

Indian

FOUR MOTORCYCLE NEWS

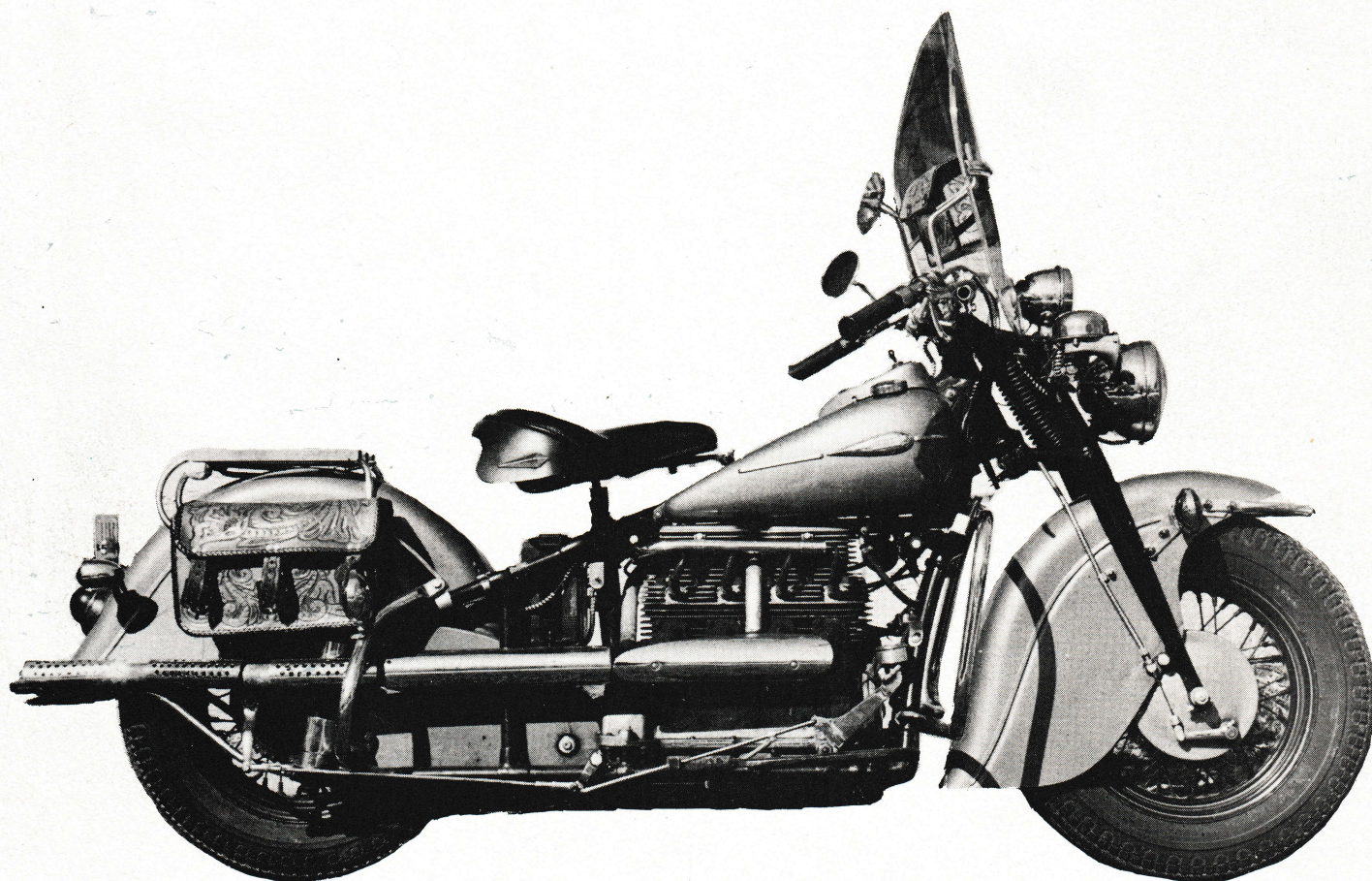


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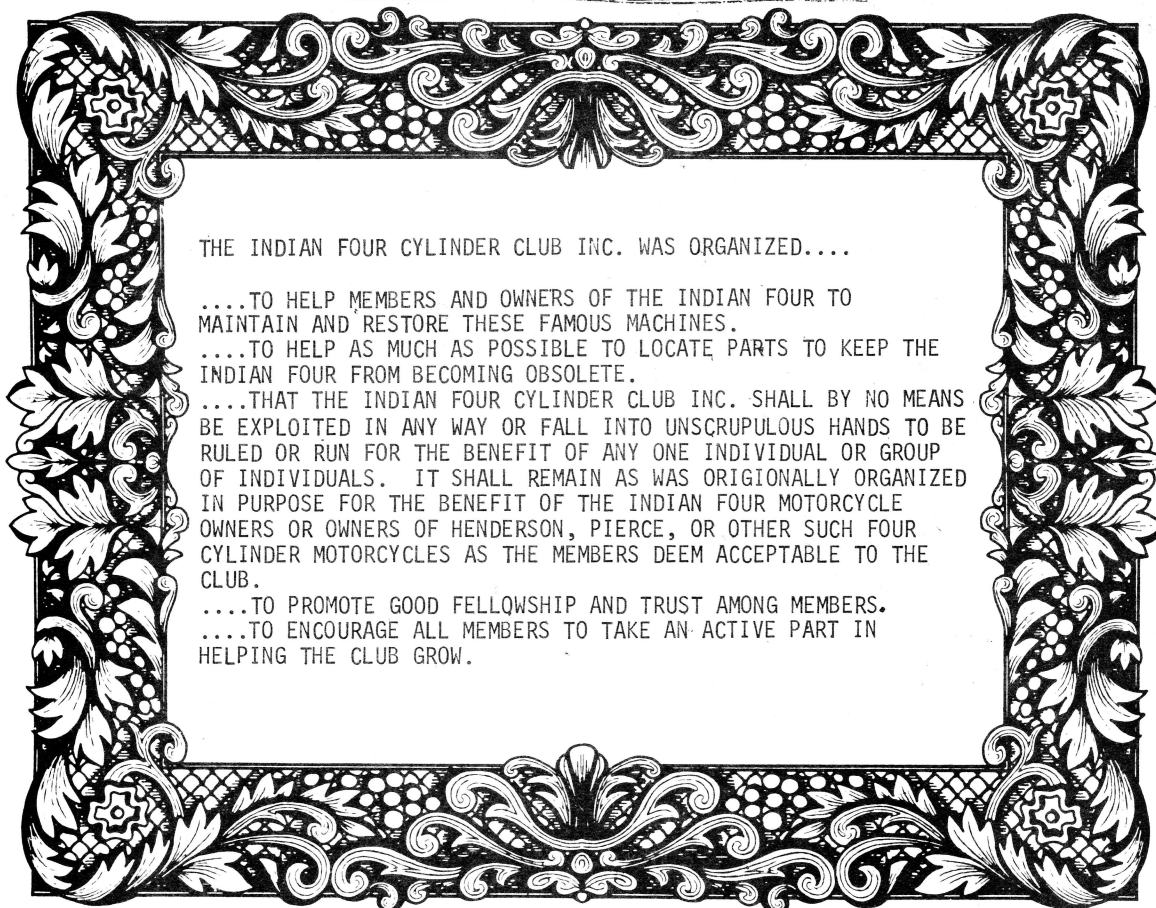
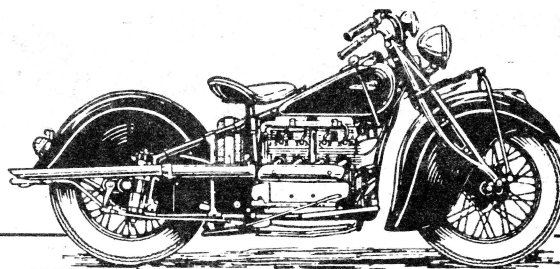
SPRING ISSUE

1969



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

PUBLISHED BY THE INDIAN FOUR CYLINDER CLUB, 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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The Indian Four Motorcycle News is published 4 times each year for the members of Indian Four Cylinder Club Inc. The price of the magazine to the members is included in the membership fee of \$10.00 annual dues. Cost to non members is \$2.00 contribution mailed to the editor - - Mr John Wickham, 751 Dayton Ave., Findlay, Ohio 45840. The Indian Four Cylinder Club is a non profit club incorporated in the State of Ohio.

Cover Picture

To start the new series of cover pictures we begin this first issue of 1969 with the picture of the president's 1941 blue Four. This machine has been modified from original, plus additions extra chrome, lights, horns, and very beautiful tooled leather saddle bags and other leather trim. This machine matches any machine on the highway in performance and beauty. It will probably be at the June meet and the August meet, so don't miss looking it over. John's real proud of her.

The Indian Four Motorcycle News is published by Thomas J. Miles, Printing and Photography, RR 5, Findlay, Ohio 45840.



President - John Wickham

PRESIDENT'S PAGE

Greetings fellow members

I take this opportunity to bring to your attention a couple of items concerning our club, and ask for your cooperation and assistance to your Club Officers. Your secretary and treasurer, along with my self, have a tremendous job in keeping the records up to date for your inspection as well as the Executive Committee. With your cooperation we will be able to keep these records in good order.

We are trying to keep costs down on every phase of the club operation to keep the club on a good financial standing, and here is where you members can help. We have three due dates for club dues - January - April - and August of each calendar year. Three due dates helps our secretary and treasurer in that all dues do not come in at one time. However, this does not mean that a member can select any date for paying his dues, but your dues date signifies the month or nearest month in which you joined the club. Your dues are due on that date, and you will find your due date stamped on your membership card and on your dues receipt.

January dues are now past due by 60 days, yet nearly 80 members with the January due date, have not yet sent in their dues. In less than a month the April due date will be here, thus we remind those having April for their dues date, send in you dues now for April. Those with August due date, have till the annual meet to get their dues in, although the August dues are due the first of August, they may send in their dues by the first of August and have them out of the way by the first of the month and the annual meeting. Send your dues, if they are due, to the treasurer, Enos Leass, 1502 N. Main St., Findlay, Ohio 45840. It has been our policy to send out notices just before the dues are due, and we hope to continue this eervice. Leaving your dues go too long could mean expiration of membership.

Most of you know that the club publication, The Indian Four News, is mailed out four times a year, and begins with the spring publication in March (this issue). If January dues are not received by the 15th of the month we cannot mail the first issue of the year until dues are received. The publication

of our club magazine hinges very definitely on printing a certain number of copies to maintain a price per copy contract with our printer. Other expenses of the club includes; postage for mailing, correspondence, trophies, and miscellaneous items of printing and club promotion. We trust that you realize why it is so necessary to receive your dues for the year 1969 on time, and our task of careful planning to watch club expenses.

The last item concerns planning now being done in regards to our Annual Meet, and the possibility of area annual meets in the West - East - and Southern parts of the country. This will require the cooperation of members living in those areas. If members in these areas will look for places where we can stage meets with facilities for camping, machine events and activity, motels and restaurants with reasonable meals, and area meet can be arranged in your area. The individuals who make arrangements for these area meets should also be available to assist and promote these meets, for they may or may not be the same personnel that will attend and supervise the events, plus planning for them. This will mean some members will not have to travel so far for a meet, while those in charge may have to travel farther.

In conclusion I ask you to make a mental note of these two items that I have written about in this letter - your dues date, and if you are delinquent, take care of this matter immediately. And, the other item - the possibility of meets far from out Toledo meet. These items are for the benefit of all members and the future betterment and growth of our club.

We sincerely hope for 100% cooperation from all for the good of the club and keeping everyone happy. It is our earnest desire to be able to mail to you the Club News, and keep it going to you as we have planned it, for we know all of you enjoy the News very much from your most gratifying remarks in your most welcome letters.

Your President
Secretary & Treasurer

John Wickham - Pres.
Dr. Claude Walters - Sec.
Enos Leass - Treas.

Letters from the readers

Henry Missler
14275 S. Custer Rd.
Dundee, Michigan
48131

writes - I am interested in an Indian Model No. 841 Shaft Drive in good condition or that has been restored. Please put notice in your Indian Four News.

I also have two 1947 Indian Chiefs to sell. One is in good condition, excellent for restoring. The other one is completely restored like new. This restored machine was at the Indian Four meet in Toledo, Ohio. Will sell or trade depending on offer such as 841 Model above.

Thanl You
Henry Missler

Thanks Henry for your nice letter and ad. Your ad will be placed in our ad section and hope you can make a find somewhere. We were glad to see at our meet last August, and I see your fine machine win an award for its class in the Judging. We wish you much luck in the enjoyment of your hobby and many happy miles.

- editor -

Wm. Crawford
2201 Ashby Ave.
Berkeley, Calif.
49705

writes - I have a 1941 Indian Four that is need of parts. I cannot give you the serial number of the engine because the case has been welded at the place where the serial number was stamped. The parts needed are -

complete valve train, excluding the valves and cam followers.

I need an intake manifold, generator, with companion parts, one inspection plate and chain guard.

Perhaps you can give me an idea where I can get these parts and some idea of the cost. I have a complete set of single cylinders, one new bottom half of the engine, and several sets of pistons (pistons only). I have not checked the size of these. I would be interested in photos or any other information about the Four. Hope to hear from you soon -

Wm Crawford

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

writes - received the winter issue of the Indian Four New, and reading it through I saw a list of members who had not sent in their A M A numbers. I took out my card and looked at the date and find that I am way past due with my dues, so enclosed is my check to the amount of \$15.00 which I hope will cover my delinquent membership dues and subscription to the Indian Four News. My A M A number

I took out my card and looked at the date and find that I am way past due with my dues. So enclosed is my check - - for my membership dues and subscription to the Indian Four News. My A M A number is 20228 and my whole family are now Life Members in the organization. We have five Fours and two Arrows. The Fours are from '38 thru '42. Keep up the good work, the magazine is terrific. Happy New Year to you and your family, John.

Sincerely

Curtis B. Weigold

Thanks for your nice letter and we are glad to hear from you. Hope you enjoyed the issues of Indian Four News in '68. Its nice to meet with you at our meets and chat. Seems like you are an Indian Family and all enjoy your fours, also you membership in A M A. You all must have enrolled in A M A early for all to be life members now. Good luck to you all and we will see you at our meet in August.

- editor -

Curtice D. Bunce
R D 1, Stone Head
Cassville, New York
13318

writes - I joined the Indian Four Club last summer at the Toledo meet and had a very good time, plus I enjoyed seeing all the good looking Fours.

I had a very interesting thing happen to me last fall. A friend and I went to a motorcycle scramble in Mohawk, New York. My friend rode his 1952 Indian "80" (reconditioned), and I brought along my 1941 Four. During the intermission they had two contests for the spectators who owned machines. One contest was - the oldest bike there, and the other contest - the best looking bike, and my friend won first prize for the best looking bike. So,

other contest - the best looking bike. Well I won first prize for the oldest bike, and my friend won first prize for the best looking bike. So Indian walked away with all the prizes to the pleasure of all us Indian fans.

