

Indian

FOUR MOTORCYCLE NEWS



VOLUME 3

NO 2

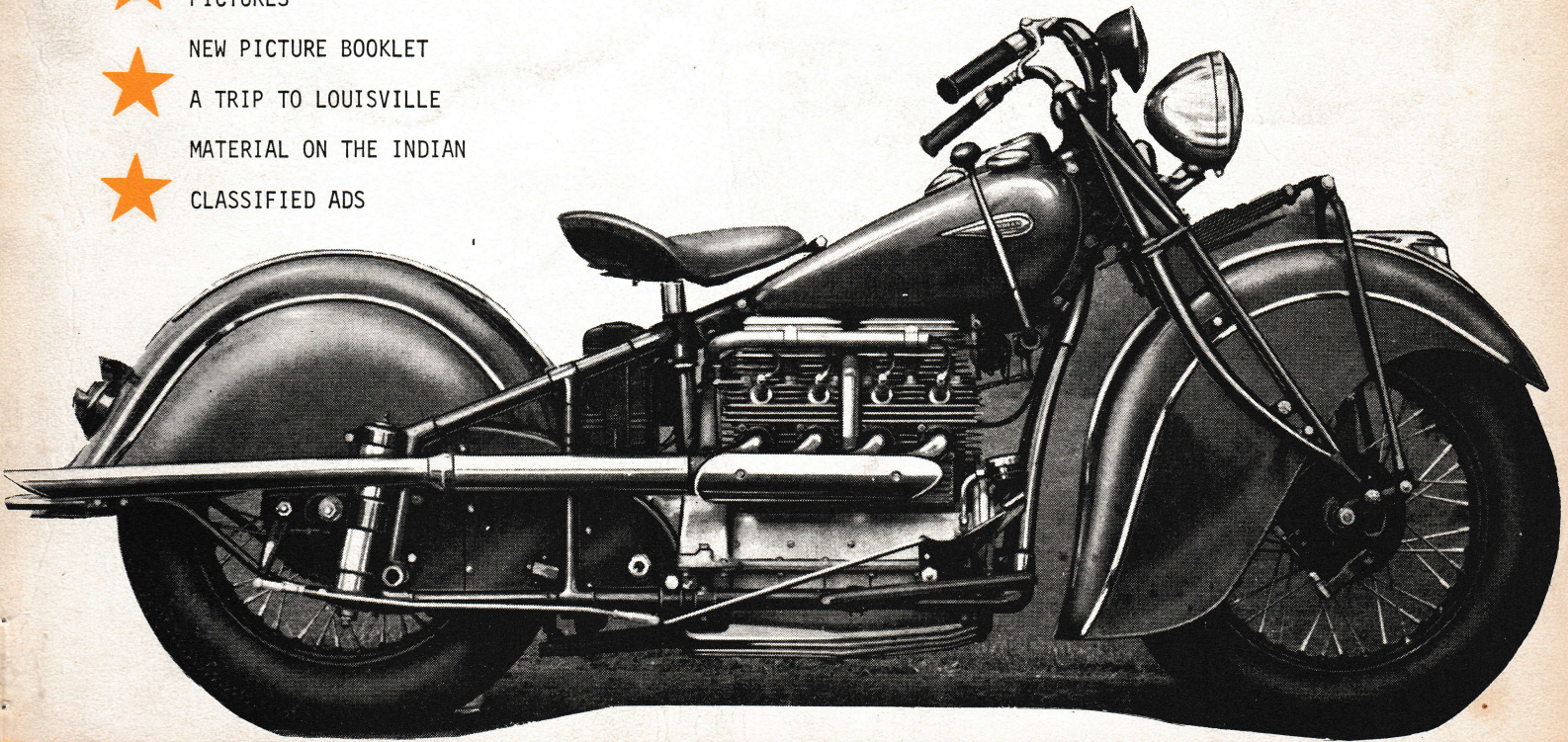
SUMMER ISSUE



In This Issue

\$2.00

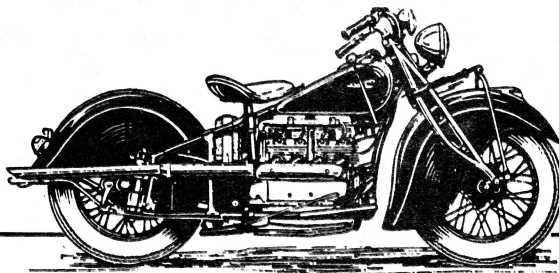
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- ★ THE CLOSED MEET JUNE 9th
- ★ THE CLUB CHAPLIN
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- ★ A TRIP TO LOUISVILLE
- ★ MATERIAL ON THE INDIAN
- ★ CLASSIFIED ADS



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 AND PUBLISHER - 1966-1967 Cecil F. Hasser

EDITOR - 1968 - John E. Wickham

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Editor's note - No matter how perfect we try to keep our copy, speak in correct English, or watch our spelling, even the professionals make mistakes. If you find a mistake here an there be patient with us for we are trying to improve on each issue, however we found an error even before the book was assembled. On page 45 in the article about the movie stars riding the Indians - we stated in error that more pictures would be found on the following pages which would be page 46. This word should be preceeding for the rest of the pictures are on page 44. Our thanks for your patience with us. Editor and publisher.

Printed and Published

by

Thomas J. Miles

RR 5

Findlay, Ohio 45840

Printing and Photography

Offset Printing - Candid Photography

MOTORCYCLE

A. M. A. SANCTIONED

RALLY & FIELD MEET

AUGUST 10 & 11, 1968

SATURDAY & SUNDAY

SPONSORED BY

INDIAN FOUR CYLINDER CLUB INC.

HELD AT

8940 DORR ST. TRAVELERS CLUB GROUNDS, TOLEDO, OHIO

INDIAN 4 MOTORCYCLES & OTHERS ON SHOW

REFRESHMENTS

On display — VolksWagon powered, shaft drive motorcycle, designed and built by a member. Since its a modified, it needs a name. Name it and win a trophy given by the owner.

Also on display — Prototype INDIAN 3 wheeler Fire or Foam truck special, built by the Indian Co.

At Club House. Free Camping on Grounds for Both Days. Motels Close By. Movies and Business Meet Saturday Night. Rally Starts 9 A.M. Saturday. Donation at Gate \$1.00 per day. Children under 12 Free with Parents. Not responsible for any accidents on grounds.

TROPHIES FOR EVENTS ON 4 CYL. MOTORCYCLES.

Antique Motorcycles On Display.

FLEA MARKET OPEN BOTH DAYS BRING YOUR EXTRA PARTS.

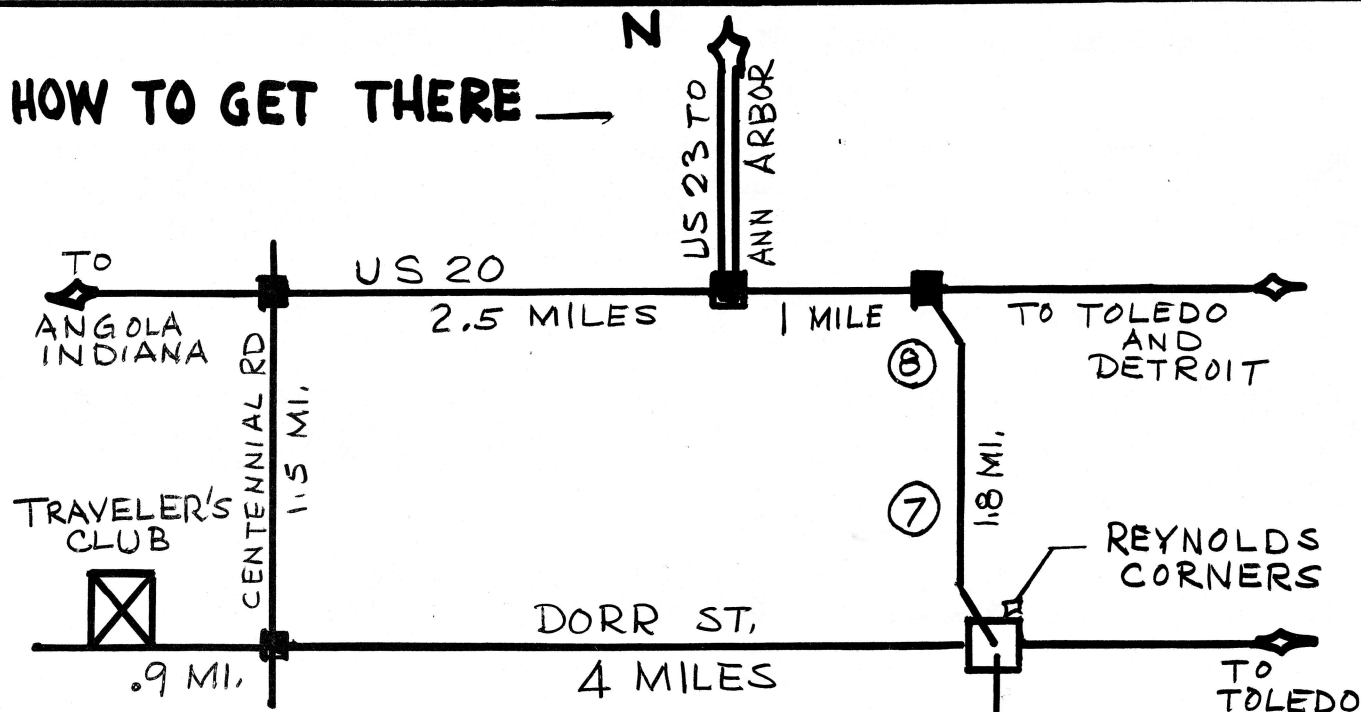
FOR MORE INFORMATION WRITE TO

INDIAN 4 CYL. CLUB INC.
751 Dayton Ave.
Findlay, Ohio

AL. BORER
TRAVELERS M. C. CLUB
8940 Dorr St.
Toledo, Ohio

CASPER BARNES
Club Secy.
RR1 Box 8B
Grand Rapids, Ohio

TOLEDO, OHIO



W

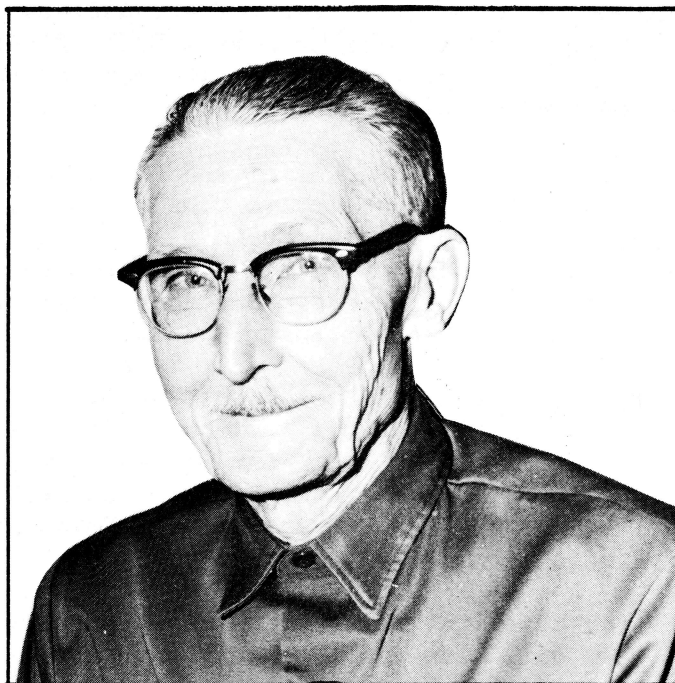
- ① - HOWARD JOHNSON 100 UNITS
\$9.00 - 16.50 PH 893-8791
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NOTE

LOWEST COST FOR 1 PERSON
HIGHEST COST FOR 4 PERSONS
RESERVATIONS MUST BE MADE
2 WKS. PRIOR TO INSURE
ACCOMMODATIONS.

EXIT-4

TO  COLUMBUS



President Wickham's latest portrait

June 1968

Fellow members of the Indian Four Club

I am deeply appreciative of the fine letters I have received since our past issue of the Indian Four News and the cooperation of our members. Some have come to me personally and volunteered to help in the club work wherever needed, and as the club grows bigger, more work is entailed to keep it going, thus there is need of help.

Planning for the News, events, and supervision of all details is much more than one individual can handle so you can see what this work load has been. In the future our members will look back and remember what we had and started with, and how the club has rapidly gained ground and membership through the cooperation of our members from then until now. True, we are spread over the entire country and other places such as; Canada, England, Puerto Rico, and Germany, but if a fellow sets his mind to taking on a job in something he's vitally interested in, he'll do that task with pleasure.

We have, since our last publication, received some nice donations to the club treasury, and items to our club library, and I am sure all this material will be appreciated by the membership. There is a constant need for all types of information by the members therefore the library of information has been foremost as a project of the club. Through contributions to our club we have acquired a very nice tape recorder and a stop watch. We are grateful to one of our much interested members for this contribution. The club will have much use for the tape recorder, recording proceedings of meetings, music for the opening of the meets and a component in the public address system. Also since the last publication we have added several more new members, names and address of these will be noted on page of New Members in this issue. Since we are not printing the entire membership list of addresses in this issue, we ask that you add these few names to the blank space at the end of the list in the last issue to complete the list to date. Since the last mailing went out I have received back several copies of the News because of change of address. I need not stress -

importance of being sure that we have your correct address for you to receive the News. If you are planning to move - DON'T FORGET to send us your change of address. It costs the club 10¢ for and address correction through the post office.

A couple of our members are on the sick list and others are going to the hospital soon. Mr. Loren Gouldsberry is confined to his home after spending 27 days in the hospital. He is planning to be with us in August if recovery permits so send him some cards and help him along with this getting well process. His address is, Loren Gouldsberry, 524 Frank St., Adrian, Michigan 49221.

Chuck Metenkanich is to enter the hospital July 23 for surgery on his back and will be unable to attend the August meet. His home address is Chuck Metenkanich, RR 1, Wattsburg, Pa. 16442

And last but not least, Carl Reichenbaugh our treasurer was admitted to Blanchard Valley Hospital June 24th for surgery and by now is in process of recovery. His address is Carl Reichenbaugh, 1421 Bernard Ave., Findlay, Ohio 45840.

We have the posters for advertizing the August meet and are in the process of mailing them out. You should receive them soon. The first page of this issue of the News is a copy of the poster and on the back is a copy of the map for directions and other information to the Traveler's Club grounds.

Another addition to our club that we feel is of tremendous importance to our club is the appointment of our new chaplin. Rev. Tom Miles, who gave the brief meditation and prayer at the annual meet last year has kindly accepted the position of chaplin and is doing a splendid job for the club. Since he is also the printer of the club magazine he has been very cooperative in helping with the editing and writing the News, taking pictures, printing our club posters, membership cards and other incidentals. He has really given me a helping hand. I think this is the greatest addition to our club we could have done when we asked him to be our chaplin and his acceptance of the task.

In closing I wish to say again that I really appreciate all the nice letters, contributions, and cooperation of everyone and about all I can say is keep it up for the good of the club. I appreciate again the map which Gordon Dye of Toledo drew for directions to the Club grounds and the motel and restaurant information shown on it. Someone will find need to refer to it to find their way to the meet. And finally our appreciation to the Traveler's Motorcycle Club for their splendid help and progress on their new club house which will surprise many who attend this year.

Check the poster for details of the meet and plan your vacation to make a tour and attend the Rally, August 10 - 11, 1968.

