

Indian

FOUR MOTORCYCLE NEWS



VOLUME 3

NUMBER 4

WINTER ISSUE-1968



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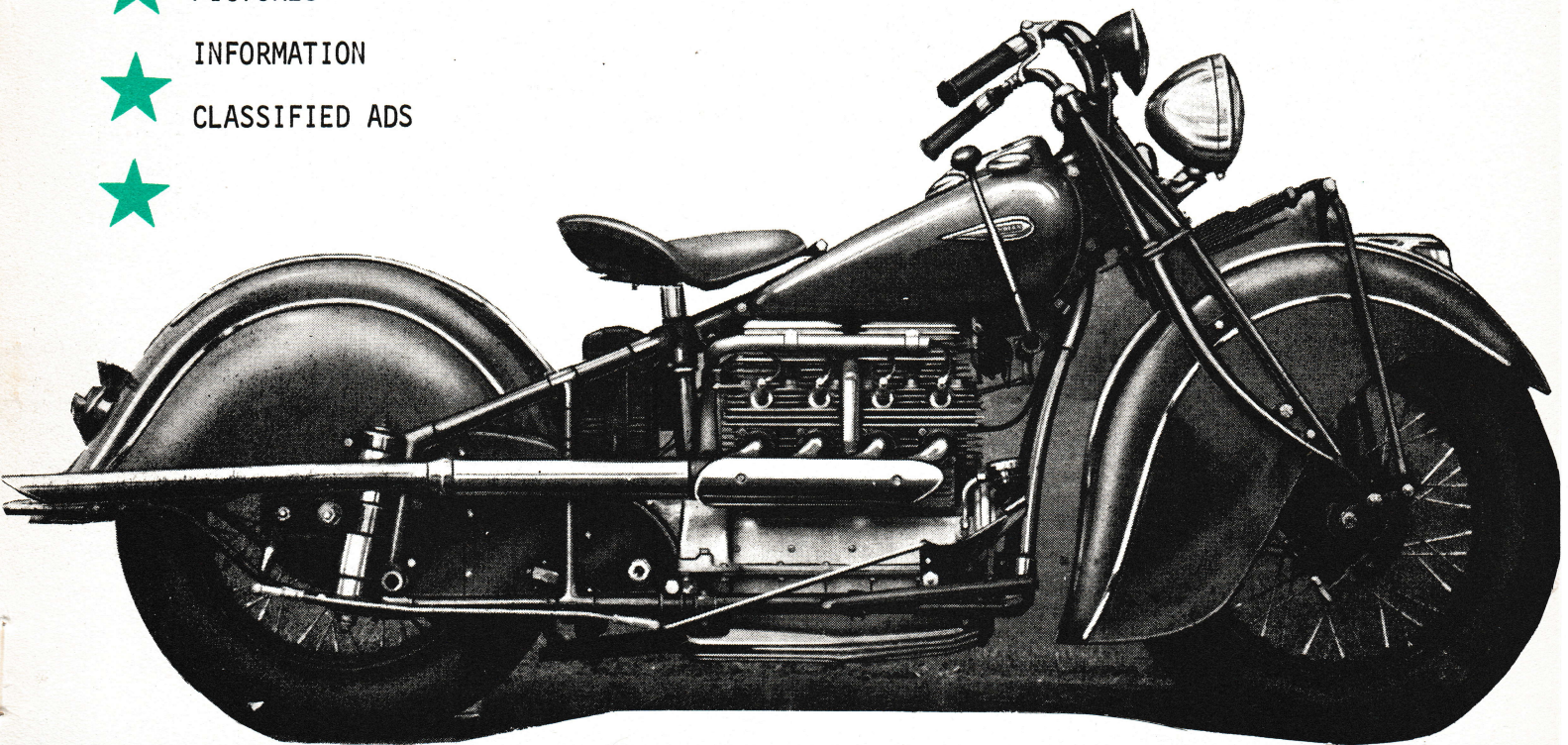
★ INFORMATION

★ CLASSIFIED ADS



Season's Greetings

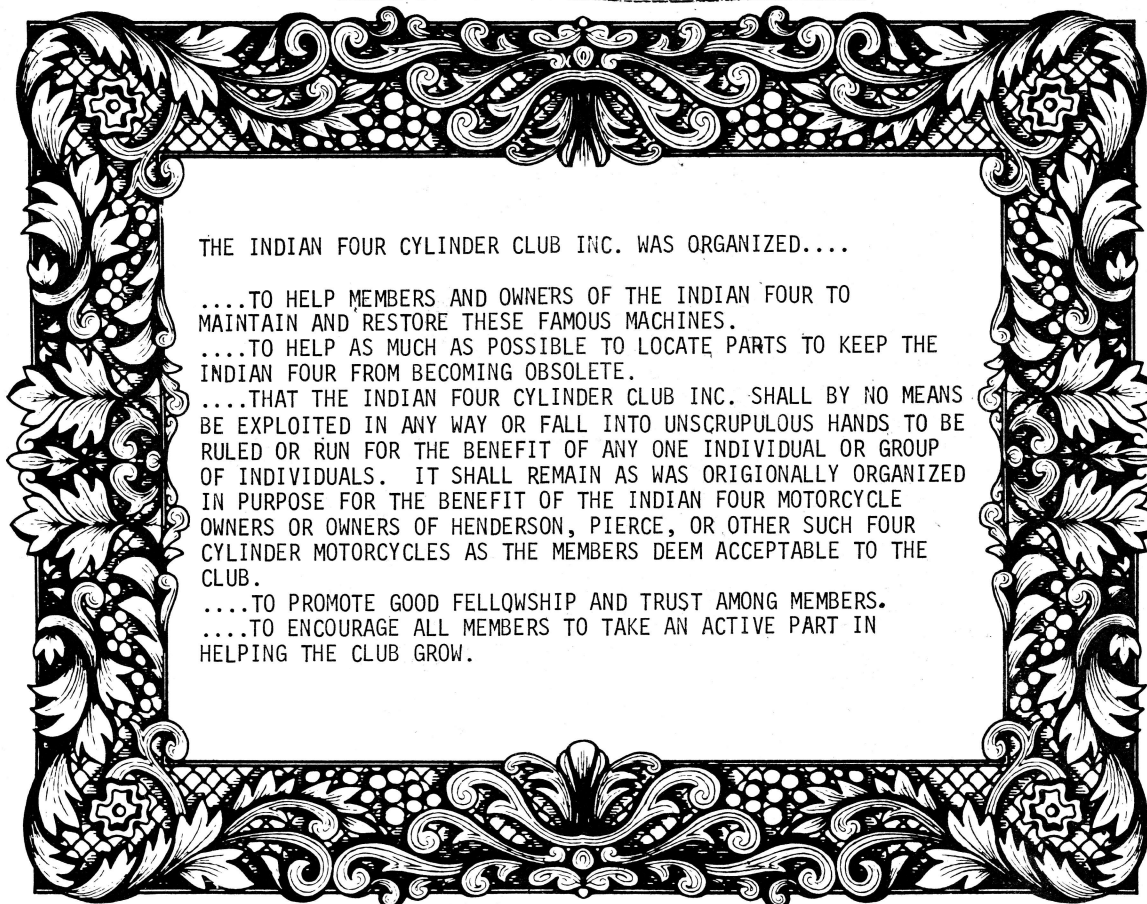
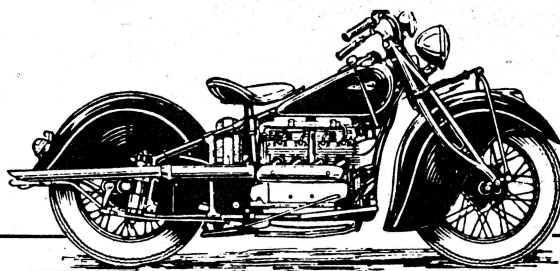
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AMERICA'S MOST BEAUTIFUL MOTORCYCLES

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

FOR ITS MEMBERS



THE INDIAN FOUR CYLINDER CLUB INC. WAS ORGANIZED....

....TO HELP MEMBERS AND OWNERS OF THE INDIAN FOUR TO MAINTAIN AND RESTORE THESE FAMOUS MACHINES.

....TO HELP AS MUCH AS POSSIBLE TO LOCATE PARTS TO KEEP THE INDIAN FOUR FROM BECOMING OBSOLETE.

....THAT THE INDIAN FOUR CYLINDER CLUB INC. SHALL BY NO MEANS BE EXPLOITED IN ANY WAY OR FALL INTO UNSCRUPULOUS HANDS TO BE RULED OR RUN FOR THE BENEFIT OF ANY ONE INDIVIDUAL OR GROUP OF INDIVIDUALS. IT SHALL REMAIN AS WAS ORIGINALLY ORGANIZED IN PURPOSE FOR THE BENEFIT OF THE INDIAN FOUR MOTORCYCLE OWNERS OR OWNERS OF HENDERSON, PIERCE, OR OTHER SUCH FOUR CYLINDER MOTORCYCLES AS THE MEMBERS DEEM ACCEPTABLE TO THE CLUB.

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

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

OFFICERS, INDIAN FOUR CYLINDER CLUB INC. AUGUST 1968 TO AUGUST 1969

PRESIDENT	JOHN E. WICKHAM
VICE-PRESIDENT	PAUL MURRAY
SECRETARY	DR. CLAUDE WALTERS
TREASURER	ENOS LEASS
TRUSTEE FOR 3 YEARS	ED WOLSKY
TRUSTEE FOR 2 YEARS	JACK MAURER
TRUSTEE FOR 1 YEAR	ALLEN BOZUNG
REFEREE	EDGAR STONER
ASSIST. REFEREE	JOHN ELBER
SGT. AT ARMS	GEORGE YOUNG

INDIAN FOUR CYLINDER NEWS

EDITOR, 1966 - 1967	CECIL HASSER
EDITOR, 1968 -	JOHN E. WICKHAM

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We are in the season of the year again in which is an important time of family togetherness, Business itself almost ceases operation to make opportunity for familys to go many miles country to be together with parents on Thanks-giving and Christmas. From now on thru Easter is the time in which the church must do its utmost to bring people in as often as possible to worship and realize that we cannot give all our time to fun, pleasure, and the task of earning the daily living. Man should and must take time to worship. Throughout the summer and spring months and early fall, people spend as much time possible participating in those pleasures that there is often little time for church. However, there are many of the members of the Indian Four Cylinder that are active members in local churches and who rarely miss a Sunday.



Rev. Thomas J. Miles

The Annual meet this summer was a most unusual time of fellowship and get together, for undoubtedly the two days were filled with fun and pleasure for everyone. Yet, the meet had its serious moments, for which I as chaplin, must express my appreciation for the response in quiet and reverence by all present when we opened each day's events with prayer and the closing benediction. For two years now as I have directed my camera at the crowds for candid shots there were many new faces that were not present the year before plus those that we met the previous year and renewed our acquaintance. This is like the church in many respects, for not one of us can guarantee that we will be present in church next Sunday, or that we will be on the job next Monday morning, or that we will be at the meet again next year. Life is such a fragile thing yet we live each day like it will go on forever. Going to church next Sunday will not give anyone any guarantee that if he attends church he will live for another week to attend church the following Sunday. We people become so engrossed in things that we often fail to get involved in things like church. It might be pretty easy to decide next Sunday morning to ride your bike over to friend so and so and together do a little work on your machine, or while the familys gone to church this would be a good time to fix that oil leak or whatever you've put off all summer. It could be the 100 and one other things that you have put off all summer or some fishing or hunting, or just staying in bed and sleeping till noon. Such an attitude is not limited to Indian riders but seems to be a universal symptom of our society.

We have spent the above paragraph in negative thinking so let us look at the positive side in conclusion. The Indian Four Club has a very healthy attitude in the members love and appreciation for the Indian Four which has built a tremendous togetherness unequalled anywhere even in church. We are also seeing a broader aspect of this togetherness as we see more and more family representation at the meets. As chaplin I would like to know what church connection many of you have. Next time you write to the president or to me, note this in your letter. We are not trying to segregate but to integrate the club into an ever more closer bond of fellowship regardless what denomination you belong to. We should feel as free to share these thoughts as we do in our discussion of machine parts. When we enter the hospital, as some of you have experienced, you are asked what your religious belief is, for there is the possibility that you might need the minister or priest, for this is dealing with life itself. Is not getting together at the meet life itself. Don't wax that machine next Sunday, go to church first and then polish it.

Your Chaplin

In Memorium to Mrs. Isabell Barnes

Mrs. Isabell Barnes, wife of Casper Barnes of Grand Rapids, Ohio, passed away November 10, 1968, following a lengthy illness, and was burried November 7th at Weston, Ohio. Mr. Barnes, a member of the club, and secretary of the club until the last Annual meeting when he asked release from the repsonsibility of the office. Mrs. Barnes' health had not been good for the past few years and left Casper with much of the household chores, plus his job, and the secreterial work of the Club. Information was not received soon enough to notify all our members, however a very nice expression of sympathy in the way of a spray of flowers was sent for the Club. Mrs. Wickham and I attended the furneral and sent a spray of flowers. Mr. Barnes had spent many hours caring for his wife, plus his job and the extras he looked after for the club, and no man could have done more for his wife. I am sure that all of you join me in condolences and sympathy to Casper Barnes and his family.

Sincerely
Your President
John Wickham



John E. Wickham

PRESIDENTS PAGE

Greetings Fellow Members

Its time again for another issue of our Club Magazine and I am happy to say that I have enjoyed the job of editing the four issues for this year. I have had good cooperation from our members in compiling the news, letters, photos, and ads, but there is still room for improvement. We are not all so busy but what we can take time to scribble off a few lines on our travels, experiences and what you've done to your machines or anything you think would be interesting to the Club members. I know that you enjoy all the articles that we have printed for your letters indicate you enjoy the magazine, while others write in and ask for more.

The compliments that I have received on the last two issues are greatly appreciated, and I certinately am happy to know that the effort I put in these issues builds club interest and keeping everyone happy. I know that I am sticking my neck out when I say this - but, since you all like my work so well and if you continue to cooperate as you have, I would enjoy being your editor for another year. So there, I did it again, now don't let me down, and we'll see how much more we can improve for another year.

We have a member who enjoys his Indian cycle as much as anyone, and taking long trips plus cycle competition make him enjoy his machine all the more. He was at our meet this year and really enjoyed himself, yet the meet this year proved to be an incident of just plain hard luck for him. He is deserving of high recognition for all that happened to him on his way to the meet as well as the trip home. He wrote us all the details, the story of which you will find in this issue. This story is about Chuck Myles and his trip from Sloansville, New York to Toledo, Ohio, on his Twin with a side car rig. Read this story and then write me your opinion of a project that I'll call a "hard luck trophy" to be awarded the same as our Havaland trophy is awarded each year. The "hard luck trophy" would be permanant possession of the one who receives it for his efforts of supporting the club.

Our club is becoming a family club in that the members bring their familys to the meets instead of coming alone. Among the many there this year were; the Kamaski family, the Wallace Family, the Leass, family, the Gravelle family, plus many others who have given so much of themselves to make our Rallies improve each year. Some familys that we have appreciated in other years but could not make it this year, was the Mervin Ryan family, but because of surgery and the recovery process they could not make it. We continue to hope for complete recovery and that they will be able to meet with us next year.

Many have stated that our 1968 Rally was the best ever, but we of the Executive committee feel that some parts of the two day meet can be improved. If you have any thoughts and suggestions for improvement feel free to write and tell me about it. We are already planning for some newer competitive events and will possibly give them a trial run at the June meet.

In closing I would like to say with this last issue of the Indian Four News for 1968, as your editor and President, I hereby sincerely wish you and yours a very Merry and Happy Holiday season. We'll hope to see and hear from you sometime in 1969 and all our meets and Rally.

Sincerely

Your President

John Wickham

Letters from the readers

Jack Leibrich
35 Balsam Drive
Huntington New York
11743

writes -

I have not received my copy to date of the Indian Four News so would you please see to it that I get it without delay.
Would you also mail me a copy of "Annual Meets of The Indian Four Club as advertized in the Indian Four News of the Summer issue, and a shoulder patch shown in the same issue.
Sorry to hear about Chuck Metenkanich and his back trouble. I had the same operation he had - Spinal fusion surgery in December 1959.
I wrote to Charley a little word of encouragement and received a nice letter in reply. This surgery is no picnic. Perhaps we shall meet at the Annual meet in 1989 at Dayton.
On Sept. 15, 1968 the Indian Motorcycle Club of Long Island, New York had their annual picnic outing at Hempstead Lake State Park on Long Island. Many old Indians were there. Indian Four Cylinder Club member George Pespas was the judge of the motorcycle show and four beautiful trophies were awarded. I was lucky enough to get the "Best of the Show" award with my 1940 Indian Four. This is the beautiful Four I purchased last summer from Jack Maurer of Detroit, Michigan. It is now my pride and joy and runs and looks like new. Would you like a picture of it for the Indian Four News. This magazine is great, keep up the good work John. Am looking forward to getting the Fall issue.