Sincerely yours

Curt Bunce

Arthur R. Woods
1855 Baywood Drive
Sarasota, Florida
33581

writes - I am sending the application form for A M A membership along with \$2.00. This form was sent to me by Mr. Wickham.

According to the title of my '40 Indian Four, the Model number is D1638, Factory number DP532B I would like to put an ad in the next issue of the News - - - - (see ad in classified section)
Have - rough, incomplete Indian Twin, year unknown, engine number DGP4050, for sale or trade.

Thank you
Arthur R. Woods

Thanks for your nice letter Arthur, and we welcome you as a member. I am sure that some of our club members can help you on your parts needs Nice hearing from you and your dad. We wish you many happy miles on your Four, and other hikes you have.

- editor -

Jesse Cox
8805 S.E. Monterey Ave.
Portland, Oregon
97266

writes - - thought I would write you a line or so to let you know I'm still around. I'm still enthused about the Club as ever. The magazine is sure great. I enjoy reading them very much. You are doing a wonderful job and I always look forward to getting the next issue. I would like to come to one of the events that you have there in the summer, but my wife has been ill for the past two years and I haven't been able to go very far from home. She is getting better now and I have hopes set much higher. I will try and get some pictures of some of my Four cylinders and send you some. Also will work on some kind of a story about my early motorcycle activities. Enclosing check for my club dues, and extra for a shoulder patch. Thanks for everything and would like to hear from you anytime.

Sincerely

Jesse Cox

Thanks for the nice letter Jesse, hope you wife is much improved by now and well enough for you to devote some of your time to your hobby and the story you promised in your letter plus the photos of your Fours. Pictures are always welcome both for the Club News and the Club Album. Looking forward to meeting you at a meet anytime you can attend. Continue to enjoy the Club News and wear that shoulder proudly.

- editor -

Robert Buck
R D 2
Genesee, Penn.
16923

writes - I am sorry that I didn't write sooner, but I am curious to know or read about Chuck Myles. I drive a bulk milk pickup 10 wheeler truck, and one morning I met him along a new construction road, and he had blown a head gasket on his Chief. He was trying to make one and said he was on a trip from a Four cylinder club.

I liked the guy very much and he said his story might appear in the Indian Four Magazine. I am curious to get a copy of it with his story and he said to write you.

As I am a owner of a 1946 "74" Chief, I am interested in these machines and Chuck's story. How do I go about getting one.

Till I hear from you

Robert Buck
Genesee, Pa.

Nice to hear from you Mr. Buck and to know you met our member Chuck Myles. But, to bad to know you had to meet him in such unfortunate circumstances. Chuck is a very nice fellow and sure had his troubles on the way home from our meet last fall.

Hope you enjoyed the story of Chuck's trip and that you've made a friend in Chuck Myles.

A rider in trouble always welcomes anyones assistance on the road.

Thank you for your very nice letter.

Sincerely

- editor -

In later corrspondence

Mr. Buck writes -

Yes, I do want your winter issue with Chuck Myles' story in it, and I'll try a years subscription for the magazine.

Feel free to use my name or letter if you want it. The reason my name wasn't mentioned by Chuck was because he was too busy with his Chief to think much about an interested passerby.

Robert Buck

Glad to hear from you Warren and to know you purchased a Four from our good Ole friend Sammy Pierce. Also glad to receive your request for a membership application, and that Sammy told you about our club.

Good Ole Sammy, he is sure Mr. Indian, devoting his time to Indians and replacement parts. Your photos will be used in our News, and also our album.

We hope that you enjoy your Four and anytime possible, we welcome your presence to our meets.

- editor -

Mr. Warren Kelbe
25492 Pacific St.
SanBernardino, Calif.
92404

writes - recently purchased a 1929 Indian Four from Sam Pierce in San Gabriel, Calif., and Sam recommended that I contact you for information and an application blank to join the Indian Four Cylinder Club.

My engine number is an EA series. Can you tell me if this series has 3 or 5 main bearings. Any other technical information that you can give me on this motorcycle will be appreciated.

Sincerely

Warren Kelbe

William Fillingin SP4
 U S 51727756
 56th Transportation Co. (ADS)
 APO Sanfrisco
 96530

writes - I received the Winter 1968 issue of the Club magazine today, and was very surprised to see the letter from Major Green concerning the delay in my receiving the club magazine. I received the previous issue last week, so I am now up to date.

I greatly appreciate your taking time to inquire about the delay. I wouldn't want to miss a single issue. I hope to see you again at next year's Rally in Toledo.
 Best wishes to you and your family for a very happy holiday season and the best of everything in the coming year.

Sincerely
 William Fillingin

You will recall the copy of the letter from Fillingin's commanding officer we printed in the Winter issue this past year concerning the delay in his mail. This is the letter to which Bill refers and we are glad to hear that you are now up to date with your copys of the Indian Four News.
 We'll sure be happy to welcome you back home and to meet with us at the Toledo Meets.
 We're all hoping for your safe return.

- editor -

Sammy Pierce
 of Pierce Motor Center
 933 So. San Gabriel Blvd
 San Gabriel, Calif.

writes - would sure appreciate an ad in the Club News and will be glad to by an ad. Its been a pretty bad winter here. Rained for 4 weeks straight. I lost about \$10,000 worth of new Indian parts that rusted up on me. I have about 10 sets of Side car upholstery (new) left that didn't get soaked.
 - - - Got about \$10,000 worth of new shaft drive parts in. They're setting out in the rain right now.

Sincerely

Sammy

(see ad section for more items for sale by
 Sammy Pierce Motor Sales)

Otto C. Link
2nd and Charles St.
Coopersburg, Pa.
18036

writes - recently acquired a lot of old Indian parts, including a lot of old 101 parts, or going back as far as 1929. Would you please run in the Indian Four magazine a for sale ad for some of these old Indian parts? I also have one Indian and one Harley side car for sale. I am getting to many parts to store.

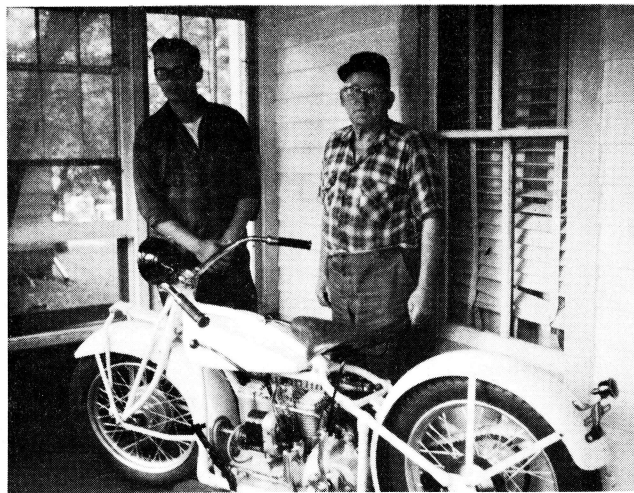
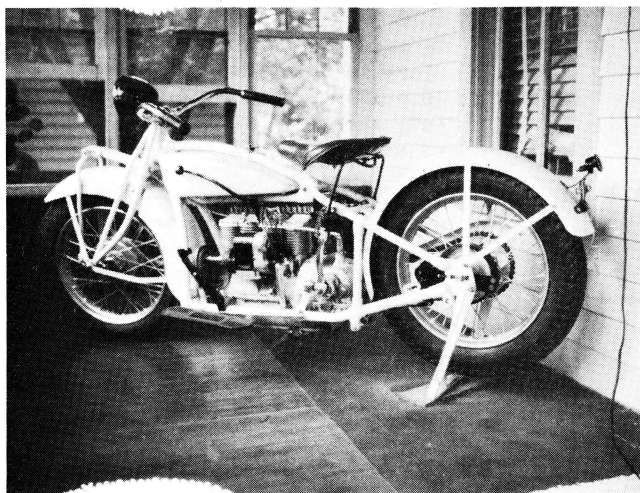
P S - At present I am work on three Indian 4 and one 101 Scout. (They are mine and not for sale). I just purchased a glass blast cabinet, and it sure does a nice job compared to sand and aluminum. If I ever get out in that or your neck of the woods, I will drop in and see you. And if your ever near here, I wish you would stop and see my collection of restored Indians.

Sincerely yours
Otto C. Link

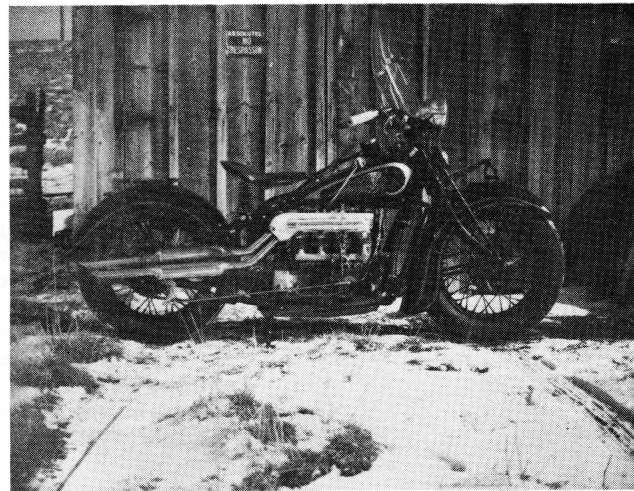
Fred R. Rudolph Jr.
502 7th Ave.
Baraboo, Wisc.
53913

writes - I am very interested in joining the Indian Four Club. I have corresponded with a few fellows and learned that you have a very interesting club. I have enclosed \$10 for which I would like to be signed up for a year. I have a 1933 Indian Four that is about 90% restored at this time. I hope to have it done soon. I need a speedometer with cable, tool box, battery box, tank decals, and wiring diagram. Will send a couple of snap shots of it as soon as possible. I have enclosed two snap shots of my father and myself with his 1929 Indian Four which still as a little work left to do on it yet. This one also needs a speedometer with cable, tool box and tank decals. We also have a 1922 Ace Four which we are planning on restoring soon and it too needs a few parts. Do you have extra copies of your latest issue of the club news. Well, thats it for now and thank you.

Sincerely
Fred R. Rudolph Jr.



1929 Indian Four
Fred R. Rudolph Sr., Baraboo, Wisc.



1937 Indian Four
Oliver Flury - Montrose, Colorado

Mr. Oliver A. Flury
Rt 2 Box 120A
Montrose, Colorado
81401

writes - enclosed is check for membership dues.
Run ad for original new headlight for 1935
Indian Four, also tailight and two seat springs.
Sure hope you have the .035 thousands oversize
pistons, rings, and .010 oversize wrist pins.

Yours truly

Oliver Flury

Second letter -

If you know of anyone wanting a good clean
1934 Chief and an extra for parts. I have the
original title. It has a 1936 motor. The
motor needs some work on it. It has 7500 actual
miles on it, new tires, chain, and sprocket.
It has been inside all the time.

Oliver Flury

We received this letter from Mr.
Flury in Colorado. He is building
up a 1935 Indian Four and needs
help and parts. His ad is in our
ad section, so if anyone can
help Mr. Flury, write him at the
address given.

We have welcomed him as a new
member to our fine club.
Hope that he can make it to our
meets soon.

- editor -

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

writes - first let me congratulate you on
completing an interesting year as editor of the
Indian Four News magazine. I admire your courage
to be the editor again for this year.

I have a very complete 1915 Indian Single. I
finally got courage to send several pieces to be
plated. In the process the plater lost my hub.
would you please run an ad for me in the Indian
Four News.

Sincerely
Allen Moore

P S Best regards to that nice old guy with the
1905 Indian.

The following letter was written to the president John Wickham by the mother of Mrs. Louis (Andy) Anderson of Mansfield, Missouri. She passed away on Oct. 24, 1968 and the handwritten letter was copied on typewriter by Mrs. Louis Anderson and sent on to the president along with the handwritten copy.

She wrote - recently I was in the home of my daughter in Mansfield, Mo. and her husband handed me a late issue of Indian 4, and going through it my eyes fell on a familiar name and an Indian 4 picture. This started me on a trend of reminiscing, going back in memory to the year 1932 when I took my first and only ride on a motorcycle. That was in Dow City, Iowa. It was a 1915 Harley owned by a young man who was making frequent visits to our home. Why? No other reason than to be courting my eldest daughter, Phyllis. I recall that this 1915 Harley was later sold to a fellow who had come from northern to central Iowa to pick corn. This was in 1932, and after corn picking season was over, he purchased this cycle from its owner for the sum of \$15 to have a means of travel to his home. The deal resulted in a cut of \$2.00 in order for the young man to have money to get to his home. Today that 1915 Harley would be worth the sum of \$500.00.

This cycle enthusiast has had an interesting experience with many models. Perhaps the most thrilling was when he owned a 1932 Scout, which in 1936 took him 50 miles daily to work on the Railroad at 30¢ per hour for 10 hours a day. This \$3.00 was a good wage for a days work at that time.

Mine was a thrilling experience recently one Sunday afternoon on April 7, 1968. I witnessed this same individual riding a 1940 Indian 4 with 7 year old granddaughter accompanying him leading a tour of his offsprings which consisted of a son riding a 1968 Harley 74, a daughter, a 1966 Harley M 50, and a granddaughter who is 10, riding a 1966 Harley M 50 also.

It is interesting to be a part of a mechanical family. Some other machines having been owned by them are: Indian Chief 1937 from '37 to '39, and a 1946 Harley 45 now owned by the youngest son Larry, numerous Harleys and others. At present this very enthusiastic man of motors has among his many antiques 1940 unrestored original and a 1936 unrestored all original.

You may be interested to know that I am the 78 year old mother-in-law of Louis (Andy) Anderson.

Dear Mr. Wickham -

My mother passed away in her sleep on Oct. 24, 1968 and today as I was going through some of her things, I found this article she had written. Perhaps she had copied it and sent it to you, but in case not, I typed it and am also sending the original so you can see that she wrote it. If you would like to use it in your magazine O K, and if not, its O K too.

Sincerely

Mrs. Louis (Andy) Anderson
Mansfield, Missouri
65704

The MOTORCYCLIST'S POST

—NEW ENGLAND'S MONTHLY MOTORCYCLE NEWSPAPER—

ROBERT F. FRINK
EDITOR AND PUBLISHER

STILES LAKE AVENUE
LEICESTER, MASSACHUSETTS 01524
TEL. 885-5221

20 February 1969

Mr. J. E. Wickham
President
INDIAN FOUR CYLINDER MOTORCYCLE CLUB, INC.
751 Dayton Avenue
Findlay, Ohio
45840

Dear "J," -

Many thanks for you kind letter that I received this morning.

I was so impressed with your letterhead with the sketch of the 'Four' on the head, that I clipped it off and will use it in the masthead with my monthly "Indian Club" column.

Perhaps we could exchange copies of our publications? I will gladly add your name to my subscription list if you would do likewise. If not, then send me your newsletters and bill me accordingly.