Thank you one and all

John E. Wickham
President

Letters from the readers

Chuck Myles
Rt 30A
P O Box 150
Sloansville New York
12160

writes -

I wish to commend you for the latest issue of the Club News - it gets better as time progresses. I guess truly symbolic of a strong and growing club. It makes me feel proud to see so many people pulling together in a united effort with similar objectives. For a club to be so strong it must have workers, and this club definately does.

I have grown with the club, having joined 5 or 6 years ago, had my "36" converted four to a "38" Four and totally unfamiliar with mechanics.

Being affiliated with such fine persons as our club has, I have learned quite a bit of superiority of Indian in so many ways over so many different machines being made even today.

- - - Let's face it - when we acquire an Indian today which has been left in the elements for the last 10 to 20 years, it is with no doubt going to need work. But as far as I am concerned, when we have this Indian properly tuned up, it is even more reliable than many on the market today.

- - - having moved into the rurals of mid-state New York, from the already overpopulated metropolitan Long Island, I can say honestly that I don't quite know how to show my gratitude in form of motorcycling except by being fortunate enough to help fellow Indian riders out with information ect.

- - - My fondest wishes to you for a fine riding year and I hope to be able to bring a couple of our East coast Indian Choppers out to Toledo this year. This will be first hand insight into the potential Custom Indians which Indian owners can build out of all their old bobbed Indian parts which no longer can be used in a restoration.

Sincerely

Chuck Myles

Always nice to hear from you Chuck and your tremendous interest in the Indian Motorcycle. Most of us share your feelings toward our club and add this statement to your already fine remarks - "its a great club". We certinatly wish you the very best on you move to mid state New York and its more open country to enjoy your four. Glad to hear your are already making plans to attend the August meet - we'll be looking for you.

Earl Chalfant
Brookville Pa.

writes -

I enjoyed your recent letters as usual.
I'll try to answer some of your questions now.
- - - for comments on the latest Club magazine
- - - I always like the comments from our
Club president - - the letters to the editor
and his responses are very attractively laid
out. I hope this arrangement is kept - -
the size of print is perfect. It is small
enough to get a lot of print on a page and yet
large enough to be easily read. Photographs
are good. I like the ones best with owners
pictures too. Every one of the articles and
special features was interesting and helpful.
Our magazine has always been good, however
this issue is the best quality yet overall.
This is the way our club should grow and
continue to improve. Congratulations John
on a splendid job.

Yours truly
Earl Chalfant

Its comments and appreciation
such as this that I am sure
made the task of editing the
magazine a pleasure for Cecil
as well as myself in my first
try as editor.
We'll continue to do our best
in improvement to perfect the
Club Magazine.

- editor -

Jack F. Danvers

writes -

As you see I have purchased Charlie Moore's 38 Indian
Four. He has done an exceptional job of restoring
and up dating this beautiful four. In the past I
have had a 38 - Triumph tiger - 100, a 741 Military
Indian, B S A 30-50, twin Indian 2650 Scout and a
1950 Ariel Square 4. I have also restored a 1928
Indian 45, 101 Scout which I sold two years ago,
so now I have this fine Indian four.

Jack Danvers
(over 59 years, age)

Jack Danvers

Nice to hear from you and to know
you have finally found an Indian four
four. You will enjoy it very much.
Am glad to hear you got this four
from Charles Moore as he always does
nice work on them and proud of his
results. It will give you many
hours of pleasure I am sure.
Having owned fours before, you
know the thrill of four barrels
under you, the smooth silky ride.
We are happy to welcome you as a
member and hope some time you can
visit with us and enjoy the display
of fours, congenial friendship,
and help of our members.

- editor -

Hans-P. Arendt
1 Berlin 61,
Gneisenaustr. 52/II

writes -

Thank you very much for your nice letter which I really enjoyed, I'm sorry that I've been too short on time to write you earlier. In your letter you asked me for photos showing my Four, but in spite of the fact that photography is a hobby of mine, I have to confess that, at least until now, there is no photo of this kind.

This is mainly because I stripped the bike down as soon as I acquired it one and a half years ago. My aim is to restore it as close as possible to its condition when new.

Some fool had painted the machine in green, so I removed this and the original Indian red below it. A new spray of red has been finished now and there we are at a point where I have to ask you for help. Could you give me some kind of scheme for golden stripes on fenders, frame, and tank on a four of that year? I would also like to know if spokes, wheel rims, steering bar, and headlamp housing were painted black or nickel plated. The part I'm in hottest need of is an original fuel tank, as I found out, when removing paint, that my is of an old Wehrmacht - BMW, just with neatly made Indian emblems. Now I would be thankful to you if you could manage to get me an original tank, its condition has to be fair, the price reasonable. On the other hand I've got an Indian tank, but it's one of those elderly types which are fitting between the upper frame tubes. Should there be anyone in need of this tank it would suit me best to have an exchange arranged.

To speak about something else than Indians, let me mention that apart from the four-banger I own a 50cc (that means 3 cubic inches which is quite a contrast) motorbike for trials of the British foot-up style. Never-the-less it's lots of fun.

Next project in motorcycling I'm planning after having finished the Four is to build a drag bike. Spreading out also from England, drag racing should be an up and coming sport in Europe. Being a technical student, it's no wonder, I guess, that this sport is fascinating me since long.

So this should be all for today (ir tonight, to be correct). Let me finish with a joke; Which is the smallest single part on a Volkswagen? The driver's brain.

So let's keep the four pots working

mit besten Grüssen

Hans

We are happy again to hear from Hans so far away in Germany. He is having some real restoration experience putting that 1931 Four back into original shape, and as we begin to work on a machine that someone else has owned we find that someone else did not appreciate keeping the machine original but to add to our frustrations uses foreign parts and applies paint to his liking. Hans I am sure that someone in our club can help you in finding the right gas tank and we will forward you the color scheme for your machine. Put that photographic hobby to work and send us a picture of yourself and your 1931 Four.

-editor-

COMMENTS ON THE INDIAN FOUR NEWS

John Groves
Fostoria, Ohio

writes -

very excellent issue of the news this time, best of luck on your job as editor.

John Groves

Enos Leas
Findlay, Ohio

says -

very good copy of the news, everything is nicely printed and arranged, also photos are clear. Printing on both sides of the sheet is great improvement.

Gerald Tacoma
11360 Merriman Road
Livonia, Michigan
48150

writes -

Just received my copy of the Indian Four News, and after reading it over twice, I decided that I'd get off a letter to you giving you my new address and also an article about my three wheeler, which I would certainly appreciate seeing in the Indian magazine. Maybe someone, someplace knows something about this machine, even where there may be another.

I have talked with a good many Indian riders and restorers, the few ex-dealers, and most all the local sources for Indian parts and information, but as of yet, have not located anyone who has any knowledge of the particular machine that I have in my possession.

It has a 1940 title, but a CDA engine number, which is 1941. I am pretty sure this engine is original since it is olive drab, the same as the rest of the machine. This is a 74 cubic inch Shaft Drive 3 wheeler. The shaft runs through a set of bevel bevel gears set to the right of a standard side car rig transmission case. Three forward speeds, one reverse, but this particular transmission is two speed forward, one reverse, with HI-LO range on the rear axle. The Hi-Lo transfer case set immediately in front of the differential carrier. There are two shift levers, one for the trans. one for the Hi-Lo transfer. These are located right along side of each other on the right-hand gas tank. The oil tank is located behind and under the seat. The rest of the machine is standard Chief, except for the starter, which cranks forward instead of to the rear. Some of the starter gears are missing and I am having Paul Murray, of Temperance, Michigan, make some up for me since I can't seem to locate any place. I have not started restoration yet, still trying to get it in drivable condition, and still finishing my '53 "80". The shaft drive 3 wheeler is not a homemade job, since there are many special castings and such, that could have no origin except from Springfield.

I would be ever grateful for any information concerning this machine.

See you at the June meet,

Thanking you
Gerald M. Tacoma

From the discription in your letter this three wheeler should be something very interesting to see, as we hope that it will be ready to bring to the annual meet. Somewhere in our big club there should be someone who can give a clue or full information on this machine. It is a one of a kind or are there others. Since this may be a rare machine, we might ask a rare question? Is there a rare possibility that someone might still be around that worked at the Indian factory and could give the full story on this machine. If such information is available contact Gerald and he could bring the rare gem to the meet like the Zundapp has been displayed at the meets with full information for the benefit for all to read.

- editor -

Mr. Earl McCumber
4708 Frieda Dr.
Los Angeles, California
90065

writes -

I have an extra Excelsior Super X parts list that I will be glad to donate to the Club library - - - since I last wrote you, I have acquired a 1931 Excelsior Super X Sport and also a 1931 Henderson. I had the Super X engine rebuilt - - - but we need a rear cylinder for it. It must be a rear cylinder for the Super X Super Sport and they are different than the standard Super X cylinder. The cylinder I need is deeper finned and the fins are tapered from top to bottom and the cylinder plate is thicker - - - will buy more than just the cylinder if necessary to get it.

Earl McCumber

Good to hear from you Earl and many thanks for the material for our club library, and I am sure these two old machines you have acquired. I have printed your request in your letter for all our readers that they may be of help if they know of the parts you need.

- editor -

L. E. Schweerer
P O Box 189
Lebanon, N.J.

writes -

I very much appreciated your letter (February issue of Cycle World Magazine) and the very quiet thorough manner in which the main problems were handled (reminded me of the smooth song of a "four").

My associates and I do our level best to present a fine appearance on the road and drive with the courtesy expected of GENTLEMEN.

A local townsman once took the time to compliment me on the appearance of my machine and attire and indicated that others in his acquaintance had had similar comments to make. It does make a difference.

Can you advise me as to the conditions of membership in your club?

Thank you for your patience and cooperation.

L.E. Schweerer

Thanks for your nice letter regarding my letter in the February issue of Cycle World on helmets, goggles, apparel, and safe and sane riding of motorcycles. From your letter I am sure that you and your associates feel as I do and dress accordingly, and riding with safety in mind at all times. I think the majority of motor cyclists feel as we do and ride with respect and safety. I am sure as long as we do this and conduct ourselves in the proper manner, we have no need for all this drastic and compelling legislation enacted against motorcycles. We are glad to welcome you as a member in this fine group and feel free to ask for any help or information needed.

- editor -

John O. Elber
Rural Box #5
Milan, Ohio
44846

writes -

Enclosed is a preview of the 1940 Indians; I found with some papers from an old Harley-Davidson Dealer. Please pass this onto Mr. Murray for the Club Library.

Sincerely

John O. Elber

Thanks John for this material. As our members run on to literature such as this our library will soon be complete and a tremendous resource to our members for almost any model Indian they may own.

- editor -

A.R. Dallmeyer
1625 W. Housatonic St.
Pittsfield, Mass
01201

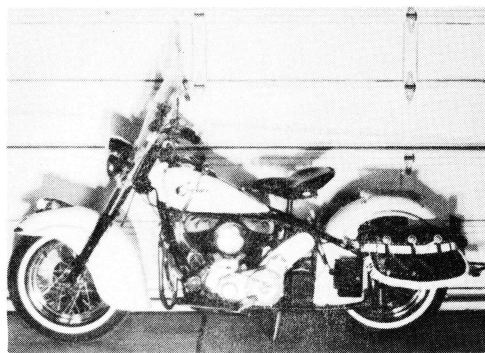
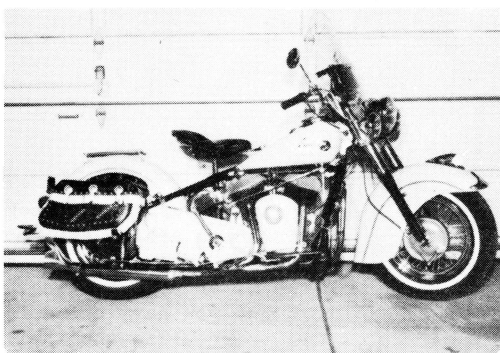
writes -

Picked up a 4 cylinder magazine about the Indians up in Saratoga N.Y. at a B M W meeting. I am writing you in hopes that you may know someone who would like to buy a good Four cylinder Indian. It is a 1936 with a buddy seat, saddle bags. It has 14,000 miles on it and has one small dent in tank. Painted cream and maroon (factory). All it needs is a new battery to put it on the road. I have been told by my doctor that my riding days are over as I have some vertabraes in back that are done for. I have a BMW 69S - year 66, that has 2,500 miles on it. If you would be kind enough to let me know what the Four cylinder would be worth I would appreciate it. There is a four cylinder, year 1941, in Troy N.Y., but its not original, priced. \$600.00. I have spare tire with a spare crank shaft. Valve springs, gaskets and some other parts for four cylinder bike. I would get a picture of it but I just had my great toe on left foot fixed and am laid up with a wire sticking out of it. If someone should be interested in bike I may be able to deliver it as I could take a weeks vacation. Hope this doesn't cause too much inconvenience.

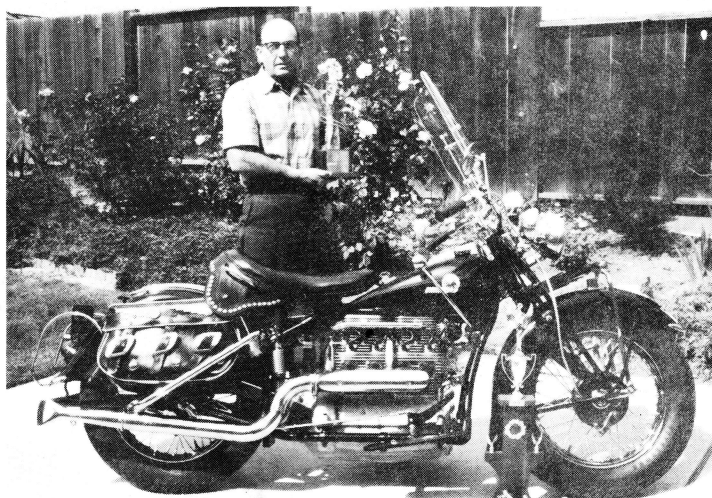
Arthur R. Dallmeyer
1625 W. Housatonic St.
Pittsfield, Mass.

Its too bad we old times can't last as long as the fine old Indians we ride, but sooner or later time catches up with us. It was nice to hear that you found out about us through our Club magazine. We will be happy to print excerpts from your letter in the section of letters to our editor as well as in the Want Ad section and send it to all our members. Surely someone will be interested.

- editor -



Indian Chief - a beautiful yellow finish
Gerald Tacoma, Detroit, Michigan



'35 four - William T. Alloway - Capotola,
California. A real trophy winner for a excellent
job of restoration.



The June 9th, 1968 closed meet. From left to right around the circle -
George Young, Ed Wolski, Jerry Tacoma, Jack Mauer, J. V. Shepard,
Edgar Stoner, John Roberts, Joe Leas, Chuck Metenkanich, Bob Aldridge,
Sylvester Price, John Wickham, Paul Murray, Harry Maule, Don Knapko,
Lew Maule, Robert Hangan, Allen Bozung, Casper Barnes, Richard Vogus,
and Enos Leas.

William T. Alloway

writes

Dear Big Chief John E. Wickham

I have been riding motorcycles for 35 years and I have owned 15, four have been Indian four's. To me the Indian four is by far the best and finest piece of machinery ever built with two wheels under it.

