, was the adoption of the Ricardo type head, on the Scout and Powerplus, resulting in increased power output from the same cylinder capacity. Balloon tires were offered for the first time, on the Chief models.

Weschler and Franklin were proving another winning team, as Hendee and Hedstrom had been, in the two preceding decades of Indian founding and growth. With both these new leaders in the full bloom of maturity and invaluable experience, there was every promise of another golden era for the Wigwam. To the farthest edge of the business horizon, there was nothing discernible but beams of sunshine and continued prosperity for that red motorcycle, famous around the world, which had grown, figuratively, from a tiny acorn to a mighty oak, in less than twenty-five years.

Thus was Indian's position at the close of 1925, after almost a quarter century of motorcycle dominance.

The new speed records of that January were only a sample of what was to come all of that year. Success piled on success, and the Indian never, it seems, enjoyed greater prestige. In Australia, E. P. Rhodes Company sold more and more Indians, reaching sales of over 2,000 for the year, and Aussie Indian riders broke speed and endurance rec-

ords as well. Almost every day it seems, as I look back upon it, we were thrilled by cables from abroad, telling of some new racing or other competition success for the Redskins. In Holland, Belgium, Denmark, Norway, Germany, Yes! even in Japan, Indian dealers prospered, selling thousands upon thousands of Indians. And here at home, Indian dealers entertained over 50,000 guests on "Indian Day," an open house for the showing of new models. In June, a short celebration was held up on the assembly line as the 275,000th Indian motorcycle came off the line—the 250,000th was in 1923.

In January, 1927, Indian exhibited at the Motorcycle & Bicycle Show, Madison Square Garden, New York, what was called, "World's Most Complete Cycle Line," featuring the Prince single, Scout 37 Twin, new Scout 45 Twin, and the Chief 74.

who came to Indian when the defunct Ace Company was bought out. Arthur is now a successful bicycle wholesaler in Kalamazoo, Michigan. In 1928, Mr. Bauer decided that Indian should buy out an auto shock absorber patent, and this was done. Indian then went to manufacturing it, hot and heavy, established thousands of dealers, all over the country, to sell and install this car shock absorber. It was not a success, cost Indian a great deal of money. All this departure from motorcycle business proved to be difficult for many loyal old-time employees, and one day the sad word went through the office that McNaughton was leaving. "Mac" passed on only a few years later. His place was taken by a very fine man, James A. Wright, who later became president of the A.M.A. for sixteen years in succession, and proved to be a

Early in 1928 the first of a series of side diversions was started. The management decided to market a refrigerator, experimented with it, never got into production. Still another project was introduced—an Indian automobile was conceived by Jack Bauer, son of the president, and over \$50,000 was spent in sincere efforts to get the small car perfected and on the market. At the last moment, it was decided not to enter the highly competitive auto field.

In August, 1928, a new Indian Four was announced, and a very fine motorcycle it proved to be, designed as it was by Arthur Lemon, former Ace engineer

The year 1928 also saw the introduction of the last great motorcycle C. B. Franklin ever designed—the famous and beloved 101 Scout 45. It proved to be an instant success, and a night shift was added to try to keep up with orders. In the years 1928 and 1929, Indian machines won all track racing National Championships, thus leading the field on both dirt and board tracks. This of course shows on the A.M.A. records.

The 1929 Indian models were the Scout 101 (45), Chief 74 and Indian Four, as the Prince single was discontinued at the close of the 1928 season. This year another Indian product was

The year 1932, saw the introduction of the Indian Motoplane, the Indian Pony, and a new streamlined, larger framed Indian Scout 45. That was the end of the "good old 101," but in just another few years along came the Sport Scout, which proved to be one of the finest all-around sport machines the country has ever seen, and more recently the Sport Scout has been replaced by the powerful and speedy Indian Warrior.

As everybody knows, 1932 was a terrible business year, with the national economy at the lowest ebb in many decades, and the sales of Indian suffered, along with everything else. However, the old Wigwam weathered the storm far better than many others, to live and bask again in the motorcycle limelight.