Best Wishes
Jack R. Liebrich

Received your nice letter Jack and was glad to hear from you.
Sorry you haven't received your magazine yet but hope that it has arrived by now.
Appreciate you writing Chuck Metenkanich as he is quite a guy.
We hope to see him at the Rally next year. By the way our meet is held in Toledo, Ohio and not Dayton.
Glad to hear of your story of the Indian meet at Long Island and your purchase of the beautiful Four from Jack Maurer. I expect you are more proud than ever of it.
Jack does a beautiful job on them.
Thanks for your compliments on the Indian Four News. We always do our best.

- editor -

Hi John

Thought you might want a picture to go with the story I sent you.

I am presently having a large number of Indian News, Sept.-Oct. 1928 reprinted. It contains 24 pages and will sell for \$1.00 each. Also have at present a limited number of Zerox copies of the 1926 Indian Riders Instruction Book which are \$3.00 @ postage paid. If the reprints of the Indian News sell better than my investment, that is having them reprinted, I will go ahead with reprinting numerous other copies of originals. I don't know why others don't take on single projects for their contribution, you know what I mean.

In closing, I wish to say that I sure wish I were out there in Ohio where the action is. Its tough starting out upstate, all over as I did 4 years ago on Long Island.

Your friend

Chuck Myles

Chuck we sure appreciate your story for the Indian Four News and hope that every one enjoys it. But why should it happen to such a nice guy like you. Should I say better luck the next time. We are using all the material you sent in this time and keep it coming as this is what the fellows like.

The picture and mimeograph write up you sent of the old timeer on the Indian taken from a recent issue of a magazine irked me and others, so we should send a letter and photo of a modern Indian rider of our Club and express our views on this and their recent article. We appreciated your presence at the meet and your contribution to what makes our meets better each year. We only hope that you do not experience again the hard luck you had this past year. We hope to see you at the 69' meet.

- editor -

Don B. Kiel
215 E. Sheridan Ave.
DuBois, Penn.

writes -

Here is a picture of my 1933 Four as restored by Earl Chalfant.

It is just like new and the most beautiful Four I have ever rode. It is a duplicate of the 1930 I owned then.

If you want to you can use this photo for the Indian Four News, but would like it returned.

Don B. Kiel

Don there is no end to owners of Fours that have been restored, that praise these machines to the highest. We appreciate Earl's efforts in doing you an excellent job, and your praise of the finished product is a testimonial to Earl's work. We will print this picture in this issue. Thanks for the picture and statement on the Four. Will return your photo.

- editor -

277 E. Amity Road
Cincinnati, Ohio
(Reading) 45237

October 24, 1968

John E. Wickham
President & Editor
Indian Four Club of America

Dear John,

Well, I see you've done it again, another nice job on putting out the magazine. Where in the world do you find the time? Bet you don't get much done in your shop with working on the magazine and answering all your mail. Believe me your efforts are appreciated.

Do you know, or have you heard of Colonel Chiarsmonte of the Ohio State Highway Patrol? Our local Police Chief; Fred Engelman (an Ex M/C Rider and Enthusiast) has told me about the Colonel and his love for the old Indian Four.

The Ohio State Highway Patrol has a new museum in Columbus and would like to have an Indian Four to display in it. The Colonel and other officers have been trying (with no luck) to find one. Would it be possible for you to print the following in the next issue of the Indian Four News.

ATTENTION

Anyone who has a 1931 thru 1941 Indian Four Motorcycle. The Ohio State Highway Patrol would like to have one to display in their Museum. A donation would be welcome, but not necessary. If you can loan (or donate) an Indian Four it will be well taken care of in a protective exhibit which will display your name. Motorcycle need not be in running condition or even have all parts in the motor, but should be fairly complete on the outside. Rust, dents or bad paint will be no problem as they can fix things like that with loving care.

The Indian Four was the official motorcycle of the Ohio State Highway Patrol for several years. This is why they would like one for display in their new nuseum by the Fairgrounds in Columbus.

If you can lend (or donate) an Indian Four please contact:

Colonel Robert M. Chiarsmonte
State Highway Patrol
660 East Main Street
Columbus, Ohio 43205

John, I am going to ask Ernie Biddle to run this in the Antique Magazine also. Thanks

Sincerely,

Bob Corsmeier
Bob Corsmeier

Thanks Bob for your nice remarks on the last issue of the Indian Four News, I really appreciate all of this as it helps a fellow keep going on a project.

We try to do our best but its a terrific job, correspondence and all, but if you make up your mind and keep at it, it doesn't take long.

A letter was written to the State Highway Patrol in regards to a Four for their new Museum.

I will loan mine for a time, but since have picked up a 38 Four if they would be interested in putting it together and some painting. Will drop a line to them on this one. I will run your notice to see if they can obtain one otherwise. Thanks again.

-editor-

New Zealand.

18th November 1968.

Mr J.E. Wickham,
751 Dayton Avenue,
Findley,
OHIO 45840, USA

Dear Mr Wickham,

I am at present working on the rebuilding of two Indian Scout Motor Cycles and later intend doing several more.

I am anxious to obtain any technical data concerning these machines. I have a handbook which deals with the Prince, Scout and Scout 45 and Chief. This gives general information but little which assists with rebuilding of the motors and gearboxes. I wonder what information exists on these machines.

You may be interested in my machines. The engine numbers are:-

50 T200	54Y259	AG 2476
BG 1421	CGP748	DGP 4300

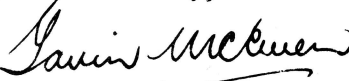
50 T200 I purchased about 1935 and rode it up to about 1950 apart from the years I was overseas during the war. In a move up here some 14 years ago I lost the frame. I have recently acquired another frame after a search lasting for eighteen months. I am now ready to proceed with re-building.

DGP 4300 appears to be a 45 cubic inch model and it is generally in very sound condition. However the front cylinder has blown off the retaining flange at some time and the welding has distorted the bore. We can have the cylinder bored out but it will be necessary to go to 40 or 50 thou oversize. We are unable to get oversize pistons. We believe that a Koller industrial piston will do the job but cannot get the 40 or 50 thou oversize pistons here. The alternative is to slieve the cylinders and turn down the old pistons.

Any advice you can give on this will be most helpful.

There are a number of Indians in the New Zealand Club. I can recall very clearly the "hey days" of the Indians and the signs which used to be displayed "count the Indians on the road". There were three boys in our family and we each rode a Scout. Mine gave me great service and it was only the distributor rotor which gave me trouble. I am looking forward to making progress with my restoration and any advice you can give will be greatly appreciated.

Yours faithfully,


G.H. McEwen.

From farther and farther away come the inquiries about Indians. Mr. McEwen we welcome your letter and inquiry about the Indians. Our only hope is that we may be able to supply the information you request. We welcome you to join the Indian Four Cylinder Club if you now own a Four.

- editor -

DEPARTMENT OF THE ARMY
56TH TRANSPORTATION COMPANY (ADS)
APO San Francisco 96530

29 October 1968

Mr. J. E. Wickham
President
Indian Four Motorcycle Club of America, Inc.
751 Dayton Avenue
Findlay, Ohio 45840

Re: PFC William Fillingin
US 51 927 756

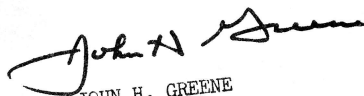
Dear Mr. Wickham,

I am pleased to find that your organization is disposed to maintain close relations with a member of the Armed Forces while in Vietnam.

I cannot explain why there has been a delay or non-receipt of your club newsletter to PFC Fillingin. The mail is known to be rapid in this command and few cases of non-receipt are reported. I would suggest that if such a case persists, that you submit a formal complaint through your local postmaster. Procedures are established to rectify such a situation.

Also, PFC Fillingin was only transferred effective 14 October 1968 to this unit. Since he has had three successive and recent moves, it is possible his mail is still in transit.

Sincerely,



JOHN H. GREENE
Major, TC
Executive Officer

We sent an inquiry to the Commanding Officer where PFC William Fillingin was stationed before going to Viet Nam, asking for information why there should be a delay in Private Fillingin receiving his copy of the Indian Four News. For some reason he did not get it. The adjacent letter was received in explanation and appreciation for the Club's interest.

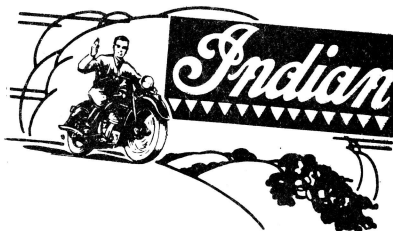
CHUCK MYLES

Indian Motorcycle Dist.

RT. 30A, P. O. BOX 150

SLOANSVILLE, N. Y. 12160

TEL. AREA CODE 518
868-9995



Hi John,

9-2-68

Enclosed is a picture of former Indian Dealer (until 1932) Henry Gritzbach and his brother Arthur in the automobile.

This midget racer was built in 1927 by Gritzbach and he installed a 1928 Indian Ace engine. This was entered in early midget races but one problem sustained was in the chains slipping off the sprockets. He abandoned the cross-shaft and had no more problem with slipping chains. Gritzbach claims this midget turned over 80 MPH.

Both Gritzbach brothers visited with me yesterday at which time they gave me this photo. I feel that it would be of interest to the club as to what had been accomplished with one of our great 4 Cylinder engines. But then again, we see each year at Toledo the fine accomplishments of the many members who bring out their jems!

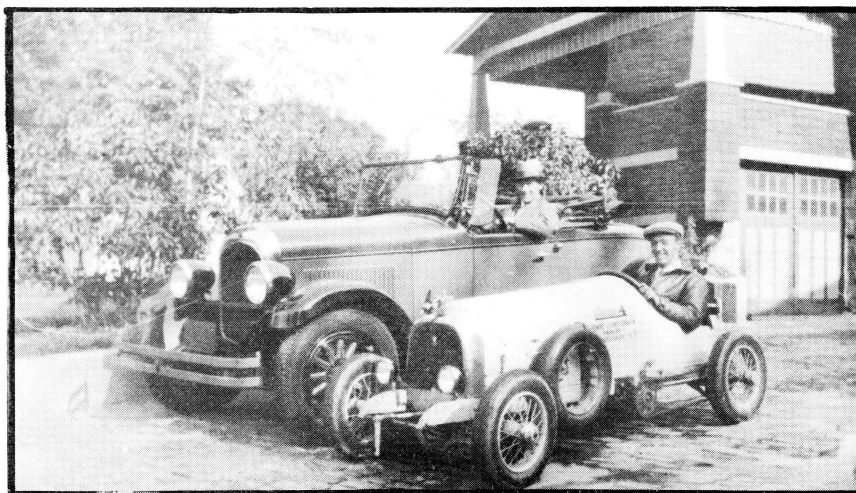
Best to you,

Chuck

You can't wear out an Indian Scout

Indian the motorcycle built for men

Indian to



Henry and Arthur Gritzbach former Indian Dealers.
The small machine is a home built powered by an
Indian Four engine, a 1928 Ace motor.

Johnnie Sousa
Napa, California

writes -

Received back issues of the Indian Four News, the club shoulder patch, and receipt from A M A of my membership in the parent organization.

I would like to get another Indian Four - 1935 or 36 to be restored, an Indian Chief motor and transmission complete, and a Cleveland Four motor and transmission complete. If you know where I can get them would appreciate the information. I have some parts for trade - a generator and a speedometer for an Indian Four, possibly 1935 model.

About my motorcycling career, I am 63 years old and have rode for 45 years. I rode - Super X, JAP, Crocker, Harley.

About my motorcycling career, I am 63 years old and have ridden for 45 years. I rode - Pope, Reading Standard, Super X, JAP, Crocker, Harley, but its the Indian I like the best.

A fellow across the street from me has a Zundapp Single, and don't know what to do with it. I am enclosing some pictures of me riding standing up on the seat and the cycle going 40 mph.

I'll wait for your next letter and write more the next time. I plan to make it to the next Annual meet.

I remain just another Indian Rider

G. F. "Johnnie" Sousa

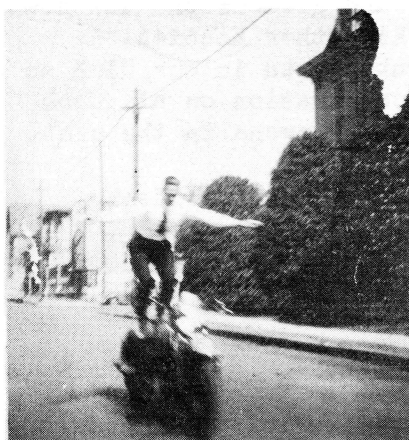
Thanks Johnnie for your nice letter about your experiences motorcycling over the years and the various makes of motorcycles.

Just the mention of these makes bring back memories not only to me but to many of our members also. Many of these famous machines are still around and I hope when our members read your letter they will be able to help you locate most or all the parts you are looking for. You may be able to swap parts you have for what you need.

I am sure that all our members will be interested in the pictures of you standing on your machine doing 40mph. That surely takes skill and a steady head. The pictures you sent of your four were in the last issue and we hope that you liked them and the entire magazine.

These snap shot of you stanging on the seat will be returned to you. We'll look for more material about your experiences for news write ups. Happy riding Johnnie.

-Sincerely - editor -



Two photos of Johnnie Sousa standing on the seat of his Indian cycle going 40 miles an hour. Pictures were taken back in the 40s'. Don't try it if you value your machine, they don't make them anymore you know.

NEW MEMBERS

Herman G. Metzger
C/O Hersh-Arkin
Heine Hersh Inc.
236 Crans Ave.
Philadelphia, Penn.
19127

He owns a 1941 Indian Four

Wendell Hicks
131 W. Main St.
Chicago, Heights, Illinois
60411

He owns 1940 Indian Four

Jack R. Liebrich
35 Balsam Drive
Huntington, New York
11743

He owns a 1940 Indian Four

President verses Secretary

Many nice letters and articles on recording tape plus information on spare time hobbies such as sports cars, motorcycles, tape recordings have been exchanged between Dr. Walters our new secretary and the president John Wickham. Since Doc, lives so far away, we have now made good use of the new Club tape recorder and each meetings minutes are tape recorded and sent to Doc for typing. He returns tapes and give us the low down on his activities in many of his other hobbies. Dr. Walters is very much interested in our Club so give him your support and cooperation on all Club business and it will benefit everyone in the club.

Your editor and President

IMPORTANT NOTICE TO ALL INDIAN FOUR CLUB MEMBERS

A requirement of A M A for the renewal of a club charter is for the club president or secretary to send to A M A headquarters a complete list of all club members and their individual A M A number. This is also required to maintain a charter. Dead line for this list and number is December 15th. We have asked during the Annual meet for the members to write this number on the registration form but our list is far from complete. If your name appears in the following list, please jot down your name and address, and your A M A number on a post card and mail it to me immediately -

John Wickham
751 Dayton Ave.
Findlay, Ohio 45840

We also like to maintain a card file on all members from which we get the addresses for mailing the Indian Four News. Checking your A M A membership card will also give you a chance to check on when your dues to A M A are due. You can pay five years ahead in dues to A M A if you wish. A further note for all A M A members - beginning January 1, 1969 all members are eligible to turn in their milage report each month to me before the 15th of the following month. Giving us your milage record each month on a post card qualifys each one of you for the annual trophy awarded to some member of the club, and it qualifys the club for the annual safety award. This is your club so we'd appreciate if you would help is with these matters in connection with the A M A.