Just for the record: I was the Editor of Motorcycling Digest until last Monday, February 17th, when I purchase the assets from Denison Press. I now own the publication and have resumed publishing my Motorcyclist's Post newspaper that I printed two years ago. Last January, 1968 I merged my paper with the Digest and we printed joint editions. Now that I have been able to 'buy out' my partners, I am back to the tabloid size newspaper.

I do have a small problem finding Indian owners in New England, and would appreciate if you would forward me names of your members that live in either New England or the New York area. Even Southern Canada, if you have any.

I met Chuck Myles last year at the New England Grafton, Vt. moto cross. I am president of the New England Sports Committee, -the group that runs the event.

Why not send me a photo of yourself and a few lines about yourself, -of course I mean a photo of you and one of your Indians. I would like to use it in a future issue.

Sincerely,



ROBERT F. FRINK
MOTORCYCLIST'S POST

f/

THE HOBART MANUFACTURING COMPANY

FOOD MACHINES, DISHWASHERS AND SCALES

P. O. BOX 457

MT. STERLING, KENTUCKY 40353

January 7, 1969

Mr. John E. Wickham
751 Dayton Avenue
Findlay, Ohio 45840

Dear Mr. Wickham

Last October, I wrote you explaining that I had bought an Indian Four that was formerly owned by Richard Vogus of Dayton, Ohio. Mr. Vogus is one of your members, and he suggested that I write to you about joining the Indian Four Club.

I received a letter from you around October 15 with the necessary application blanks, and an issue of your magazine. I also received a letter from you on January 3, 1969 stating that you had talked to Mr. Vogus, and he had wondered if I had written to you.

The reason you have not heard from me before is that I did not have the machine complete, and therefore, was not able to have pictures you required taken. Over the Christmas holidays, I was able to complete the machine and am sending you pictures of it together with my application for membership in the Indian Four Club.

I am also enclosing my application for membership in the American Motorcycle Association.

I will be looking forward to hearing from you.

Sincerely



Richard M. Keenan
Manager of Operations

RK:gw

Good to hear from you Richard and to know you located an Indian Four, purchasing it from our good member, Richard Vogus in Dayton. You can be sure that you now own a very fine machine.

We are also happy to welcome you as a new member to the Indian Four Cylinder Club. Your pictures will be used in our club news and later placed in our club album.

Hope that you can attend our meet in June and August.

- editor -

I purchased a Four Cylinder Indian New in 1941 that now has 17,684 actual miles on it. I have a windshield, leg guards, a new muffler, extra new pistons, rings, etc. It never has been opened up to see how fast it would go as I bought it for pleasure riding. I would like to sell it at this time for \$2300.

Write or call -

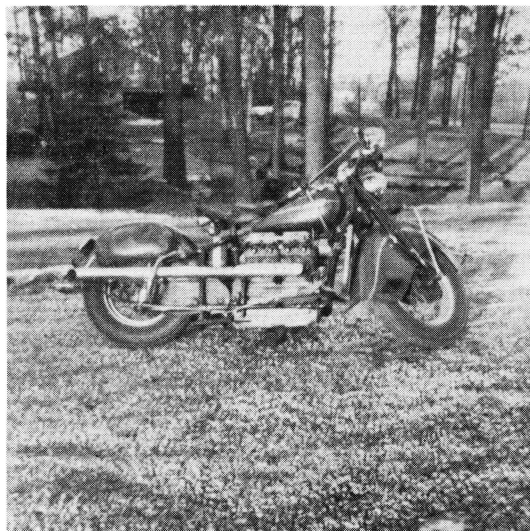
Russell W. Mueller

3117 Oliver St.

Ft. Wayne, Indiana 46806

Phone - 456-8917 during the day

or - 432-2057 in the evenings.



American Motorcycle Association

William T. Berry Jr., Executive Director

P.O. Box 231, Worthington, Ohio 43085

Telephone (614) 888-3436

Gentlemen:

We are pleased to inform you that your application for AMA club charter renewal has been approved for the year of 1969. The official club charter certificate will be forwarded to you shortly after the 1st of the year.

Please attend your district sanction meeting.

Thank you for your cooperation.

Sincerely,

W. T. Berry, Jr.
Executive Director

Chuck Myles
Rt. 30A P O Box 150
Sloansville, N Y
12160

writes - Glad to receive your letter - - - have quite a vast library and tray to add when I have the opportunity. This way of a fellow writes for information -- - I can take my copy to the locay store for Xerox copying - - - only today I had copied a 1914 booklet of all Indians being made that year - - - this helps me to give out information to the many people who write for such, and machines they can't identify.

- - - will keep you posted on any shows I hear about in your area. I put my Indians in car as well as bike shows. It creates a lot of interest and fellows running the shows are happy to have old motorcycles. It might be good to suggest this in the Club magazine. I've gotten may leads on the whereabouts of old Indians from the spectators who come through the shows.

- - - I like the Antique M.C. Club magazine. I bought 2 extra copies to cut up when I eventually get around to writing a book on the Indian. I must perpetuate Indian in every way possible within my means.

Your friend

Chuck Myles

From Chuck Myles

Back in 1963, on a tip, I located an Indian Four at Trombly Barrel Works in Willimansett, Massashusetts, a suburb of Springfield, the home of the great American Indian Motorcycle. It was dust covered in a semi-used room in the barrel works. It had chrome tanks and dual carbs. I remember. Recently I went back looking for it, but found the building burned to the ground back around '64 or '65. Moral of the story - when an Indian knocks, open the door.

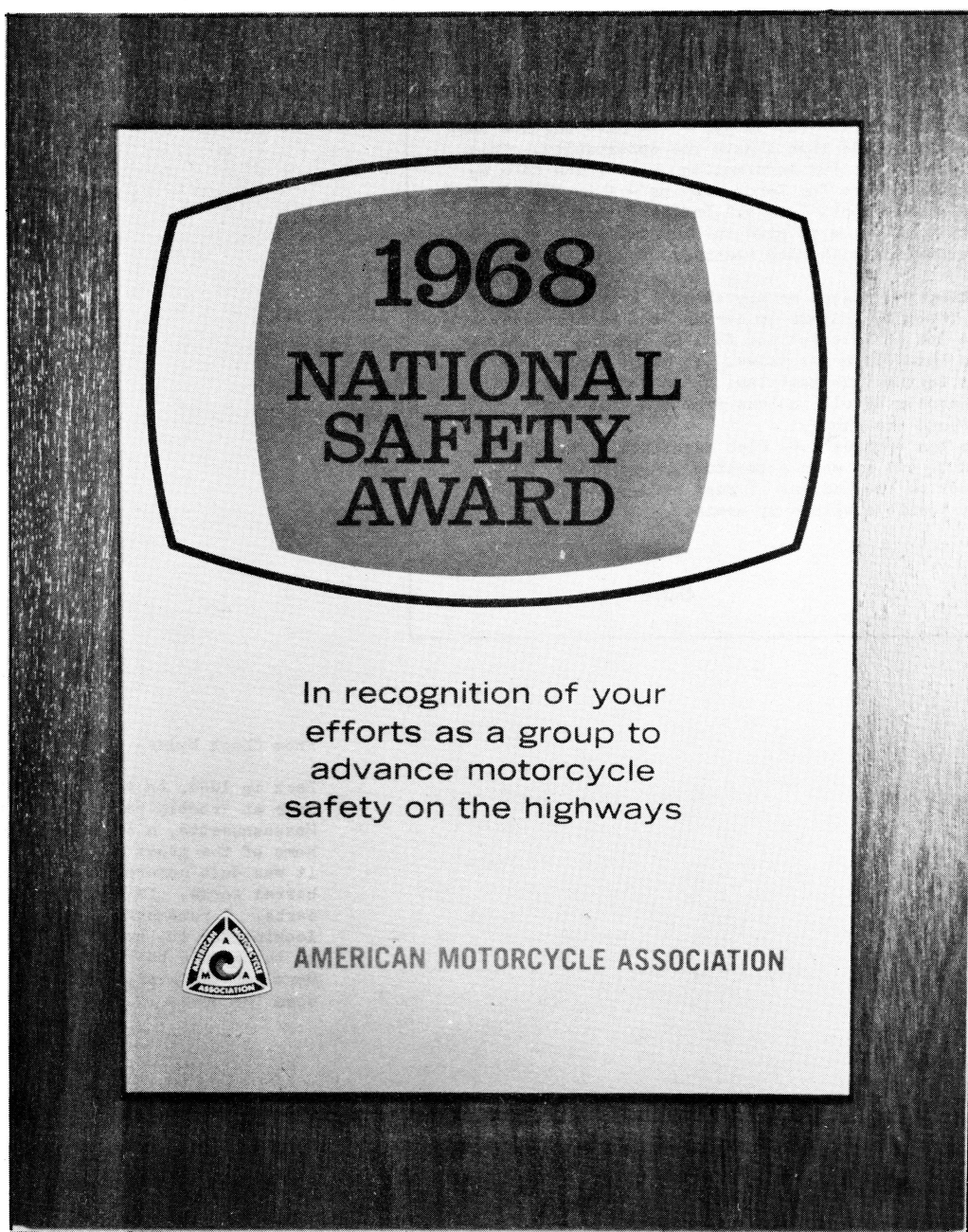
Weeping in my beer
Chuck Myles

Mr. R.E. Wiechman
California Cycle Supply
P O Box 192
Fairbury, Illinois
61739

Writes - received my issue of the good Indian Four News today, and noticed my name listed that you do not have my A M A number in your files. I am now a 17 year member as is my wife, and we are both proud of this fact. My A M A number is 049464. Whenever the Indian Four News arrives all work stops momentarily as I must go through it and look at all the pictures, storys, etc., then later, whenever I have more time I sit down and thoroughly go over each and every article.

John you do a good job on this magazine, and I am sure everyone enjoys it as much as I do. Keep up the good work for years to come.

R. E. Wiechman
Fairbury, Illinois



THE A M A AWARD

FOR SAFETY

When the editor requests your A M A number and a record of your milage for the year, he send all this information in to the office of the American Motorcycle Association and the result is a very beautiful wall plaque for many many miles of safe motorcycling on the highways without an accident.

If you are planning to attend the June meet or the August annual meet, this plaque will be on display. Since many of our members will not be present, we print a picture of the plaque for your benefit. This is a very good club record for the club has won such safety awards since its beginning in 1961.

NEEDED - A M A NUMBERS

In our last issue of the Indian Four News, we printed a list of members for which I did not have their A M A numbers that I could file my report with A M A. After the last issue was printed and it was cold outside so that I stuck around the house a little more, I carefully went through the card file and found some more members had not sent in their A M A numbers. These numbers are necessary to send in my report and for the club to receive its annual safety award.

Listed below are those numbers that I do not have. Some sent them in after seeing their name in the last issue and do not appear in this list. So, dig out that card and send in that number.

Giles Adams	J. Henry Izart	George Taft
Walter Ahlers	Stanley Jensen	Jim Tomlinson
Wm T. Alloway	Derrel Johnson	Richard Ulrieck
L. H. Anderman	Louis Kamaski	Ervin Van Beek
Hans. P. Arendt	Don B. Kiel	Bert Van Hole
John Bell Jr.	Bill Kimball	W. N. Venner
Earl Bray Jr.	Henry Krueger	Fred Wachter Jr.
R. M. Brewster	Bill Levitan	Kent Waddell
Michael Bryce	Jack Liebrick	Dr. Claude Walters
Curtice Bunce	Otto Link	Jack Weaver
Donald E. Caller	Glen Logan	Martin Weisendanger
Nathan Chapman	Roger Mathieu	C.E. Williams
Dr. W.B. Cleveland	Don Matter	Gerald Wilson
C. J. Cody	Francis Meserow	Charley Woodhouse
Wm Crawford	Allen Moore	Orel Young
Jack Danvers	Bernie Morgan	E.R. Eisele
James E. Davis Jr.	Edw. J. Morrison	Sgt. Wm Daniels
John P. Davis	Don J. McGillivray	Richard Keenan
Darrel Dixon	Thomas McCleod	Mal. Middlebrook
R.D. Donald	Sandor Nagy	Chester Miller
John Dohnal Jr.	Glen Orr	James Morrison
Delmar Donaldson	Jim Parks	Fred P. Rudolph
Charles Eckert	Lysle Parker	Harry Sucher
John Elber	R.C. Pasek	
Andre Fedotowsky	Dale Pearson	
Tulio Ferreris	Frank Pinkham	
Oliver Flury	Angelo Ranieri	
Carson Frankenfield	E. P. Remstorm	
Paul Freeman	Hugh Riddle	
John Gale	H. W. Robinson	
Lynn Gallup	Ed Romas	
Sylvan Goesser	Robert Saar	
Robert Hangen	Robert Schnaible	
Thomas Harris	Donald Scott	
Vernon Harris	George Simpson	
Stacy Hart	James Smailes	
Greg Hasser	Earl Smith	
Wm Hasselbrink	Leland Sparks	
Irwin Hirsh	John Strickland	
Ted Hodgdon	Stephan Sturm	
Larry Hopps	Bill Swarts	

Please Note - A Change of Address

Robert Schniabile
 RMK-DRJ
 CAM-RANH Depot
 96.62. APO
 San Francisco 96312

Business Meeting
Indian Four Cylinder Club Inc.

February 9, 1969
Traveler's Club Grounds
Toledo, Ohio

The following is the minutes of the February business meeting, giving motions made and the approval.

The February meeting of the Indian Four Cylinder Club was held at the Traveler's Motorcycle Club Grounds, Toledo, Ohio, with President John Wickham presiding. The meeting was called to order at 1:00 pm, with the first item of business being 12 applications for membership.

Donald E. Caller
1705 Fern St.
Alexandria Virginia
22302

Arthur A. Woods
1855 Baywood Dr.
Sarasota, Florida
33581

Chester W. Miller
R 6 Box 276
Elkhart, Indiana
46514

Michael Jessop
505 Yale Ave.
Saginaw, Michigan
48602

Wm Crawford
2201 Ashley Ave
Berkeley Calif.
49705

Warren Kelbe
25492 Pacific St.
San Bernadino, Calif.
92404

John M. Sandy
Stephens City, Virginia
22655

R. Keenan
Rt. 2 Levee Rd.
Mt. Sterling, Kentucky
40353

Ted A. Hodgdon
536 Outrigger Lane
Sarasota, Florida
33577

Glen Logan
221 Vass St.
Battle Creek, Michigan
49017

Oliver A. Flury
Rt. 2 Box 120A
Montrose, Colorado
81401

Harry Sucher

Each applicant fulfilled the requirements for membership and recommended for Club membership by president Wickham. Motion was made by Jack Maurer to accept these applicants inot the membership. Seconded by Ed Wolsky. Motion was unanimous.

Bills were presented -

Club dues for membership in the Northwestern Ohio Motorcycle Association for 1969 were due. The dues were \$5.00. President Wickham presented a postage bill for the last mailing of the Indian Four News amounting to \$13.27

Payment was authorized for these bills.

The newly written by-laws were presented for a second reading with some minor revisions. The new Constitution and By-Laws were first presented to the Club for reading at the annual meet last August. The new revisions were in accordance with new rules passed by the business meetings as a temporary procedure till the constitution was written and presented for acceptance.

revisions - All applicants for membership in the Indian Four Cylinder Club Inc. must own at time of application an approved Four cylinder machine to become a member in the Club. This rule does not effect present members.