I found this 1938 model here in Santa Cruz, four miles from my home, and it was a pile of rust (almost to the point of no return). With a lot of hard work and six months of spare time I have a black beauty that anyone could be proud of, as you can see in the picture.

I am a fifty year old caterpillar mechanic, and work for granite Construction of Watsonville, California, and I thought I would try my hand at finer arts.

I entered my four in two bike shows and won first place in Visalia, a distance of 400 miles, round trip, and second place in Concord, a distance of 200 miles round trip. I rode my bike to and from both shows, and she never missed a lick. I'm proud of her.

Well, this is enough for now, because I have never cared for a boaster. In closing I remain a true Indian Four fan.

Sincerely

William T. Alloway

I received your most welcome letter and note you are an avid motorcycle rider of 35 years, so you must know the sport of motorcycling.

And since you have owned four Indian fours you realize the thrill of riding these fabulous machines.

I know what you mean when you say you found this four in a condition of almost beyond the point of no return as such was the condition of my 1927 45 Indian Scout I found in a barn yard. We spend many months getting thru these motors and reconditioning every nut and bolt and part, and then we are might proud of our results when finished. I have finished two such machines and one has taken 4 trophies for me so far.

So I know how you feel over your results. We are proud to have you as a member of the club and glad to have your photos to show the results of your labor. Anytime you can attend a meet we will be glad to welcome you for a visit with our splendid group and share the fun we all enjoy.

- editor -

Jack Weaver
U S 27 North
Berne, Indiana

writes -

Was glad to hear from you and to receive your membership application. Also sent in my dues to A M A.

I believe it will be best to wait until I dismantle my 4 and find for sure what I need. I sent you two dollars extra for a couple of patches - red will be O K. Would like to get to the meets but don't know whether I will or not.

Jack Weaver

P S - My Indian 4 has original side car.

Chuck Metenkanich
R R 1
Wattsburg, Pa.
16442

At the recent closed meet on June 9, Chuck was present but he did not ride his four as he usually drives in on his four. He came by car from Pennsylvania where he is now living. Much to our surprise he was limping and we inquired what was the matter. He informed us that vertebrae in his back were out of place and

some discs in his back were out of place and was effecting his leg and an operation was inevitable, so we ask him to keep us informed of when he would be entering the hospital.

he writes -

I went to see my doctor yesterday and I was all set to go to the hospital if and when he said to, but he's going away for several weeks and we had to postpone it until July 22nd. July 23rd I get the Myelogram to pinpoint the disc, then on July 24 back fusion. So I doubt like heck if I will be at our August meet. As, he said I'd be in the hospital for 2 weeks and relatively inactive for 3 or 4 months. But, I'll be thinking of you fellows in Toledo and wishing I was there. John could you put a change of address in the magazine for me somewhere? I'd like to have an ad put in which I'll write on another sheet,

sincerely

Chuck Metenkanich

Chuck, you too much of a cut up not to be missed at any meet as you have been a regular attendee at all meets. I believe the guys would also like to have your hospital address so they might send a card. We know that you are eager to get you back in shape to ride again so take your time and get well and we'll hope to see you next June for the closed meet and I'm sure everyone will understand why Metenkanich ain't there in August.

- editor -

Van Ward
300 Grove Street
Charleston, South Carolina
29403

writes -

I still haven't got an Indian and I am going mad with "Indian Fever". I am writing to you to ask for some information and help. I want a 1940 (or up to) 1949 Indian Four cylinder engine. I plan to put it in a light frame. (heavy enough for strength and safety) and build from ground up, a four cylinder custom. I would prefer a "80" engine. Do you know of any where I could buy? All I have is about \$200 now. I want to join your club and come up there when you have afield meet when and if I built it and meet you. Can you help. I need to find the engine first, then someone who makes a lightweight frame that a 4-cylinder can be fitted on to, then some front forks (what would you suggest), a 16" rear wheel - 5.00 X 16". And a 18" front wheel - 3.50 X 18", a custom exhaust set up, seat, tank and so forth. When I get it built I can't wait to run up to your club. Please help me as you are the only ones I know who can. Thanks

Your friend

Van Ward

Van you have quite a project in mind and I hope you also have a lot of patience till you can round up all those parts. It sometimes takes a while and again if your lucky one individual might have them all. We will be happy to have you join our club and attend our annual meet. Don't give up, stick with your ideas and we'll see you one of these days. Write him fellows if you have any parts.

- editor -



American Motorcycle Association

William T. Berry Jr., Executive Director

P.O. Box 231, Worthington, Ohio 43085

Telephone (614) 888-3436

May 13, 1968

Mr. J. E. Wickem, President
Indian 4 Cycle Club
751 Dayton Ave
Findley, Ohio 45840

Dear Mr. Wickem:

Thanks very much for sending me a copy of the Indian 4 Motorcycle News. I have had an opportunity to glance through it and it looks very interesting.

Sincerely,

W. T. Berry Jr.
W. T. Berry, Jr.
Executive Director

WTB:bg

Thank you Mr. Berry for your remarks on our Club news and we are glad to hear from you on our efforts. We hope A M A continues to fight this new legislation recently enacted against motorcyclists, and hope you can lick it in Ohio as you did in Michigan.

- editor -

Loren Gouldsberry
Adrian, Michigan, 524 Frank St.
49221

writes -

Just a few lines to let you know am thinking of you, had a nice trip to Florida and to the big motor cycle races, hope to go back some day. Won't be seeing you this summer been home a week after spending twenty seven days in the hospital so will be confined all summer to home. Say Hi to all my motorcycle friends, if I get along good, maybe able to see in Aug. but in the mean time would like to hear from you:

Loren Gouldsberry

Nice to hear from you ole pal, glad you had a nice trip and enjoyed the races. Sure sorry to hear our good member is laid up. We will all miss you terribly so take care and hurry back so we can chat and enjoy your company. We'll look to see you in August if possible. So, fellows write Loren at his home, he will be glad to hear from us.

- editor -

Bob Speak
Mtd. Rte. #35 - Box 338
Valparaiso, Indiana
46383

writes

Sorry about the delay. I was on a treasurer hunt. Found two Harley-Davidsons in a shed. One is a (1925) Twin, very complete. It does neet a battery, clincher tires 3.85 X 20 and a head light. The other Harley is a (1928) twin, needs a seat a few items, but a good machine to restore for anyone interested. Will sell the (two) for \$400 or best offer. The (1925) Harley has a title, but the (1928) has none. I will advertize in our Antique Motorcycle Magazine. I think this is a buy.

I also found a (1924) Henderson, a K Model, purr's like a kitten, its just the engine. It sets in a frame stand, rigged up to be a compressor. It has a shaft and brackets to hold it together. Small length of chain run up to the shaft, and this is metal boxed, so, and if the chain busted it wouldn't hurt anyone. This engine has not been altered. Anyone may take it and put it back in a Cycle frame. Its nice. Magneto and Carb. O K. It sure perk's. You mention this in your magazine, along with the (TWO) Harley's. The price may seem high, but got to get \$180 for it. Motel and gasoline I just got to get back.

The Indian Frame I mentioned to you, has the shifter part in the very front of the frame. I am stupid about this, Can you tell me for what Indian its for ??? Is it a Indian Ace or is it what ??? I am enclosing a sketch of it. Remember I told you it also has a flat spot in the very front of the frame.

sincerely

Bob Speak

When you go on a treasure hunt and you a fortunate to find something which is of value to you and you pay the price asked for that treasure, then you are in possession of the item that you can either put it in a place to admire and call it a prized possession, or you can work the angle of the dealer and make a business of tracing down discarded motorcycles and make them available for others that are looking for such items to restore to original condition. Bob we hope that someone will catch the ad in this issue and call, write, or look you up and buy one of those cycles or that motor.

- editor -

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

writes -

I finally received the latest issue of the Indian Four News.

I guess somebody else received my original one. You certainly did a beautiful job. The photos are nice and clear.

I especially enjoyed the article on running in the Four engine. The article said something about a loose leaf, but I didn't see it enclosed. The story about your youth certainly reminds me of mine.

The pictures of your restoration of the 1925 Indian Scout certainly prove you are an able and excellent mechanic.

The hole in the frame of the '39 Four that the clutch bolt goes through on my machine was wallowed out, so I drilled it out and pressed in a bronze bushing. Let me tell you the frame metal is so hard and tough I had a hard time drilling it.

I'm having a time figuring out how to secure or make a junction box for the tail and stop light switch.

These little items seem so simple, until you actually try to make one - automotive type is too large and bulky. Of course I can just connect the wires up direct, but this isn't the way it should be done.

- - - I guess I'll have to make a battery hold down cover as I can't seem to find any.

Regards - Claude

Giles Adams
N. Weymouth, Mass.

writes -

Am in need of a set of rings so I can complete my four, and asks a question concerning the last issue of the magazine - what in heavens name is the thing on the inside of the back cover?

Giles Adams.

Doc. glad to hear you finally got your copy of the Indian Four News and hope you enjoyed the issue. Thank you for the compliments on my first attempt as editor, but remember we had to have guide lines and form to go by and these were supplied by the former editor Cecil Hasser. We all have to learn and I can surely say that I did. Materials used in the many articles are from experiences we have riding, owing, repairing these fours, and in turn pass it on to other members with hope that it will benefit someone else.

Thanks for the compliment on the restoration of my 27 45 Scout. Having had 30 years experience with Indian motorcycles, repairing, riding, and restoring machines for others, which demanded know how and my best workmanship since the job was not for myself, I guess this sort of qualifies me to do excellent restorations. Claude, you will find Indians were built of excellent material and thats why they last so long. I was glad to hear from someone else that also had some experiences in their youthful days such as I did, and you can be sure they remain with you as long as you live. Yes Claude, we have several members in our group who are earnestly engaged in production of hard to find Indian Four items for the benefit of our members. Our member Dr. Claude Walters is looking for a battery hold down cover and misc. parts, so anyone that can help, contact him and I am sure that he will be glad to hear from you.

- editor -

I sent Giles a set of rings so this request should be taken care of. But, in regard to the sketch on the inside of the back cover, it is an artists sketch of an idea of customizing a four, and it was drawn for Jack Schroeder before he did some custom work on his four. Artists can go way out in ideas since its only on paper, and I can assure you that from the pictures we have on file, Jack's machine doesn't look like this.

- editor -

John A. Palmer
Toledo, Ohio

writes

John I want to congratulate you on the best issue of the Indian Four news yet. I must have read 8 or 10 pages before I realized the pages were printed on both sides. The printing, pictures, and reproduced drawings were so sharp and in every way, and detail, and the membership was a good idea. The index was another great improvement and will be appreciated by all. My engine is being rebuilt by Paul Murray and we get together about twice a week. His shop looks like an Indian factory in miniature, and I could stand there all day watching him at his lathe machining parts for the fours. We are about 10 miles apart so this accounts for my frequent trips there. Incidentally Paul's nick name is "Heinbockle" Ha Ha.

John A. Palmer

Thanks John for all the nice compliments on our recent issue, it sure helps keep your editor on the job. I met John at Paul's on May 21, and had a nice chat with him and helped on some parts he needed. He will have an original Four if possible the way he is going at it. We'll see his Four in August - we hope.

- editor -

Blake and Beasley
Distributing Co.
1928 Foster Drive
Ada, Oklahoma 74820

Wm Blake writes -

I have a 1938 - four which is in fairly good condition, no rust or dents - needs engine work - nearly complete, except for horn and speedometer. I have too many other projects to attempt the restoration so will sell reasonable.

William Blake

Some of you fellows that have requested us to find you fours for restoration in your spare time, heres an opportunity to secure a machine from an individual that can't take the time but would like to see this machine running like new again. Our appreciation to Mr. Blake for sharing with us the opportunity to get ahold of a four that otherwise might go the way of the junk pile if Mr. Blake had not taken an interest in it. Our thanks to Mr. Blake for writing the information and offering it for sale.

- editor -



Shown are the Cycle Men of the New Union City-Waterford Area U.S. Citizens Defense Corps. L to R they are. Mr. Gerald Hicks; Mr. Roy Mitchell; Mr. David Wellman; Mr. Norman Merrill; Mr. Donald Styers; and, with his trophy winning "SHOW BIKE" (A 1942 INDIAN FOUR), Mr. Charles Metenkanich. To belong you must be a citizen of the U.S., furnish your own bike, and weigh 175 or more, as well as being an experienced motorcyclist.

Chuck states that this group was in the Memorial Day parade in Union City Pa. Their uniforms are white coveralls and red helmets with white visors. These outfits were furnished by the local Civil Defence Corp.

Our thanks to Chuck for the picture and the information.

The Indian Four News was originally designed for news and information from and to the club members. Since it's beginning publication, pictures have been primarily on the individual basis, such as the member and a candid shot of his machine. We are aware however, that many members are also members of local activities. The above picture of Chuck Metenkanich is of this type and shows that Chuck is very proud of his trophy winning Four, as all of should be.

It is as important to our to know that our members are active in their local areas, as well as active in the Indian Four Club, with one another's needs and fellowship as our goals. So, how are we going to know or see what your local organization looks like and what it does unless you tell us about it and send a picture. In this issue you will read about some of the Michigan boys and the fine welcome they received at the Livonia meet. An invitation was also given to Club members to attend a Lima, Ohio 4 star meet. Several plan to go there and proudly show those beautiful four's. But don't forget, if you go to a meet anywhere, or some local doings, writing down the details will tell us a lot, but a picture will tell us a lot more. This is magazine material and we want to continually improve the magazine with human interest.

- editor -

" A H O T T R I P "

On the 6th of June, my ol' buddy George Young gave me a phone call about 6:30 in the evening. The conversation went something like this - - -

- (George) - "can you get off work tomorrow?"
- (Jerry) - "I think maybe so, what's on your mind"
- (George) - "Let's rent a trailer, load our machines, and head to Lexington, Ky, to see Paulette, stop at Findlay on the way down, and get back to Toledo in time for the 4 meet.
- (Jerry) - "sounds like a pretty good idea, let me call my boss and I'll call you back".