Check the List

Giles Adams	Lyman Gallup	Mal Middlebrook	Lee Standley
Wm T. Alloway	Floyd Garner	Allen Moore	Delmar Stein
Bill Atthoff	Arnold Haber	Charles Mullen	John Strickland
L.H. Anderman	Robert Hangen	Earl F. McCumber	Stephen Sturm
Hans-p-Arendt	Thomas W. Harris	Don McGilliwrays	Bill S. Warts
S. Boyachek	Vernon Harris	Thomas McLeod	George Taft
Earl Bray Jr.	Charles Harper	Al McRobertts	Dr. Richard Taylor
R.M. Brewster	Stacy Hart	Sander Nagy	Jim Tomlinson
Michael C. Bryce	Greg Hasser	James Nebrasky	Charles Thompson
Robert Burge	Wm Hasselbrink	Glen L. Orr	Richard Ulreich
Nathan Chapman	G.S. Herbison	Jim Parks	Ervin Van Beek
W.B. Cleveland	Irwin Hirsh	Lysle Parker	Bert Van Hole
C.D. Cody	Larry Hopps	R.C. Pasek	Wm Venner
Jack Danvers	Robert Hoyt	Dale Pearson	Fred G. Wacker Jr.
James E. Davis Jr.	Clifford Hurst	Frank Peckham	Kent Waddell
John P. Davis	Louis Hurt	Robert Perry	Dr. Claude Walters
Darrel Dixon	J. Henry Izart	Ira Philbrick	Van Ward
R.D. Donald	Stanley Jenson	Ernest Preter	Jack Weaver
John H. Dohnal	Darrell Johnson	Angelio Ranieri	R.E. Wiechman
Delmer Donaldson	Louis Kamaski	James G. Reeves	Martin Wiesendanger
Charles Eckert	Don B. Keil	Charles Reach	C.E. Williams Jr.
Harry Ellis	Bill Kimball	E.P. Remstorm	Bruce Wilson
John Ellis	Henry Krueger	Hugh Riddle	Gerald Wilson
John Elber	William Laporte	Harry Robinson	Arthur A. Woods
Wally Enders	Bill Levitan	Ed Romas	Charlie Woodhouse
Chas. Faas	Jack Liebrich	Robert Saar	Orel Young
Andre Fedotowsky	Al Lietrow	Dude Sattem	Jack Schroeder
Tulio Ferriris	Atto C. Link	Robert Schnaible	J.V. Shepard
Carson Frankenfield	Karl Lorenz	L.E. Schwoerer	Kenneth Stanaback
Loren Gouldsberry	Homer Mahle	Donald Scott	Mike Tillotson
John L. Gale	Roger A. Mathieu	George Simpson	
	Don Matter	Jim Smailes	
	Francis P. Meserow	Leland Sparks	

CHARTER MEMBERS

From the beginning of the formation of the Indian Four Cylinder Club in 1966, the small group desired to have a charter from the parent organization, the American Motorcycle Association. The charter was applied for and sent to the club officers, however, the charter membership was never closed. It was decided at the 1968 Annual Meet that the original charter membership would include all members on good standing as of December 31, 1962. The following list is the membership of that date.

<u>President</u>	John Groves	Sylvester Price
John Wickham	233 E. Fremont St.	18 Neckels Ct.
<u>V. President</u>	Fostoria, Ohio	Milan, Mich.
Peter Gagan		
<u>Sec. - Treas.</u>	Paul Havaland	Fred Provin
Carl Reichenbaugh	3244 Boundary St.	371 Heath Rd.
<u>Sgt.-Of-Arms</u>	San Diego 4, Calif.	Newark, Ohio
Steve Kertez		
<u>Referee</u>	George Hopps	Carl Reichenbaugh
Percy Wallace	3581 Lakewood Dr.	1421 Bernard Ave.
<u>3 yr. Trustee</u>	Drayton, Mich.	Findlay, Ohio
Harry Maule		
<u>2 yr. Trustee</u>	Robert Keene	Albert Rule
John Groves	7 Whitehall Rd.	RFD 1
<u>1 yr. Trustee</u>	East Chester, N.Y.	Green Springs, Ohio
Jack Maurer		
<u>Reporter</u>	Steve Kertesz	Dave Sloan
Dave Sloan	2020 Marlowe	RFD 3
	Toledo, Ohio	Kenton, Ohio
R.H. Aldrich		
28616 Dover	Dick Lada	Don W. Thomas
Livonia, Mich.	22403 Preasant	3106 Cambridge St.
	East Detroit, Mich.	DeMoines, Iowa
Larry Barnes		
Box 326	Harry Maule	Percy Wallace
Grand Rapids, Ohio	P O Box 96	302 Petrie Rd.
	Castalia, Ohio	Atwater, Ohio
Robert Blains		
1666 Kalida Dr.	Lew Maule	John Wickham
Toledo, Ohio	Box 191	751 Dayton Ave.
	Green Springs, Ohio	Findlay, Ohio
Allen Bozung		
24800 Lahser	Jack Maurer	Maynard Whetstone
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	Detroit 5, Mich.	Winn, Minn.
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G.F. Domaree		
15375 Griggs Ave.	C. E. Monnot Sr.	Ed Wolski
Detroit, Michigan	R F D 5, Homeworth Dr.	16504 Toepfor
	Alliance, Ohio	East Detroit, Mich.
Mel Falbo		
26001 Ronald	Paul Murray	
Roseville, Mich.	438 Sunset	
	Toledo, Ohio	
Peter Gagan		
87 Veronica Dr.		
Port Credit, Ont., Canada		

Many of our members from time to time have done projects for the Club which we all appreciate, and it gives these individuals a feeling that they have helped in some small way for the good of the club. One such project was a contribution by Louis Kamaski of Chestertown, Indiana, in which he enquired of the president if he might have a few sheets of the club stationary for correspondence. I informed him that the new stationary was not yet printed, upon which he asked if he might take on the project of getting the letterhead changed and new stationary printed. The previous letterhead stated - Indian Four Cylinder Club of America Inc. This was in error for it is not of America, thus we changed it to corresponde to our charter and Incorp. name - The Indian Four Cylinder Club. We are also making this change in the cover of the Indian Four News. We therefore thank Mr. Kamaski for this contribution to the club, having 1000 sheets printed at his own expense.

Helpful Hint - sent in by Chuck Myles of Sloansville, New York

Here is a helpful hint to remove rust in your gas tanks of Fours, Chiefs and others. An old timer living near him gave him this idea several years ago and Chuck stated that he has tried it and had very good success. Put a handful (at least 30) galvanized roofing nails in the gas tank and then pour in some gasoline. Put on the cap and shake the tank vigorously in all direction at intervals for 10 or 15 minutes. Drain out and flush with clean gas and allow to dry.

Pour in a few ounces of shellac and roll the tank around from side to side and end to end. The shellac will coat the walls and seal the inside of the tank to prevent further oxidation. Drain off the surplus shellac and allow to dry. Shellac has an alcohol base, therefore gasoline will not effect it. The cork float in the carburetor is coated with shellac and is not effected by gasoline. There is another product on the market known as Naval Jelly, and advertized as a surplus item. It eats away rust anywhere, but is rather expensive to purchase. Dr. Claude Walters, our secretary, told us of this item and has used it with good success in his Chief 80 tanks.

A suggestion from the printer of the Indian Four News
Using a regular gasoline to clean the tanks is a good idea, however since most gasolines are yellow in color, it might be a little problem to tell when the tank is clean of rust. A good substitute would possibly be white gas as used in an outboard motor and is not yellow in color. On the offset press on which the Indian Four News is printed, I use naptha for cleaning all ink rolls and the rubber blanket of the press. Naptha is not any more volitole liquid than gasoline and it is clear like water. I prefer naptha for even cleaning the printing machine parts, for it evaporates faster than gasoline and is not the noxious odor that gasoline is. When buying naptha for such cleaning as this the person should ask for dry cleaning naptha for it evaporates faster than the paint thinning naptha. I would suggest, that in the process of cleaning the tank, the roofing nails and naptha or gasoline treatment should be done at least twice, and then two final rinsings with naptha or white gas. The final rinse should reveal the amount of rust loosened and the cleanness of the tank. A further suggestion on the shellas coating, it might be well to inquire which shellac would be the best for metal, the white or the orange, and to be doubly sure that the interior is well coated, it might be worth the time spent, after the first coating is dry to give it the second coating of shellac.

Any tips you may have that would benefit the members, send them in as they may save some valuable time and effort in restorations.

(continued on next page)

Use care and proper grease such as wheel bearing grease, fiber type, and it will not get hot running in brake bearings, wheel bearings, or head fittings.

* * * * *

Write to out technical director, Paul Murray, 9010 Jackman Rd, Temperance, Michigan 48182, for color schemes, or any information on the Fours. Most of this information is in the Club Library for the members use.

* * * * *

Jack Maurer
14553 Coram
Detroit, Michigan

writes -

ran across this brochure telling just how good the Indian was on the track back in those days. If you have space to print it maybe some of the other members would appreciate reading it.

Jack Maurer

Thanks Jack for the material and you'll find it reprinted on the following pages. By the way Jack, you owe us a story about some of your experiences on the Henderson. So don't forget and get the particulars to us.

- editor -

* * * * *

Flash * * * * *

Our President John Four Cylinder Wickham, who was born before any Indian motorcycle had taken root by three or four years, celebrated his 71st birthday on November 22, 1968. Of that 71 years, 56 years he has been riding motorcycles. Even at 71 he's as peppy as one of those Fours all rebuilt and ready to go. By the way he's got a beautiful looking blue four now with tooled leather saddle bags and lots of chrome. I'm almost willing to bet that he will ride it to the next meet to prove that he can still handle a Four.

Heres wishing good ole John many more birthdays and a few more years to add to his riding record. Send him a late card he'll appreciate it.

Rev. Miles - chaplin

JACK MAURER
14553 CORAM
DETROIT, MICH.
48205

Again Indian

Sport Scout

THE WORLD'S CHAMPION '45' TWIN
WINS 200 MILE NATIONAL CHAMPIONSHIP

A. M. A. Road Race, Daytona Beach, Fla. January 24, 1937

INDIAN WINS FOR THIRD YEAR in succession! '35 - '36 and NOW 1937!

INDIAN led every lap but one. Hillbush, INDIAN led 1st lap. Norton led second lap. Kretz took lead in 3rd lap and was never headed, finishing over one lap ahead of second place Norton, a T.T. model as used on Isle of Mann and costing \$705.00 in U. S.

Against a field of the World's best riders mounted on the fastest American and Foreign machines, Ed Kretz won his second Championship Road Racing Title astride his stock INDIAN Sport Scout. Kretz, riding a great race, finished 5 miles ahead of the second place man (astride a famous Overhead Cam British Norton T.T. Road Racer.) A 3 1/3 miles course, part of it over a winding road of sand and crushed shell bottom against a field of

97 ENTRIES including 43 INDIANS, 44 Harley-Davidsons

8 British makes and 1 German B.M.W.

For the third year INDIAN has won this great American Speed Title, demonstrating once again that today's INDIAN is the

GREATEST STOCK MOTORCYCLE EVER BUILT!

INDIAN is daily gaining in popularity the world over. The built-in stamina, endurance and dependability of INDIAN machines is the talk of the motorcycle world. You owe it to yourself to see and ride the NEW INDIAN—regardless of your former choice, for INDIAN is definitely in FIRST PLACE in speed, power, mechanical leadership, roadability and ease of handling.

HERE ARE THE RESULTS—35 of 97 starters finished.

1st—INDIAN SPORT SCOUT	Ed Kretz	2 hrs. 43 min. 37 sec.
2nd—British Norton "O.H. Cam" T.T. Rac.	C. Trumbull	2 hrs. 47 min. 54 sec.
3rd—Harley-Davidson	E. Pierce	2 hrs. 51 min. 51 sec.
4th—INDIAN SPORT SCOUT	A. Sprague	2 hrs. 52 min. 35 sec.
5th—Harley-Davidson	J. Lewis	2 hrs. 52 min. 37 sec.
6th—Harley-Davidson	E. Long	2 hrs. 53 min. 07 sec.
7th—INDIAN SPORT SCOUT	R. Rodenberg	2 hrs. 55 min. 06 sec.
8th—INDIAN SPORT SCOUT	H. Mitzel	2 hrs. 56 min. 45 sec.
9th—INDIAN SPORT SCOUT	J. Peck	2 hrs. 58 min. 17 sec.

Indian riders won 5 of first 9 places. Norton and H-D won the other 4.

IT'S GETTING TO BE A HABIT FOR INDIAN! THESE ANNUAL 200 MILE CHAMPIONSHIPS

1935—Jacksonville, Fla.	1st—INDIAN—R. Rodenberg
1936—Savannah, Ga.	1st—INDIAN—Ed Kretz
1937—Daytona Beach, Fla.	1st—INDIAN—Ed Kretz

The Champions choose INDIAN — Why shouldn't you?
FOR THE BEST DEAL IN TOWN SEE

CLYMER-INDIAN SALES COMPANY

434 WEST PICO LOS ANGELES INDIAN DISTRIBUTORS PRespect 6519

30 YEARS AGO -- Recently I ran across a folder that we published in 1937, during the years we were Indian distributors in Los Angeles. Those were interesting days (even though the depression was on). The folder gives an idea of the prominent place Indian once held in both sales and competition. Ed Kretz, then almost unknown, started his highly successful career as a rider, and later a dealer, and Indian is what he rode in those interesting years. Indian is back again -- only time will tell how far we can go with it. Thought you would be interested in this collectors' item. -- Clymer.



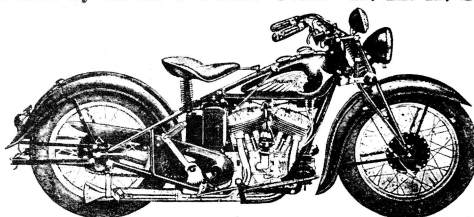
American Road Champion Ed Kretz, twice winner of the Indianapolis Speed Classic of the Motorcycle World, with his Sport Scout and trophy.

Indian Wins

Annual Big Bear Road Race

Sponsored by L. A. 3 Point Club. A. M. A. Sanction

**INDIAN
WINS**
1st, 2nd,
and 4th
Places



**The Big Bear
event for many
years has been
the outstanding
Road Classic
of the West**

The INDIAN Sport Scout - "WORLD'S CHAMPION 45"

At midnight New Year's Eve, 16 entrants started over the most difficult course from Saugus to Elizabeth Lake via San Francisquito Canyon, across Mojave Desert to Victorville up the Johnston Grade to Big Bear Lake to high altitudes and freezing temperatures. Original mileage of 152 miles reduced by twelve miles due to high snow drifts caused by recent storms. Tradition for years has been that the famous Big Bear Race shall start at midnight New Year's Eve, regardless of road conditions or weather, so through the bitter cold night and darkness these daring riders rode over winding, mountainous trails. With only a few miles of pavement the course was over dirt roads. Almost the entire route was covered with snow, slick mud, water or ice that called for quick thinking, expert riding, plenty of power and an easy handling motorcycle. It was a battle every mile of the race, yet in spite of road conditions, speeds of 75 m.p.h. were reached at times by many of the riders.

The road, 12 miles from usual finishing point was blocked by a drift of snow 9 feet deep and 40 feet through with zero temperatures in the high Sierra Mountains. At this point Club officials declared the finish point on account of snow drifts prohibiting anyone going farther.

At the finish the winner, Vaughn Dickerson of Los Angeles, astride a "45" cubic inch Indian Sport Scout was twelve minutes ahead of the second place man, Bruce Pearson, on a "61" Overhead Valve Harley-Davidson. Dick Milligan astride a '37 Indian "74" Chief was third and fourth place went to Lonnie Mays on a '36 Indian "7" Chief.

4 Indians started, 3 finished in the first 4 places - That's Consistency!

INDIAN side valve machines finished far ahead of other side valve jobs, although outnumbered in starters.

The first 3 side valve jobs to finish were INDIANS!

THE EVENT WAS FREE-FOR-ALL, no make or motor size was barred. The performance of these stock Indians is again further proof of the stamina and dependability of Indian machines that "brought home the bacon" over probably the most difficult event ever held in the west, and against unlimited competition.

HERE ARE THE OFFICIAL RESULTS

1st—"36 INDIAN Sport Scout "45"	Vaughn Dickerson	4 hrs. 1 min.
2nd—"36 Harley-Davidson "61" O.H.V.	Bruce Pearson	4 hrs. 13 min.
3rd—"37 INDIAN "74" Chief	Dick Milligan	4 hrs. 29 min.
4th—"36 INDIAN "74" Chief	Lonnie Mays	4 hrs. 31 min.
5th—"37 Harley-Davidson "74"	Chas. Loomis	4 hrs. 59 min.
6th—"35 Harley-Davidson "74"	Gene Miller	5 hrs. 19 min.

We have a large stock of 1937 Indians and invite you to call and see them. Now is the time to buy!