Business continued good, and in 1940 Indian introduced the skirted fenders and spring frame models that established a new degree of cleanliness and comfort to motorcycling, along with a modern styling, fully in keeping with the times.

Indian was definitely on the march, and then came the fateful day of Pearl Harbor and the company's efforts were fully diverted from civilian production to military demands. Gone were the glamour bikes of bright enamel and flashing chrome, and in their place emerged from the factory a fairly endless chain of military models reflecting in their strictly functional specifications and somber O.D. color the seriousness of the grim task at hand.

Even under those distressing conditions, the characteristic fertility of Indian designing genius was again asserted in the creation of an extremely original model featuring a 90 degree "V" twin, transversely mounted in the frame, with unit clutch and transmission and shaft drive to the rear wheel. This splendid design was a credit to Indian's chief engineer, G. Briggs Weaver.

Popular demand for a still higher performance vertical twin was answered by Indian in 1950 with a new Warrior model of 30.50 cu. in., and in 1951 with the Warrior T.T., a competition model of very flashy performance.

GOING —

(These photos, "posed" by Hillclimbers Willard Wolfe and Abie Haight at Laconia, N. H., demonstrate what sometimes happens to overenthusiastic throttle twisters on acute angles.)



GOING —



GONE!

Executive Committee Meeting
Indian Four Cylinder Club Inc.

39

February 18, 1968

The Executive Committee of the Indian Four Cylinder Club Inc. met at the Traveler's Club House in west Toledo in February to decide on Club business, the June Meet, and the Annual Meeting in August. John Wickham, president, presided over the 55 present for the meeting.

Requirements for application and membership in the Indian Four Cylinder Club Inc. was discussed and the following rules were agreed upon:

Individuals desiring membership in the Indian Four Cylinder Club Inc. shall own an Indian Four motorcycle or an American made Four such as a Cleveland, Pierce, or Henderson Four, or any other Four deemed eligible by the Club for membership; or the individual shall have the time limit of one year to obtain a Four.

All present members of the Club, regardless if they own or don't own a Four, are still considered members and entitled to full membership.

All members are required to join the A.M.A. (American Motorcycle Association) at time of application for membership to the Indian Four Club Inc.

A motion was made and passed to accept as members the nineteen names read. This list is to include the name of Gerald Tacoma of Detroit, Michigan.

Directors whose names appear on page 1 of this issue of Indian Four News were duly approved and elected for one year by the Executive Committee. They are to have full supervision of Club activities at the meets and to plan the future activities and meets.

It was duly moved and seconded for the Club to order new shoulder patches for the members. The patches are to be three colors - red, grey, and black - and are to be sold to the members for the price of \$1.00 each. Patches should be available for the June closed meet.

Discussion was raised on the business meeting at the Annual Meeting. Suggestions were made for the elimination of this session or a time limit of one hour for the business session. Further decision will be made on this subject at a later meeting. Suggestion was also made that announcement be made to members that have music talent to bring, if possible, their instruments to the Annual Meeting for entertainment during the evening.

An item of information was read to the Executive Committee in regard to the recent legislation in several states on the wearing of helmets, goggles, or face protection, and buddy seat passengers.

The A.M.A. is behind the Indian Four Club's protest to this legislation and now has cases in the courts to determine the legality of these laws. Mrs. William Berry of A.M.A. said, and we quote, "The law states that seat belts must be in all new cars, but it doesn't demand they be fastened or used, so why is it any more compulsory for a motor cyclist to wear helmets." We feel that the wearing of helmets and goggles should be left to the decision of the rider. She also states that these laws are unconstitutional and discriminates against the right of the riders of all motor cycles.

We have many, in our groups of riders and clubs, who have ridden motor cycles for many years without helmets or goggles, and feel that the decision of wearing this equipment should be left to the rider and he not be forced to do things in order to enjoy the sport of his liking. The only way to eliminate such legislation is for all motor cycle enthusiast everywhere to join in the fight against such compulsory legislation that has been enacted in various states. We in Ohio are in protest against this legislation and hope to lick it soon. So members and all others interested, get in there and fight and write your legislators to repeal this compulsory law. Motorcycling is an enjoyable sport and can only be enjoyed when the rider is free to ride as he wishes, obeying the traffic laws, and cooperating as the club has designated for riders on the highway.