Members who sell their machines have one year to obtain another or will not be eligible for membership renewal. Machines considered for approval must be an American Made Four.

Charter members have the right of option to retain their membership whether or not they own a Four Cylinder machine. Some have sold their fours and as charter members have right to Club membership if they do not purchase another Four.

To expell a member from the club, the Executive Committee must inform the membership in a cleary understood statement the reasons for such disciplinary action for membership to vote on member in question.

Tenure of Office. Question has been raised about the present 1 year term of office for the elected officials. It was generally agreed that the term of office should be 2 years. It was decided to allow further discussion on this rule in the Annual Meeting of August 1969. This notice is being presented to the membership in this report to the membership. Vote on this question will be by card ballot to the entire membership.

Question was raised concerning sanctions from A M A for the Annual Meet in August. Basis for this questioning was the type of events required for the Indian Four were not of the nature for the faster and easier handling smaller bikes of today. Each year the attendance at the Annual Meet is growing and because of the possibility that there are fewer field rallys, the A M A snactioned Rallys conducted by the Indian Four Club may attract more of the riders of the smaller bikes, who would have a right to enter the competition because of their A M A membership. It was decided not to apply for A M A sahctions for, for the Annual meet and on a suggestion from the A M A office the advertizing posters would read "Field Meet", not "Field Rally".

The June meet is limited to members of the Indian Four Club or a closed meet. The Annual meet has been competition for machines and the Fours. On motion by Allen Bozung and seconded by Paul Murray the question was put before the meeting of limiting the events to Indian Fours and other American made Fours. However, before the motion passed, question was also raised on previous meets in which sons or daughters of the members participated in the events on other makes of cycles. It was generally agreed that events would have to be held for these participants. Final decision on this motion was tabled till the June meet. (Note - if you have any comment on this motion, write to the præsident John Wickham, 751 Dayton Ave., Findlay, Ohio 45840, and give him your opinion to help the members in the business meeting decide on this motion.)

Judging the Fours. In the past, judging the Fours for authenticity and originality, has often resulted in argument and discention by some of the owners. The fact that they made certain changes in their machines to improve them for highway comfort and for safety reasons, during the judging points were knocked off because of these modifications. To improve the judging and come to a happier medium more favorable for everyone, the Technical Committee, appointed a few years back, will be re-activated to decide on new and different classes for judging and awards. Among these classes to be judged are - most original, and best restored. Other classes will be considered, and findings of the Technical Committee will be announced in the June meet and adopted in the meeting.

A different type identification card will be used at the August meet this year. We have found a stick on type identification that is less expensive for everyone who attends and should be identified .

Change for the cover on the Indian Four News. The name of the Indian Four Cylinder Club at the bottom of the magazine cover has been in error since the first publication calling it the Indian Four Motorcycle Club of America Inc. This statement is in error according to the Club Charter and incorporation papers which states The Indian Four Cylinder Club Inc.

Making this change with the first issue of 1969 we also decided to change the picture of the cycle on the front cover. Opportunity was offered to anyone who is a member of the club that has a good 5 X 7 picture of their machine that we might begin a series of pictures on the cover beginning with the first Four - the 1928 on through the last machine built.

Anyone wanting their particular picture on the cover would be asked to send in a contribution for the extra expense for the halftone negative.

The printer requests that this picture be a glossy print 5 X 7 in size. The picture will be returned.

With no further discussion or business to be conducted, the meeting adjourned on motion by Chuck Metenkanich and seconded by Allen Bozung. The meeting was adjourned with prayer by the chaplin, Rev. Miles.

THE JUNE MEET

The June meet is a little over 2 and 1/2 months away and by the time that it rolls around the winter will be gone, spring mostly gone and summer ready to begin. For those members who live in a radius of 300 miles from Toledo, many are planning now to be at this meet for members only (families welcome, but no special activity such as for the annual meet). The meet begins at 1:00 PM on Sunday afternoon. There will be a business meeting to take care of some of the items left over from the February meeting, some new members waiting to join the club, but the business meeting will not be long.

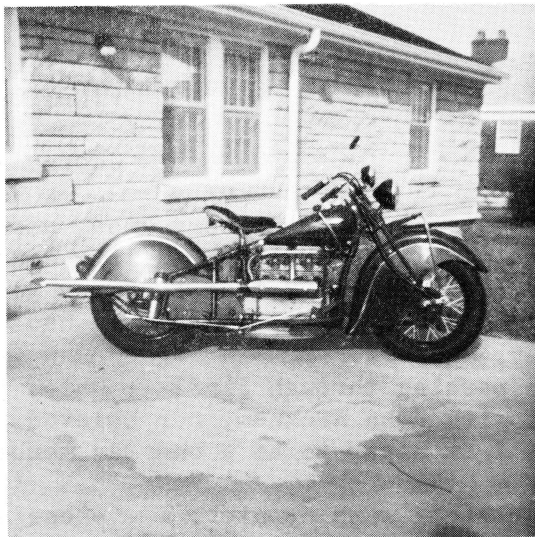
In preparation for the annual meet, we are trying out, among our own members, some new events of competition to have them somewhat perfected for the annual meet. Some of the older events are giving way to newer designs for increasing the interest by our members for the annual meets. Trophys will be given to the winners. The president says that this is a get together for a good time and he don't want to have all the fun by himself. Most everyone knows where the Traveler's Club grounds are, but just in case you don't its located at 8940 Dorr St., Toledo, Ohio. This is way out the west side of Toledo, even west of Holland, Ohio. If anyone should come by plane, whether to the June meet or the annual meet, you can reach the Club house by telephone and someone will pick you up, however if you should take a taxi or rented car from there, turn right on the drive out of the Toledo airport and go to Cressy Road.

At the intersection of Cressy Road and Rt 20 are flashers on the main line of the Penn Central Railroad. Turn left on Cressy Road and go north till you come to Dorr St. Take a left at this intersection and in about 500 feet a quick left at the entrance to the Traveler's club grounds. This totals about 6 miles in all. If you come by cycle you may inquire in Toledo how to get to Dorr St and head west to the 8940 address.

Circle the 8th of June on your calendar, and plan to head for Toledo on that date for the Closed meet at the Traveler's Club Grounds in Toledo, Ohio.



1940 Indian Four
Richard M. Keenan, Mt. Sterling, Kentucky



1941 Indian Four
Robert E. Perry - Covington, Indiana



CHUCK MYLES INDIAN COMPANY SLOANSVILLE, NEW YORK

A reprint by Chuck Myles
6 X 9 inches - 23 pages

FINDING A FOUR

by

George E. Hopps

As some of our members know, along with owning a small tool shop in Ferndale, Michigan, I was quality control engineer for the New Departure Division of General Motors for many years. I traveled the mid-western states mostly by automobile, and always had an eye out for old bikes as I drove along my way.

While passing through Findlay, Ohio, it was my privilege to visit many many times with John Wickham, our beloved president and founder of our club, of which I am happy to be a charter member.

To get along with my story - - - one spring day, while in Anderson, Indiana, I got a line on an old bike located in Plymouth, Indiana, which was some miles north and west of Anderson. I made my way northward and westward toward Plymouth to try to find this old bike. The next day I went to the address which I had received, and found a vacant house and a big old shed in the rear. The information that I had stated that a Mr. Burrege was the owner, and he was the operator of a small cycle shop in a small community called Burr Oak, which is a short distance southwest of Plymouth. Finding no one at home at what I thought was a vacant house, a half hour's drive and I was in Burr Oak, where I met the proprietor of the small shop. The owner was a rugged, stocky man about 35 years old, who looked like he enjoyed his food. He introduced himself as Iry Burrege and I acknowledged "glad to meet you Ira". "No", he said, "The name is Iry - I-R-Y, not Ira." "Well Iry", I said, "I was told that you might have an old bike, but I don't see it around here." "Naw", was his answer, then he hesitated for a moment, "I do have an old clunker back at my place in Plymouth." "It's an Indian Four, but in pretty bad shape, however I'll be glad to drive up there and show it to your."

At the mention of an Indian Four I had a slight palputation, but tried not to show it. He had an old beat up pickup truck and led the way along the narrow winding Indiana road at a clip that kept me hopping to keep up with him in my new 1958 Chevrolet. Arriving at Plymouth, he led me to his house where he lived alone. We stopped in front of the same house where I had stopped before going to Burr Oak, and what I thought was a vacant house. We went in and I glanced quickly around, seeing a few pieces of furniture, but everywhere, setting on shelves, on boxes, chairs, in corners, were trophies by the score. Iry had won these at various motorcycle contests, and he was justly proud of the lot.

My principal interest of course was the Indian Four that I believed to be in the old shed out back. Eventually he led me out to the old shed where I got my first look at her. There she stood, a beautiful blue 1941, Springfield's proudest, now reduced to a dusty relic. But let me describe her through an old timer's eyes. First off, an ugly large hole in the usual place in the upper crank case just ahead of the magneto mount was the mortal wound that placed her in her present predicament. A closer look made her look better and better. Solid fenders, complete with undented stainless steel rim, all chain guards, foot boards, horn, lights, front and rear, solid center stand, pretty good tires, a complete, but absolutely complete, 1941 Indian Four motorcycle. Even had Zeppelin tank insignas.

She had blown up during World War II, and for lack of parts or indifference, left to stand there in her loneliness all those years, waiting for me to find her - but let's not get sentimental. I know our members will understand our love for these beautiful vehicles, now gone forever except for the few that we lucky ones own and love and cherish, and bring to our meets to show them off and ride so proudly.

But back to my story - - next came the question, what was she worth and I always hate to talk money, especially to a dealer that I had just met, but he was a nice guy. Although Indian Dealers still hanging on and bearly making a living, this one did not look hungry, and was not inclined to haggle over price. Also keep in mind that this story took place more than 10 years ago, or about 6 years after the last Indian Four was built in early 1942. Yes boys, our Indian Fours, even the last one built is now 25 years old, and can be truly classified as an historic vehicle most anywhere.

Parting with money anytime is a painful process with me, especially for some old junk that anyone could see should be hauled away for nothing and good riddance. Well I pulled out my wallet and it contained exactly \$33.00 and no cents. I handed the total amount to Iry and let him see the empty wallet, and then looked sorrowful as I placed it back into my rear trouser pocket. Iry had a thoughtful look on his face as he placed the cash in a safe place on his person and said, "well how we gonna get it into your car?" But he knew how, and I learned something from an expert that day. It was about 3:00 pm in the afternoon when we started taking her apart, and I recommend this method of transporting any motorcycle that you eventually wish to disassemble anyway. Follow this procedure - - -

- 1 Remove forks and handle bars, leave wheel and fender intact in forks.
- 2 Remove gas tanks
- 3 Remove rear fender and rear wheel
- 4 Place frame with engine intact in the trunk of the car
- 5 Place gas tanks on rear seat
- 6 Place front wheel and fork assembly along with rear wheel behind the front seat, standing them on the rear floor
- 7 Put every nut, bolt, and washer in some kind of container and pack in any space left.

This last item is especially for you younger members. We old timers have experienced the terrible sense of loss when we got our prize bike home, and found certain items missing, especially since most of them are not standard nuts and bolts, but special parts beyond replacement. Many times I have sifted straw, grass, and dirt in boxes, in old barns, garages and even open fields where old motorcycles have been stored.

More than one old bike has been literally dug out of the ground and I am sure we have members that could tell similar interesting storys about such happenings. Finally and unbelievably in exactly two hours, the old girl was loaded into my car and so expertly that I was even able to close and lock the trunk lid. My car had a very perceptable sag in the rear, but it was not bottoming, and after a hand shake and very grateful to Iry, away I went into the sunset, peering over the front end of my car that was riding at about a 45 degree angle with the hood well up in the air, thirty miles from home. tired, dirty, and happy.

There, you have the details of another story about our hobby, one more small part

of American Motorcycling's wonderful past saved from the junk yard. A dirty old relic to be made into a machine of unbelievable shinning beauty. Each part to be sanded, filled, soldered, brazed, plated, enameled, and assembled with loving care. And, then that proud day at the meet when she sings her silent purring song as only she can do it.

We can read great books, look at beautiful sculptor, be inspired by the works of famous men, but to many of us in the Indian Four Club, the ultimate is to bring back this one small part of America into living, breathing, being. Yes, Indian Four owners are a unique special group of people. All of us will some day go, but these beautiful Indians will survive in collectors hands, in museums, as well as in the hands of our sons and grandsons. They will last as long as America, and how fortunate we are to be a part of it all. Our members total life time spans the entire history of motorcycling. Amongst us, we own models of every Indian Four ever built, including its predecessor, the Ace Four and the Indian Ace.

So goodbye again - see you at the meet in Toledo -

George E. Hopps

P S

I now have a two process copying machine, I also have catalogs, parts manuals, etc., on all Indian Fours as well as twins and many other makes. This is a new copying machine and shows good detail. Single shots - page this size - \$1.00 each. Multiples, including copies of complete manuals - much cheaper - of course.

GAS TANK RESTORATION

by George E. Hopps

One of the problems of restoring old motorcycles is getting the gas tank back into shape. Tumbling small roofing nails or other objects in a gasoline solution, then coating the interior with shellac will do the job of minor rust REMOVAL, but more drastic steps must be taken in many cases. Also some tanks are so badly dented that a better rebuilding job must be used to make them leakproof and restore their shape. I have repaired tanks so badly rusted that the bottoms were gone and only a skeleton framework left.

If we have the bare outline a tank can still be made to look like new. We used to solder and lead, and it took an expert, and sometimes you wound up with a tank so heavy that you had to have help to lift it into the machine. The answer is fiber glass and epoxy which is obtainable everywhere. There are two types of gas tanks to be found on Indian Motorcycles - the between-the-frame type of one piece construction used through 1931, and the two piece over the frame type used from 1932 on. Both were soldered assemblies.

We will start with the between-the-frame, one piece tank. This tank was actually two stampings soldered together. The twins were more complicated than the Four as they had an oil compartment on one side containing a hand oil pump. Quite often rust would eat through the oil compartment wall, and oil would mix with the gas. Also these tanks had baffles that would come loose and rattle around. This was caused by someone heating the tank to repair it and melting the solder that secured the baffle.

Repairing the tank - - -

Step #1 Wash the tank at least 10 times with hot soapy water, this thorough

washing should remove all of the gasoline. I have seen tanks blow out through the filler hole more than once. Also, never work over this hole when applying heat to a tank. The tank is soldered at the factory by a lap seam, thus heat must be applied along this seam. A small Bernz Torch will do this job. As heat is applied the seam will open up, and small pieces of metal about the thickness of a six steel scale should be inserted as the seam breaks open. This holds the seam apart to prevent the hot solder from re-sticking while the seam is still hot. Go all the way around the tank breaking the soldered joint and inserting the thin metal pieces, and when completely around, pull the two halves of the tank apart. This may require help as it must be done carefully. The Indian Four tanks were simple, both side were the same. The twins had the oil compartment and this is usually in good shape. Don't go inside this compartment unless you have to. There is a long tube running through it that contains the hand oil pump. If you do go inside this chamber, be sure that the orifices in this tube are not sealed. If they are, your hand pump will not pick up any oil when you pull the plunger out.