FOR THE BEST DEAL IN TOWN SEE
LOS ANGELES INDIAN DISTRIBUTORS

CLYMER-INDIAN SALES COMPANY

434 WEST PICO

PRospect 6519



LEST YOU FORGET!

MORE NEW INDIAN MOTORCYCLES WERE SOLD AND REGISTERED IN LOS ANGELES DURING 1936 THAN ANY OTHER MAKE. (From the records of the Reuben H. Donnelley Corp., a nation wide concern specializing in furnishing official lists of registered automotive vehicles.)

"Count the New Indians on the Streets of L. A."

AMMCO TOOLS, INC.

2100 COMMONWEALTH AVENUE
NORTH CHICAGO, ILLINOIS 60064
Telephone - Area Code 312 • 689-1111

July 24, 1968

Mr. J. E. Wickham
Indian 4 Motorcycle Club, Inc.
751 Dayton Avenue
Findlay, Ohio 45840

Dear Mr. Wickham:

Thanks so much for your very kind and interesting letter. I would like to receive all the issues for 1968 and would be glad to send you a check for whatever amount it would require to make this possible.

I am tickled to be able to own Bill Gewand's Indian. It was most interesting to know that you once owned it. It seems to be in excellent condition and I have had a great deal of fun riding it. I located a brand new saddle for it, which is still a stock item with the company that made the original, which is a little hard to believe after all these years -- but it is true, as you undoubtedly know.

You may be interested to know that I spent the last week and a half out in Yellowstone National Park with ten other friends of mine, motorcycling through the area. The bikes included 3 BMW's, 2 Nortons, a new Suzuki 500, and my own BSA 650 Lightning Rocket, picture of which is enclosed. I rode this bike back to Chicago from Yellowstone, covering the 1500 miles in 3 days. On the middle day I logged 577 miles, which is quite a workout for a 50-year-old. Nonetheless, it was more than enjoyable.

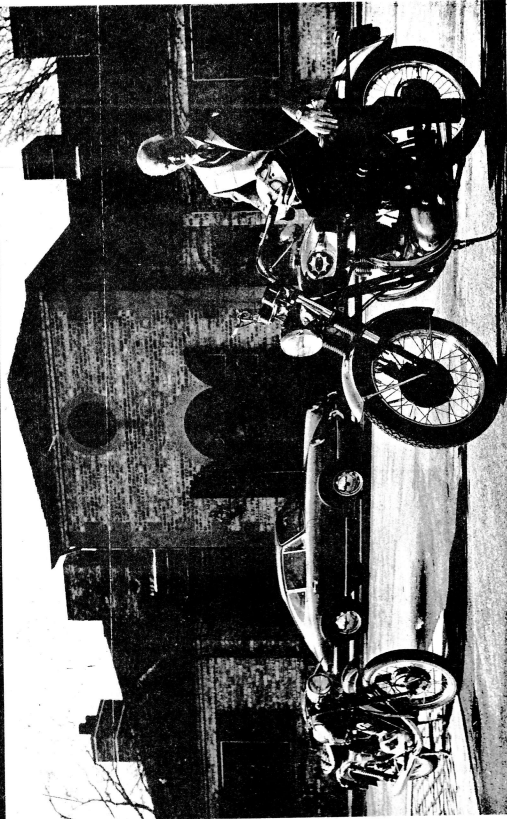
Hope to have the pleasure of meeting you in person one of these days.

Sincerely,

Fred G. Wacker, Jr.

MANUFACTURERS OF BRAKE SERVICE, ENGINE REPAIR, AND WHEEL ALIGNMENT EQUIPMENT SINCE 1922

Meet the Cycle Set



No. 6 in a series

ords, plays club dates and social affairs.

A graduate of Yale University and the General Motors Institute of Technology, Fred Wacker, with his wife, Jana, and three children in Lake Bluff, Illinois.

"I guess I've tried most every participant sport," Fred says, "from ping-pong to polo. But for me, the most exciting and exhilarating of them all. And judging from its growing popularity, a lot of people agree with me. Right?"

Right

Cycle

Ziff-Davis Publishing Company
One Park Avenue
New York, N. Y. 10016

Fred Wacker has a love for cycling that goes back to his grade school days. At age 13, he clipped in with two of his school chums and became the co-owner of an Indian 45. From then on, he was hooked. His first bike was a Military Harley, and he followed it with a BSA 175 and a BSA 1—each one of 1926 vintage.

The workday Fred Wacker is President of Ammco Tool, Inc., one of the world's leading manufacturers of automotive engine, brake service and alignment tools and equipment, and Liquid Controls Corporation, manufacturers of positive displacement meters.

Although business activities monopolize most of his time, in his spare hours Fred manages to keep a hand in sailing, golf, tennis and bowling. An accomplished musician, he also leads his fine dance band, which rec-

Fred we appreciate your letter and picture, and more especially myself since you now own a machine that I once owned. Sorry the accompanying picture and advertizement did not come out as nice as the original but it gives our readers an idea of your interests.

- editor -

AMA NEWS

AMA EXECUTIVE COMMITTEE VOWS TO CONTINUE THE FIGHT AGAINST HELMET LAWS

The May publication of AMA News carried a front page headline announcing

the Michigan Helmet Law to be unconstitutional. The story that followed told of how AMA, in an attempt to determine the constitutionality of such laws, had taken the issue (considered a test case) before the Michigan courts. Having lost the decision at the Circuit Court level, the Association had then placed the question before a three judge Court of Appeals.

In a unanimous decision, overruling the Circuit Court opinion, the Michigan Division 2 Court of Appeals ruled that the statute was designed to protect the individual motorcyclist from himself and not to protect the public health, safety, and welfare. Consequently, this higher court held that the Michigan law violates the provisions of the United States Constitution and therefore is invalid.

It has been a long hard uphill fight since February 28, 1967 - the day AMA first brought the matter before the Michigan Circuit Court. Now, at last, the decision of the Court of Appeals had upheld AMA's argument that motorcyclists have the right to determine, free from State coercion, what means they will use to protect themselves against bodily harm. That attempts by the State to regulate these means are an improper invasion of personal freedom.

Even though the Michigan law, which took effect on March 10, 1967 calling for compulsory use of helmets, had now been set aside, AMA knew its work would not be completed in Michigan until the issue had been dealt with by Michigan's highest court.

The question of constitutionality in such laws was sent along to the Michigan Supreme Court in order to settle pending court action on cita-

tions that had been handed out while the mandatory helmet law was in effect. The court refused the petition; stating it was a moot issue since the State no longer had such a law. With ultimate victory so near at hand, this was another set-back because the Governor had just signed House Bill 3475 into law.

The situation now existing in Michigan, due to the Act of this House Bill, is that motorcyclists must carry one or more helmets on their motorcycles.

W. T. Berry, Jr., AMA's Executive Director, said the Association Executive Committee has instructed legal council to continue to seek a way to have the issue placed before the United States Supreme Court.

AMA NEWS

PUBLISHED MONTHLY BY

AMERICAN MOTORCYCLE ASSOCIATION
P. O. Box 231, Worthington, Ohio 43085

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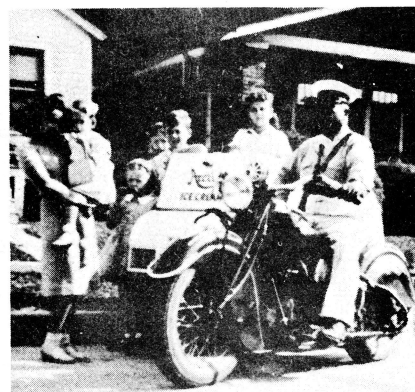
EXECUTIVE DIRECTOR

W. T. Berry Jr....American Motorcycle
Association, Worthington, Ohio

EXECUTIVE OFFICES

5655 N. High St., Worthington, Ohio
43085

Editor.....Garry Payne



Most Popular Man in Detroit ... During Hot Weather!

The soft purr of his Indian Four brings Detroit kiddies arunning to smiling, friendly Louis Eliades who like a summer Santa Claus listens to their weighty problems and soothes their aching tongues from his special refrigerated icebox.

It's been 19 years now since Louis made his first rounds as an ice cream man and since that time, a lot of his patrons have become grown men and women . . . but there is no doubt of it, Louis has played a part in their life and if you don't think an ice cream man does play a part in a youngster's life, just try holding out sometime.

In all his 19 years, Louis has used Indian Motorcycles to carry his ice cream on his rounds. This year he attached a New Indian Four to his special side car and just can't wait to get rolling again as Detroit's most popular man.

Another Car-Driver Confesses

Slap- "Why is your car painted red on one side and blue on the other?"

Hap- "Well, I'm not a very good driver and you ought to hear the witnesses contradict each other in court."

T T F

Boss- "Does that mule ever kick you, Sam?"

Sam- "No, Suh, but dey's plenty times he done kick where ah jes' been!"

T T F

No wonder restaurant coffee looks like mud—they tell us it is ground.

T T F

The old Indian was riding along on his pony, his squaw on foot, heavily burdened.

"Say, why don't your wife ride," asked a passing motorist.

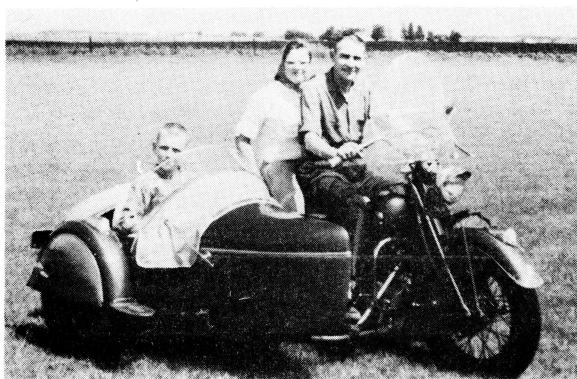
"Ugh; she got no pony."

T T F

An elevator operator, off for the day, was replaced by a girl who on her first trip brought the elevator to an abrupt stop.

Operator: Did I stop too quick?

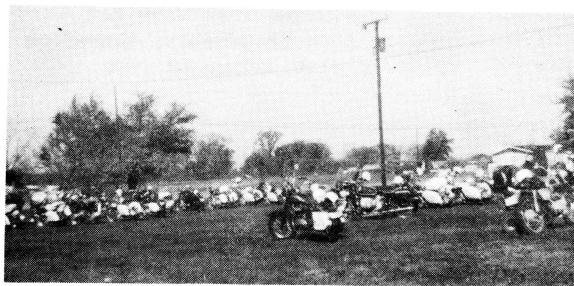
Old Lady: Oh, no indeed. I always wear my bloomers around my ankles.



Dale D. Pearson of Cedar Rapids, Iowa with his son and daughter on his 1940 Four. Dale's ultimate goal is to restore this machine to its original factory status. Some of it he has already done, but he says the next step will be to repaint it all black. The color here is Oriental Coral and Charcoal Grey. Seems a shame to change its color for its a beauty now, but he wants it original and the color must go.

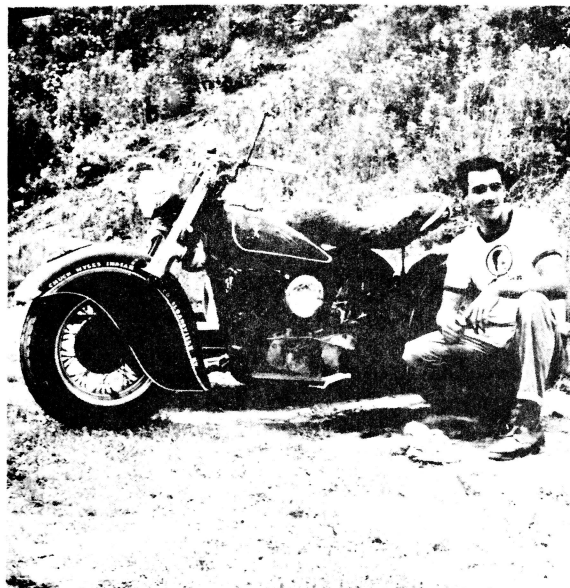


A visit with the Sylvester Price family. From l to r, S. Price, Mrs. Price, Shirley Sutter, J. Wickham's granddaughter, and Mrs. J. Wickham.



At the Kenton Poker run October 20. It was beautiful scenery and hills on this run. 212 riders entered the run. By J. Wickham.

THE *Indian* CLUB



Twenty-six year old Charles "Chuck" Myles of Sloansville, N. Y. is this month's member of our Club. A real, true Indian buff, he has been riding for seven years, all of them aboard Indians. His first three machines were Indians, and they were so reliable that he has stayed with them.

"Chuck" is in the motorcycle business, — that is he is the Indian Motorcycle Distributor for his area in upstate New York, having recently bought out the complete Indian ware of five different dealers. Married and the father of one child, "Chuck" is also a Physical Education teacher and the part of motorcycle riding he

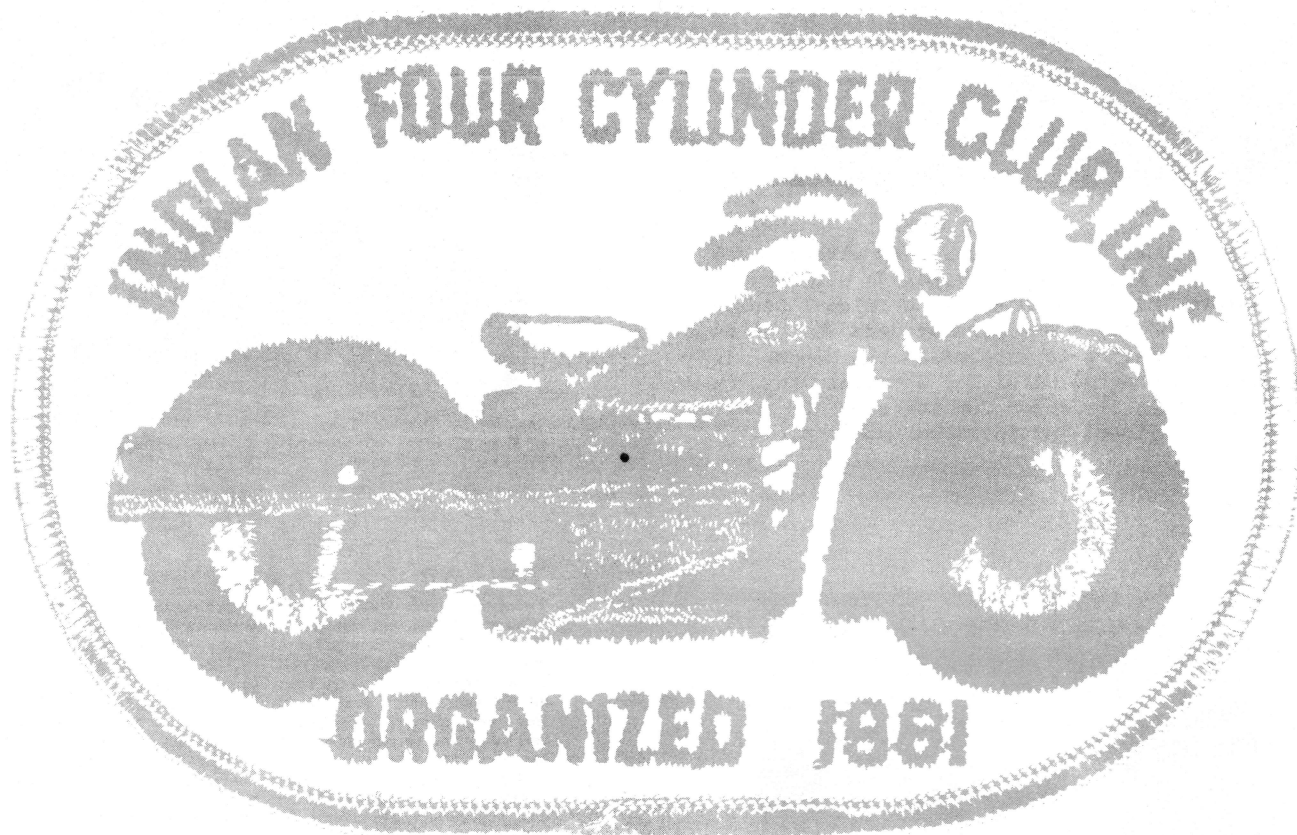
enjoys the most (according to him) is towing disabled machines on his 20-year-old side hack.

Although the side hack cannot be seen in the above photo, this publication was able to get his picture next to his 1948 Chief that he has owned for less than a year. With several hundred hours spent on restoring and rebuilding it, "Chuck" figures it's worth about \$1400 on the market today, — but it's not for sale.