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Littlefield, Tex.
79339

Ira H. Philbrick
406 Court St.
Little Valley, New York
14755

Allen Moore
S. Main St.
Albion, New York
14411

Lester J. McQuade
6021 6th Ave.
Altoona, Pa.

Lysle, W. Parker
9639 Adoree Ave.
Downey, Calif.
90242

Joseph, Poinsette
911 Garden St.
Hoboken, N.J.
07030

Chas A. Moore
Route #1 Box 573
Grass Valley, Calif.
95945

Albert E. McRoberts
2265 Mortenson
Berkley, Mich.
48072

R.C. Pasek
3062 C. St.
San Diego, Calif.
92102

Robert S., Powell
77 Cinque Ports Ave.
Lythe Kent, England

Charles S. Mullen
409 A Range
China Lake, Calif.
93555

Sandor, Nagy
209 Prospect St.
Lawrence, Mass.
01841

R.W., Paulette
P.O. Box 1764
Lexington, Kentucky
40501

Sylvester Price
319 S. Main St.
Milan, Mich.

Ray, Munn
2720 N.E. 8th
Pompano, Florida
33062

James R., Nebrasky
26699 Alden
Madison Heights, Mich.

Paul C. Pearce
639 Pontiac St.
Oxford, Mich.
48051

Fred Provin
371 Heath Rd
Neward, Ohio
43055

Paul, Murray
9010 Jackman Rd.
Temperance, Mich.
48182

H.J., Norman
P.O. Box 568
Weatherford, Texas
76086

Dale D., Pearson
122 Edgewood Rd. N.W.
Cedar, Rapids, Iowa
52405

Clarence F. Puckett
4378 Catalina Ave.
Dayton, Ohio
16

Charles, Myles
P.O. Box 150
Sloanville, N.Y.
12160

James, Norman
P.O. Box 568
Weatherford, Texas
76086

Frank Peckham
2147 Pleasant St.
Fall River, Mass.
02723

Angelo, Ranieri
2905-78th Ave.
Elmwood Park, Ill.
60635

James G., Reeves
7732 Hayelton
Dearborn, Mich.
48120

Charles, Reach
P.O. Box 4236
University, Ala.
35486

Carl, Reichenbaugh
1421 Bernard Ave.
Findlay, Ohio
45840

E.P. Remstorm Jr.
RR#1 Box 18A
Crete, Illinois
60417

Harry W. Robinson
677 N. Howard St.
Arkon, Ohio
44310

John, Rodgers
Box 105
Coopertown, Pa.
16317

Dean, Rogers
103 Hill Dr.
MR; Beaver, Pa.
15009

Edward V., Romas
145 N. 75th St.
Milw., Wis.
43213

Arthur J. Rumpel
349 Sparling Dr.
Hayward, Calif.
94544

Mervin A. Ryan
RFD#1
Edinburg, Va.
22824

Robert O., Saar
310 23rd St.
Fort Madison, Iowa
52627

Leslie H., Salisbury
306 Washington Place
Englewood, N.J.
07631

Dude, Sattlem
Box 700
Idleyld Rt.
Roseburg, Ore.
97470

Robert A. Schnaible
481 Page St.
San Jose, Calif.
95126

Jack Schroeder
510 Willis St.
Elgin, Ill.
60120

Donald Scott
Route#3
Oberlin, Kansas
67749

Dale Seaman
P.O. Box 263
Osborne, Kansas
67473

Ralph E. Simpkins
4670 AnnHurst Rd.
Columbus, Ohio
43228

George Simpson
525-16th St. S.W.
Rochester, Minn
55901

Dave Sloan
RFD 3 Sloan Rt.
Kenton, Ohio
43326

James G. Smailes
125 South 4th St.
Coshocton, Ohio
43812

Earl L. Smith
2033 Monaco Drive
Columbus, Georgia
31903

Leland Sparks
P.O. Box 13082
Ft. Worth, Texas 76118

Bob Speck
M.R.2 Box 338