So I gave my boss a call. he says Okey, I rang George back and informed him and he says "let's ride our machines if it is Okey with you." I told him that sounds like a better idea than trailering them, so we decided to ride. He rode his Chief over to my place, we changed the oil to "D-A Speed Sport", adjusted his rear chain, put the solo seat and saddle bags on my Chief, marked down my milage in my log book - 4804 Friday, June 7, 6:45 A.M. George wheeled into my driveway with his clothes for the weekend stuffed in his jacket since he has no bags on his Chief and mine are "OURS". We threw in 4 extra quarts of D-A oil and packed our clothes. By this time breakfast was ready, so we had a good feed and then "fired em up". Pulled out at 8:10 A.M. Got on U S 24, heading for I-75 south. At about 10:00 A.M we pulled up behind J. Wickham's garage in Findlay. Talked with John for a while, invited him to ride along with us. His reply was sort of a grunt and a cough, (still don't know what he said), but he didn't go. In a short time Carl Reichenbaugh rode up on his 4. John had a '37 in the garage he had just finished building up and he was having trouble getting it started. The four of us fooled with it for a while, could only get it to caught a couple of times. In the meantime the outside temperature was soaring higher and higher. On the way down to Findlay my machine had developed a very bad oil leak, which was just above the exhaust pipe and muffler, both of which were pretty black by this time. Checked my transmission and found it too full, so drained off excess. Figured that this cured the leak, we bid adieu to John and Carl and fired up. Once more, taking 12 and 224 to I-75, I had a leather shirt on, George a leather jacket, also both of us wearin helmets and gloves, and felt pretty good to get moving again. The next leg of the trip was eventful since my oil leak was not cured and George's battery lead (positive) came loose. He had been running with his lights on and this blew all his bulbs, except hi-beam. We repaired his tail lite bulb, for stop lites and then discovered that the generator had ceased to put out current. Since George's Chief is really a 4, this wasn't much of a problem - (battery and mag. ignition with separate plugs for each system). By the time we hit Cincinnati the temperature was 300° inside that leather (George lost a few pounds I believe). and of course we timed it perfect to hit the Friday afternoon rush hour tffaffic. I was never happier to see hills and open roads of Kentucky in my life. We continued onward towards Lexington, well knowing by this time that the solo seats were not the finest thing for road riding for either one of us. Maybe we should have loaded them on a trailer and came by car, but it was too late to think of that now. Somewhere's about 30 miles north of Lexington we got a real touch of "Southern Hospitality". Here we were roasting along I-75, when a white Ford pulled up along with us with 2 fellas in it. They hung right along side for a time, which is not rare. because 2 old Indians running the Interstate is. Then the gentleman on the passenger side said - "would you like a cold beer". In reply I said - "man, would I". To my surprise he handed me a nice cool sterling's with a ring pull top which

I gingerly put in my teeth and made quick work of. It really wasn't cold, but it was surely wet. I looked in my mirror to catch ol' buddy George's eye and pass him the bottle, only to see our benefactors had supplied him one also. After the beer was down we ran up on a Kentucky state trooper with a radar set up. He was standing along side his car and waved when we passed. We waved but also wondered what we would have done if he had parked a mile closer to the State line. You just don't wave at State Troopers with a can of beer in your hand.

We pulled in at Bob Paulette's place about 6:15. He wasn't home at the time, but Mrs. Paulette said she'd call him and He'd be along shortly. We went over and checked into a beautiful motel - The Airport Motel, unpacked and soaked up some air conditioned comfort for about 30 minutes. We went to Bob's place and a minute after we parked he pulled in. We visited we him and Mrs. Paulette and had a very good dinner (fried chicken, biscuits, and gravy, potato salad, tossed salad, tomatoes, and iced tea.). Finally broke it up about 11:30, and went back to the motel and turned in for a very well appreciated deep sleep.

Woke up at 6:30 A M Saturday morning, grabbed a shower, breakfast, and heading back to Bob's place. Got there a little after 8:00. Got him up (when we pulled in the driveway with those ever so quiet Chief's). George started on his generator, I on my chain guard. Bob and George put some brushes in the generator, dressed them down, and got it to put out enough current so as not to cause trouble. After I got my chain guard off and pipes off, we inspected the transmission and determined the trouble to be elsewhere. Now on my Chief the breather which normally vents along the front down tube, has been extended to vent on the rear chain. Very handy for city riding. Come to find this the source of the oil leak. Seems that when I put all the tank fittings back in after painting, I neglected to be sure that the breather and return standpipe had enough separation.

Result - return pumping almost directly above breather. Drained the oil, removed the breather stand pipe, inspected for holes or leaks, found none. Reinstalled, repositioned, and filled tank with oil. Reinstalled is a word not exactly long enough to describe the operation. After 40 minutes of trying by George, myself, and a friend of Bob's, Roger, the 'ole master took over and in short time with the use of a scriber in the open end of the standpipe, had it back in place.

Finished the repairs and started to get assembled for the ride to Toledo. Paid our respects to the Pauletts and started threading our way for northbound I-75. We motored along pretty well until about 5 - 7 miles south of the Ky-Ohio State line. At this point I heard a very loud sort of snap from George's machine. We pulled off the road and started checking things, only to discover that one of the front fork springs on his '47 had broken about 3 coils up from the bottom. There wasn't too much we could do to repair this without the proper tools, so we fired up and continued on our way at a slightly slower pace. Rather than stop in Cincinnati, we drove thru, and stopped at the first Pure Stop north. We were able to borrow enough tools to remove the bottom 3 coils, and screw the balance on the plug. Had a bite to eat, gassed up and headed once more for the "ditch". Balance of the trip was uneventful except for the leak and the fact that George was constantly running out of gas with plenty in the tanks.

After a while we discovered that by unscrewing the vented (?) cap, we could run the balance of the gas out. For the time we let it go at that.

Editor's Note; We leave our two riders enroute on I-75 heading for the meet in Toledo for the story stops rather abruptly at this point and comment is made concerning the Toledo meet. Nothing is said about their Saturday nite stay in the motel for the meet did not occur till Sunday morning and both were there for the meet. They did relate the story to those who attended the meet but since it was not released for publication we'll pick up again where they left off.

The meet in Toledo was rather small this time, but other than that, everything was the same as usual, just wonderful except for the heat. They had four fine events scheduled, including one they called "water on the brain". This event proved that 'ol buddy George has the flatest head in the club.

At the close of the meet we fired up and headed for home. Riding along with us was Allen Bozung on his four. We hardly got 2 miles from the club grounds when George ran out of gas again. Removed the sediment bowl, cleaned and replaced, machine fired up and we were off. About 1/2 miles more and the machine died again and would not fire at all. At this point we decided to find out why. Close examination revealed that the threaded pin which holds the float in position had come loose, and was almost completely out. Secured the pin, adjusted the carb., replaced the air cleaner and fired up. Machine ran perfectly from that point on.

The balance of the trip was just a matter of time. After I pulled my machine into my garage I made a note of and marked down the milage in my log book. The speedometer showed 5589, less 4804 my starting milage, figured 785 miles round trip. But, discounting the fact that my speedometer is slightly fast, I figure about 740-750 miles, which by my standards - it was a "hot trip" in 90 plus temperature.

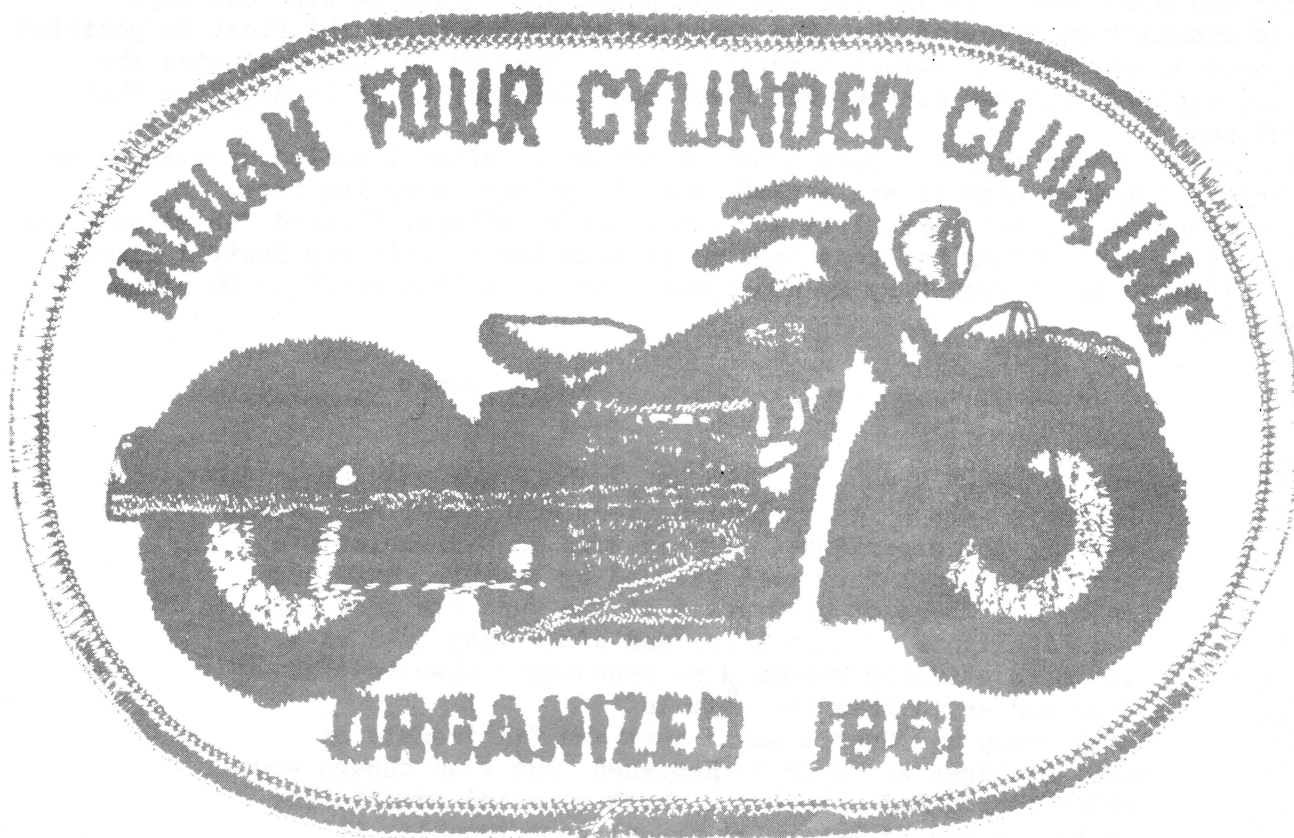
Gerald Tacoma

Editor's note - We appreciate very much Jerry and George sharing the experiences of this trip to Bob Paulette's, and even though they were plagued by trouble, they did enjoy it. Those of us present at the June 9th meet heard the highlights of this trip, and after they told us a lot more actually happened we encouraged them to take time and write down the details.

Both Jerry and Goerge would spot and fix trouble on their machines wherever it happened, but even though any rider pinpointed trouble on short runs and even idling in the garage at home will reveal some trouble, it sometimes takes the long trip to really locate it. This trip by Jerry and George is of real value to us and their willingness to share it with us.

Their problems included, an oil leak, loose battery cable, generator trouble, fork spring, and carburetor trouble. But since both them men have done most of their own repair and adjustment work they were able fix most of the trouble. Let these experiences teach all of us, and if you have an equal experience we urge you to take time and write us so we can share your experiences and pleasure of riding.

- editor -



THE NEW CLUB SHOULDER PATCH

The new patch is really the finest yet. White background, picture of red Four in color, black lettering, and gray bound edging. It measures - 4 5/8 in length by 3" wide. We printed the above copy in twice size to give you a good detailed picture of the patch. The patches are \$1.00 each. A good supply will be on hand at the Annual Meet but you may want your patch before the meet. Send your order to John Wickham and they will be mailed promptly. Everyone should be wearing the new should patch at the next Rally or buy one when they get there. Our membership is growing nicely and you should meet members more frequently, therefore we should be proud to identify ourselves with the Indian Four Cylinder Club and greet your fellow members.

Annual Closed Meet of The Indian Four Cylinder Club Inc.
June 9, 1968, Traveler's Club Grounds, 8940 Dorr St., Toledo, Ohio

The annual closed meet for the members of the Indian Four Cylinder Club Inc. met Sunday, June 9, 1968, at the Traveler's Motorcycle Club grounds. Members of the club began arriving around 10:00 A M and by noon there were about 30 present. Around 11:00 the business session was called to order and began with words of meditation and prayer by our new chaplin, Rev. Tom Miles. He stressed the strife and tragedy in the world today and requested that all stand in silent prayer for a moment in honor of the late Senator Robert F. Kennedy and his family. He further expressed sympathy for the members who were ill and unable to attend, and for the safe journey home for all present.

The session was held under the big oak tree for the welcome shade on a very hot humid day. Bills and communications transacted and announcements of events in the annual meet in August. It was agreed on request that a short business session would be held at the annual meeting. All present were asked to bring their machines for display as a draw card for attendance, and emphasis will be made on the poster of the display. Gerald Tacoma gave a brief explanation on the meet of the all American Indian Club at the 4 star race meet at Livonia, Michigan on May 12. There was a good turnout by the members of the Indian Four Club, all of whom participated in the parade and were recognized by AALMC over the P A system before a crowded grand stand. Jerry stated that his only regret that more of our members were not present for this fine recognition by the Livonia group. Jerry also gave a brief coverage of a trip that he and George Young rode their Chief's to Lexington, Kentucky to visit with Mr. and Mrs. Paulette and on the way stopped at my home in Findlay. They rode a total of 750 miles.
(more complete detail of this trip will be found on page 17)

Mr. J.V. Shepard of Lima, and a member of the Lima club and our club, told the group of a race meet to be sponsored at the Allen County Fair Grounds on July 6th, and extended invitation to the Indian Four Club to attend. Recognition will be given to the club for attendance at this meet.

The business adjourned to the clubhouse for refreshments and lunch and time to visit. The committee responsible for the events were busy getting the afternoon's events ready. At 1:30 PM the whistle sounded for the beginning of the closed meet and the first event was a time run of 5 minutes duration. All those participating in this event gave their watches to the judges and rode away from the club grounds and try to be back as near to five minutes as possible.

The winners of this event were; First - Allen Bozung - 5 minutes 8 seconds. Second Lew Maule - 5 minutes 11 seconds. Third - Harry Maule - 4 minutes 30 seconds. Fourth - George Young - 5 minutes 45 seconds.

The next event was a poker run on the track with 5 stops to pick up cards. Winners of this event were; First - J.V. Shepard - pr. aces Jack hi. Second - Gerald Tacoma - pr. Queens ace hi. Third - George Young - pr. nines Queen hi. Fourth - Carl Reichenbaugh pr. nines Queen hi, which brought on a flip of the coin for the winner for third place. Next event was new to everyone and called "water on the brain". A paper cup full of water was placed on the head of the rider and the trick of riding without spilling it was most important or down came the water. First place in this event - George Young two rounds without spilling. Second place Gerald Tacoma. Third - Allen Bozung. Fourth - Harry Maule.

Next event was the blindfold run with the rider going as far as possible within the limits of the track. Individuals stationed along the track watched each rider carefully and on first indication of wrong going, the whistle blew immediately. First in this event was Joe Leas, full length of the straightaway. Second was Allen Bozung, Third was Gerald Tacoma, and Fourth was George Young.

All events were run on a point system and total points for all events were tallied. High point man was George Young. First place - Allen Bozung. Second place - Gerald Tacoma. Third place - Joey Leas. And fourth place - J.V. Shepard. Following the events all present went to the club house for the presentation of trophies. Trophies were given for the point winners other member participation. Rider coming the farthest - Dave Sloan. Oldest Indian Owner present - Casper Barnes. Milage trophies were won by Harry Maule and another member who donated his trophy to be given in behalf of Casper Barnes for his untiring efforts in his work in the club. Following the giving of trophies a few last minute items were discussed. All present enjoyed the facilities of the newly finished Traveler's Club House. The building is completed except for water system and rest rooms. The older club house has been torn down and cleared away. At our annual meet last year Rev. Tom Miles suggested that a booklet be printed containing pictures of annual meets from the beginning of the club organization. The idea was well received. The booklet has been printed and was ready for distribution at the closed meet. He had agreed to print the booklet for \$1.00 per copy and the club could sell to the members for a price which would provide a profit for the club. It was decided to sell it to the members for \$1.50 per copy. It is very well laid out and a very colorful cover. A copy of the cover can be found on page 29 of this issue. Send orders to me, John Wickham or our treasurer, Carl Reichenbaugh.