Right now "Chuck's" ambition is to eventually write a book on the Indians of Springfield. Riders who wish to contact "Chuck" can reach him at Post office box #150, Sloansville, N. Y. — 12160.

WHICH POSED FOR THE OTHER?





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.

THE TRIALS OF RIDING A 1948 INDIAN 74' TO THE 1968 INDIAN FOUR CLUB RALLY

by CHUCK MYLES

The following information is offered to Indian twin owners for what it may be worth. It is not intended to be missused by Brand X 74 publicity men.

The winter of 1967-68 was an extremely cold one with little snow, but my dependable Chief tolerated it well, starting instantly whenever I needed it. It was entered in the 51st Annual Crotona Midnight run of 150 miles in mid-January and outperformed all kinds of competition until a loose valve stem sore caused a flat tire, two miles from the end. The Chief, among others, was entered in this summer's Laconia Tour, and also the Grafton Vermont Championship Motorcross Scrambles. In general, this Chief has been on the road constantly during the last year.

Two weeks before the 1968 Rally, I decided to slap a rebuilt unit into the frame as the 1st and 3rd gears were constantly slipping back to neutral under load. The bronze bushings in the tripple gear were shot. I chose another 48' engine which felt as if it had a good lower end when I checked the up and down play in the rods. I put all good gears in the transmission, good clutch, new rings, guides and springs, and ended up with a good sounding engine. I took the machine out on the road locally during the next two weeks, put about 200 miles on it, and everything checked out O K.

Thursday evening, just before the Annual meet on August 10 and 11, one of the Club members called me and stated that he was on his way out to my place and I said fine, but I was planning to leave around 5:30 am in the morning (Friday) rain or shine. At 5:30 am it was pouring down rain and I rolled over and went back to sleep. It cleared up a little later and I was on the road by 9:00 am Friday morning. Since I was late in leaving, I decided to take the New York State Thruway where I could roll along at 60 to 70 mph. Once on the Thruway I held her to 70 mph where it rolled along well with the side car, except that it continually pulled to the right. After about another half hour I looked down and saw oil all over everything. I had left the tappet covers loose so that I could make adjustments easily. Since I could not get the front exhaust tappet cover started in the threaded area, I had to hold the speed down to 50 to 52 mph for the remainder of the trip. I should have taken the rig out on an open road before this trip and held it at 65 mph for a half hour in search for trouble.

With the exception of a 1/2 hour for lunch and a half hour for dinner, I rolled straight for Toledo, overflowing with enthusiasm, and arrived at the Traveler's Club grounds about 2 am Saturday morning. I had put Indian decals all over everything on the Chief, including six places on the left side of the machine, saddlebag, air cleaner, primary cover, tank, front fender, and windshield. I wanted people to know that this rig out on the highway was not a Brand X tub. Good ole John Wickham was out on the grass under the streetlight pole with 4 or 5 fellows chatting and greeting the early birds. Boy, no one will ever duplicate this spry young thinking fellow. We all gabbed for about a half hour, and all turned in for the night.

Jesse Clapsaddle, his brother Mike, and Earl Chalfant were all in Jesse's big bug proof tent, and left invitation for me to join them when I arrived. But it was so late and rather than waken them, I laid down my ground cloth, unrolled my sleeping bag and crawled in. It was a warm Saturday evening and early morning, and the mosquitos were out in full force. It was like and inferno inside that sleeping bag, but thats part of the game. By the time 5:30 am rolled around I was still swatting mosquitos. A couple of eager beavers were up and had a radio on full blast or some kind of amplified sound. Someone must have clued them that there were still some of

the late arrivals still asleep so they toned it down for another hour. When everyone finally did start to get up, greetings were in order for it was sure nice to see old friends again. Jesse had the coffee on and we were ready for it. In a few minutes Bob Paulette arrived and in his truck was Jesse's newly rebuilt 401 engine, which hadn't run for 21 years. Jesse had restored the frame for his machine and brought that part in his truck, and with the arrival of the motor, final assembly would soon begin during the annual meet.

As the day began it was quite cloudy but improved as the day went on. Club members began arriving from everywhere, and it was sure great seeing and meeting familiar faces once again. The Flea Market was set up and dependable Bob Speck opened his trunk full of goodies. He started around with a hand full of decals trying to promote a few sales. Paulette had a fine load of new Indian items of all types, and I had only a crate full of iron and steel, with ACE and early Indian Four Engine parts. Bob Speck ambled by and asked me for a half link for the rear chain, for which I had none. Paulette slipped one into my hand inconspicuously and I gave the impression of removing one from my tool box. I handed it to Speck and he said, "what do I owe you"? Bob I'm giving you the special price today of 75%. Bob said, "fine." He paid me and walked away with the part, right past Bob Paulette's table, happy as a pig in the mud, while Paulette and I about cracked up laughing. Paulette had these displayed very prominently on his table for 35%.

The Club meeting began around 5 pm and Jesse was eagerly bolting his 401 together back in the wooded area. My eyes became quite heavy so I quietly excused myself. Later I had some shopping to do so I rode to Reynolds Corners where I ran into some guys going to supper at a 1.49 steak house of some kind. Five or six Indians, mostly Fours with a Chief and a crazy looking side hack sure can empty a place quick.

Saturday evening brought on a corn roast with plenty of beer and coffee and everyone having a great time.. One of the younger members was proudly displaying a Paul Murray chrome plated crankshaft in the trunk of his car. He had bought it that day. The Hasser family arrived on their Injuns as it was getting dark, and they explained that after a several hour's ride, and just a couple of miles away, the rear wheel bearing locked up on young Bob's Chief. Paulette found a hub for trade in someone's car trunk, and went to work removing the bearing. A couple of hours later Bob's Indian was back in operation. That's one fitting that Bob won't ever forget to grease.

Sunday morning activities were to begin a hour later than they did on Saturday and everyone was sleeping in till 7:30 or 8 am. I decided to put my good side car tire and wheel on the front of the Chief and place the unevenly worn front tire on the side car. All winter I was running it under inflated which caused a rib in the center of the tire and in turn was causing the front end to shimmy with the sidecar attached. While doing this change over job, I also tightened the steering head bearing and cleaned the friction damper plates.

Dr, Cleveland had brought one of his older machines, a Pierce, to the meet and it was in runable condition. I saw Earl Chalfant out on the track trying with some effort to peddle start this old Pierce, and believe me he had many spectators. "Thats using your arse, Chalfant.", hollered Bob Aldrich. With this Earl stopped pedaling. He stopped in front of Bob and said, "Well now Bob, you really put your foot into it, because I had a dream about you last night. I was busy climbing the ladder to heaven, when I became fatigued. You were coming up right below me. You called to me and said, "Climb on my back Chalfant, and I will take you the rest of the way." When we reached heaven, St. Peter greeted me, "Glad to see you Chalfant. Tie up your arse and come on over here." At this point of the day, this must have sounded better to the crowd than hearing the old Pierce run.

Before long, Paulette and Clappsaddle had the high compression 401 out on the track running it around. They had to tow it to get it started, but this was a joyous moment after laboring against time to get this machine going before the meet was over. After it started and seemed to be running very well, Jesse was awarded a trophy for his efforts. About this very time the judging was finished, and there were the proud and happy persons plus some of the sore heads who always swear that their parts and machine is more original than the next guys.

Before we realized it, the meet was over, and members began heading for home. This seemed to be the best Rally yet for the Indian Four Club. Little did I realize when I was ready to head for home, that the ride home was to bring me so many problems. The Clappsaddle brothers, Earl Chalfant, and I went over to the 1.49 steak house and had a bite to eat before parting company, for it would probably be another year before we met again. We left around 9:00 pm and I was to follow Earl to his home in a trip that would be my most annoying and problem filled trip returning from any meet yet. We headed east on the Ohio Turnpike and about 250 miles ahead of us to western Pennsylvania. I intended to buy 2 basket case chiefs from Earl, and trailer them home behind my side car rig. I had a trailer hitch mounted behind the Indian.

Around 2:00 am, with 100 miles to go, my engine developed an audible knock. I nursed it to within 10 miles of Earl's, at which point the lower end must have tied up causing the front connecting rod to snap. What a horrible sound, but Earl towed me in while my head bobbed as I tried to keep awake in the cool morning air. We arrived at his home around 6:00 am, had a brief sleep, and at 11:30am we went out and removed the heads and cylinder.. After pondering about what to do, Earl most kindly offered me his Willys to travel home, 465 miles, with the intent to put together another power plant, return later in the week, swap engines, and ride the rig home. During these miles I had plenty of time to think about so many things. The boys in Ohio and Michigan sure do have the ultimate in Indians. Their machines would make the old wigwam look like it was full of second hand machines. But, I asked myself, why had the lower end failed? I think the most appropriate answer is as follows - when I put the unit together a couple of weeks before, I checked the lower end by feeling for up and down play in the rods. Considering that there are 4 sets of roller bearings, if one set is beginning to score, it cannot be detected except by disassembly of the flywheels, followed by visual inspection. This I neglected to do. So I can't blame the Chief for letting me down. This was a meaningful experience for me, and I was most happy to have someone like Earl around ready to help me.

I arrived home and put together another '48 engine and noticed two odd points with this unit. There was no drain plug in the primary case, and there was no provision for a cam case breather. I decided to try it anyhow. Going back in my story a little - when I was returning to Earl's on Friday, I picked up a young fellow hitch hiking west on route 6 - Kings Highway in Penn. He hobbled over to the Willys and apologized for not hurrying, but explained that his feet were all blistered from running the night before. He went to explain rather excitedly how the night before he was walking along Route 6, waiting for another car to come along when he heard the sound of gravel crunching behind him. He turned around to see a small black bear running up behind him, at which point he said he never ran along a mountain road so fast.

Saturday morning Earl and I changed engines on my Chief, resoldered gas and oil lines, and got her running. I put the blown engine minus heads and cylinder into the side car and got ready to head for home. I was finally on the road by 4:30 pm, and noticed, after I had rode a few miles, that due to the absence of a crankcase breather, the crankcase eternal pressure was pushing oil out of the push rod guides all over everything, just as Earl and I expected it would. I found that I had to

hold her down to 30 - 40 mph till I got her home. At around dusk, I flipped the lights on and almost had my vision blurred by a cloud of smoke rising from between the gas tanks. We had pinched a wire when replacing the tanks. I removed the panel cover, found the hot wire, snipped it, and it was the taillight wire. So I run the taillight directly to the battery. At 9:30 pm I was back on Kings Highway when I blew the rear head gasket.. This was on a section of highway torn up for repairs, with no street lights and out in the mountains where the kid had seen the bear. I rolled out my sleeping bag on top of the box on the flat bed and went to sleep, expecting to remove the head and gasket in the morning. At 1:30 am Sunday morning, 3 drunken fellows in a car pulled up and asked if they could help. "No thanks" I answered, "not until morning". "Here have a beer", said the driver, handing out a cold can. "No thanks", I said. "Have a beer." said the driver most demandingly. "Sure, gee thanks" I said most obligingly. After a half hour of listening to this joker talking about his rifing his Triumph through town at 140 mph, they finally left with promises to come back in the morning when they awoke.

A passing truck awakened me early, so I got up and started the job of removing the head. The gasket was blown at four bolt holes, and straight through at one point. I made a paper head gasket up with permatex which did not hold. I then re-used the old gasket, permatexed it well and tightened all head bolts to about 90 foot pounds as compared to the recommended 55 pounds. Experience shows the factory wrong with this specified 55 pounds. I was so depressed at this point that I can honestly say I was contemplating tossing a match to the whole works and pushing it over the side of the mountain. I momentarily intended to go home and clean out all the Indian parts and machines and start fresh at some other interest. But my temper subsided when I got the machine to running, and rode it over 200 miles home Sunday with a blown head gasket. It was 9:00 pm Sunday evening, exactly one week after the Rally was over. Incidentally, the blown head gasket did not get any worse than the half inch hole, and I was lucky enough to pick up a piece of aluminum foil which I was going to try if the head gasket had gotten worse. I ran the machine with a pretty retarded spark, and was fortunate the breaks in the gasket were on the bottom side as it did not effect the aluminum head by burning groves in the aluminum which does happen occasionally.

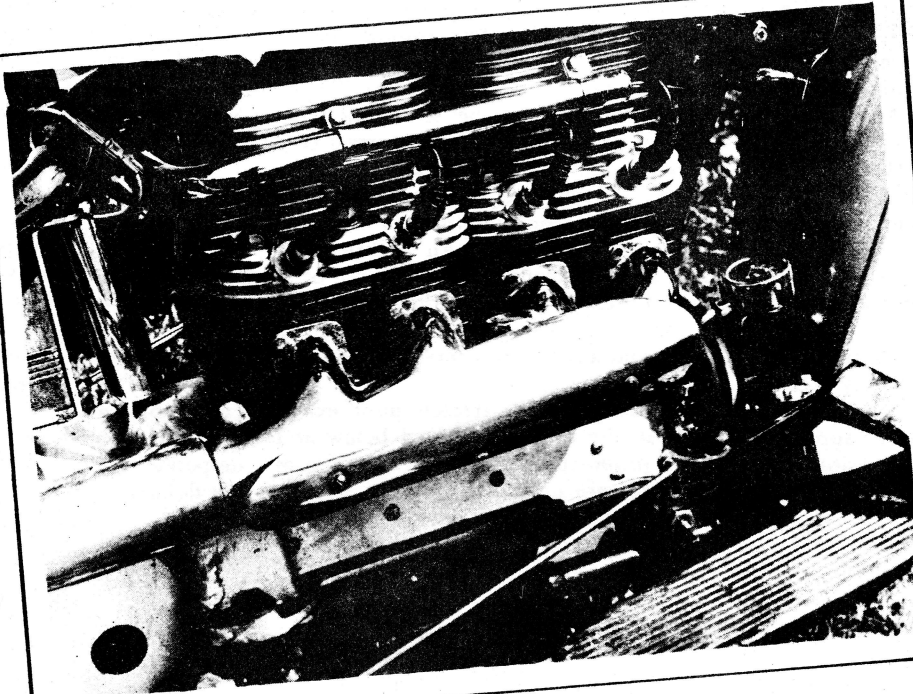
The many odd and exasperating happenings have slipped my mind since arriving home. The return trip was almost a nightmare due only to a little of my own negligence. Now that I am home I can say again, it was a great Rally held this year. If there was a trophy awarded to the person who had the most enjoyment, I think it would be myself, or would it be Jesse and his unusual two day affair in the woods?

Chuck Myles

This is not the most unhappy and harrowing experience that we have ever heard of, but it sure ranks right up at the top of the list with some of the rest of them. And, although these experiences are our best teachers of what not to do again or what to do to prevent it from happening again, we're extremely happy that you finally did arrive safely and with your machine, although not exactly in perfect running condition. Thanks a lot Chuck for sharing this experience in all its colorful detail.

- editor -

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.



OUT OF COMMITTEE

Comments from Paul McCrillis

In my column which appeared in the August issue of American Motorcycling, I reported that the Public Works Commission of the United State House of Representatives had recommended that the 10% penalty feature be dropped from the Highway Safety Act. At that time it was believed that this recommendation would be adopted by both Houses of the Congress.

On August 23rd, President Johnson signed the Highway Authorization Bill and the penalty clause was retained. However, the penalty may not be invoked earlier than January 1, 1970.

Just to refresh everyone's memory on this subject, the Highway Safety Act of 1966 provided that each state should have a highway safety program approved by the Secretary of Transportation and that in the absence of this approval, states might have their Federal highway construction funds cut back by 10%. The Act is now amended to provide that the authority of the Secretary to invoke this penalty is deferred from January 1, 1969 to January 1, 1970.

Just recently I was able to obtain a report prepared under a government contract by the Transportation Research Department, Airborne Instruments Laboratory, Long Island, New York. This report is available for \$3 a copy from the Clearinghouse for Federal Scientific & Technical Information, 5285 Port Royal Road, Springfield, Virginia 22151. It is identified by the Clearinghouse as PB178332. The subject of the report is "Motorcycle Safety."

The study purports to have 3 primary objectives:

- 1) To provide a comprehensive view of motorcycle safety;
- 2) To provide suggestions to enable the National Highway Safety Bureau to formulate performance standards for planning programs to reduce motorcycle deaths and injuries, and
- 3) To identify information needed to improve the validity and usefulness of the standards.

To give a complete resume of the contents of this report is far beyond the potential of this brief column. As a general

comment I was dismayed about the lack of clarity in language and presentation. For example, the proposals advanced were identified as safety countermeasures. To me, a safety countermeasure is an action taken to nullify safety. To the authors, it seems to be something else.