George Hopps holding a
badly rusted tank

Step #2 Work out all dents big and small while the tank is apart. This is much easier done when the tank is apart, in two pieces.

Step #3 Clean the interior of the tank thoroughly and for this job, sandblasting is the best way, but sanding, wirebrushing, and elbow grease will do a good job too. However you do it clean it down to whatever metal is left if any.

Step #4 The rebuilding process - if your tank is rusted through the holes or entire wall can be rebuilt with layers of fiber glass and epoxy. Mix your epoxy in small batches and rebuild up the inside of your tank about 1/8 thick. Caution should be taken not to get any of the epoxy on either side of the soldered seam. This seam is about a half inch wide and must be free of any epoxy material so the tank can be resoldered together again. You may decide to do the entire inside of the tank which will surely prevent any more rusting. If the baffle is out of place or loose it should be resoldered, and here again you do not want any epoxy where the baffel solders to the tank. When the interior is coated and you are ready to put the tank back together, be sure that any interior parts that you have removed are back in place, and the tank is ready for resoldering. As you were careful in taking the tank apart, be just as careful putting the tank back together, making sure that it is not distorted or cocked, for the finished soldered seam should look just as it did before you took it apart. When you are satisfied that you have it back together properly and the seam soldered, a coating of epoxy along the seam is always a good precaution against leaks.

Step #5 Fill in any remaining dents, scratches or irregularities on the outside of the tank with body putty and sand down. To fill in all scratches, minor dents and pits, body putty applied with a small card like a business or calling card, you can put a thin layer of putty over the surface of the entire tank. Sanding this filler smooth makes the rest of the finishing job much easier. You are now ready for the primer coat and then the finish coats, however many you wish to put on and rub down. You are now ready to test your tank for any possible leaks and this brings us to step number 6.

Step #6 Plug the oil and gas line holes and blow into the filler hole with your mouth. When your eyes pop out and your ears plug up, and you can't blow anymore air into the tank, you have a tight tank. Also test by filling with gasoline and checking for leaks.

Step #7 Painting the restored tank. If you plan to paint your machine the same shade of red that the Indian Company used, here is the formula for mixing the red enamel dip used on Indians from 1911 to 1929. Buy a can of DuPont Delux Maroon #93-143H, and a can of DuPont Delux red enamel #93-3613. Remove the lids from both cans and pour from the can of Maroon into another container about 1/8th of the enamel from the top of the can. Now take the can of red enamel and pour into the can of maroon enough of the red to fill the maroon can to the top again. Stir and mix thoroughly and you will come out with the exact shade of red used on Indian Motorcycles from 1911 to 1930. After 1929 there was some slight change or variation when they began using spray enamel.

When finished your tank should look like new, that is, if you were careful to remove all dents, scratches, pits, careful putting it back together, smoothed out the putty, carefully sanding it, and finally carefully painting it. The inside has a new lining and the old rusted shell is as good as new. Hand rubbing the finish on the tank like they do the finish on automobiles will make your finish even nicer, but this is up to the individual and how particular he wants to be with his job of restoration.

I would like to add, that I am now retired and have more time for things like this. If you are not up to repairing your tank, I will restore any tank for the ridiculous sum of \$50.00.

George E. Hopps
G. 7352 N. Dort Highway
Mt. Morris, Michigan
48458



A full dress Indian Four - One of the last 1941 - 1942.
 This picture published September 1941.
 Note - "bumperetts", for and aft tank straps, horn with
 word Indian instead of face, first straight grips (not
 tapered as in '40), cross bar with Indian spot lights
 and mirror, 16" chrome wheels, and to make it all legal,
 the A M A emblem on the tool box.
 Come on boys - let's see one like this at the next meet.

George Hopps

First Twins and Singles

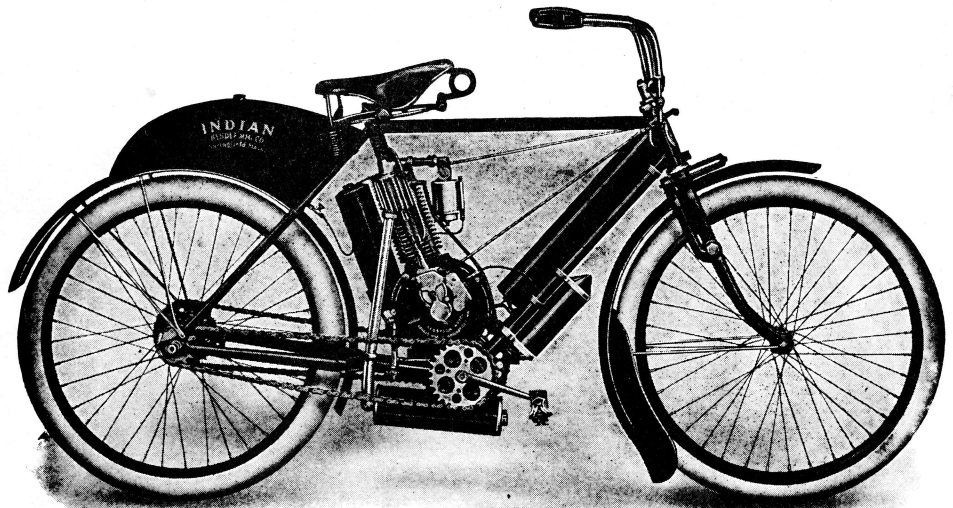
'The is no denying the fact that the twin-cylinder Indian has come to stay.', so states the article from the quarterly Bulletin published by the Antique Motorcycle Club of America-Vol 7 Nol-Winter Issue. The Indian Twin was then made by the Hendee Manufacturing Co., later the Indian Motorcycle Company of Springfield, Mass. This article further states- this truth has been fully established and the mad rush by other manufacturers to get in with twin cylinder models for 1908 in full confirmation. The twin cylinder Indian is not a new proposition. Three years have been devoted to its developement. Two year in experimental work, and the past year in the hands of several hundred riders.

- - - the equipment of the Indian Twin with mechanically operated inlet valves was the finishing stroke in the perfecting of this most magnificent machine. The advantages of the twin cylinder over the single are many. While it is only necessary to use minimum amount of power for ordinary road riding, the reserve power of the twin is always at command.

The constant tension on the driving mechanism produces the smoothest and swellest running machine imaginable, and yet with a simple "twist of the wrist" the speed can be increased from a mere walking gate to a speed of sixty miles per hour. On approaching a hill, no rushing is necessary. Simply apply the necessary power at the foot, and ascend at any speed desired.

We thought our readers would appreciate these pictures and

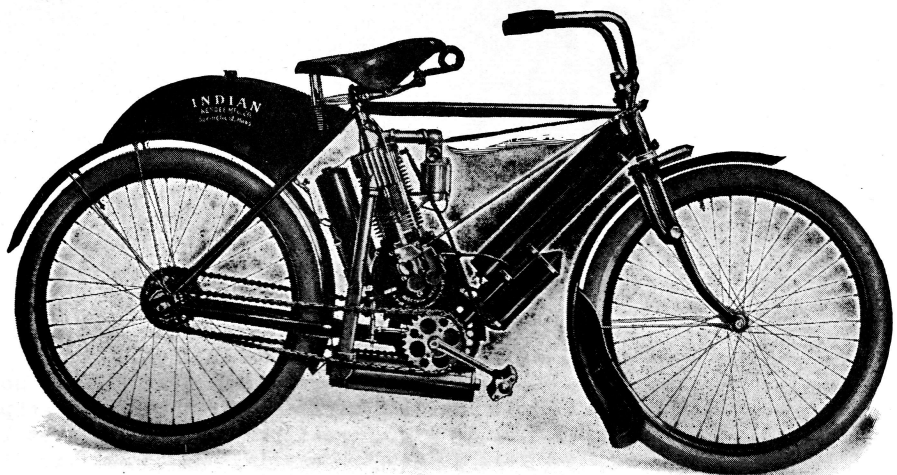
Price with Mechanical Inlet Valve, \$200



Single Cylinder Indian

(3½ h. p.) 26.96^s

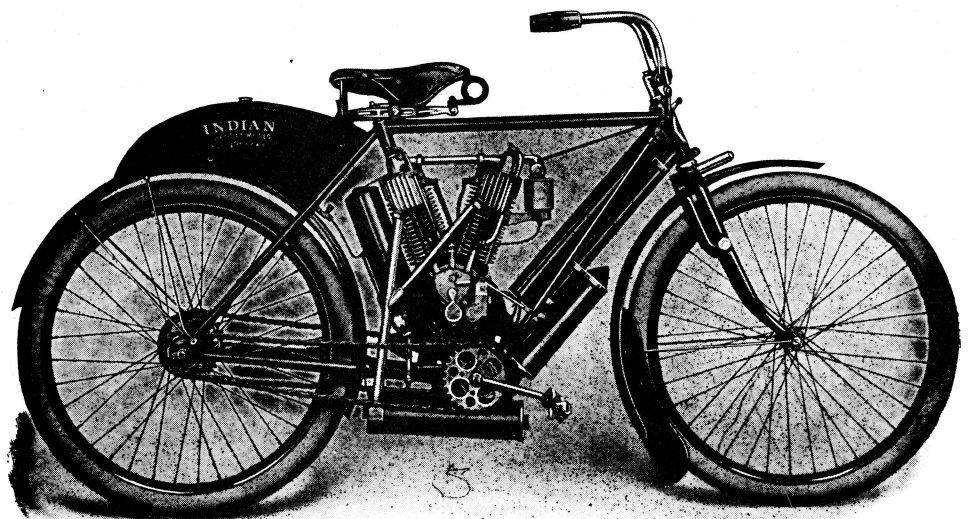
Price with Mechanical Inlet Valve, \$225.



Twin-Cylinder Indian

(5 h. p.) 38.61^s

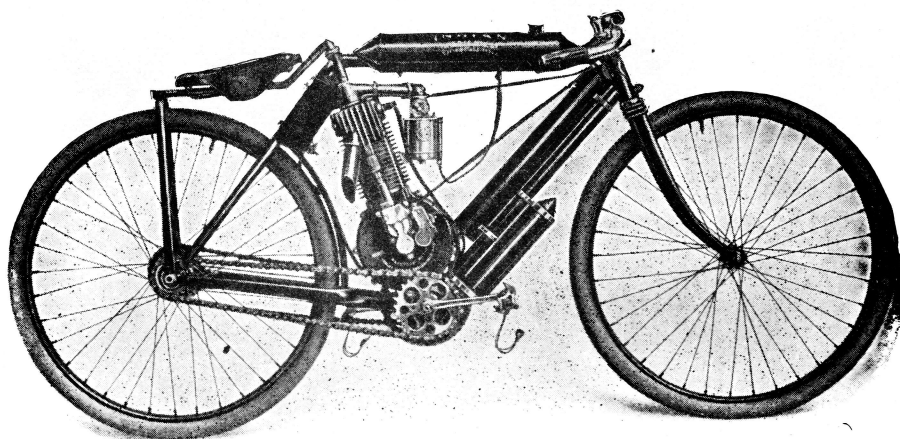
Price, with mechanical inlet valve \$250



Single-Cylinder Indian

(4 h. p.) 30.16³

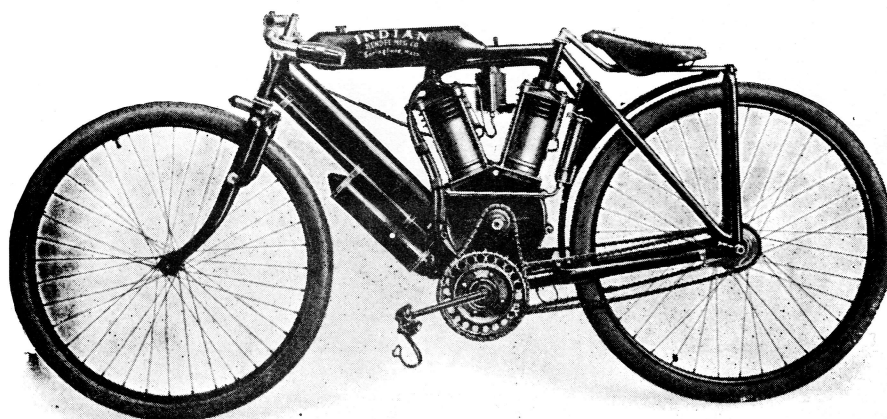
Price \$300



Twin-Cylinder Indian

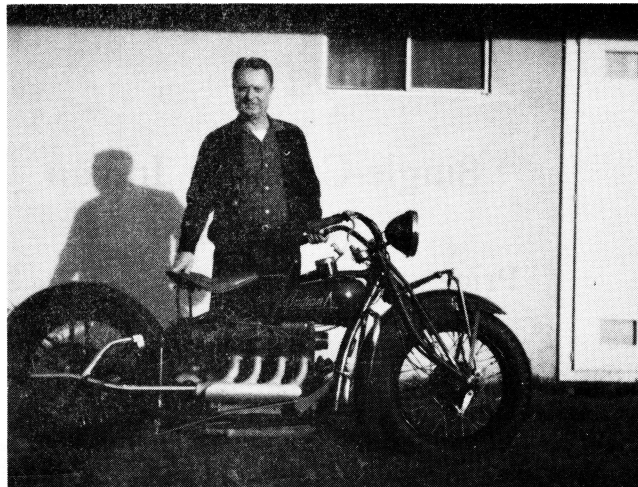
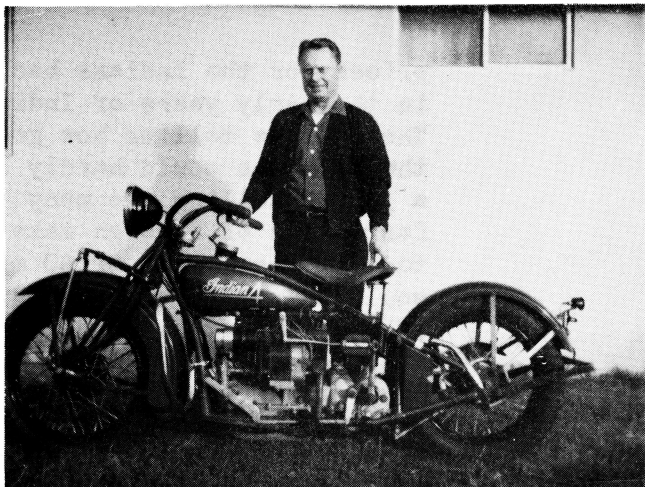
(7 h.p.) 60.32³