Many arrived late in the morning for the meeting to begin at 10:00 AM. Your president was one of the late arrivals. I left home on my four around 9:30 AM to ride the 48 miles and on the way had magneto trouble, but I finally arrived at the meeting grounds a little late. Our chaplin, Rev. Miles, became concerned when I did not arrive by 10:30, knowing that I usually get to the meets early, and to make sure that I had not been in an accident or if I was late because of an accident, left the club grounds to telephone the nearest highway patrol post to inquire if there had been any accidents. He had the operator check through to Bowling Green to make sure that there was no trouble that far down I-75 and the safety of your president. I am thankful that there is concern among our members for other safety. Our attendance for the day was about 30 present. Some came from as far away as 260 miles for the meet. Many took advantage of the pictorial history of our club rallies and especially the new shoulder patch. A picture of the new patch, the new pictorial book, and a map of directions to the club grounds are included in this issue of the News. This map also gives motels and rates for overnight lodging.

All present were urged to plan to be present for the annual meet and we take this opportunity to extend an invitation to everyone to make plans to attend the August 10-11 meet at the Traveler's Club grounds in west Toledo. You may come on Friday and have free camping and cook out thru Sunday afternoon.

John Wickham - president



Jerry Tacoma - blindfold run



Joe Leas - the winner of the blindfold run



Getting ready for the poker run



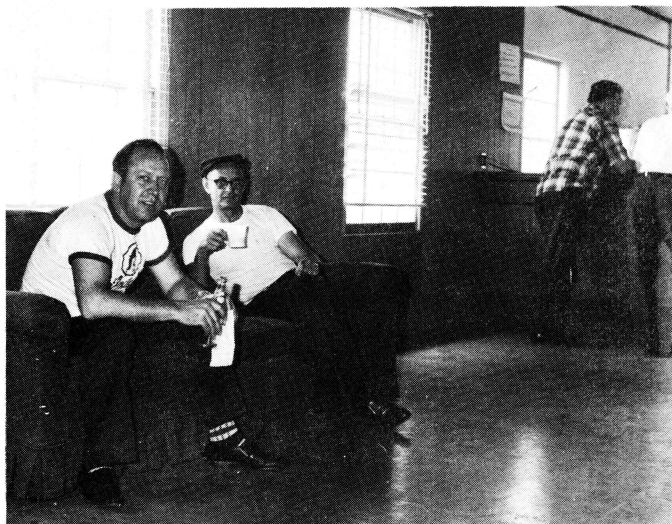
George Young - blindfolded -
Jack Mauer says the man with the flattest head in
the Club.



Getting ready for the event of "water on the brain"
Winner, second from right - Joe Leas.



After the business meeting - just standing around



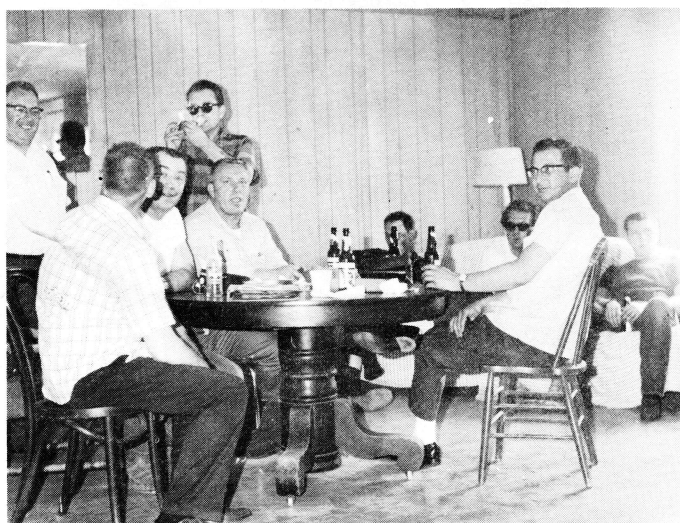
Bob Aldridge and Ed Wolski



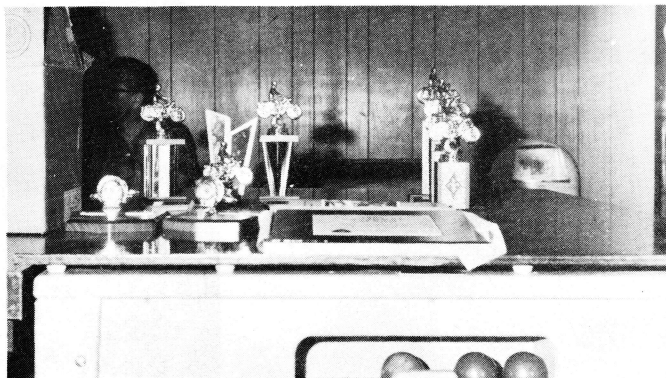
Club Officials - L to R back row - George Young, Jack Mauer, Casper Barnes, John Wickham, Dave Sloan. Front row L to R - Allen Bozung, Carl Reichenbaugh, Bob Aldridge.



L to R - Rev. Miles, L. V. Shepard, Sylvester Price, and John Wickham.

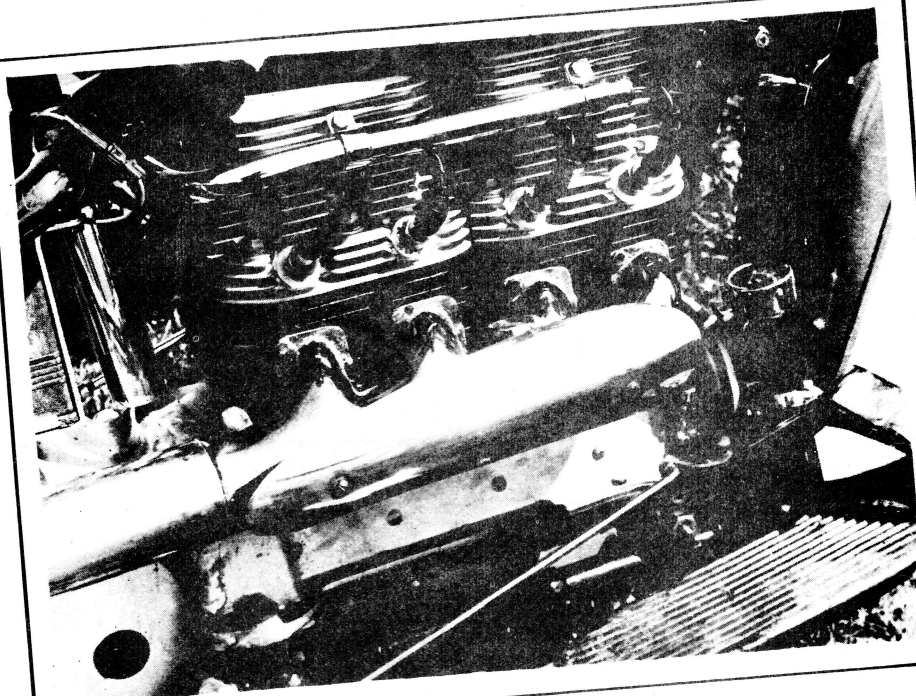


A friendly get together in the Club house.



The Trophies

ANNUAL MEETS of the INDIAN FOUR CLUB



INDIAN FOUR CYLINDER CLUB INC.
ANNUAL MEETING
TRAVELER'S MOTORCYCLE CLUB GROUNDS
8940 DORR ST.
TOLEDO, OHIO

" ANNUAL MEETS OF THE INDIAN FOUR CLUB "

A recent publication by the printer of the Indian Four News gives the history of the annual meets of the Indian Four Cylinder Club in pictures taken at the Traveler's Club Grounds in Toledo, Ohio. Beginning with the year 1962, the book contains pictures of each year's meets thru to the 1967 meet. The booklet measures 6 X 9 inches and contains 43 pages. As you can see in the above picture the photo on the cover is the famous Indian Four and on page 43 is a photo of the other side of this famous motor. For the many far away members and some who have never attended the meets, this picture history will give you a good look at the annual meets in action and the place where they are held. The booklet is priced at \$1.50 per copy and well worth it for a picture history of the Club. Order as many copies as you like for we have plenty on hand. The club is making a little profit from the sale of each book for the treasury. Copies will be on hand at the annual meet but if you wish to order now, send check or money order to John Wickham or Carl Reichenbaugh and a copy will be mailed promptly.

CORPORATION NOT FOR REVENUE

1342 1398
326953

APPROVED

Articles of Incorporation

-OF-

INDIAN FOUR CYLINDER CLUB

(Name of Corporation)

27-79

The undersigned, a majority of whom are citizens of the United States, desiring to form a corporation, not for profit, under Sections 1702.01 et seq., Revised Code of Ohio, do hereby certify:

FIRST. The name of said corporation shall be Indian Four Cylinder Club

SECOND. The place in Ohio where the principal office of the corporation is to be located is

Findlay

(City, Village or Township)

Hancock

County

THIRD. The purpose or purposes for which said corporation is formed are:

Organizing and maintaining a club for the promotion of the physical and moral welfare of the members of said corporation; and of providing means and facilities for the holding of, races, exhibits, gatherings, demonstrations and meetings of motorcycles and other vehicles and such further purposes incidental thereto as will foster the physical and social welfare, recreation and amusement of its members and guests, and for the further doing of any and all things necessary or incident thereto.

On this page and on page 25 are reduced copies of the Incorporation papers of the Indian Four Cylinder Club Inc.. Since it is usually the case with many organizations only the club officials usually see these official papers, or if a club is small in number and they have a private meeting house of their own, then these official papers and the charter of the club is usually displayed in frames for members to look at at any time they wish.

However in the case of the Four Cylinder Club we do not have our own club house and we are so far apart, we thought the next best thing to do would be to print a picture of our incorporation papers, thus you will see in these papers those officials of our great club who were responsible for building us into a legal organization. Printing these reduced copies places in the hands of all the members a copy of the document the same as they might be displayed on the wall of a club house.

- editor -

Original Appointment of Agent

雙乙

The undersigned, being at least a majority of the incorporators of _____
(Name of Corporation)

Indian Four Cylinder Club.

THICKET BOX

Name of Agent:

Name of Agent
 a natural person resident in the county in which the corporation has its principal office, a corporation
 having a business address in the county in which Indian Fear Cylinder Club,

has its principal office (strike out phrase not applicable), upon whom (which) any process, notice or demand may be served, and if permitted by statute to be served upon the corporation may be served. **Hus (its)**

complete address is

751 Dayton Av.

ADDRESS
(City or Village)

Hancock County, Ohio.

Italian Four Cylinder Club.

Warwick University

J. E. Wickham

Barry L. Sloan
Dave Sloan.

INCORPORATORS NAMES SHOULD BE TYPED OR PRINTED SEPARATE SIGNATURES

August, 1963

IN WITNESS WHEREOF, We have hereunto subscribed our names, this 3/27 day

[illegible][illegible]

IF B Articles will be returned unless accompanied by Form C-103 designating statutory agent.

See Section 1702.04, Revised Code.

三

by

Signature of Officer Signing and Title:

There is no original appointment of agent. There is no appointment by advertisement with indication of name, address, residence.

Indian Four Cylinder Club.

Name of Corporation:

(Gentlemen: I resubmit our report and application) hereby accept the appointment as agent of your

Signature of Agent in Charge

NEW MEMBERS

Stanley Jenson
230 Sharon Drive
Dundee, Illinois
60118

Hugh W. Riddle
Box 191
Ravenna, Ohio
44266

R.D. Donald
209 W. Drahue Rd.
Oxford, Michigan
48-51

Jack Weaver
Honda of Berne
Hwy U S 27 North
Berne, Indiana
46711

Wm. T. Alloway
821 Columbus Dr.
Capitola, California
95010

Everitt W. Palser
1928 Broadway
Scotts Bluff, Nebraska
69361

L.E. Schwoerer
P O Box 189
Lebanon, New Jersey
08833

Change of Address

Alden Brookens
RR 1
Vestaburg, Michigan
48891

In the changeover of editors some members and their address were lost or misplaced and were glad when these individuals inform us of the error. If you know of anyone who has not received his magazine he should write me immediately and I'll check the address file for the possibility that I don't have his address and get his magazine to him. Below are two addresses that were omitted and along with the new members listed above, you may include these on the blank half of the last page of the complete membership list printed in the Spring issue

Joseph P. Larweth
Box 403
R 1
Fontana, Wisconsin
53125

J. V. Sheperd
634 S. Dewey St.
Lima, Ohio

Members of the Indian Four Cylinder Club

On request of your president, Mr. John Wickham, I attended the 1967 closed meet to discuss with those present, the printing of the Indian Four News, as I am engaged in the printing and photography business.

Along with this business I am also a licensed minister in the former Evangelical United Brethren Church, now the United Methodist Church, and assigned to the Mt. Herman United Methodist Church, a small rural church, 3 miles northwest of North Baltimore, Ohio.



Rev. Thomas J. Miles

As Mr. Wickham called the meeting to order he informed those present of a change in the regular procedure and stated, "that since there was a minister present, it would be appropriate for begin the meeting with prayer and close it with prayer".

It was my privilege to be of service to this request. Later several expressed appreciation for the words of spiritual application, and decided that I be invited to the annual meeting in August to deliver a 5 minute opening meditation and invocation. Each day's program open and closed with prayer, and all present were most cooperative, even in silence for the prayer.

It was felt by the members of the Executive Committee that this addition to the conduct of the meeting would benefit the club for the fine organization it is, and help to maintain a good reputation for an organization that is organized for the good of its members to help one another in persuing a hobby as well as the spirit of brotherhood.

Last month I was asked by the president to assume the responsibility of Chaplin of the Indian Four Cylinder Club for, for many members had expressed appreciation for the prayers and remarks. It is with deepest gratitude that I accept this task which I feel totally inadequate to fulfill. Yet, as a minister, it is an opportunity to further my outreach to humanity, the responsibility of my duty in the ministry. I find the members of this club a very fine group of men to associate with, and the machines they ride, some very beautiful equipment.

Although I am not a cycle enthusiast, pictures that I have taken of the four motor, are in my estimation, the finest examples of design engineering I have ever seen.

Many of the members will not be present for the Annual Meeting on August 10th and 11th this year, and for many reasons. Thus as chaplin, I urge you to remember on Sunday morning, August 11, at 11 A M, (eastern daylight saving time), in Toledo, Ohio, the meeting will come to order with meditation and prayer. Will you take time at the moment to think with us and thank God for this fine club, and the continuance of its ideals, and the spirit of brotherhood among the membership.

Sincerely

Thomas J. Miles, Chaplin

There has appeared in the past issues of the Indian Four News stories taken from various resources of the Indian cycles and stories of the Indian Company from its years of highest production to the year in which it ceased business. Mr. George Hopps has kindly submitted the following history of the Indian Four and its development. The complete story came from many sources and we appreciate the efforts of Mr. Hopps and his research of the "Indian Four Story"

"THE INDIAN FOUR STORY"
BY GEORGE E. HOPPS

This is the story of that great classic motorcycle, the Indian 4, but any story about the Indian 4 has to include its predecessor, the original Ace 4, first built in 1919. In fact, some parts of the Indian 4 built in 1942 are interchangeable with the Ace.

The Ace was designed by Will Henderson after selling the Henderson Motorcycle Company to Ignatz Schwinn, owner of the Excelsior Motor Mfg. and Supply Company of Chicago.

The Ace engine followed the Henderson closely with a 3 speed gear box and crank case in one piece, with removeable lower case and 3 main bearing crank.