If my examination leads to correct conclusions, some 50 proposals are identified, 25 are discussed and analyzed, and 7 are recommended for adoption as National Motorcycle Standards. An eighth standard is recommended, application of a Federal Vehicle Identification System, as an administrative tool to improve research and assist in recovery of stolen motorcycles.

The 25 proposals treated most extensively in the report are listed below and the 7 proposed as National Motorcycles Standards are italicized.

- 1) *Helmet and goggles*
- 2) Turn signals
- 3) Windshields
- 4) Gloves
- 5) Protective jackets
- 6) Protective pants (we always thought men wore trousers)
- 7) *High-visibility vest*
- 8) Rear-view mirrors
- 9) Uniform control locations
- 10) Fairings
- 11) *Education and training* (motorcycle operator)
- 12) *Education and training* (motor vehicle operator)
- 13) Boots
- 14) *Licensing and testing*
- 15) *Motorcycle visibility*
- 16) Multiple brake lights
- 17) Crash bars
- 18) Gear position indicator
- 19) Protection from hot exhaust
- 20) Automatic starter
- 21) *Prohibit dash line operation*
- 22) *Prohibit parking lane operation*
- 23) Lights on at all times
- 24) Motorcycle lane on highways
- 25) Motorcycle inspection

The effects of each of these proposals are evaluated in terms of accident prevention and injury prevention. In the accident prevention aspect, each proposal was evaluated for its potential effect on the basis that none of the other proposals

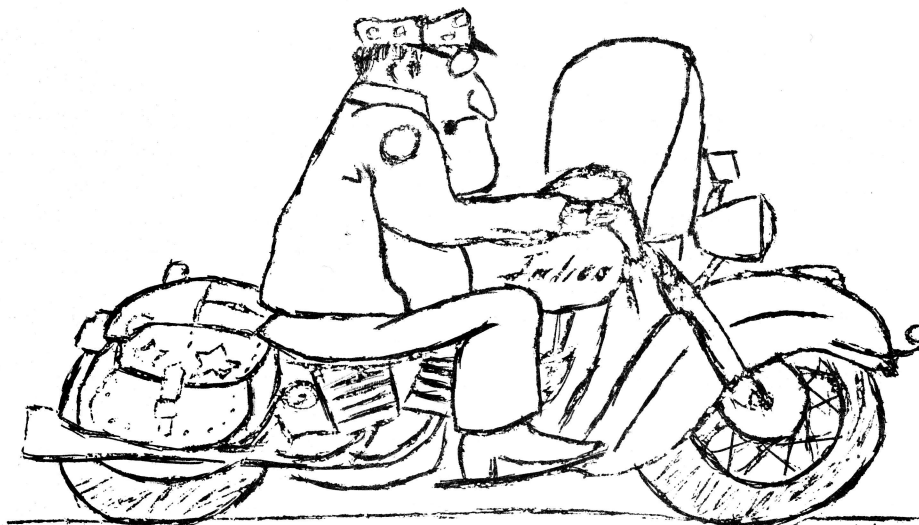
were adopted. The cumulative effect on implementing all proposals could only be inferred. Just for fun I added up some of the evaluations stated and came to the conclusion that adoption of all of these proposals would eliminate 114.02% of all accidents at intersections. It would further eliminate 57.05% of accidents not at intersections and 79.05% of all other accidents. As a bonus, or "green stamp" effect, these measures would eliminate 25% of the accidents on borrowed motorcycles, 58.3% of novice accidents, 33% of rental accidents, 20% of accidents occurring in the first year of operation and 7% of pedestrian accidents.

Now, of course, this is nonsense and I freely concede that the report was not intended to be interpreted in this manner. In spite of this, the visions aroused by this exercise in arithmetic were so stimulating that the concept just would not fade from mind. Carried to its inevitable conclusion, more and more accident prevention standards could be applied to motorcycles until they develop a negative accident experience. Undoubtedly then a method would evolve whereby motorcycle non-accidents could become a factor in reducing the injuries caused by other motor vehicles.

Roused from torpor by this enlightened observation, I reluctantly discontinued my studies and went home musing despondently on the uses to which my tax dollars are put.

Recently Chartered AMA Clubs

Southern Indiana Roadrunners MC
Washington, Indiana
Main Sports Riders MC
Auburn, Maine
Thee Apostles MC
Lockport, Illinois
Bushmasters MC
Banning, California
Crestline MC
Crestline, California
Trail Trotters MC
Coalinga, California
Poway MC
Poway, California
Chico MC
Chico, California
Michigan Metrd Riders MC
Taylor, Michigan
Scorpions MC
Philadelphia, Pennsylvania
Brush Barons MC
Escondido, California
Cannon Flyers MC
Clovis, New Mexico
Pathfinders MC
Coshocton, Ohio
Ohio Valley Moton Cycle Club
Barnesville, Ohio



Definition:

OLD TIMER - This combines the bulk of the rider with that of his motorcycle to present an illusion of years of experience. The riding apparel is a battered jacket, preferable graying, cracked leather (although denim shirts are acceptable in some areas), well worn Western boots and darker shades (but faded of course), of Levis or Chinos. A helmet is a strict NO-NO. Instead, he wears a soft hat which is bearly visable beneath an array of old badges and pins. The half smoked cigar is optional. The facial expression should be one of amused tolerance, particularly in traffic.

(NOTE: THIS IS THE ONLY RIDING STYLE PERMITTED OWNERS OF RECONDITIONED INDIAN CHIEFS)

The above article and picture appeared in a magazine that many of our members saw, and I am sure their response to this slander was the same as mine. We have included the picture below of one of our members on his very beautiful Indian Chief and we want you to note this very sharp rider wears none of the apparel mentioned above. The Chief this man rides can be truly called one of Americans most beautiful motorcycles, and the rider, Mr. Jerry Tacoma of Livonia, Michigan, might be considered one of America's best dressed riders.

- editor -



THE ALL AMERICAN INDIAN CLUB

Several of the members of the Indian Four Cylinder Club own Chief 80s as well as Fours, but an 80 does'nt make the owner eligible for membership in the Indian Four Club. Some of their friends own 80s but no fours, so they are not eligible to be in the Indian Four Club. Several of these members, while at one of our Indian Four meets a few years ago decided to organize the All American Indian Club for the benefit of either owners of 80s or Fours. Since they were already members of the Indian Four Club it took nothing away from the Indian Four Club and in the final analysis spread enthusiasm for Indian owners and gave the Indian Four Club another arm to reach Indian Four owners.

On September 21st this year, the All American Clubmet on a farm near Brown City, Michigan for a family outing and picnic. An invitation was sent to the officers of the Indian Four Club to meet with this club and take care of some necessary business of the Indian Four Club. Attending from Findlay, Ohio were; Carl Reichenbaugh, John Wickham, and the club chaplin, Tom Miles. Enroute to Brown City the group stopped at Temperence, Michigan and picked up Paul Murray. Getting a late start the group arrived at Brown City around 4:00 pm and had a little trouble locating the farm where the meet was held. When we located the Family outing we found that some of the members had already left and some of the others were getting ready for the 60-70 mile trip back to Detroit.

It was decided to meet at Allen Bozung's for the business meeting, as Allen was unable to attend the family picnic because of an ailing back. The group arrived back at Allen's place about 8:00 pm and met for the business meeting for about an hour. A further stop was made at Bob Aldrich's in Livonia, to look at engine trouble on Bob's machine.

As usual the chaplin had his camera along and we took some shots at the picnic. Although the All American Club is not as large as the Indian Four Club, the family picnic was a good day's outing and fun for a whole family affair.

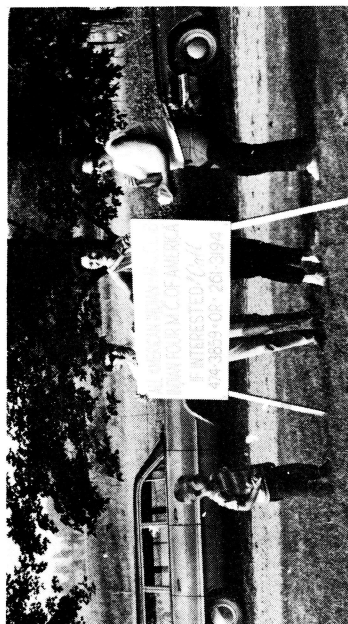
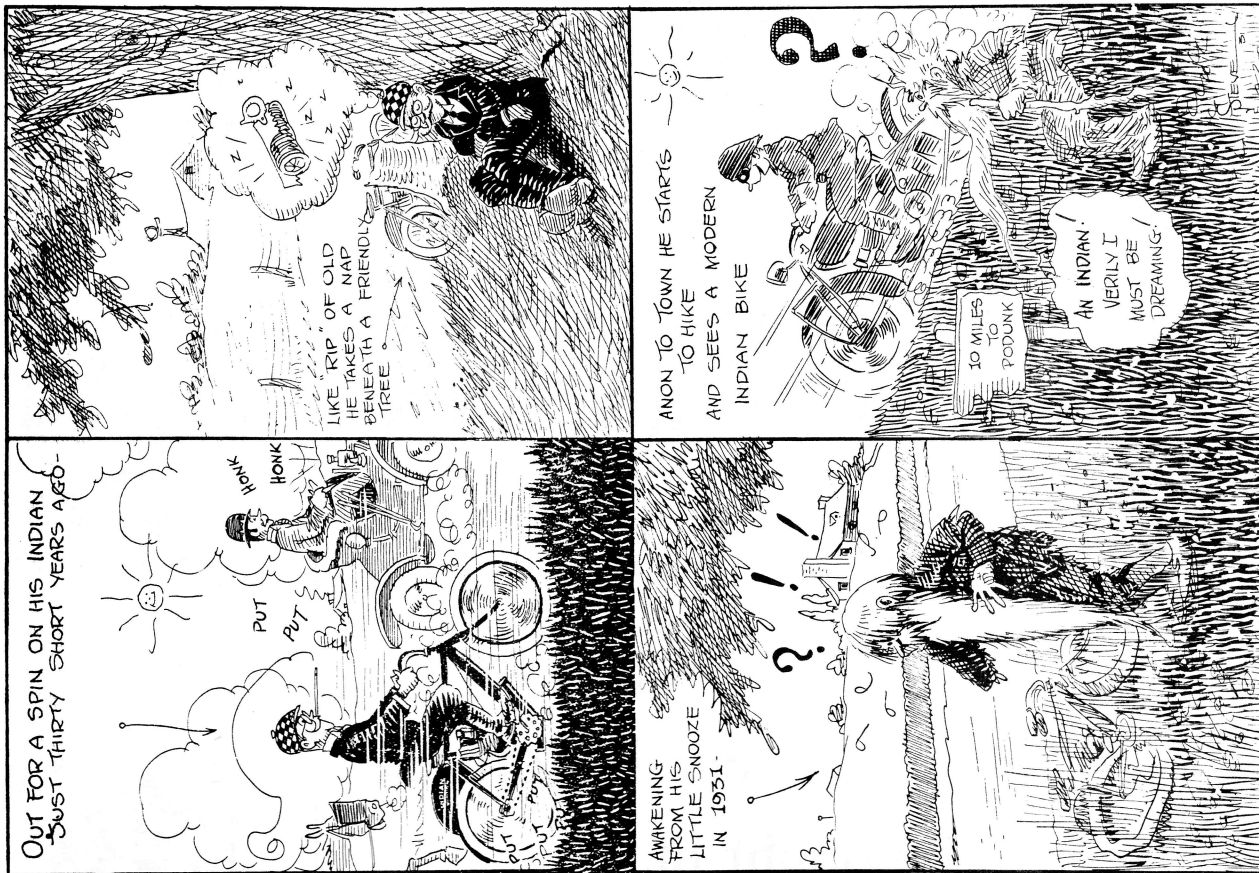


Officers of the All American Indian Club
1 to r - Homer Mahle, secretary-treasurer,
Jerry Tacoma, vice president, and Don Knapko,
president.

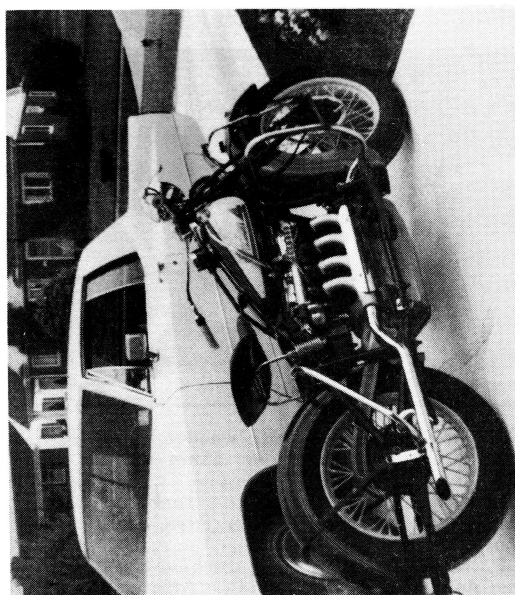


Some of the women and familys of the Family picnic of the All American Club meet.

Rip Van Winkle and His Indian . by "Steve"



Women setting up the sign for the All American Club meeting at Brown City, Michigan.



1933 Indian Four owned by Don B. Kiel of DuBois, Penn.. This very beautiful machine was restored by Earl Chalfant of Brookville, Penn.

INDIAN MOTORCYCLE COMPANY
SPRINGFIELD, MASS., U.S.A.

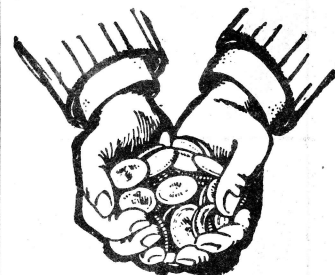
Enos Leass of Findlay, Ohio, the club treasurer, came into possession of the old piece of advertizement on this page and the following three pages. Normally an old piece of advertizement like many of today usually winds up in a waste basket, but this piece was placed in a very safe keeping for quite a number of years. Oddly enough, this literature was found in a metal box in a corner stone of a church in Arcadia, Ohio. Who would have thought to put it there. Our thanks to Enos for his contribution to the News.



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We guarantee to save
you from \$25 to \$50
on every Motorcycle
bought of us. . . .



SAVE \$25.00 to \$50.00

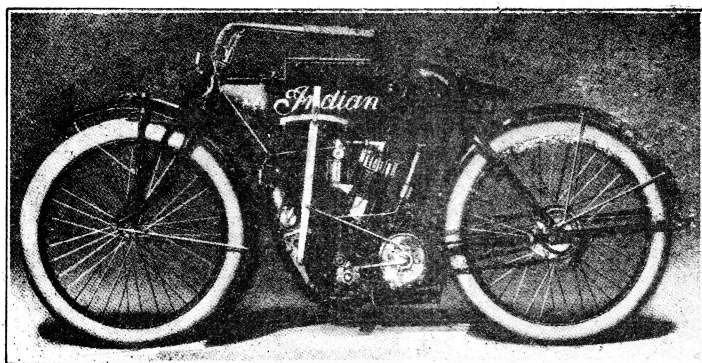


SAVE \$25.00 to \$50.00



SAVE \$25.00 to \$50.00

Following is a Complete List of Motorcycles, their Horse Power, Year Made, Price, Etc.