Valparaiso, Indiana
46383

Kenneth Stanaback
372 Wilbur St.
Grand Rapids, Michigan
49500

Dayl Stanley
360 Ventura Ave.
Ventura, California
93001

Delmar, Stein
Ohio State Patrol
Bucyrus, Ohio
44820

Edgar A. Stoner
RFD#1
Etters, Pa.
17319

John Strickland
R#3
Hastings, Michigan
49058

Gari M. Stroh Jr.
909 East Elizabeth St.
Detroit, Mich.
48226

STEPHEN J. Sturm
5307 Browning Rd.
Pensauken, New Jersey
08109

Luther E. Sutherland
10102 Southeastern Ave.
Indianapolis, Indiana
46239

Bill Swartz
Antioch Union
Yellow Springs, Ohio
45387

Gerald Tacoma
2187 Lakeview Ave.
Detroit, Mich.
48215

Newal Taylor
2760 E. 27th Ave.
Vancouver 12, B.C.
Canada

Dr. Richard L. Taylor
25100 Euclid Ave.
Cleve, Ohio
44117

Ray, Teeter
RFD#1 Box 776
Sanford, N.C.
27330

Charles Thompson
103 Canton Ave.
Huron, Ohio
44839

Mike Tillotson
Florence Sta. Rte. 6
Omaha, Nebraska
68112

Clarence W. Thyberg
734 Wyckoff Ave.
Ramsey, N.J.
07446

Richard Vogus
1516 Drill Ave.
Dayton, Ohio
45414

Martin Wiesendanger
2620 West Newton
Tulsa, Okla.
74106

Ed Wolski
16514 Toepfer Rd.
East Detroit, Mich.
48021

Jim Tomlinson
5360 Carltonway
Indpls, Indiana
46224

Kent Waddell
834 Walnut St.
Abilene, Tex.
79600

Claude Wilcox
Lot #5
Evergreen Park
Clinton, Connecticut
06413

Fred J. Wood
821 Cedar Rd.
Phila., Penna.
19111

Roy A. Tucker
3969 Marshall Way
Long Beach, Calif.
90807

Percy Wallace
302 Petrie Rd.
Atwater, Ohio,
44201

Louis Wille
220 Market
Mokense, Illinois
60954

Mervel E. Wood
911 Washington St.
Oregon, Illinois
61061

Roy Turner
2624 West Britton Rd.
Okla. City, Okla.
73120

Curtis B. Weigold
1611 South 21st Ave.
Maywood, Ill.
60153

C.E. Williams Jr.
P.O. Box 868
Laguna Beach, California

Charley Woodhouse
3010 Easy St.
Long Beach, Calif.
90810

Richard Ulreich
1558 Millville Oxford Rd.
Hamilton, Ohio
45013

Maynard Whetstone
256 Belleview St.
Winona, Minn.
55987

W. D. Willis
910 Park Ave.
Attica, Indiana
47918

George E. Young
20640 Midway
Southfield, Mich.
48705

Ervin G. VanBeck
517 N. Main St.
West Bend, Wis.
53095

Ronald C. Whirley
34820 Stellwagon
Wayne, Mich.
48184

Bruce Wilson
20506 Madis
Southfield, Mich.
48075

Ken E. Young
1051 Hoffman Ave.
Long Beach, California
90813

B. Vanhole
7829 W. Somerset Rd.
Appleton, New York.
14008

R.E. Wiechman
613 W. Walnut St.
Fairburg, Ill.
61739

Gerald Wilson
3521 Riverland Rt.
Fort Lauderdale, Florida
33312

Orel Young
1027 1st Ave.
North Estherville, Iowa
51334

W.N. Venner
1601 Meadow Drive
Lake Charles, Louisiana
70601

CLASSIFIED SECTION

Wanted - 1931 Indian Four instrument panel and bracket, tappets and locking screw, rear chain guard, also photo-graphs to assist in restoration or illustrated parts list.