The magnetic breather and kickstarter were in the same position on the left side of the engine. The inlet valves were on top with overhead rockers actuated by Henderson type push rods. Exhaust valves were below with one piece 4 stack exhaust manifold. These were welded out of steel tubing with a sliding cutout door on the bottom. Later on this was made of cast aluminum with no cut out. I have also seen some made of cast iron.

Cylinders were individual. Twin heads each covered two cylinders with intake manifold bolting on the right side. Carburetor was at the rear.

In 1925, a combined head and intake manifold was introduced and remained pretty much the same through 1935. Fins were enlarged slightly through the years.

The 1919 Henderson and first Ace looked very much alike.

Will Henderson was killed by a automobile driving moron in 1922 while road testing a new model. He was struck in the side and died of severe head injuries.

The Ace Company then acquired the services of Art Lemon as Chief Engineer. Lemon had been a member of the Chicago Henderson staff, and had been with Will Henderson before that.

The Ace Company was in and out of financial difficulties in its early years and in 1925 was moved from Philadelphia to Detroit and was owned by Michigan Motors.

I have one of their catalogs published in 1925 and all parts were interchangeable from 1920 to 1925.

I note that the first Ace and a gear type oil pump in the front inside of the timing gear cover that pumped oil to perforated tubes on each side of the pan where the oil sprayed out filling small depressions in a metal inner pan where

the rod ends picked it up.

Also the catalog listed both splash type and pressure systems that year.

The familiar oil pressure gage on the lower right side of the engine was not present on the 1925 model. The first evidence I have seen of this gage was on the 1927 model.

There seems to be a dearth of information on the Ace in 1926, but at the New York Motorcycle Show in 1927, it appeared in the Indian exhibit with lettering on the tank - Indian Ace.

Ted Hodgdon, who was with the Indian Company at the time, told me that over a dozen carloads of Ace parts were shipped from Detroit to Springfield, Mass. where the Indian was built.

These first Indian Ace's were Indians in name only until September 1928, when the Ace engine was placed in the basic 101 Scout frame. Wheels, forks, bars, fenders, tank and all parts were Scout with a slightly heavier spring. The lower frame with single front down tube and U shaped tube surrounding the engine was still like the Ace.

This model was called the 401 and was produced from September 1928 until June 1929.

In June 1929 the single tube frame was changed to the familiar double type and the engine was changed from 3 main bearing to 5. This model was called the 402, and was much publicized as the New Indian 4.

At this time the Indian Company did not bring out their new models at the first of the year as you can see. The 402, when first built, had clincher tires and later on that year they changed to drop center.

Following is a list of engine numbers plus some yearly changes.

Ace Produced as Ace 1920 to 1927 with interruptions
 The color was a beautiful shade of marine blue with gold striping and cream colored wheels.
 Single compression type enclosed front spring with leading link fork.
 we are sketchy on Ace numbers. The Ace engines I have owned start with B. Were B4176 - B4657 - B4227.

Few changes were made in the body of the vehicle. They all look very much alike in my catalogs.

1927 Indian Ace - strictly Ace

Motor VF 101 up
 DA 100 up

1928 Model 401 - Came out Sept. 1928

Ace engine - 3 bearing crank
 Single tube frame
 Between the frame tank
 Indian 4 decal on tank
 2 lugs on small headlight
 # 11 Klaxon horn on right of engine
 27 by 385 clincher tires
 Magneto ignition

1929 Model 402 came out June 1929

Motor EA100 up

5 main bearing crank
Double tube frame
Balance same as 401

1930 Model 402

Motor #EA 100 up

Larger headlight with side lugs
400 by 18 drop center rims tires
Same general appearance as earlier model

1931 Model DOC

Motor #S 40 3101 up

Center Bolt Headlight
Indian face horn under light
Rear fender hinge
Welded cross bar on handlebars
Quick change rear wheel

1932 Model DOC

Motor #S40 3101 up
continuing

Larger two piece over the frame tank
Front fender follows curve of wheel instead of straight down
Welded cross bar on handlebar dropped

1933 Motor #DCC 101 up Serial #433 101 up
Battery distributor ignition standard
Wider cylinder and manifold flanges
Otherwise looked very much like the '32

1934 Motor #DCD 101 up Serial #434 101 up
I could find no change in the 1934 model
My magazine cuts of the 1933 and 1934 are identical
These were the depression years

1935 Motor #DCE 101 up Serial #435 up
Major change this year was in appearance with the new
streamlined fenders.
Indian head on gas tank

1936 Motor #DCF 101 up Serial #436 101 up
Frame and fenders little change
Big change in engine
This was the so called upside down engine with updraft carburetor
in the center of the right side of engine.
Intake valves below exhaust valves above
Exhaust manifold on top of engine angling down on right side
Double over and under mufflers
The rest of the bike looked very much like the '35

1937 Motor #DCF 101 up Serial #436 101 up
Same as the 1936 but change the carburetion
Two carbs used below two aluminum Y manifolds
This was called the Sport 4

1938 Motor #DCH 101 up Serial 3438 101 up
Frame and fenders generally the same

This was the year of the big engine change to
the so called aluminum engine that was used until the end in 1942
Cylinders were cast in pairs
Overhead intake side exhaust
Twin aluminum heads
Rockers enclosed and operating in oil
Tappets enclosed and operating in oil
Straight back fish tail exhaust pipe

1939 Motor #DCI 101 up Serial 439 101 up

Very little change from 1938

1940 Motor #DDO 101 up Serial # 440 101 up

This was the year of the big frame change
Fully enclosed fenders
Spring frame
Stainless steel tear drop insignia on gas tank
Aluminum 1/2 round side fender trim - 2 stripes on top of each
fender
Polished cast aluminum streamlined instrument panel
Popular colors were solid black and Indian red

1941 Motor #DDA 101 up Serial #441 101 up

Minor changes in insignia
Stainless steel trim on fenders - flat not rounded
Small strip in front of and behind tank insignia
Indian face horn replaced with word Indian in block letters

1942 A few machines were built as we got into world War two production.
I personally haven't seen any motor numbers different than 1941

A clue to establishing the year of bike will help here
The letters from 1933 on, follow the numerals
example - A is 1, B is 2, C is 3, D is 4 etc. O is 0 or zero

example the 1940 would be DDO The 1941 would be DDA

The foregoing has all been published before in many forms and is by no means
complete. However, all of it has been taken from magazines of the times plus
factory manuals. We have not researched other writers, many of them which we
have found in error.

We are also fortunate in having all of the Indian Fours from 1928 on.
We also have original Ace engines and Hendersons to compare.

We know that much of this dope will be repetitious to some of you, but also
know from the many letters we get from all over the world that some of this
information will be of help.
Some day we hope to have a complete file on every year down to the last detail.
All of which we hope to publish in our magazine.

Make you bike as origional as possible, but be not alarmed if you don't win first prize. In our judging we have yet to give any one a perfect score.

Rule #1 in restoring a motorcycle - make every nut, bolt, washer, spoke, nipple, even a cotter key, look like it did the day it left the factory. It can be done. Others have done it. Work slowly and enjoy your restoration.

George E. Hopps

Editor's note -

Even though Mr. Hopps says in this fine article that much more research should be done to more fully complete the story on the Indians, information given here is evidence of time well spent for the benefit of not only his customers but we of the club now share in this information.

We have more of Mr. Hopps material to publish and we will appreciate again the opportunity to publish in the club magazine information that many of you do not know

Ideas for Indian 4 Members

sent in by

Frank W. Commins
San Carlos, Calif.

No. 1 Timing idler adjustment to aid in quieting the timing gears. It is possible to adjust.

No. 2 Sequence of operations to disassemble clutch throw out shaft locking washer at spring, removal of cap screws on yoke etc.

Must be discouraging to owners of late fours. An article on such details would be handy for all and helpful.

Answer - item No 2. Suggested by Mr. Commins

In my experience on Indian Fours, to remove clutch throw out assembly, first remove 4 nuts and wires fastening the cross shaft bearing caps. Next remove the cross shaft by rotating motor to assist in removal upwards. Next take off starter spring and 4 cap screws holding kick starter assembly and remove. Then take out the shifter assembly by loosening the screw in the shifter finger or yoke. Take out 2 cap nuts, one on each end, and use a screw driver and screw shaft out of the shift fork. Take cap screws out of top of case and remove spring and ball that locks gear positions. Remove the wires and take nuts off the counter shaft bearings, and take cap screws off with bearings. I always make up a board with headless nails or finishing nails so all bearings can be put on it in the same position as they were on the motor. This keeps all bearings, shims, caps, and nuts in proper order for reassembly. The cap under the fly wheel is hardest to remove, so the only way it can be taken out is either pulling off the pinion gear, or by taking out the one stud bolt. Once I get the cap off, I grind the one corner off pretty close to stud hole on the cap so it can be taken off next time very easily or put back on. This doesn't hurt the cap any at all. After you get the cap off under the pinion gear you are ready to take out the counter shaft or triple gear. When you take out the bearings on each end of gear lay them in position with other bearings for top half of counter shaft for reassembly. Now for the throwout assembly of the clutch. Take an end wrench, 1/2", and bend slightly. I use a long 1/2" tappet wrench and loosen the cap screw on the one side, then take a 1/2" socket wrench and loosen the other cap screw on sprocket side of engine. Now comes the ticklish part, getting the throwout and shaft out. First you locate the key way in the washer next to the spring. Do this by holding out on throw out shaft and turn the washer with a screw driver till you feel the keyway line up. Be careful in doing this step as you can start the key out of throw out shaft. If this happens your in trouble and will have to use your own judgement in getting it out. After you get the keyway lined up and you have no trouble, start the shaft out by tapping on the clutch throw out lever, outside the case, and remove it completely. Before you take the shaft completely out and washer is still on the keyway, take a hammer and chisel and make a mark on the edge of the washer at the top of the shaft, or nearly so. This will tell you on reassembly where the keyway is and thus make it easier to assemble. After shaft is out remove the spring and washer, then take out the throwout fingers, one out on the left next to sprocket first, then slide the other one over and take it out on the same side, and replace these fingers the same way, one opposite sprocket first, then the one

next to the sprocket last. Now you are ready to take out the crank shaft. Put nuts, caps, and shims on your board with the nails, all in the same position as you take them off for reassembly. I make up washers for on the clutch throw out shaft, as sometimes it is simpler just to cut the washer in two to get the shaft out. I buy washers, bore them out and file a key way in them by the dozen.

Throw Out Disassembly

Next issue I will give the assembly of the gears so it will aid in setting these properly to .006 play. heel to heel. I'm glad Frank suggested this for only an experienced mechanic on fours can give you the actual facts. If you have questions like this send them in and we will do our best to give you these detailed step by step articles.

John E. Wickham

INFORMATION PAGE

Information on transmission gears

We have a letter from a fellow who has found a way to salvage worn out second gears on the counter shaft, by turning off the old gear teeth and replacing with a new one and all hardened to wear. I understand he plans to be at our meet and explain details on it, or possibly I will be better able to explain it to you by our meet in August.

Note to Ariel Owners

If you need parts for these machines the following address in England is a supplier of these parts

write to - Writers Ltd.
161 - 165 Kennington Lane
London S.E. 11, England

New Regular Colors for 1940

For Indian Four, Seventy Four, Forty Five, Dispatch tow and side van models.

No. 1	- - - - -	Black
No. 2	- - - - -	Indian Red
No. 3	- - - - -	Fallon Brown
No. 4	- - - - -	Seafoam Blue
No. 5	- - - - -	Kashan Green
No. 6	- - - - -	Jade Green

(All frames and forks finished in black)

For Indian Thirty fifty models

No. 3	- - - - -	Fallon Brown
No. 4	- - - - -	Seafoam Blue

Indian Head tank transfers will be used on tank panels. Color No. 3 (fallon brown) carries a gold Indian head and is striped in black. Color No. 4 (seafoam Blue) carries a silver transfer and it is striped in Silver.

APRIL, 1950



"Hot Shot" himself in his flaming youth. Photo taken 31 yrs. ago at the Ottawa Fairgrounds. John's age 21 years.

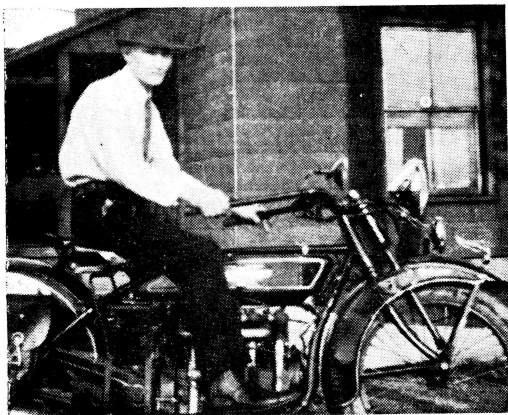
Dear Editor:

Findlay, Ohio

You are right when you say that you feel that Oldtimer Markuson struck paydirt in writing the letter he did in last issue. I could reach out and shake hands with him as there is no greater feeling on earth as there is in reading details of past experiences of former pals and riders of yesterday.

I have been a rider going on 39 years, am 52, and feel spry as anybody and I am not going to quit riding, as there is too much to live and ride for now. I've met many real nice fellows in all walks of life and have attended many real nice meetings given by oldtimers. I've enjoyed every minute of it.

We have Oldtimer meets in Detroit, Michigan, Beloit, Ohio, California, Chicago, and I would like very much to be able to get an Oldtimers Meet a little more centrally located, possibly down this way and get some of these fellows together once. I'm telling you right from the heart, that once you attend one of these meets and meet fellows like some I've met, well! there is just no staying away; there is Barney



Of the old 1925 Henderson 4. J. W. writes: "rode it 85 to Lima following an army truck. Cost \$10.00. Rebuilt and sold it for \$125.00. John's been riding 39 yrs.

Pollard, Don Klark, Ray Yokey in Detroit and others, then there's Press Wallace, Dutch Kutz, Pete Stanley, Red Hartzell, Monnett, and others at Beloit, and what real fun we all have when good fellows get together.

I started in when I was sixteen, my first machine was a strap drive Single Ex. 1911. I've ridden Indians, Ex's, Harleys, Thors, Yales, most all makes of motors, going both singles and twins, strap and chain drives. I've ridden 4-cylinder Hendersons and Indians, and now own three 4-cyl. motors all Indians. I have pictures all along the line taken at various times and ages, and I have a lot of old motor books on all makes, models, and sizes.

I am the only oldtimer of our city, of the entire group that started to ride when I did, that is still riding. Lots of the old fellows are still around of course, but none of them are riding or expect to again. Many of them, to whom I have talked admit they are plain scared. True, we do have a lot more traffic but we have much better roads, far better than when we first started riding. If a man has a motor for transportation and relaxation — and uses his head — he is a lot better off than he was years back. Our AMA records proved that in this year's report; our club travelled approximately 65,000 miles without accident. I myself, rode around 6,000 miles in the spare time I had.

There are many times on the road when others try to take advantage of motorcyclists but they overlook how quickly you can get out of their way or that you can get off the hi-way entirely and still remain right side up; cross country runs and rough riding has made better riders out of many of us.

True I may be an older man but I can still handle a motor as good as any of the boys but I don't take any unnecessary chances.