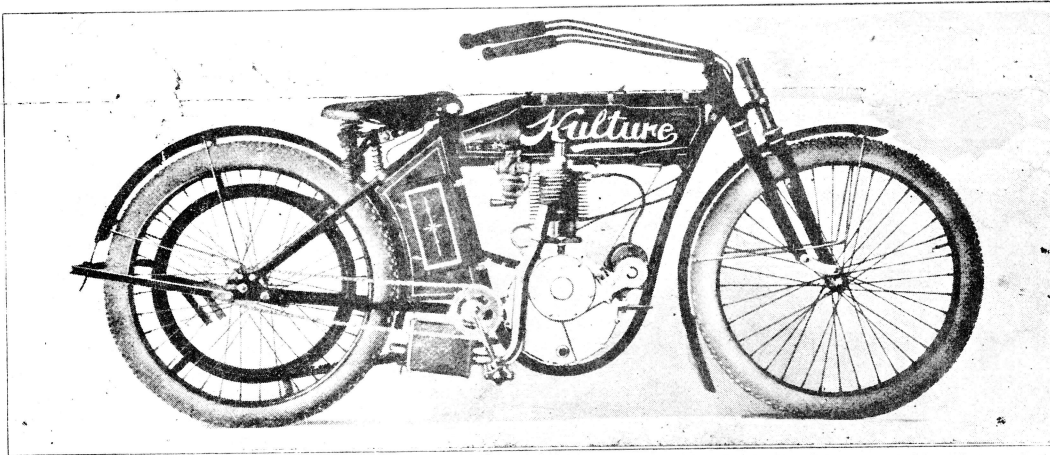


Indian

(Single Cylinder)

- 1904 2¼ H.P., single grip control, wooden rims, single tube tires, diamond frame, chain drive, speed 5 to 30 miles..... \$39.00
- 1905, 2¼ H.P., double grip control, spring fork, diamond frame, steel rims, double tube tires, chain drive, speed 5 to 35 miles..... \$45.00
- 1906, 2¼ H.P., double grip control, cushion fork, steel rims, double tube tires, chain drive, compensating sprocket, coaster brake, very fast and powerful, a very popular model..... \$50.00
- 1907, 2¾ H.P., double grip control, cushion fork, steel rims, long handle bars, torpedo tank, coaster brake, speed 5 to 45 miles..... \$74.00
- 1908, 3 H.P., double grip control, cushion fork, coaster brake, long racing handle bars, torpedo tank, speed 5 to 50 miles..... \$80.00

- 1910, 3½ H.P., double grip control, spring fork, long racing handle bars, low seat position, torpedo tank, very fast and classy, speed 5 to 60 miles, late model \$90.00
- Same as above model only, equipped with Bosch magneto and loop frame \$115.00
- 1911, 4 H.P., double grip control, leaf spring fork, long racing handle bars, low seat position, torpedo tank, late model \$140.00
- Same as above only with magneto ignition..... \$187.00
- 1912 model, 4 H.P., double grip control, loop frame, extra long handle bars, extra low seat position, leaf spring fork, 2½ tires, looks and runs like new \$160.00



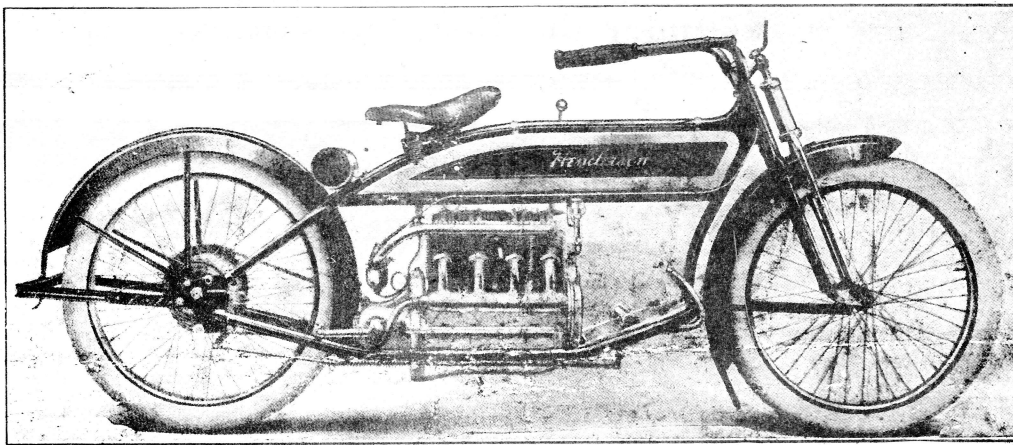
Kulture

This Motorcycle is famous for the quiet running of its motor and its wonderful power.

Has been nick-named the Baby Packard.

5 H.P., magneto, patented spring fork, improved brake, long bars, low seat position, steel rims, double tube tires, 1912 model \$125.00

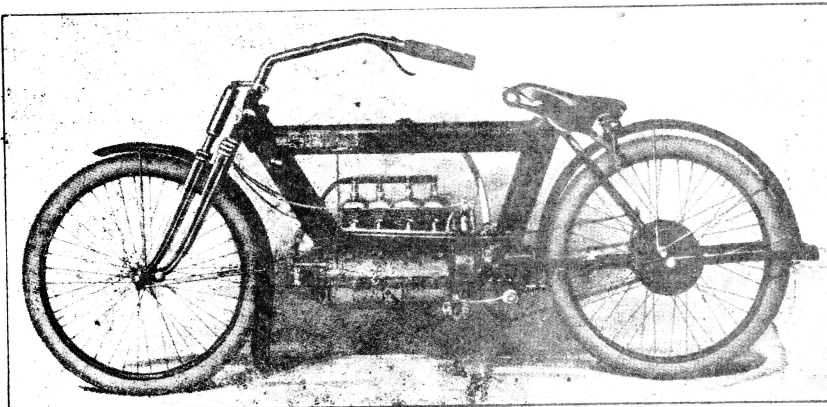
8 H.P., improved control, improved muffler, improved brakes, very fast and powerful, one of the best machines manufactured, 1912 model, magneto, free engine \$225.00



Henderson

8 H.P., extra long wheel base 62 inches, engine started with crank, control double grip, im-

proved expanding band brake, frame rigid, attached stand, 1912 model \$250.00



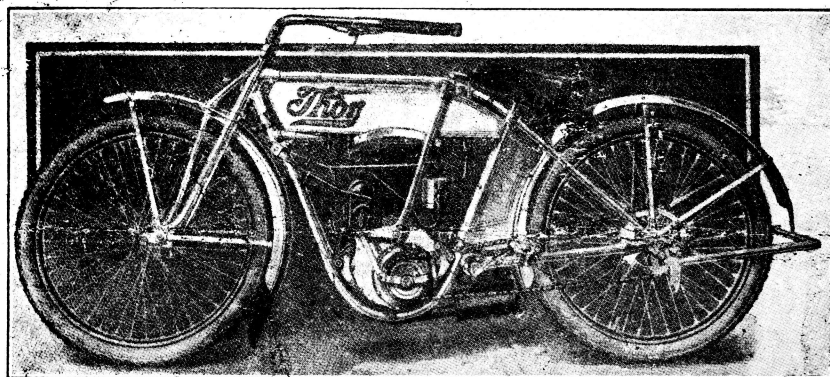
Pierce

(Four Cylinder)

7 H.P., magneto, double tube tires, double grip control, spring fork, steel rims, shaft drive, late 1910 model \$150.00

12 H.P., magneto, double grip control, improved brake, improved muffler, long handle bars, low seat position, one of the greatest bargains listed 1911 model \$175.00

DENINGER CYCLE CO. 335, 337 and 345 NORTH STREET **Rochester. N. Y.**

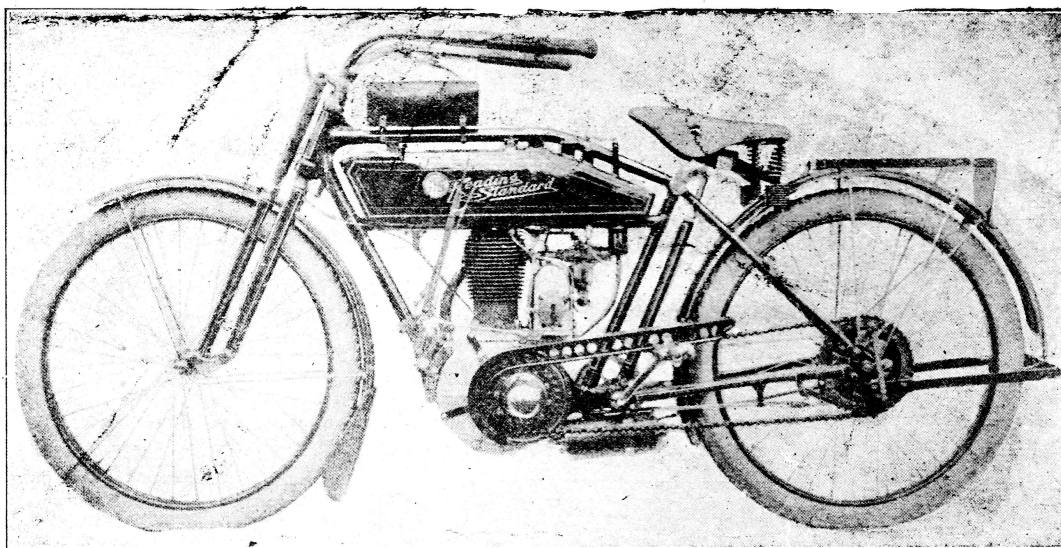


Thor

- 2 to 2½ H.P., grip and frame control, coaster brake, chain drive, speed 5 to 30 miles, 1907 model \$50.00
- 2½ H.P., grip control, coaster brake, reinforced fork, chain drive, a very popular machine, speed 5 to 40 miles per hour, 1908 model \$65.00

OUR IRON-CLAD GUARANTEE

All our Motorcycles second hand are rebuilt by experts in our own factory, all worn parts replaced with new ones, making all our second hand Motorcycles good as new for hard usage and hard roads. Therefore buy your Motorcycle of **Deninger the Reliable Motorcycle man.**

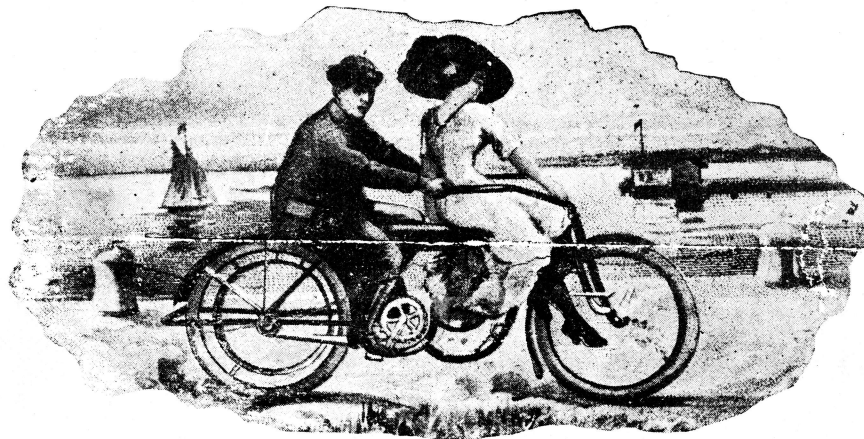


Reading Standard

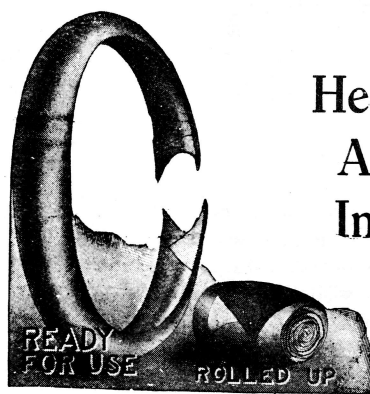
- 2½ H.P., single grip control, coaster brake, chain drive, speed 5 to 30 miles, late 1907 model \$50.00
- 3¾ H.P., double grip control, double tube tires, steel rims, coaster brake, chain drive, compensating sprocket \$65.00
- 3¾ H.P., double grip control, long handle bars, spring fork, coaster brake, chain drive, compensating sprocket, speed 5 to 50 miles, 1910 model \$70.00
- 4 H.P., loop frame, double grip control, long racing bars, low seat position, improved coaster brake, Bosch magneto, free engine, late 1911 model.. \$125.00

TWIN CYLINDER

- 5 H.P., double grip control, long racing handle bars, low seat position, coaster brake, very fine looking and a classy machine, 1910 model, speed 5 to 55 miles \$130.00
- 8 H.P., double grip control, long racing handle bars, extra low seat position, loop frame, torpedo tank. Bosch magneto, improved muffler and coaster brake, late 1912 model \$225.00
- 5 H.P., magneto, steel rims, double tube tires, Bowden wire control, 1911 model \$100.00



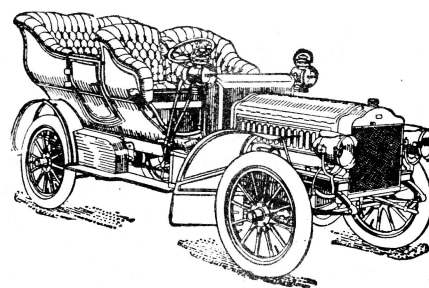
Arthur Schrier joy riding on the shores of Moonlight Bay on the Kulture Motorcycle
Showing its Wonderful Power, two ride as easy as one



Heavy Weight Automobile Inner Tubes

We save you 25
to 50 per cent on
Relines and Inner
Tubes.

AUTOMOBILE RELINES			AUTOMOBILE TUBES		
28 x 3	\$	2.00	28 x 3	.....	2.40
30 x 3	.....	2.10	30 x 3	.....	2.55
30 x 3½	.....	2.50	30 x 3½	.....	3.40
32 x 3½	.....	2.70	31 x 3½	.....	3.50
34 x 3½	.....	2.90	32 x 3½	.....	3.75
30 x 4	.....	3.25	34 x 3½	.....	3.75
31 x 4	.....	3.35	30 x 4	.....	4.45
32 x 4	.....	3.50	31 x 4	.....	4.55
33 x 4	.....	3.70	32 x 4	.....	4.65
34 x 4	.....	3.90	33 x 4	.....	4.80
34 x 4½	.....	4.10	34 x 4	.....	4.85
35 x 4	.....	4.00	35 x 4	.....	5.00
35 x 4½	.....	4.20	36 x 4	.....	5.15
36 x 4	.....	4.10	34 x 4½	.....	6.00
35 x 5	.....	4.75	35 x 4½	.....	6.25
36 x 5	.....	4.85	36 x 4½	.....	6.45
37 x 5	.....	5.00	36 x 5	.....	7.80
			37 x 5½	.....	8.80

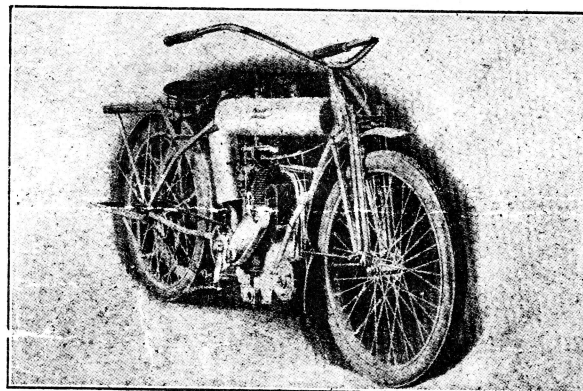


We save you 25 to 50 per cent on
Automobile Tires

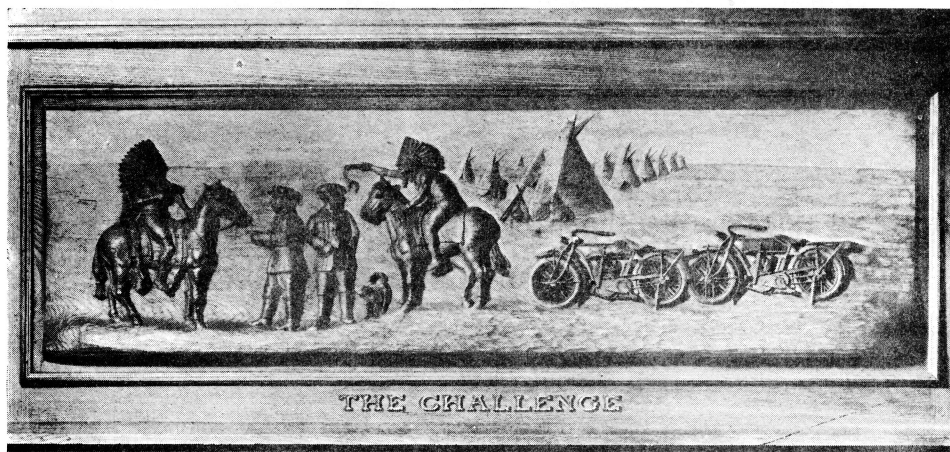
28 x 3	.....	7.00	31 x 4	.....	16.00
30 x 3	.....	8.00	32 x 4	.....	17.00
30 x 3½	.....	9.50	32 x 4	.....	18.00
31 x 3½	.....	10.50	34 x 4	.....	19.50
32 x 3½	.....	12.00	34 x 4½	.....	23.00
34 x 3½	.....	15.00	36 x 4	.....	23.00
30 x 4	.....	15.00			

Curtiss made by Flying Machine Man Curtiss

- 3½ H.P., lever control, double tube tires, steel rims, outside fly wheel, coaster brake, flat belt drive, 1907 model \$50.00
- 3½ H.P., double grip control, double tube tires, steel rims, coaster brake, spring fork, flat belt drive, speed 5 to 35 miles, 1908 model \$60.00
- 4 H.P., double grip control, torpedo tank, loop frame, spring fork, long handle bars, low seat position, coaster brake, upright engine, speed 5 to 45 miles, late 1909 model \$90.00
- 4 H.P., double grip control, loop frame, upright engine, free engine device, long racing handle bars, low seat position, improved coaster brake, improved muffler, V belt drive, 5 to 55 miles, 1911 model \$100.00
- 4 to 4½ H.P., double grip control, extra long racing handle bars, extra low seat position, loop frame, upright engine, improved muffler, magneto, free engine and all improvements, speed 5 to 60 miles, late 1912 model \$110.00



(OVER)



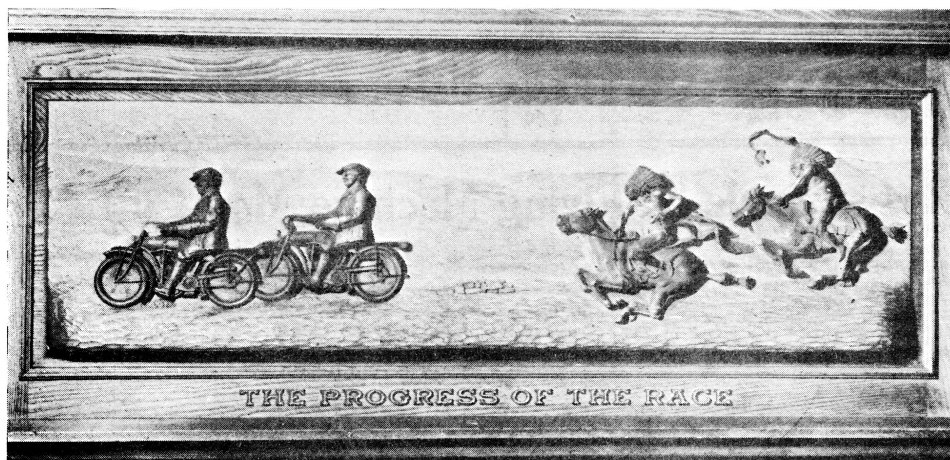
Interesting Wood Carvings on Indian Office Walls

A SIGHT at the INDIAN Factory which never fails to interest visitors is that of two wood carvings that adorn the walls of the INDIAN Office. These carvings were made for George M. Hendee's private office in 1913 at the suggestion of N. E. Russell, builder of the latest and largest addition to the INDIAN Plant.