Francis P. Meserow, 346 Roger Williams Island Park, Illinois 60035

Wanted - 1930 Henderson top and bottom case or will buy engine. Fred Provin, 371 Heath Road, Heath, Ohio 43055 Ph. 344-1846

Wanted - good used tires for 1913 Indian. Vern Goodwin 840 N. 56, Lincoln, Nebraska

For Sale - 1925 Henderson Four motorcycle. Complete except for headlight and tool box. 2 extra cases, pan, pistons, rods, newly reground crankshaft and bearings. Everything for \$550.00.

Includes 2 new Dunlap tires. Firm for all. Jim Smailes, 18 Enslee Road, Coshocton, Ohio 48312

" ATTENTION INDIAN FOUR CYLINDER OWNERS "

I am in the process of tooling-up my shop, to make some of the parts. that cannot be found today, for these Classic Machines. Some are in production now.

They will include; Speedometer Drive Springs - Seat Post Nuts - Rear Stand Clips - License Plate Brackets - Tail Light Lense Retaining Rings - Gear Shifter Rods - Rear Brake Rods - Clutch Release Rods - Clutch Foot Pedals - Clutch Pedal Lock Levers - Oil Gauge Pipes - Upper Engine Braces - Stoplight Switch Covers - Exhaust Manifold Guards - Battery Boxes - Heat Riser Pipes - Chain Guards - Muffler & Tail Pipe Assemblies - Spark Plug Wire Looms - And others.

These parts are made to exact specifications from blueprints of the original New Indian Part, using the best material obtainable.

Your Satisfaction Is Guaranteed - - - Write me for what you need

R.W.Paulette - P.O.Box 1764 - Lexington, Kentucky - 40501
(606) 255 - 1338

Wanted - by member - 45 - 101 Indian Scout, about 1930 - 32 vintage. Contact J. Henry Izart, 154 North Acres Road, Manchester, New Hampshire 03104

Wanted - desperately need side car - 1948 Chief. Please give price and condition. Would appreciate any leads on such a side car as I want one very much. 1st Lt. Tulios Ferris, C.A.P. U S Air Force Aux., Box 291 Mayagues, Puerto Rico 00709

For Sale - Have a few copies of the Indian Four News, Volume 1 number 1 1966, R. W. Paulette, P O Box 1764, Lexington, Ky 40501

Wanted - the following parts for 1926 Indian Scout (electric model)
1 pair handle bar grips, (old style)
1 1/4 inside diameter, reflector and socket, head light rim, glass for old head light, and horn.
John Wickham, 751 Dayton Ave., Findlay, Ohio 45840.

For sale - new batch Harley Davidson decals from "30" back - real beauty.

Also a new batch of small decals for Harley Davidson for front of frame head. Small Harley Davidson decals for tool boxes and side cars. One complete 30 - 50 Army engine and 45 with one piston missing - all for \$85.00
Bob Speck, R R 2 Box 338, Valpariso, Indiana 46383