Price \$350

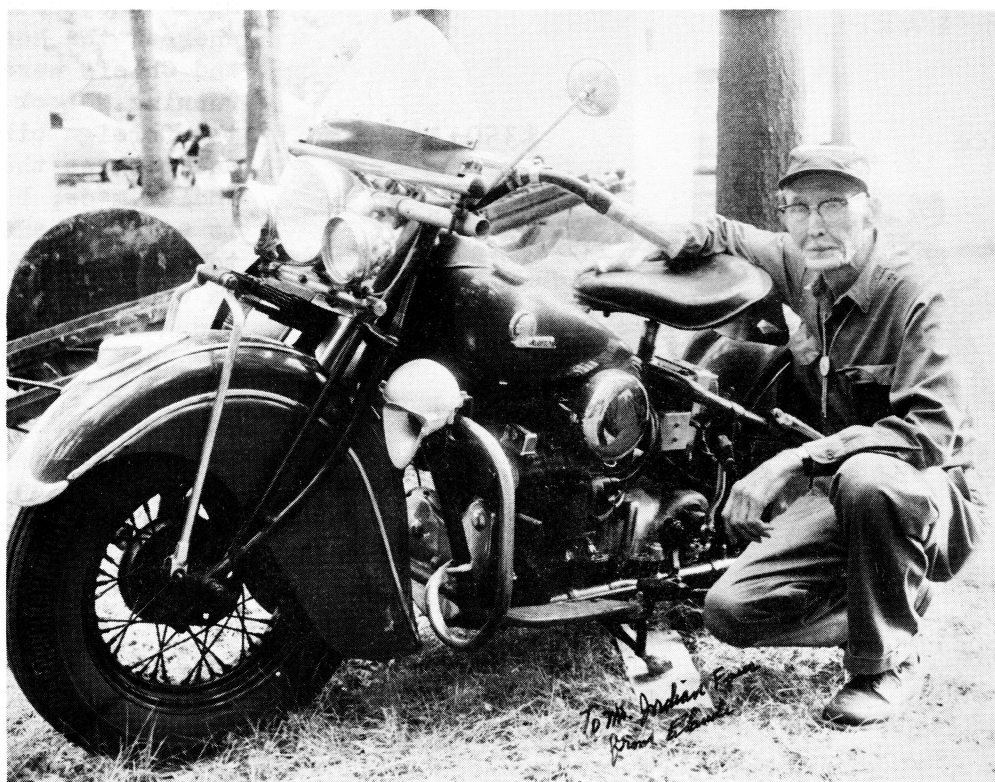


prices for the Indians back in the early years of Indians. The article telling how good the twin was would hardly do a job of selling the many fast bikes of foreign make today. That speed of 60 mph would be needed every minute of operation to keep up with the youth of today. However, we cannot forget that it was the pioneering of the Hendee Company, later the Indian Company that lead to the designs of most of the foreign makes of today. The last light machines built by Indian were ahead of their time and did not make the market that the company believed they would. They were light, designed for quicker turning, and more desirable for field meets and obstacle runs, whereas the heavier, Fours and Chiefs were for road running. Look at any of the foreign bikes of today and you see the last models Indian made, but today there is a market and more money to buy the lighter bikes. In other words it too a whole new generation to put on the road the hundreds of cycles there are today of many makes and models, yet in 1952 the Indian Company could not find a ready market that there is today and they discontinued business.

- editor -



1929 Indian Four
Warren Kelbe - San Bernadino, Calif.



J. Wickham and his Four at the
meet last year - photographed by
Dr. Walters.

Jack Maurer
14553 Coram
Detroit, Michigan
48205

writes - ran across this brochure telling just how good the Indian was on the track back in those days. Maybe you would like to use it in the magazine -

Sincerely
Your Friend - Jack Maurer

Indians Speed--

Again Startles Motorcycle World!



Muroc Dry Lake
CALIFORNIA
Sunday, April 6th 1936
A. M. A. Section
Electrically timed 1 mile
run through 1/4 mile trap.

L. A. "45" CLUB
ANNUAL
SPEED TRIALS

Over the table smooth bed of this famous Dry Lake, before a crowd of 3000 spectators, Indian riders on standard type side valve models not only won every class they entered in remarkable time, but an INDIAN SPORT SCOUT HIDDEN BY FRED LUDLOW WON THE FASTEST TIME OF THE DAY at the amazing speed of 128.57 m.p.h. The following results are positive proof of the tremendous speed obtainable in pocket valve Indian models.

"45" INCH SIDE VALVE, FLAT HEAD MOTORS.

1st-Fred Ludlow	128.57 m.p.h.
2nd-Kenny Schofield	107.14 m.p.h.
3rd-Harley-Davidson "45"	107.14 m.p.h.
4th-Bernie Packman	94.17 m.p.h.
5th-Kenneth Carson	87.75 m.p.h.
6th-Joe Kester	87.75 m.p.h.
7th-Harley-Davidson "45"	87.75 m.p.h.
8th-Harley-Davidson "45"	87.75 m.p.h.
9th-Harley-Davidson "45"	87.75 m.p.h.
10th-Harley-Davidson "45"	87.75 m.p.h.

NOTE-The Indian Sport Scout owned by Carl Harth made four trips through the speed trap at better than 120.00 m.p.h.

"74" CUBIC INCH SIDE VALVE TWIN MODELS.

1st-Al Chaudron	125.00 m.p.h.
2nd-Harley-Davidson "74"	107.14 m.p.h.
3rd-Harley-Davidson "74"	107.14 m.p.h.
4th-Harley-Davidson "74"	107.14 m.p.h.
5th-Harley-Davidson "74"	107.14 m.p.h.
6th-Harley-Davidson "74"	107.14 m.p.h.
7th-Harley-Davidson "74"	107.14 m.p.h.
8th-Harley-Davidson "74"	107.14 m.p.h.
9th-Harley-Davidson "74"	107.14 m.p.h.
10th-Harley-Davidson "74"	107.14 m.p.h.

OVERHEAD VALVE MACHINES-ALL MODELS. (NO INDIAN OVERHEAD TIMED)

1st-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
2nd-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
3rd-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
4th-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
5th-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
6th-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
7th-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
8th-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
9th-Harley-Davidson "81" O.H.V.	102.27 m.p.h.
10th-Harley-Davidson "81" O.H.V.	102.27 m.p.h.

MUROC FREE FOR ALL TIMES

23 Indians, 25 Harley-Davidsons and 2 Crockers competed.

TOTAL - - - 50 ENTRIES

1st-Fred Ludlow	128.57 m.p.h.
2nd-Hugh Skorn	125.00 m.p.h.
3rd-Carl Chaudron	125.00 m.p.h.
4th-Harley-Davidson "45"	125.00 m.p.h.
5th-Harley-Davidson "45"	125.00 m.p.h.
6th-Harley-Davidson "45"	125.00 m.p.h.
7th-Harley-Davidson "45"	125.00 m.p.h.
8th-Harley-Davidson "45"	125.00 m.p.h.
9th-Harley-Davidson "45"	125.00 m.p.h.
10th-Harley-Davidson "45"	125.00 m.p.h.
11th-Harley-Davidson "45"	125.00 m.p.h.
12th-Harley-Davidson "45"	125.00 m.p.h.
13th-Harley-Davidson "45"	125.00 m.p.h.
14th-Harley-Davidson "45"	125.00 m.p.h.
15th-Harley-Davidson "45"	125.00 m.p.h.
16th-Harley-Davidson "45"	125.00 m.p.h.
17th-Harley-Davidson "45"	125.00 m.p.h.
18th-Harley-Davidson "45"	125.00 m.p.h.
19th-Harley-Davidson "45"	125.00 m.p.h.
20th-Harley-Davidson "45"	125.00 m.p.h.
21st-Harley-Davidson "45"	125.00 m.p.h.
22nd-Harley-Davidson "45"	125.00 m.p.h.
23rd-Harley-Davidson "45"	125.00 m.p.h.
24th-Harley-Davidson "45"	125.00 m.p.h.
25th-Harley-Davidson "45"	125.00 m.p.h.

Indian Sport Scout won the first "45" award and the nearest competitive "45" turned 86.54 m.p.m., or about 42 m.p.h. slower than the fastest Indian Sport Scout and 6 m.p.h. slower than the slowest Indian Sport Scout.

The Indian Sport Scout best in pocket valve competition, a 2 cam (O.H.V.) Indian "45" by 10 m.p.h., the Sport Scout beat four Harley "45" 1936 model overhauls approximately 17 m.p.h., 21 m.p.h., 23 m.p.h. and 25 m.p.h.

The fastest Harley "45" was 17 m.p.h. slower than the winning Sport Scout.

Overhead Harley by 11 m.p.h. It is interesting to know that Van De Mark's Indian "45" made four trips through the speed trap and every ride exceeded 116.00 m.p.h.

All day during the trial there was a wind blowing and riders rode in the same direction as the course was down. The wind did not blow the Indians any faster than the others.

If you want the FASTEST, FINEST and BEST motorcycle then your choice must be INDIAN! All 36 models on display. Most liberal terms and trades. For the best deal in town see

CLYMER-INDIAN SALES CO.
Indian Distributors for Los Angeles
424 West Pine Street
Los Angeles, Calif.

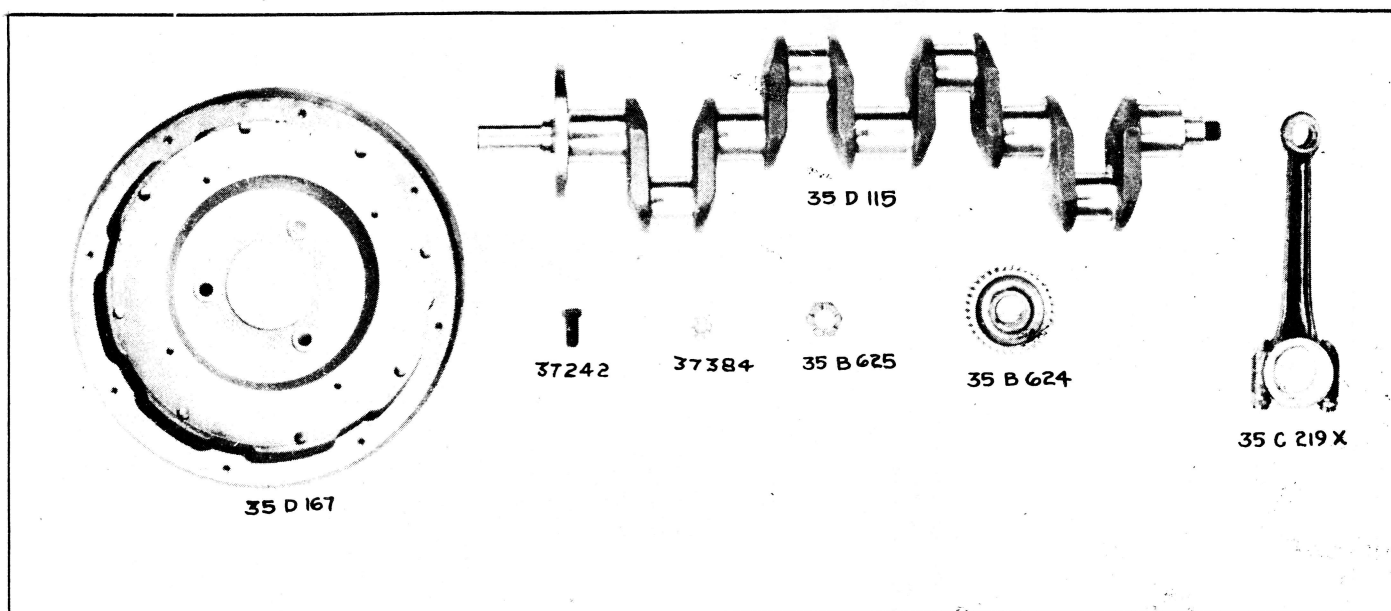
"Indian" is first in Los Angeles in the sale and registration of 1936 model motorcycles.

Count the new Indians on the streets!

Who in the hell said a 4 wouldn't run fast? Show 'em what the fast harleys were doing that day.

Factory Parts List For The Four

In compiling material for our first issue of this year I thought it might be a help to our readers if we published in the magazine the parts list for the Fours, using as much material as we could find. This series begins with the motor - 1936 to 1942, and as we find material for the entire machine we'll print it. Now, we'll not guarantee that every restored and rebuilt Four engine has every part as listed in the factory book of parts, for many modifications have been made by owners and those engaged in the business of engine overhaul, to improve engine performance and better materials to give longer life. However, since the owners of Fours are greatly dependent upon individuals that have devoted time and production to the manufacture of parts, you may use the name and part number from this printed list to order the part that you need from the small shops who have advertized in the Indian Four News. You may even find yourself advertizing in the Indian Four News to find the part you want. This of course is due to the fact that the factory, formerly in Springfield, Mass., The Indian Motorcycle Co., has long since went the way of going out of business. Therefore you and every other Indian owner must be either mechanic enough to manufacture his own part or locate someone who does. This parts list may help you to identify the part you need, making it easier to tell someone else just what part you need.