These carvings depict an INDIAN competition victory and supremacy over an earlier mode of travel. The first of the two to meet the visitor's eye is entitled "The Challenge". It shows two American Indians on horseback arranging a race with two INDIAN riders. One of the redskins is pointing out some distant point as the goal. The second carving, "The Progress of the Race", shows the motorcyclists leading the redskins in their

race across the prairies. The bronze warriors are crouching low on their panting horses, visibly engaged in a vain attempt to obtain more speed from their mounts, while the iron ponies of the white men retain their lead.

These works of art, each measuring 60 inches long and 18 inches high, were designed by Ernest Drake, former employee of the INDIAN Motorcycle Company and now a prominent local photographic artist. The actual carving was done by James Clegg, who was employed at INDIAN as a pattern-maker. Mr. Clegg, at the age of ten years, started his career of wood carving while attending school in Lancashire, England. He became adept at his art and was able to complete these two masterpieces of skill and ability in the astonishingly short time of six weeks.



For Sale - 1934 Indian Four.
All sandblasted and rebuilt
from frame up. Like new.
Price \$800.00

Write -

Wayne Fogleman
Route 1 Box 287
Broken Arrow, Oklahoma
74012

Wayne is not a member but
here is a chance for one of
our members to buy a Four if
interested. - editor -

For Sale - Have a few copies
of the Indian Four News,
Volume 1 Number 1, 1966.

Write -

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

For Sale - 1925 Henderson
Four motorcycle. Complete
except for headlight and
tool box. Two extra cases,
pan, pistins, rods, newly
re-ground crankshaft and
bearings. Everything for
\$550.00 Includes two new
Dunlap tires.

Write -

Jim Smailes
18 Enslee Road
Coshocton, Ohio
48312

For Sale - New batch Harley
Davidson decals from 1930
back, real beautys.
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 a 45' with one
pistin missing. Both motors
for \$85.00

Write-

Bob Speck
RR 2 Box 338
Valpariso, Indiana
46383

For Sale - Indian tail light
lens, part No.101023, \$3.25
each, post paid. 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,
etc.. Same as origional tank
decals, multi-colored, but
smaller. overall size -
6 1/2" X 2 1/2" - \$3.00 a
pair or in lots of 12 or
more - \$2.00

Write -

Chuck Metenkanich
RR 1 Wattsburg, Penn.
16422

For Sale - Beautifully
restored Indian 80 - fully
equipped, origional near new
leather saddle bags, map
bag, windshield, all lights,
police battery, and new
tires.

Contact the widow of
W.D. Willis
910 Park Avenue
Attica, Indiana
49918
Phone 317-762-3439

For Sale - Two 1948 Chiefs
Approx \$375 each. If you
are interested
write -

John Wickham
751 Dayton Avenue
Findlay, Ohio
45840

For Sale - 1913 Excellsior
Twin with two extra engines.
Complete, unrestored \$450.00
1938 Indian Four

Write -

A.C. Lutzow
RFD No. 2
Windham Road
Newton Falls, Ohio

For Sale - 1938 Indian Four
with side car, restored -
\$1000.00.

Write -

Melvin E. Painter
RD No. 1
Elverson, Penn. 19520

For Sale - 1963 Royal Enfield
750 cc, beautiful condition,
\$600.00 or best offer.

Complete Harley 45' straight
drive shaft engine, runs
perfect - \$200.00.

Late model Chief 80, teles-
coping forks, all there but
in boxes, make an offer.

Write -

R.F.Burke
Motorcycle Builders Inc.
114 E. College Ave.
Tallahassee, Florida
Phone 222-1630

WANTED

Wanted - 1930 Henderson top
and bottom case or will buy
engine.

Write -

Fred Provin
371 Heath Road
Heath, Ohio
43055
Phone 344-1846

Wanted - Goulding side car.
Must be in good condition
material wise.

Write-

Enos Leass
1502 N. Main St.
Findlay, Ohio
45840

Wanted - 45-101 Indian Scout,
about 1930-32 vintage.

Write-

J. Henry Izart
154 North Acres Rd.
Manchester, New Hampshire
03104

Buy it or sell it in the
classified section - free
space to members.

Wanted - desperately need side car - 1948 Chief. Please give price and condition. Would appreciate any leads on a side car as I want one very much.

Write -
1st Lt. Tulios Ferris
C.A.P. U S Air Force Aux.
Box 291 Mayagues
Puerto Rico
00709

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 - Headlights parts, reflector, and socket, rim and glass, also control parts for inside handle bars - blocks and pins for control wires. All parts are for 1927 45' Indian Scout.

Write -
John Wickham
751 Dayton Avenue
Findlay, Ohio
45840

Wanted - 1930-1932 Indian Four, restored or to be restored. Give condition and price. All leads answered.

Write -
Andy Anderson
Box 258
Mayfield, Missouri
65704

send photo of machine if you have one.

Wanted - Differential housing for 841 Indian shaft drive. No cracks or welds, must be good condition. Also any other parts for this model cycle.

Write -
Bill Kimball
5049 Willowcrest
North Hollywood, California
91601

Wanted - 1956 or later Ariel Square Four for restoration. Will trade complete, but dismantled 1939 Indian Four cylinder motor and/or cash. Write -
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 gas tank with inside tool box, instrument panel and hand or auxillary clutch and shift lever for 1929 Indian Ace No. C.A. 675
Write -
Glen J. Brutus
Pine Village, Indiana
47975

Wanted - 101 Indian Scout 45', 1929-31 model. Prefer one completely restored or in extra good condition and complete. Will answer all letters. Also looking for a single cylinder belt drive motor-cycle - prefer Harley Davidson. Will consider others.

Write -
J. Henry Izart
154 N. Acres Rd.
Manchester, New Hampshire
03104

Wanted - Indian Literature all kinds. Colored or black and white. Also wanted magneto for Indian Four - Edison Splitdorf, good condition. Want tank for Indian Scout, between frame streamline type 1928 early. Want Harley Davidson foot board rubbers.

Write -
Max Harry
834 Santa Cruz Ave.
Dayton, Ohio

S. Price Cycle Sales
319 East Main Street
Milan, Michigan 48160

Indian Parts of all Kinds
Your Name It
We Got It
Prompt Shipment

Wanted - an original gas tank, one head light, one front fender, one 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.

Write -
Walter Ahlers Jr.
Main Street
Flanders, New Jersey
07836

Wanted - parts for 1940 Indian Four - two piece chain guard, underside jump or center stand, magneto forging for mounting solo seat.

Write -
Newal Taylor
East 27th Ave.
Vancouver 12,
British Columbia
Canada

Wanted - Old Belt drive Harley Davidson - 1911-12. Or, will consider other belt drive models.

Write -
J. Henry Izart
154 N. Acres Rd.
Manchester, New Hampshire
03104

Wanted - desperately need 1 tank name plate, tear drop style 40-41 Four, and chrome trim or strips for front fender, like ones pictured on front cover of Indian Four News.

Write -
John A. Palmer
5968 319th St.
Toledo, Ohio
43611

Wanted - Buddy seat complete with all hardware, oil pressure gauge, solid fender stripes.

Write -

Jack Kulish

K7YNY

Box 280

Stanford, Montana

59479

Wanted - the following parts for a 1940 Indian Four - original handlebars, complete with controls, air cleaner, muffler, and tail pipe, rear fender tip, complete wiring harness, and a starter pedal.

Write -

Dale D. Pearson

122 Edgewood Rd. N.W.

Cedar Rapids, Iowa

52405

For Sale - Cycles

1911 Marsh Metz flat leather belt drive

1915 Emblem 76' twin

1928 Harley Davidson OHV, single modified.

10 antique cycle engines, all makes.

1945 Indian Chief, military chasis.

Send S.A.S.E. for information. Only serious inquiries welcome.

Earl Chalfant

103 Jefferson St.

Brookville, Penn.

15825

For Sale - 1953 Indian Chief model 80' - \$350

1924 Henderson Engine \$175.00

1918 and 1930 extra parts, side car, all for \$275.00 or \$150.00 for each.

Write -

Bob Speck

Mtd. Rt. 35, Box 338

Valpariso, Indiana

46385

For Sale or Trade - 1949

Indian Arrow like new.

1948 Indian Chief in very good shape.

Henderson 1930 engine parts for sale.

Wanted - a Barrel Carburetor for 74 Harley

Write -

Fred Provin

371 Heath Rd.

Heath, Ohio

43055

For Sale - 1959 Ariel Square

Four - 1000 cc Four Cylinder

Original - perfect, mint condition. Only 2000 miles

total milage on this motor-cycle. Purchased new and

still in the crate in 1961.

Kept in heated garage and

seldom used by owner, an

airline pilot. Fautlessly

maintained, runs beautifully

Has Ariel crash bars, Buco

Windshield and saddlebags

and dual mirrors.

Color - Ariel bright red.

Price - \$2500 Firm.

write -

Jack R. Liebrich

35 Balsam Drive

Huntington, New York

11743

Phone (516) HA-1-4473

The picture on the inside of the back cover was taken at the Family outing and picnic of the All American Indian Club, held in Brown City Michigan. L to R - Bob Aldrich, Homer Mahle, George Young, Jerry Tacoma, Don Knapko, Carl Reichenbaugh, Paul Murray, John Wickham, Paul Pierce, and Bruce Wilson.

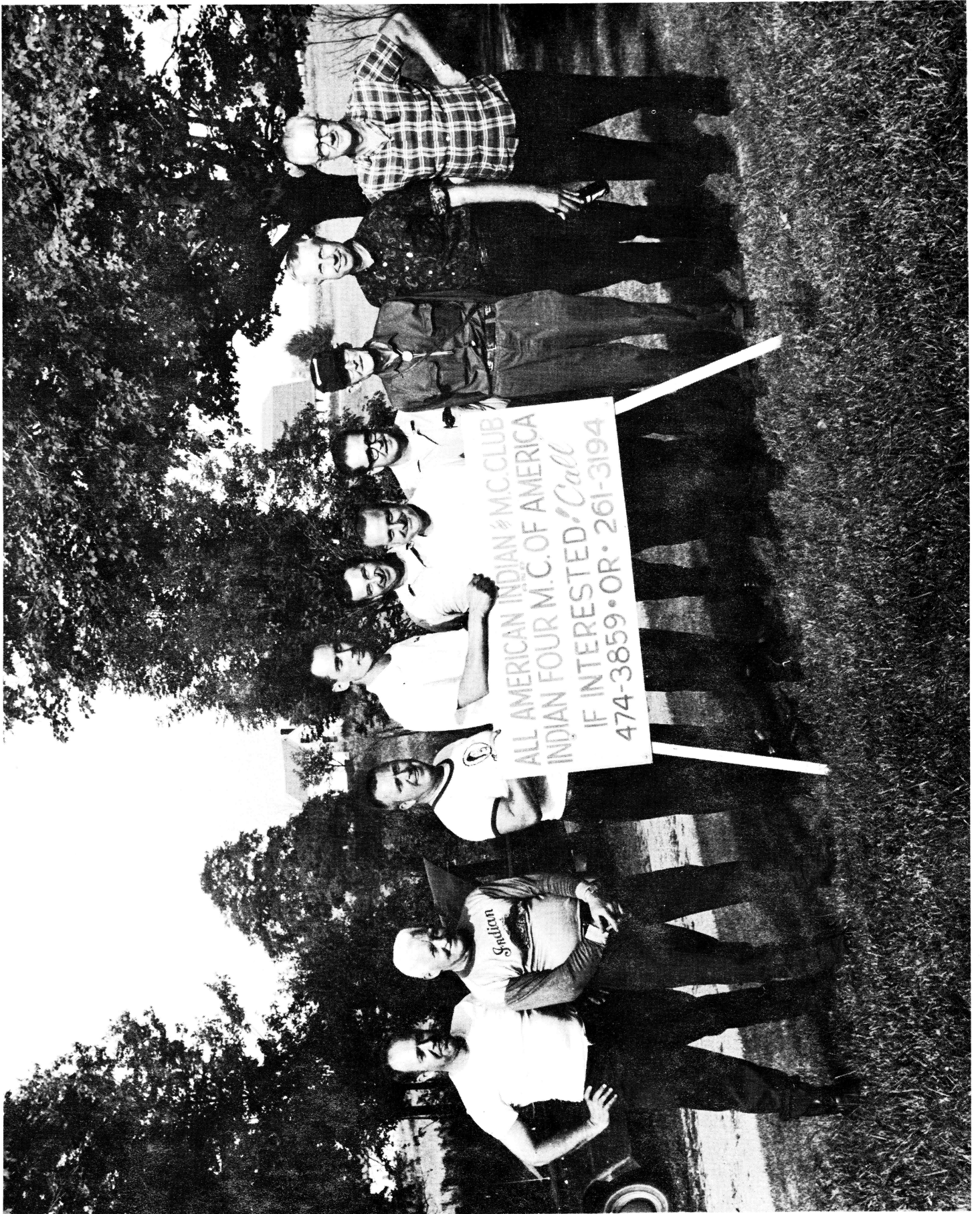
Note of Thanks

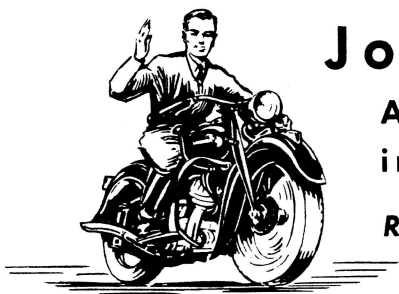
It is with greatest appreciation that my family and I convey our thanks to my fellow members of the Indian Four Cylinder Club for your thoughtfulness in the beautiful flowers sent to my wife's funeral. The flowers in their beauty spoke to me words of condolence and feeling that would take volumes to express.

Though our loss was great, death brought an end to the suffering and a long illness that prevented her from being a wife and mother as she tried to be as long as she could.

The fellowship, confidence, and patience which you men have given to me as I tried to be your secretary under sometimes an overwhelming burden, makes me eternally grateful to be a member, and associated with such a wonderful group of concerned men.

Casper Barnes
and family





Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