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

Round Head Screws		Phillips Hd. Countersunk			
6-32 x 1/4" - - - - -	754103	1/4-20 x 3/4" - - - - -	45014	5/16-24 x 11/16" - - - -	207110
(2) Toggle Switch Cover to Handlebar - - - - -	All	(2) Instrument Cover - - -	38/42	(1) Batty. to Frame - - -	36/39
(2) Ignition Switch Bracket to Instrument Plate	38/42	(1) Air Cleaner Cover - - -	38/42	(2) Fender to Fork - - -	36/39
8-32 x 1/4" - - - - -		Hexagon Nuts		5/16-24 x 7/8" - - - - -	207112
(2) Horn Button Cover -	All	1/4-28 - 7/16" Wide - - -	1/4" Thick	(2) Rear Fender - Top -	40/42
10-32 x 5/16" - - - - -	754404	Exhaust Manifold - - -	Generator and Magneto Coupling - - -	5/16-24 x 1" - - - - -	207113
(2) Generator Belt Guard to Bracket- Mag. Mod.	All	Fender Bolts		(2) Front Fender - - top	40/42
10-32 x 3/8" - - - - -	754405	Rear Bumper - - other Misc. places over 50 places on Bike - -	606008	(2) Rear Fender - lower	40/42
(1) Crank Spring to Case	All	5/16-24 - 1/2" Wide - -	1/4" Thick	(3) Headlight Bracket	38/42
Fillister Head Screws		Generator Bracket Clamp - -	Clutch Lever Lock Lever - - -	(2) Battery Cradle - - -	36/39
10-24 x 3/8" - - - - -	751305	Fender Bolts		Hex Head Cap Screws	
(8) Oil Splash Pan - - -	All	Rear Slipper Pinch - - -	and others	5/16-24 x 1-1/8" - - - -	207114
(4) Oil Suction Pipe - -	All	20 places on machine - - -	606010	(1) Generator Bracket to Clamp - Mag. Model -	All
10-24 x 1/2" - - - - -	751307	3/8-24 - 9/16" Wide - -	5/16" Thick	5/16-24 x 1-1/2" - - - -	207117
(16) Gear Case Cover - - -	All	Crankcase to Frame - -	Crank Pedal	(1) Gen. Bracket Clamp	All
(4) Countershaft clearance hole Plate - - - - -	28/35	Generator Anchor- Handlebar Clamp		(2) Front Fender - lower	40/42
10-24 x 5/8" - - - - -	751309	Leaf Spring bottom Plate - -	others	5/16-24 x 1-3/4" - - - -	207120
(2) Oil Gage Bracket to Gear Case Cover - - -	All	12 places on machine - - -	606012	(2) Rear Fender top front	36/39
10-24 x 3/4" - - - - -	751311	Hex Head Cap Screws		5/16-24 x 2-1/4" - - - -	207123
(4) Oil Body Outlet - - -	38/42	1/4-28 x 3/8" - - - - -	207005	(1) Generator Bracket Clamp	All
10-24 x 1" - - - - -	751313	(2) Fork Shield - top -	38/42	(2) Tank Anchor - front	30/42
(4) Oil Adjusting Body - -	28/37	1/4-28 x 5/8" - - - - -	207009	(1) Muffler Clamp - - - -	37/36
10-32 x 3/4" - - - - -	751411	(2) Rear Fender - front	All	5/16-24 x 2-1/2" - - - -	207125
(4) Valve Clevis Cover - -	28/37	(2) Battery Cradle to - Fender - - - - -	36/39	(1) Tank Anchor - rear -	30/42
12-24 x 3/8" - - - - -	751505	1/4x28 x 3/4" - - - - -	207011	(2) Slipper lower pinch -	40/42
(4) Air Cleaner back plate to Carburetor - - - -	38/42	(4) Magneto Drive Coupling	All	5/16-24 x 2-3/4" - - - -	207127
Fillister Head Screws		(2) Center Stand Latch -	40/42	(1) Generator Clamp - - -	All
1/4-20 x 3/8" - - - - -	751605	1/4-28 x 7/8" - - - - -	207012	3/8-24 x 1-5/8" - - - -	207218
(4) Oil Pipe Hole- outside Upper Case - - - - -	All	(3) Rear Bumper - - - -	40/42	(2) Handlebar to fork - -	36/37
1/4-20 x 1/2" - - - - -	751607	1/4-28 x 1" - - - - -	207013	3/8-24 x 1-3/4" - - - -	207219
(8) Footboard Cleat - - -	38/42	(1) Rear Bumper - - - -	40/42	(4) Crankcase to Frame -	28/29
1/4-20 x 5/8" - - - - -	751609	(1) Shifter Lever Pinch	All	3/8-24 x 3" - - - - -	37007
(4) Crankcase Breather - -	All	1/4-28 x 1-1/2" - - - -	207017	(1) Seat Support - front	All
1/4-20 x 3/4" - - - - -	206011	(2) Coil to Tank - - - -	38/42	3/8-24 x 3-1/4" - - - -	207231
(3) Crankcase Flange - -	All	(2) Inlet Valve Cover - -	38/42	(2) Handlebar to fork	38/42
1/4-28 x 7/8" - - - - -	V 105 E	(2) Rear Fender to Frame	40/42	3/8-24 x 4-1/2" - - - -	37010
(15) Crankcase Flange - -	All	1/4-28 x 1-3/4" - - - -	207019	(4) Crankcase to Frame -	30/42
1/4-28 x 1-1/4" - - - - -	36B57	(2) Generator Coupling	All	3/8-16 x 7/8" - - - - -	V-108-A
(1) Crankcase Flange - - -	All	1/4-20 x 1/2" - - - - -	206007	(4) Magneto Base Anchor	All
		(1) Chainguard Clip - - -	All	If you have trouble locating these standard size items- you can write me about them- I carry all of them in Stock.	
		(2) Instrument Base - - -	38/42	R.W.Paulette - P.O.Box 1764- 40501 Lexington,Kentucky- (606) 255-1338	
		1/4-20 x 3-1/2" - - - - -	206033		
		(2) Tappet Covers - - -	38/42		
		5/16-24 x 9/16 - - - - -	207108		
		(4) Battery Cradle - - -	40/42		