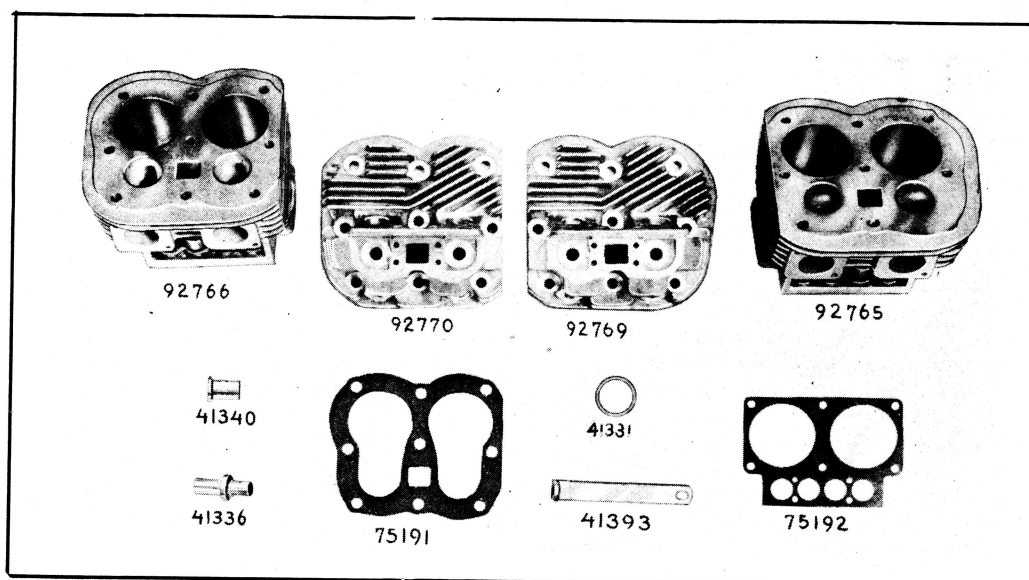
FLYWHEEL, CONNECTING ROD AND CRANKSHAFT GROUP - 4 CYLINDER

35D167	12.00	FLYWHEEL	.1936 TO 1940-4 CYL	ROGOX
86533	32.50	FLYWHEEL ASSY	.1941 TO 1942-4 CYL	AKPEI
75868	.90	CLUTCH LINING	.1941 TO 1942-4 CYL	AKPKO
37846	.01	RIVET (8)	.1941 TO 1942-4 CYL	AKPOT
603012	.02	CASTLE NUT 3/8-24 (3)	.1936 TO 1942-4 CYL	ZUJRC
636104	.01	COTTER-PIN 3/32 x 1/2 (3)	.1936 TO 1942-4 CYL	CHECA
37242	.20	FLYWHEEL BOLT 3/8-24 (3)	.1936 TO 1942-4 CYL	ABEYB
74876	8.50	CONNECTING ROD ASSY (4)	.1936 TO 1942-4 CYL	ABEYC
37384	.25	CAP CASTLE NUT (8)	.1936 TO 1942-4 CYL	YRGEZ
35D115	60.00	CRANKSHAFT	.1936 TO 1942-4 CYL	ROLTU
538012	.02	CRANKSHAFT KEY	.1936 TO 1942-4 CYL	IKMYD
35B624	1.50	CRANKSHAFT GEAR	.1936 TO 1942-4 CYL	ROMDU
35B625	.20	CASTLE NUT	.1936 TO 1942-4 CYL	ROMJI
636006	.01	COTTER-PIN	.1936 TO 1942-4 CYL	BOBOW

92514		CRANK CASE ASSY.-UPPER (WITH #10-32 TAPPET GUIDE SCREW)		.EARLY 1936-4 CYL.		ABFHY
92568		CRANK CASE ASSY.-UPPER (WITH 1/4-20 TAPPET GUIDE SCREW)		.LATE 1936 TO 1937-4 CYL.		ABXLY
86356	80.00	CRANK CASE ASSY.-UPPER		.1938 TO 1942-4 CYL		AHAPN
VF2263	.50	OIL DISTRIBUTING PIPE		.1936 TO 1942-4 CYL		IKSPI
751605	.02	OIL HOLE SEALING SCREW				
		1/4-20 STD. (4)		.1936 TO 1942-4 CYL		IKSYF
VF2283	.01	SEALING SCREW GASKET (4)		.1936 TO 1942-4 CYL		IKUNK
35B457	.45	FINGER BUSHING		.1936 TO 1939-4 CYL		LLEBZ
42631	.75	SHIFTER FINGER BUSHING		.1940 TO 1942-4 CYL		AHARO
35B272	.15	BEARING STUD 3/8-24 (16)		.1936 TO 1942-4 CYL		ILBVU
603012	.02	CASTLE NUT 3/8-24 STD. (20)		.1936 TO 1942-4 CYL		ZUORC
35B271	.35	SPLINE SHAFT BEARING STUD 3/8-24 (4)		.1936 TO 1942-4 CYL		ILBWI
35B270	.05	CYLINDER STUD-SHORT (14)		.1936 TO 1937-4 CYL		INLOW
35B270	.05	CYLINDER STUD-SHORT (12)		.1938 TO 1942-4 CYL		INLOW
35B171	.05	CYLINDER STUD-LONG (2)		.1936 TO 1937-4 CYL		IPDOX
35B534	2.35	CRANK BEARING-FRONT		.1936 TO 1942-4 CYL		ISALJ
VF2117	.03	CRANK BEARING-FRONT-SHIM (2)		.1936 TO 1942-4 CYL		ILOSH
35B538	.95	CRANK BEARING-FRONT-CAP		.1936 TO 1942-4 CYL		TSAMK
35B536	2.50	CRANK BEARING-CENTER		.1936 TO 1942-4 CYL		TSARP
VF2116	.03	CRANK BEARING-CENTER-SHIM (2)		.1936 TO 1942-4 CYL		IMANT
35B540	.95	CRANK BEARING-CENTER-CAP		.1936 TO 1942-4 CYL		TSAVS
35B535	2.10	CRANK BEARING-INTERMEDIATE (2)		.1936 TO 1942-4 CYL		TSAVT
35B616	.03	CRANK BEARING-INTERMEDIATE-SHIM (4)		.1936 TO 1942-4 CYL		TSEBZ
35B539	.95	CRANK BEARING-INTERMEDIATE-CAP (2)		.1936 TO 1942-4 CYL		TSEFD

CRANK CASE GROUP - FOUR CYLINDER

35B537	3.50	CRANK BEARING-REAR		.1936 TO 1942-4 CYL		TSELK
35B552	.03	CRANK BEARING-REAR-SHIM (2)		.1936 TO 1942-4 CYL		TSEVT
35B551	.75	CRANK BEARING-REAR-CAP		.1936 TO 1942-4 CYL		TSEZY
35B553	4.10	CLUTCH BEARING		.1936 TO 1942-4 CYL		TSOHJ
VF2114	.03	CLUTCH BEARING SHIM (2)		.1936 TO 1942-4 CYL		IMOOX
VA2030	.80	CLUTCH BEARING CAP		.1936 TO 1942-4 CYL		IMADQ
35B799	1.85 PR.	COUNTERSHAFT BEARING (2)		.1936 TO 1942-4 CYL		TSOJK
35B817	.02	COUNTERSHAFT BEARING SHIM (4)		.1936 TO 1942-4 CYL		TSOLM
35B818	.80	COUNTERSHAFT BEARING CAP (2)		.1936 TO 1942-4 CYL		TSONP
VA2167	.75	SPLINE SHAFT BEARING CAP (2)		.1936 TO 1942-4 CYL		IMELS
40412	.10	COUNTERSHAFT HOLE PLUG		.1936 TO 1942-4 CYL		ABFIZ
VA2046	.01	BEARING STUD NUT WIRE (4)		.1936 TO 1942-4 CYL		ILNUQ
35E291	30.00	CRANK CASE-LOWER		.1936 TO 1942-4 CYL		YGENY
VA2100	.05	CRANK CASE GASKET-RIGHT		.1936 TO 1942-4 CYL		IMESK
VA2101	\$.05	CRANK CASE GASKET-LEFT		.1936 TO 1942-4 CYL		IMEWT
VA2102	.03	CRANK CASE GASKET-REAR		.1936 TO 1942-4 CYL		IMFYB
V105E	.02	CRANK CASE FLANGE SCREW-SHORT 1/4-28 (15)		.1936 TO 1942-4 CYL		INASH
36B57	.02	CRANK CASE FLANGE SCREW-LONG 1/4-28		.1936 TO 1942-4 CYL		UXASY
206011	.02	CRANK CASE FLANGE SCREW 1/4-20 STD. (3)		.1936 TO 1942-4 CYL		YOMAS
606008	.02	SCREW NUT 1/4-28 HEX. STD. (16)		.1936 TO 1942-4 CYL		YOJOS
922006	.01	LOCKWASHER 1/4 STD. (19)		.1936 TO 1942-4 CYL		ALEMO
750612	.01	CRANK CASE FLANGE SCREW 1/4-20 STD.		.1936 TO 1937-4 CYL		AEFUW
VA2002	.85	CRANK CASE GEAR COVER		.1936 TO 1942-4 CYL		INCHI
VA2103	.15	GEAR COVER GASKET		.1936 TO 1942-4 CYL		INCLU
751307	.02	GEAR COVER SCREW #10-24 STD. (16)		.1936 TO 1942-4 CYL		INDEW
922004	.01	LOCKWASHER #10 STD. (16)		.1936 TO 1942-4 CYL		AKOSH
VC2265	1.35	CRANK CASE BREATHER		.1936 TO 1942-4 CYL		INDLI
VA2108	.02	BREATHER GASKET		.1936 TO 1942-4 CYL		INDZU
751609	.02	BREATHER SCREW		.1936 TO 1942-4 CYL		ABAZA
922006	.01	LOCKWASHER 1/4 STD.		.1941 TO 1942-4 CYL		ALEMO
VC2277	.45	BREATHER CAP		.1936 TO 1942-4 CYL		INEHR
VA2264	.05	BREATHER CAP GASKET		.1936 TO 1942-4 CYL		INEST
37168	.75	OIL DRAIN PLUG (SQUARE HOLE)		.1936 TO 1937-4 CYL		ZEWTY
41764	.25	OIL DRAIN PLUG (HEX. HOLE)		.LATE 1938 TO 1942-4 CYL		AFYNL
36B269	.08	REAR OIL DRAIN PLUG (2)		.1936 TO 1942-4 CYL		YGERC
37010	.12	CRANK CASE TO FRAME BOLT 3/8-24 (4)		.1936 TO 1942-4 CYL		YLAWK
920008	.01	NUT WASHER 3/8-STD. (4)		.1936 TO 1942-4 CYL		YRYRE
606012	.02	BOLT 3/8-24 HEX. STD. (4)		.1936 TO 1942-4 CYL		AFCEW
922008	.01	LOCKWASHER 3/8 STD. (4)		.1936 TO 1942-4 CYL		AFFTU



CYLINDER & PISTON GROUP - FOUR CYLINDER

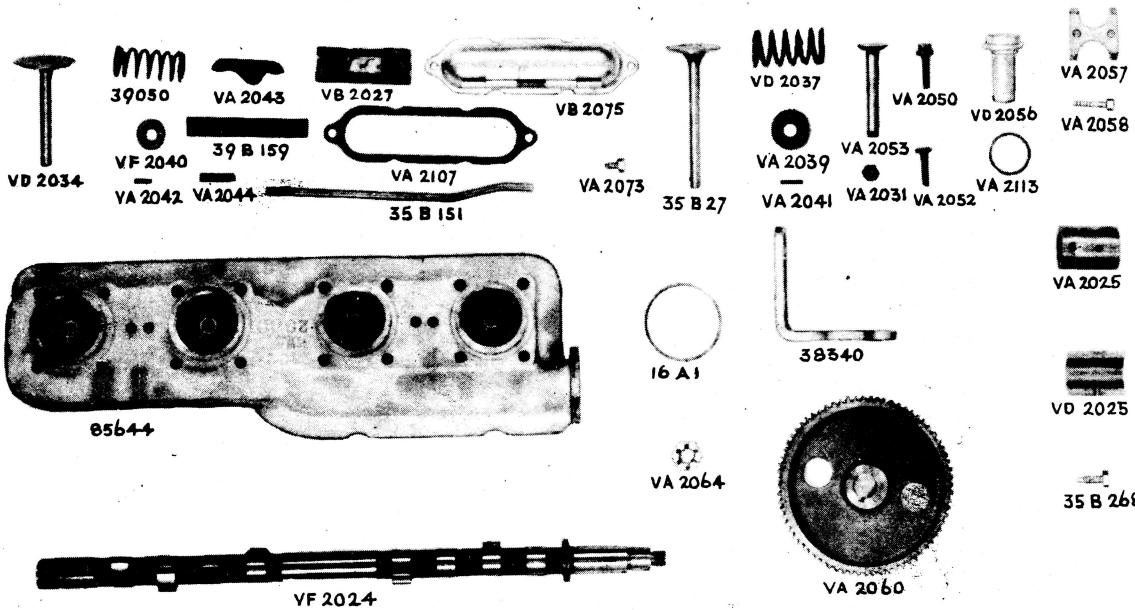
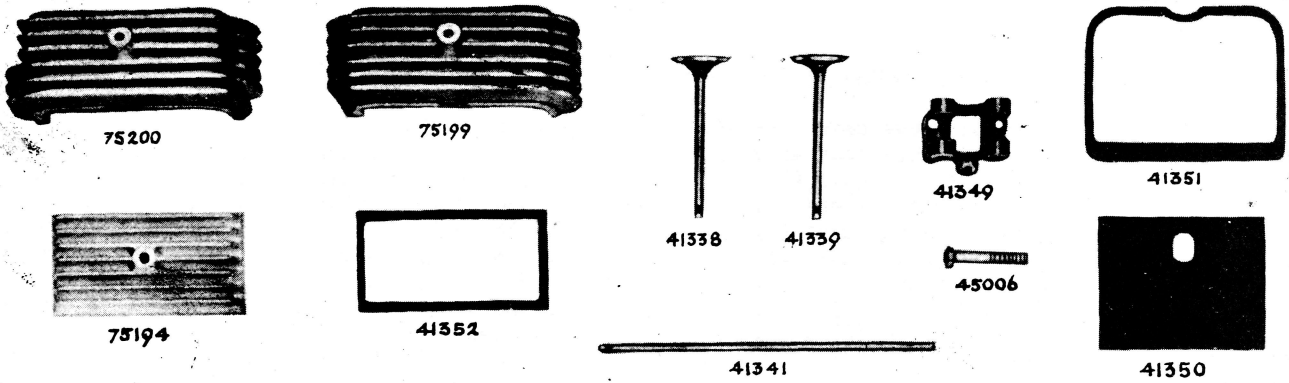
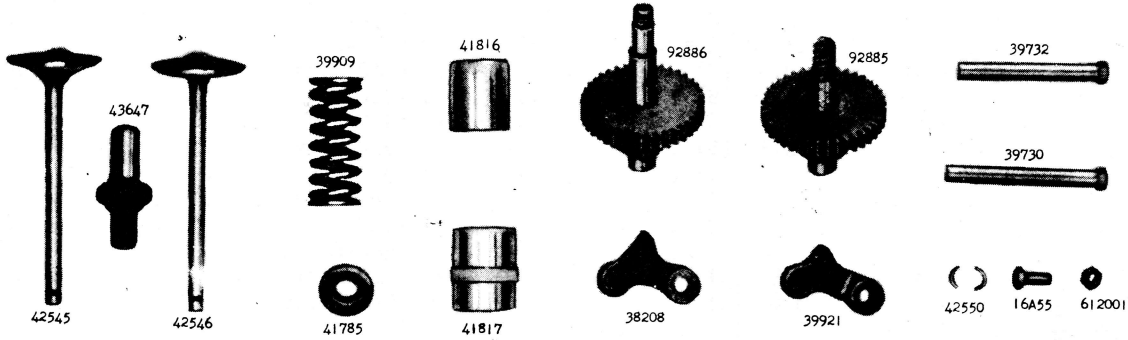
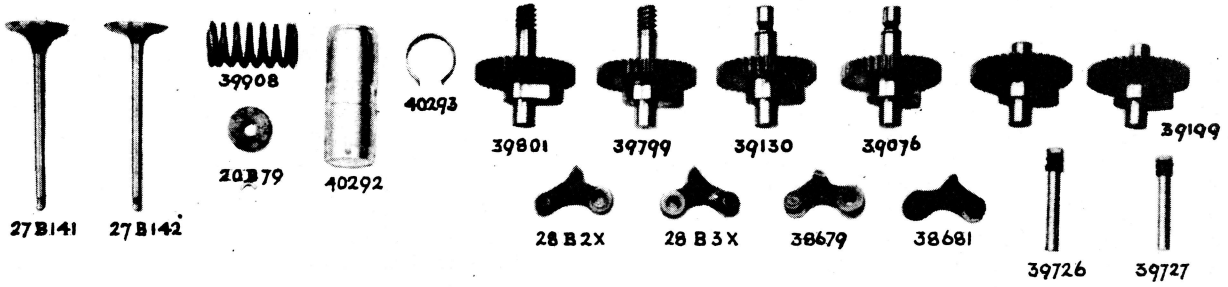
92479	14.00	CYLINDER ASSY (4)	.1936 TO 1937-4 CYL	ABFJA
40298	.05	EXHAUST VALVE CAGE STUD-LONG (8)	.1936 TO 1937-4 CYL	ABFNE
40299	.10	EXHAUST VALVE CAGE STUD-SHORT (8)	.1936 TO 1937-4 CYL	ABFOF
39048	.05	INTAKE MANIFOLD STUD (8)	.1936 TO 1937-4 CYL	YOWYK
38361	.05	CYLINDER BAFFLE (4)	.1936 TO 1937-4 CYL	YOYAF
VA2104	.02	CYLINDER GASKET (8)	.1936 TO 1937-4 CYL	IPDWI
VA2084	.05	CYLINDER STUD NUT (16)	.1936 TO 1937-4 CYL	IPGAW
92765	30.00	CYLINDER BLOCK ASSY.-FRONT	.1938 TO 1942-4 CYL	AFHOE
92766	30.00	CYLINDER BLOCK ASSY.-REAR	.1938 TO 1942-4 CYL	AFHTI
41440	.10	EXHAUST MANIFOLD STUD (8)	.1938 TO 1942-4 CYL	AEVAX
40302	1.00	EXHAUST VALVE GUIDE (4)	.1936 TO 1942-4 CYL	ABFSI
41340	.85	VALVE TAPPET GUIDE (8)	.1938 TO 1942-4 CYL	AEPXE
75192	.05	CYLINDER TO CRANK CASE GASKET (2)	.1938 TO 1942-4 CYL	AFACB
VA2084	.05	CYLINDER STUD NUT-SHORT (10)	.1938 TO 1942-4 CYL	IPGAW
37396	.05	CYLINDER STUD NUT-LONG (2)	.1938 TO 1942-4 CYL	AEKRZ
922007	.01	LOCKWASHER 5/16 STD (12)	.1938 TO 1942-4 CYL	ADICQ
92769	32.00	CYLINDER HEAD ASSY.-FRONT	.1938 TO 1942-4 CYL	AFHZO
92770	32.00	CYLINDER HEAD ASSY.-REAR	.1938 TO 1942-4 CYL	AFIAD
41342	.10	INLET MANIFOLD STUD (8)	.1938 TO 1942-4 CYL	AERAV
40302	1.00	INLET VALVE GUIDE (4)	.1936 TO 1942-4 CYL	ABFSI
41331	.85	INLET VALVE SEAT (4)	.1938 TO 1942-4 CYL	AEPLT
41343	.10	ROCKER ARM CLEVIS-STUD (8)	.1938 TO 1942-4 CYL	AERDY
41335	.50	SPARK PLUG INSERT (4)	.1938 TO 1942-4 CYL	AEPOW
75191	.25	CYLINDER HEAD GASKET (2)	.1938 TO 1942-4 CYL	AFABA
254324	.10	CYLINDER HEAD BOLT-LONG (12)	.1938 TO 1942-4 CYL	AEXYW
37113	.10	CYLINDER HEAD BOLT-SHORT (6)	.1938 TO 1942-4 CYL	YPWIC
37618	.02	HEAD BOLT WASHER (17)	.1938 TO 1942-4 CYL	AELFK
41393	.20	MOTOR TO FRAME BRACE	.1938 TO 1942-4 CYL	AETHD
75461	5.00	PISTON (2-1/16 x 2-3/32 BEVEL) (4)	.1936 TO 1942-4 CYL	AHCVU