Well do I remember the old carbide lamps, also the carbolite tanks, which we would occasionally refill with carbide and water; everytime the light got a little dim we would press the little diaphragm a little and the light would really shine. If you pressed too hard you would sometimes have to stop and hunt for your key and shut off the pressure, then after a few more miles you'd stop, hunt for your key, turn the gas on a bit more, and so on. Did you ever run out of carbide on a dark night on an old buggy tracked road, and try to ride — and stay on top, or — did you ever have water get on your belt causing it to slip, necessitating stopping, grabbing a handful of mud or sand to get grip for your belt drive. What fun that was. Or — were you ever getting a bawling out from a traffic cop and while you were talking or listening to him have the steel plate clutch on a 13-twin Ex — grab and then take off with a flying start leaving the cop glaring after you while you had your hands quite full flying down the street, full of traffic naturally, and trying

BARUM Motorcycle TIRES CHEAPEST and BEST

Send Post Card for Catalogue
with Prices (5.94 up)

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"1950 MOTOBECANES"

REAR SPRINGING

4 Stroke — 125 cc

Some Parts in Stock

(More on the way)

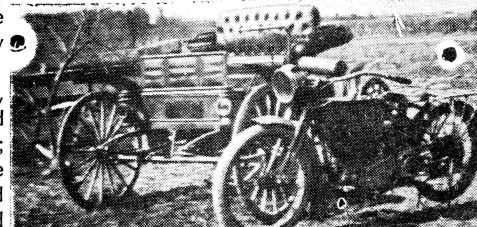
\$300. — 3-4 Wk. Del.

COLUMBIA TIRE CO.

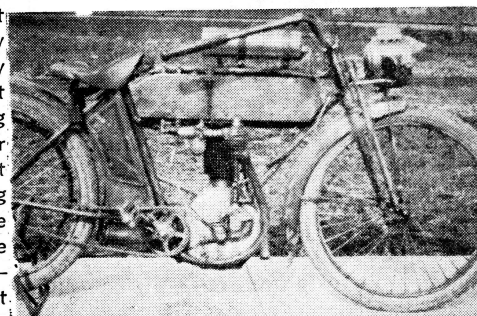
320 W. 56th St. - New York 19, N.Y.

Tel. Circle 6-4844

to get control of the situation. Life back in the old days was one big round of fun. I remember one time, here in Findlay, we had a motorcycle cop by the name of Michael Barrett, he was Irish, a toughie on traffic violators and he used to jump us all the time about our lights. After one extra "load" of it we took up a collection and bought him a pair of colored glasses to look at tail lights with. We got by with it for the time being but he sure made up for it afterwards. I can see him yet, flying down our main street on a single Yale belt drive, chasing a six cylinder racing car that went a little fast coming into town. I'm saving some stories for another time and am hoping some more oldtimers will sit up and take notice. Come on out in the open and let's make this oldtimers year. J. E. Wickham



His first "ottermobill" a Sears, Roebuck, and his second 'cycle—a 1915 Harley. Photo taken 32 years ago.



J. W.'s first—a Single Belt Drive Excelsior. Photo taken 35 years ago.

When answering advertisement, be sure to mention BUZZZZ

AMERICAN Indian

Super SCOUT



AMERICAN
MOTOR
1706 Potrero Avenue
Phone 442-1530

INDIAN
CYCLE COMPANY
South El Monte
California 91733

Remanufacturers of the Famous Indian Motorcycle

- THE NEW INDIANS AREN'T COMING -
THEY'RE HERE

See and ride the new '68 American INDIAN Super Scout - 4 sizes -
37" - 600 cc, no lighting - \$895.00, with lighting - \$995.00
45" - 750 cc - \$1,095.00
52" - 825 cc - 1,195.00
57" - 900 cc - 1,250.00
Prices starting at \$895.00 --- same price they were in 1948.

These are American made by Americans - American ingenuity,
American nuts and bolts - American parts assembled right here in
Southern California by INDIAN mechanics. Over 200 years of com-
bined INDIAN experience goes into every machine. Remember, over
90% of the race track records today are held by 750 cc flat head engines.
The first INDIAN Scout was produced in 1920. Over half a million of
them were built --- Grandpa rode them --- Dad rode them --- Why
don't you? In 1935, one of them set a transcontinental record from
New York City to Los Angeles in 71 hours elapsed time. There were
no roads then either. It ran like a watch on arrival --- I was there!
U. S. Army bought 43,000 of them in 1941, '42 and '43.

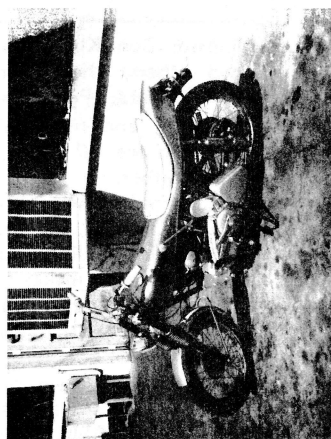
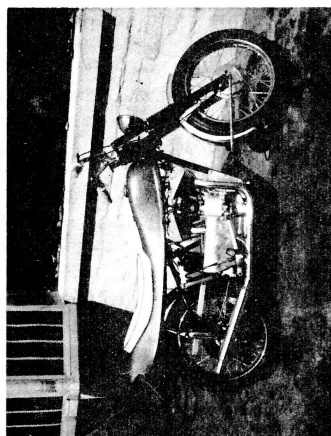
Place your order now for December and January delivery.

There will be 300 of these built, no more. I have enough genuine
INDIAN parts to keep all the INDIANS in the world running for at
least 200 years ----- over 11,000 satisfied customers, the world
over...

SAMMY PIERCE

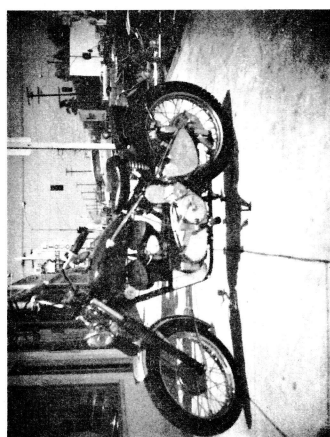
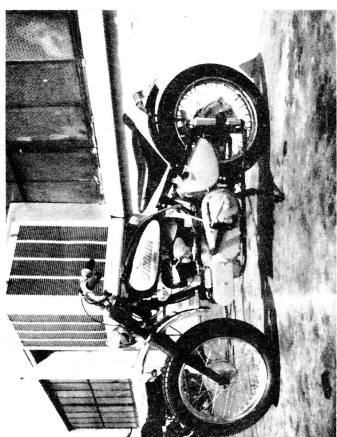
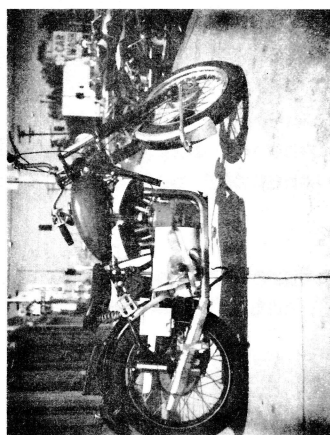
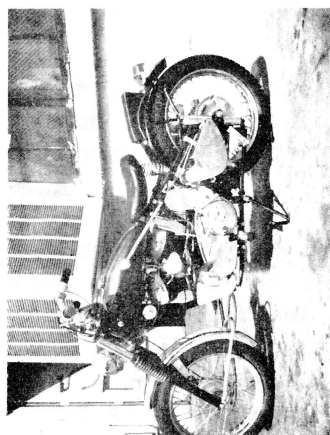
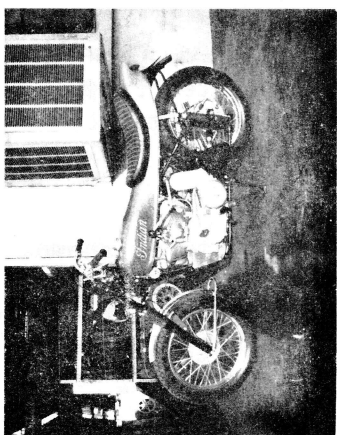
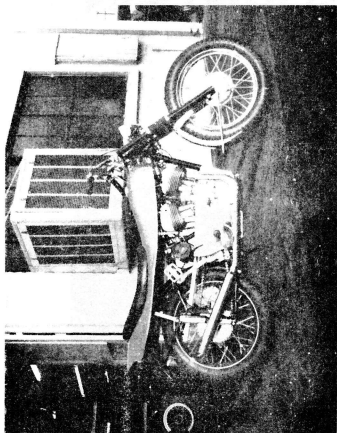
AMERICAN Indian

Count the Indians on the Road — The Others on the Roadside



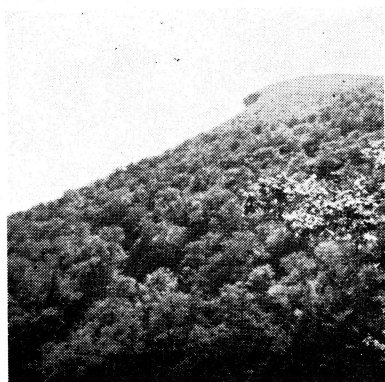
PIERCE MOTOR CENTER
Motorcycles - Used Cars
933 South San Gabriel Blvd.
San Gabriel, Calif. 91776

Buy with Confidence — Own with Pride



AMERICAN
Indian

THE OLD MAN OF THE MOUNTAIN

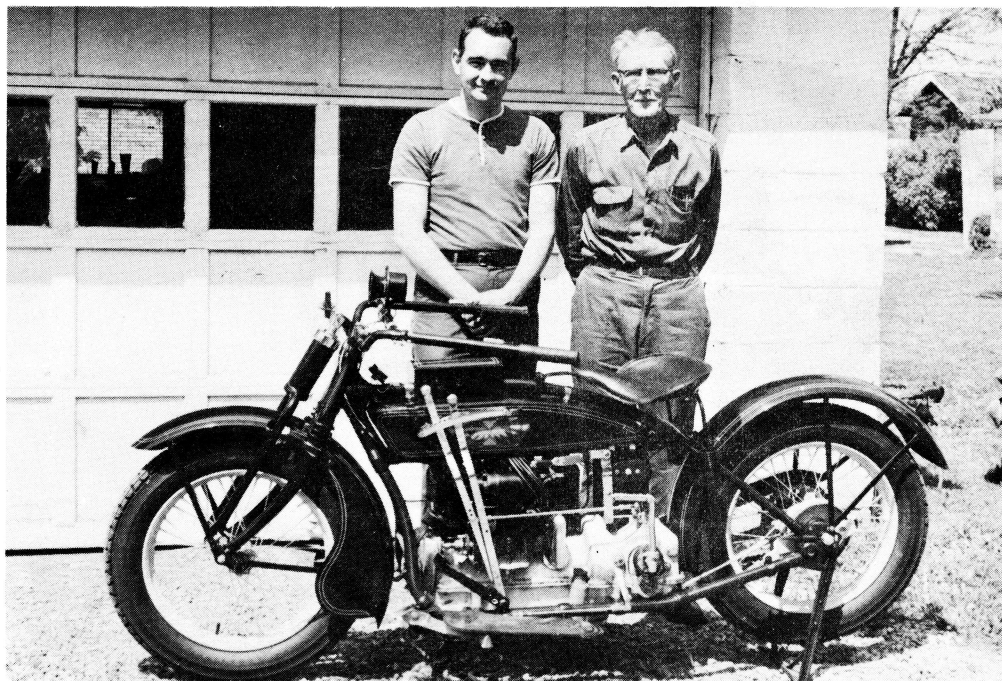


The story below and the pictures above were reprinted from an older copy of Buzzzz magazine and is a story of some of the antics our president - J.E.Wickham

Oldtimer J.E.Wickham of Findlay, Ohio sends us the two pictures shown. In his letter he mentions. while at Laconia this year, he took the Indian head and the Old Man of the mountain tour. The picture at the left gives you some idea of how far he was from the stone face, which is 48 feet high from the point of the chin to the top of the forehead, and origionally discovered by a hwite man in the year 1806.

While peering at the distant stone face Wickham observed the telescope nearby, and which, for a nickle, lets you get a close-up view. Dripping in his nickle in the slot, he focused in the great stone face, the though occured to him as he could see the face so much plainer, I wonder if I can get a picture through this telescope. So he put the camera lens of his Duoflex 11 Kodak to the eyepiece of the 'scope, pressed the shutter button and the picture at the right shows what he got.

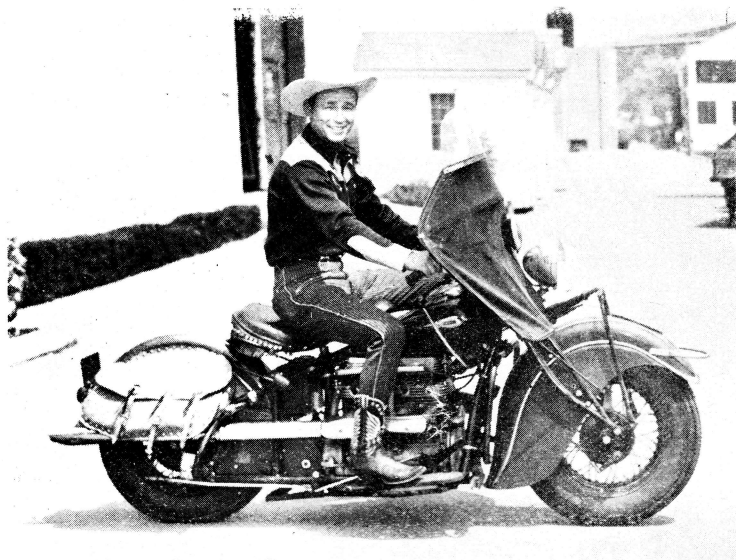
An alert amature photographer hound can sometimes come with a really interesting shot, like this one for example.



From rust and corrosion to its original showroom beauty, this 1927 Henderson had survived 40 years of hard use, weather, and everything else that causes deterioration. Mr. Paul G. Black of Roanoke, Virginia (the other gentleman in the picture with John), learned of its existence and contacted John Wickham for the job of restoration. As usual John tears them down to the last nut and bolt to be sure when he puts it back together again it will be safe to put on the road. As Mr. Black began his long hunt for parts and a manual for the machine, he came upon a rare fact. The gentleman that had sold this particular when new was still living and was of tremendous help in the job of restoration. Mr. Black planned to go to the city in which this old gentleman lived for him to see the transformation. The machine was beautifully finished in Boatswain blue hand rubbed finish with yellow stripping and yellow wheels. John stated, that on a test run the machine performed with perfection to the throttle and riding comfort. As John says "when the bug bites you - your bit".

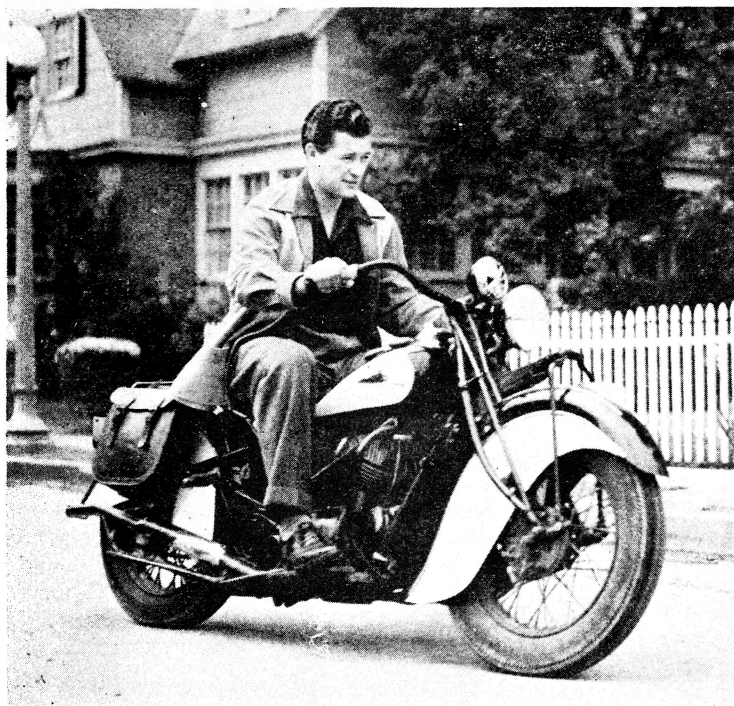
Anybody Want to Race?