For Sale - 1936 Indian Four engine complete. Misc. other parts - George Young, Southfield, Michigan.

Wanted - 1956 or later Ariel Square Four for restoration. Will trade complete but dismantled 1939 Indian Four cylinder motor and or cash. George E. Burnham Jr., Church Street, West Brookfield, Mass. 01585

Wanted - good upper case for 1929 Indian Ace with 3 main bearings, oil pressure system, and front fender forks. Also need front and rear wheel for 1925 Indian Prince, and handle bars. Need a gas tank with inside tool box, instrument panel and hand or auxillary clutch and shift lever for 1929 Indian Ace No. C.A.675. Glen J. Brutus, Pine Village, Indiana 47975

Wanted - 1 - countershaft gear for 1941 Indian Four. 1 tail pipe and muffler and 1 - .004 or .005 oversize wrist pin. Giles Adams, 48 Brodley Rd., N. Weymouth Mass. 02191

For Sale - 1936 Indian Four in fair condition but apparently complete. Also a 1929 Henderson Four in good condition and apparently complete. \$325.00 each. Bill Cleveland, 2522 Norfolk Rd. Cleveland, Ohio 44106

For Sale - 1938 Indian Four Completely restored and up dated. Full fender skirts full dress. \$1700.00 invested plus 8 months work. Will sell for \$1200.00 cash. Picture and story was in the Summer issue of Indian Four News. Write C.A. Moore, Rt. 1 Box 573, Grass Valley, California 95945 Telephone 916-273-8107

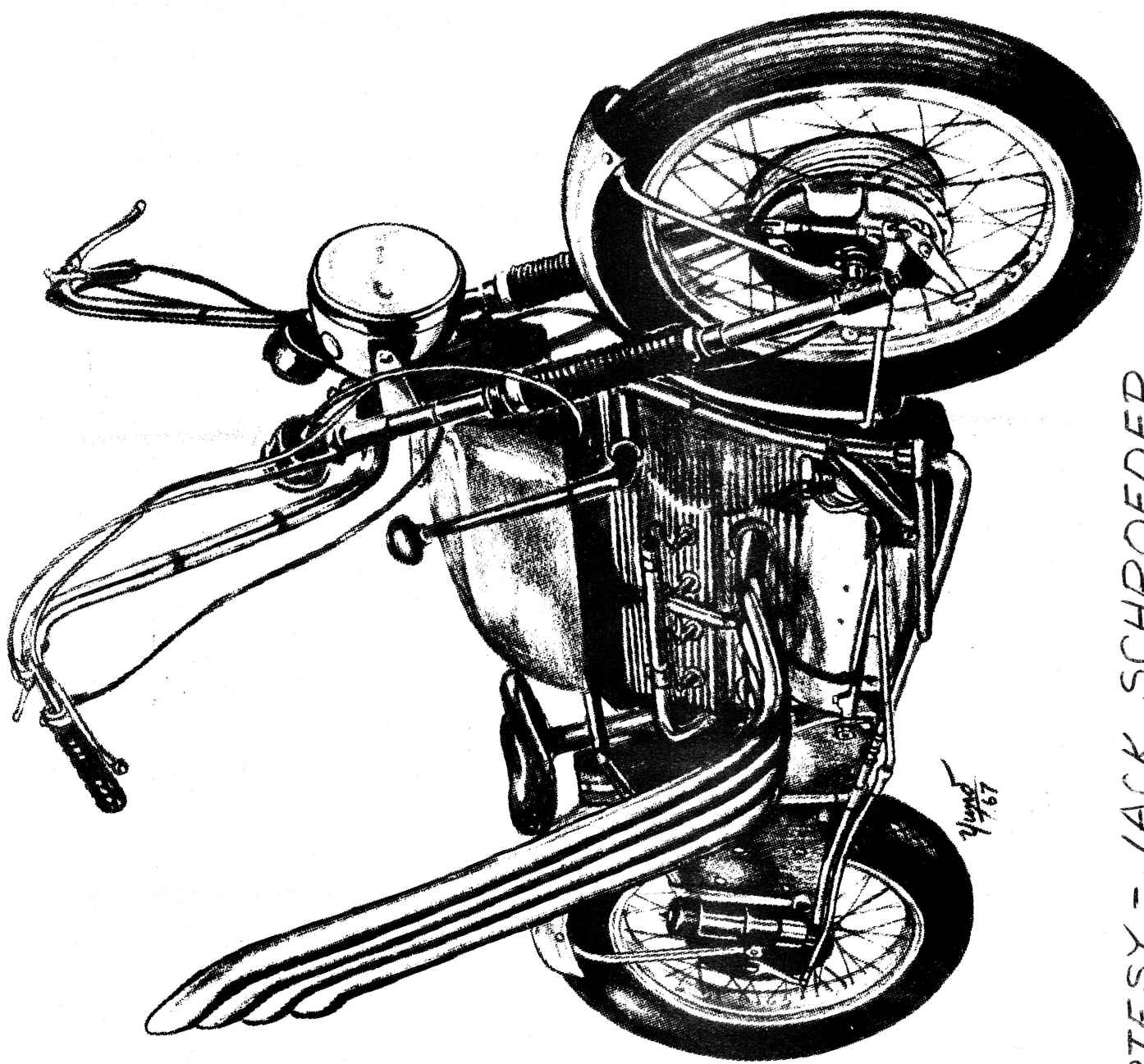
S. Pierce Cycle Sales - 319 East Main Street, Milan Michigan 48160 Indian parts of all kinds - you name it - we got it - prompt shipment;

Wanted - an original gas tank, 1 head light, 1 front fender, 1 solo seat for an early Indian Four. I don't know the year but motor number is D A 112. From this number can anyone tell me what year Indian Four this is. Contact Walter Ahlers Jr., Main Street, Flanders New Jersey 07836 " please soon

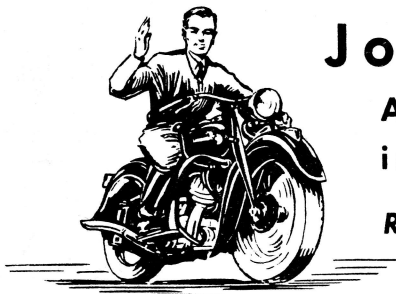
Note to those users of the Classified ad section - if you have found parts or sold you items please notify the editor to remove or discontinue ad to make room for others wishing to advertise for say or parts wanted.

For Sale - motor No. FDO 3537, 640 Army Indian Motorcycle, .040 O S Pistins in it. Good shape, hasn't been used for a couple of years. Owner rode cycle from his home to meet 2 or 3 years ago, H.C. Bradshaw, a member of All American Indian Club. He suffered a stroke and can no longer operate the cycle. He also has a 1940 model out down for racing - std. pistins, mag.. Motor is knocked down and packed in grease, boxed up - never been run. Anyone interested in these write - H.C. Bradshaw, Box #1, Swepsonville, N. Carolina 27359.

For Sale - Cycles - 1911 Marsh Metz flat leather belt drive, 1915 Emblem 76" twin, 1928 H-D, OHV - single, modified, 10 antique cycle engines, all makes, 1945 Indian Chief, military Chassis. Send S.A.S.E. for information. Only serious inquiries welcome. Earl Chalfant, 103 Jefferson St., Brookville, Pa. 15825.



COURTESY - JACK SCHROEDER



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