Motorcycling has grown from a daredevil sport to a major hobby since World War I



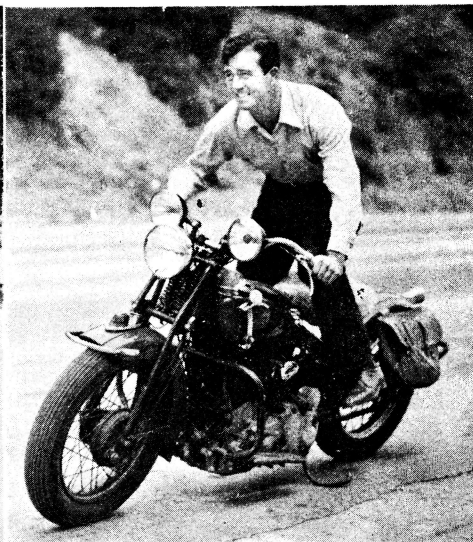
"Hi thar Podner!"
That's Cowboy Roy
Rogers and he's bound
"thataway."

Dennis Morgan, with
Warner Bros., rides
to work on a motor-
cycle to save "wear
and tear" on his car.
Dennis is an expert
motorcyclist.





James "Bub" Craig, with Metro-Goldwyn-Mayer, hurrying to the store to do a little family shopping.



John Payne of 20th Century-Fox, getting started

Even the movie stars rode Indian cycles when they were yet being produced at the factory. Pictures on this page and the following page show several of the stars riding the Indian and seemingly enjoying the sport as any Indian rider should. These pictures were taken from "Buzzzz" The Motorcycle News, December 1947. However many

of the readers will remember an article in one of the earlier issues of the Indian Four News, a picture of Mr. Bob Paulette with Clark Gable. Mr. Paulette operated a cycle repair shop in California and Clark Gable was a customer. The picture shows Gable with a part for his cycle which Bob later installed.

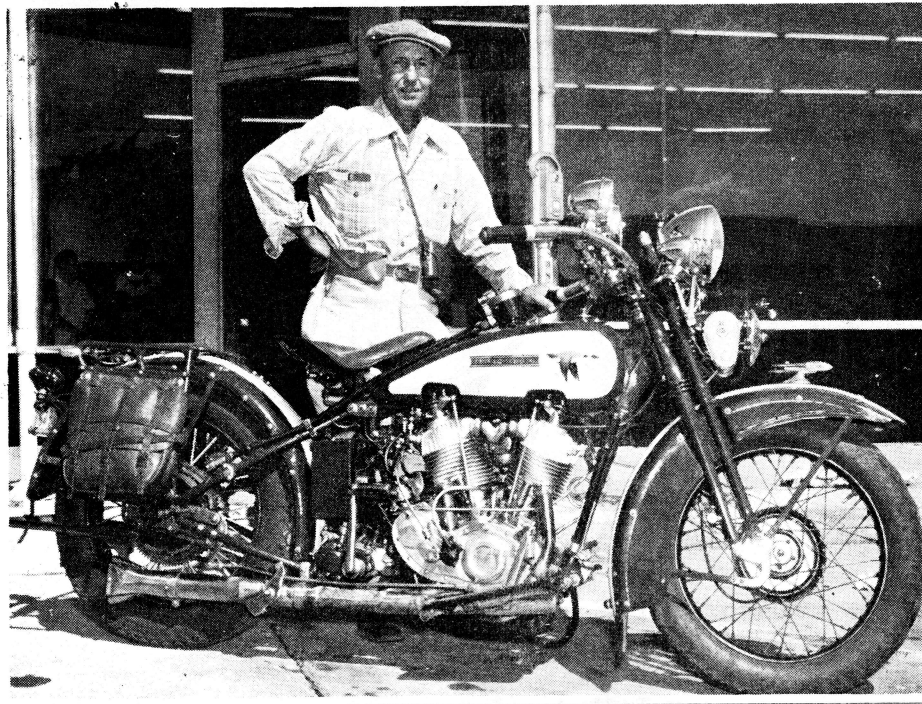
More recently on the Carol Burnette T V show with guest stars Martha Raye and Betty Grable, toward the end of the program the trio ride on the stage in a very shiney 1937 Four with side car. They were portraying hoodlums of the '30 era and on the show were arrested by police.

We could probably round up more pictures of stars on Indians but have to go to California, so we included these few that we had on hand.



Tyrone Power and lovely Annabella.

Old Timer P. C. Minnick, of Tulsa, Oklahoma rode 1929 2 cam from Tulsa to Dodge City for the Races. He spent about 1500 hours restoring pictured 1929 Harley-Davidson Model.



INDIAN ANNOUNCES NEW LITE-WEIGHT MOTORCYCLE

Springfield, Mass. — Indian Motorcycle Co., will produce a new lightweight lower-priced motorcycle next spring at a newly acquired war surplus plant in East Springfield.

Acquisition of the new plant will permit more efficient manufacturing with assembly-line techniques, according to Ralph B. Rogers, president of Indian. In addition, it will permit the company to embark on an expansion program which includes building additional lighter-weight models.

The present Indian plant, which employs 1,450 persons, produced 12,000 motorcycles last year. This year's output is expected to reach 25,000 motorcycles. Retail prices on the present models ranged from \$800 to \$950.

Statistics show that in the seven month period prior to March 31, 1947, the Indian Motorcycle Company operated at a loss of \$409,920, compared with one of \$1,333,196 for the year ending August 31st, 1946; net sales, \$4,814,479 and \$3,042,512, respectively.



TIDY

Mother: "You were a *tidy boy* not to throw your orange *peelings* on the floor of the bus. Where did you put them?"

Johnny: "In the pocket of the man sitting next to me."

BRIEF

A reporter was told to cut his stories to bare essentials. His next story read: "Q. Johnstone looked up the elevator shaft to see if the car was coming down. It was. Age 52."

DEVOTION

Ma: "That couple next door seem to be very devoted. He kisses her every time they meet. Why don't you do that?"

Pa: "I don't know her well enough."

FISH STORY

The teacher looked at the boy sternly. "I'm told you went to the ball game yesterday instead of coming to school."

"That isn't true," the boy answered, "and I've got a fish to prove it."

P'TOOEY!

The country boy, obviously an inexperienced rider, rolled up to the gas pump and unscrewed the filler cap of his decrepit motorcycle.

"Hey, what's that?" quipped the station attendant, "a spitoon?"

"Well, I don't rightly know," confessed the owner, scratching his head, "y'see, th' name's all covered up with paint!"

AMEN

Sunday services were over, and the small boy confided to his mother that he wanted to be a preacher, too, when he grew up. "Why that's nice," enthused the pleased parent, but why a preacher?"

"I've been thinking," replied the lad thoughtfully, "I figure I'll have to keep goin' to church on Sunday anyway, and it's lots harder to sit still and listen than it is to stand up and holler!"

PLEASE!

Traffic Cop: "Don't you know what I mean when I hold up my hand?"

Lady Driver: "I should. I've been a school teacher for a long time."



Last minute annoincement of Annual Meet - August 10-11, 1968

If you plan to camp out at the Club grounds you can come on Friday night and camp out all three nights.

Be at the grounds by at least 9 AM Saturday morning, 10 AM Sunday

If you have parts to sell or trade bring them to the flea market

If you don't ride your machine bring it in a trailer, we want all the machines there possible.

If you cant come for the Saturday meet, be there for sure Sunday, although we would like to have everyone present for both days.

Lots of events and competition

AND - Surprises - some unusual surprises are in store and we cannot elaborate for we would not want to promise and the surprise not show up

So - - - don't forget your camera, or yourself and we'll see you at the

Annual Meet.

John Wickham

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

For Sale - 1936 Indian Four in good shape, 14,000 miles on it. Original paint - cream and maroon, factory paint, buddy seat, good tires, small dent in tank, all it needs is a battery to put it on the road. Reasonably priced.

Write A. R. Dallmeyer, 1625 W. Housatonic St., Pittsfield, Mass 01201

Saddle bags and buddy seat, 14,000 miles on it.

Also at the same above address - 1941 Indian Four in Troy New York, not quite all original. Write the above address for details.

For Sale - 1941 Indian Four in excellent shape, new paint and chrome. Write Delmar Stein, Ohio State Patrol, Bucyrus, Ohio. Priced at \$800

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 Mayaguez, 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 - 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

Still need 1 pair of grips old style, 1 1/4 inside diameter, and headlight parts, reflector and socket, rim and glass for electric model 27 - 45 Scout. Also can use any control parts inside handle bars as the blocks and pins for control wires. If anyone has any leads soon, notify J. Wickham President, 751 Dayton Ave. Findlay Ohio 45480

Wanted - Paint colors and scheme for 1931 Indian Four, also proper gas tank. Will trade tank I have for tank I need. Write Hans - P Arendt, 1 Berlin 61, Gneisenaustr, 52/11 Germany. Above tank fits between frame tubes. Regular Indian tank will exchange

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

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. Price 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 advertize 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.

For Sale - Indian tail light lens, part No. 101023, \$3.25 each post paid, or in lots of 12 or more, \$2.25. Indian head decals, tough vinyl plastic, they really stick and look sharp on helmets, saddle bags, windshields, and etc. Same as original tank decals, multi-colored, but smaller, (6 1/2 X 2 1/2) \$3.00 a pair or in lots of 12 or more \$2.00. Chuck Metenkanich, RR 1 Wattsburg, Pa. 16442.

If I am not at the August meet in Toledo, Ohio, Sylvester Price will have some of the above items for those who wish to see them before they buy. The part number given above is from the 1940 parts book and the lens was used on the "45", "74", "4", and dispatch tow in 1936, and can be used on any Indian up to 1953. Can be verified thru Paul Murray and the catalog in the "4" Club library.

For Sale - 1 - 1941 Indian Four all restored and nice shape, chrome and new paint. Priced - \$825. Write Norman Heinbecker, 8107 Independence Avenue, Utica New York 48087

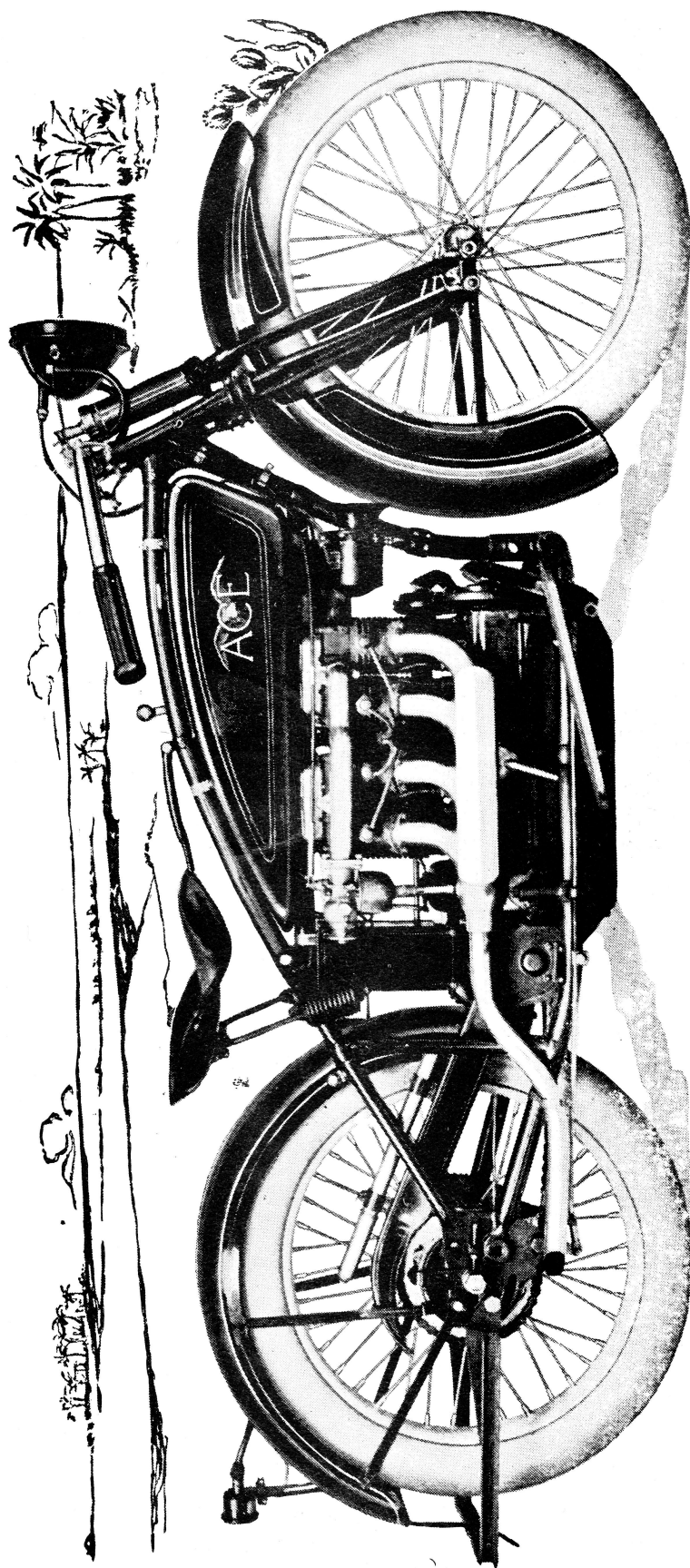
Wanted - Indian Bonneville .45 must be in stock condition and fairly fast.

Needed to run in production motor cycle race "5 hour marathon" August 17. Canadian Gold Cup Races, Harewood Acres, Jarvis, Ontario. Willing to buy, rent, or accept as a loan. Contact Michael Bryce, 19, Tampa Terrace, Weston, Ontario, Canada.

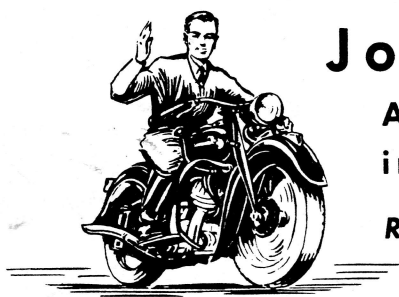
Wanted - Old model belt drive Harley Davidson - 1911 - 1912. Or, will consider other belt drive models. J. H. Izart, 154 N. Acres Rd. Manchester, New Hampshire 03104

Wanted - desperately - 1 - one tank name plate, tear drop style 40-41 Four and chrome trim or strips for on front fender, like ones on four on cover of magazine. Write John A. Palmer, 5968 - 319th St., Toledo, Ohio 43611

For Sale - 1941 Indian Four, excellent shape, painted canary yellow, needs little chrome, will sell for \$850. Call or write Bob Speck, R R 2 Box 338, Valparaiso, Indiana 46383



1924 A C E Four



Join the fun —

**Attend the next motorcycle activity
in your locality**

RIDE AN *Indian* MOTORCYCLE