CYLINDER & PISTON GROUP - 4 CYLINDER (CON'T)

75461-T	\$ 5.00	PISTON .005 O.S. (4)	.1936 TO 1942-4 CYL	ANHIU
75461-U	5.00	PISTON .010 O.S. (4)	.1936 TO 1942-4 CYL	ANHMY
75461-V	5.00	PISTON .020 O.S. (4)	.1936 TO 1942-4 CYL	ANHOA
75461-W	5.00	PISTON .030 O.S. (4)	.1936 TO 1942-4 CYL	ANHTE
75461-SF	5.00	PISTON SEMI-FINISHED (4)	.1936 TO 1942-4 CYL	ANHUF
42234	.30	PISTON RING 2-3/4 x 1/16 (8)	.1936 TO 1942-4 CYL	AHCYX
42234-T	.30	PISTON RING .005 O.S. (8)	.1936 TO 1942-4 CYL	ANHXI
42234-U	.30	PISTON RING .010 O.S. (8)	.1936 TO 1942-4 CYL	ANHJY
42234-V	.30	PISTON RING .020 O.S. (8)	.1936 TO 1942-4 CYL	ANIAZ
42234-W	.30	PISTON RING .030 O.S. (8)	.1936 TO 1942-4 CYL	ANIBA
42234-X	.30	PISTON RING .040 O.S. (8)	.1936 TO 1942-4 CYL	ANICB
42234-Y	.30	PISTON RING .050 O.S. (8)	.1936 TO 1942-4 CYL	ANIDC
42234-Z	.30	PISTON RING .060 O.S. (8)	.1936 TO 1942-4 CYL	ANIED
42235	.30	PISTON RING 2-3/4 x 3/32 BEVEL (8)	.1936 TO 1942-4 CYL	AHCZY
42235-T	.30	PISTON RING .005 O.S. (8)	.1936 TO 1942-4 CYL	ANDRA
42235-U	.30	PISTON RING .010 O.S. (8)	.1936 TO 1942-4 CYL	ANDUD
42235-V	.30	PISTON RING .020 O.S. (8)	.1936 TO 1942-4 CYL	ANDVE
42235-W	.30	PISTON RING .030 O.S. (8)	.1936 TO 1942-4 CYL	ANDYH
42235-X	.30	PISTON RING .040 O.S. (8)	.1936 TO 1942-4 CYL	ANDZI
42235-Y	.30	PISTON RING .050 O.S. (8)	.1936 TO 1942-4 CYL	ANEAX
42235-Z	.30	PISTON RING .060 O.S. (8)	.1936 TO 1942-4 CYL	ANEBY
VF2010	.50	PISTON PIN (4)	.1936 TO 1942-4 CYL	IRIND
VF2010-T	.50	PISTON PIN .002 O.S. (4)	.1936 TO 1942-4 CYL	ANECZ
VF2010-V	.50	PISTON PIN .005 O.S. (4)	.1936 TO 1942-4 CYL	ANEDA
VF2010-W	.50	PISTON PIN .010 O.S. (4)	.1936 TO 1942-4 CYL	ANEEB
VF2010-X	.50	PISTON PIN .020 O.S. (4)	.1936 TO 1942-4 CYL	ANEEC
VF2012	.50	PISTON PIN SNAP RING (4)	.1936 TO 1942-4 CYL	IRIST

VALVE, LIFTER & ROCKER GROUP - FOUR CYLINDER

85664	9.50	EXHAUST VALVE CAGE ASSY.-R.H. (2)	.1936 TO 1937-4 CYL	ABFUK
85665	9.50	EXHAUST VALVE CAGE ASSY.-L.H. (2)	.1936 TO 1937-4 CYL	ABFYO
40319	.10	MANIFOLD STUD-LONG (7)	.1936 TO 1937-4 CYL	ABGOT
40320	.10	MANIFOLD STUD-SHORT	.1936 TO 1937-4 CYL	ABGPU
40302	1.00	EXHAUST VALVE GUIDE (4)	.1936 TO 1937-4 CYL	ABFSI
40300	2.00	EXHAUST VALVE SEAT (4)	.1936 TO 1937-4 CYL	ABGUY
40343	1.75	EXHAUST VALVE (4)	.1936 TO 1937-4 CYL	ABGWA
41339		EXHAUST VALVE (4)	.1938-4 CYL	AEPUB
41872		EXHAUST VALVE (4)	.1939-4 CYL	AGBAZ
42549	1.90	EXHAUST VALVE (4)	.1940 TO 1942-4 CYL	AHFKY
40341	.30	EXHAUST VALVE SPRING (4)	.1936 TO 1942-4 CYL	ABGYC
40307	.10	SPRING COLLAR (4)	.1936 TO 1938-4 CYL	ABHGY
41873	.40	SPRING COLLAR (4)	.1939 TO 1942-4 CYL	AGAGS
20879	.10	COLLAR KEY (8)	.1936 TO 1938-4 CYL	AJGOQ
41696	.10	COLLAR KEY (8)	.1939-4 CYL	AGAJV
42551	.05	COLLAR KEY (8)	.1940 TO 1942-4 CYL	AHFMA
40310	.85	ROCKER ARM CLEVIS (4)	.1936 TO 1937-4 CYL	ABHIA
41349	1.25	INTAKE VALVE ROCKER ARM CLEVIS (4)	.1938 TO 1942-4 CYL	AERLG
37383	.05	CLEVIS & CAGE LOCK NUT (4)	.1936 TO 1937-4 CYL	ABHME
19A37	.03	CLEVIS & HEAD STUD NUT 5/16-24 (8)	.1938 TO 1942-4 CYL	CHYRK
922007	.01	LOCKWASHER 5/16 STD. (8)	.1938 TO 1942-4 CYL	ADICQ
40301	.00	ROCKER ARM (4)	EARLY 1936-4 CYL	ABHOG
40826	2.00	ROCKER ARM (4)	LATE 1936 TO 1942-4 CYL	ADDOD
37626	.05	ROCKER ARM THRUST WASHER (8)	LATE 1938 TO 1942-4 CYL	AGAZK
40366	.02	BEARING ROLL (84)	.1936 TO 1942-4 CYL	ABHRI
40312	.15	BEARING SLEEVE (4)	.1936 TO 1942-4 CYL	ABHUL
37260	.10	CLEVIS BOLT 1/4-28 (4)	.1936 TO 1937-4 CYL	ACAQM
45006	.05	CLEVIS BOLT 1/4-28 (4)	.1938 TO 1942-4 CYL	AEYAL



FACTORY NUMBER	PRICE EACH	DESCRIPTION	CODE
VALVE, LIFTER & ROCKER GROUP - FOUR CYLINDER (CON'T)			
606008	\$.02	BOLT NUT 1/4-28 HEX. STD. (4)	YOJOS
922006	.01	LOCKWASHER 1/4 STD. (4)	ALEMO
40306	.05	CAGE AND CYLINDER GASKET (4)	ABIEJ
37594	.05	CASE AND CYLINDER STUD WASHER	
		THICK (14)	1936 TO 1937-4 CYL. ABIFK
92007	.01	CAGE AND CYLINDER STUD WASHER	
		THIN (2)	1936 TO 1937-4 CYL. YSVEC
40342	1.00	INLET VALVE (4)	ABIGL
41338		INLET VALVE (4)	1938-4 CYL. AEPTA
41871		INLET VALVE (4)	1939-4 CYL. AGAYJ
42548	1.50	INLET VALVE (4)	1940 TO 1942-4 CYL. AHFOC
40341	1.25	INLET VALVE SPRING (4)	1936 TO 1942-4 CYL. ABGYC
40307	.10	SPRING COLLAR (4)	1936 TO 1938-4 CYL. ABHGY
41873	.40	SPRING COLLAR (4)	1939 TO 1942-4 CYL. AGAGS
20879	.10	COLLAR KEY (8)	1936 TO 1938-4 CYL. AJGOQ
41696	.10	COLLAR KEY (8)	1939-4 CYL. AGAJN
537001		COLLAR KEY (8)	1940 TO 1942-4 CYL. AHFMA
40314	1.75	VALVE TAPPET (8)	1936 TO 1942-4 CYL. ABIHM
16A55	.25	TAPPET ADJUSTING SCREW-FLAT (4)	1936 TO 1942-4 CYL. AJPHI
37239	.20	TAPPET ADJUSTING SCREW-CUPPED (4)	1936 TO 1942-4 CYL. ABIJO
16A56		LOCK NUT (8)	1936 TO 1942-4 CYL. AJPIE
40564	3.75	TAPPET GUIDE (2)	1936 TO 1937-4 CYL. ACUPA
40565	.05	GUIDE GASKET (2)	1936 TO 1937-4 CYL. ACURB
37258	.05	GUIDE SCREW-SHORT-1/4" (4)	1936 TO 1937-4 CYL. ACUSC
37259	.08	GUIDE SCREW-LONG-1/4" (4)	1936 TO 1937-4 CYL. ACUTD
40827	1.35	PUSH ROD (4)	LATE 1936 TO 1937-4 CYL. ADDPE
41341	1.25	PUSH ROD (4)	1938 TO 1942-4 CYL. AEPYF
75023	1.60	ROCKER COVER ASSY. (2)	LATE 1936 TO 1937-4 CYL. ADDUI
75199	4.75	ROCKER COVER-FRONT	1938 TO 1942-4 CYL. AFAJI
75200	4.75	ROCKER COVER-REAR	1938 TO 1942-4 CYL. AFAKJ
41351	.05	ROCKER COVER GASKET (2)	1938 TO 1942-4 CYL. AERNI
40836	.15	ROCKER COVER FELT (4)	LATE 1936 TO 1937-4 CYL. ADDYM
751411	.02	COVER AND CLEVIS SCREW #10-32-STD (4)	1936 TO 1937-4 CYL. AEFWY
41350	.20	ROCKER COVER FELT (2)	1938 TO 1942-4 CYL. AERMH
207021	.04	COVER TO CYLINDER HEAD SCREW	
		1/4-28-STD. (2)	1938 TO 1942-4 CYL. YTHOG
922006	.01	LOCKWASHER 1/4-STD. (2)	1938 TO 1942-4 CYL. ALEMO
75194	2.00	CYLINDER TAPPET BOX COVER (2)	1938 TO 1942-4 CYL. AFAED
41352	.05	TAPPET BOX COVER GASKET (2)	1938 TO 1942-4 CYL. AEROJ
40408	.10	MOTOR TO FRAME BRACE	1936 TO 1937-4 CYL. ABIPV
206033	.08	COVER TO CYLINDER SCREW	
		1/4-20-STD. (2)	1938 TO 1942-4 CYL. YONUJ
920006	.01	WASHER 1/4-STD. (2)	1938 TO 1942-4 CYL. ZELOG

CAM SHAFT GROUP - FOUR CYLINDER

85668	13.00	CAM SHAFT	1936 TO 1937-4 CYL. ABIRW
86035	13.50	CAM SHAFT	1938 TO 1942-4 CYL. AFFOD
538012		CAM SHAFT KEY-STD	1936 TO 1942-4 CYL. IKMYD
VA2060	3.25	CAM SHAFT GEAR	1936 TO 1942-4 CYL. IWUGM
VA2064	.10	GEAR CASTLE NUT	1936 TO 1942-4 CYL. IWUHN
636006	.01	COTTER-PIN 1/16 X 3/4-STD	1936 TO 1942-4 CYL. BOBOW
40362	.90	SHAFT BEARING-FRONT	1936 TO 1942-4 CYL. ABISX
40361	.80	SHAFT BEARING-CENTER	1936 TO 1942-4 CYL. ABITY
40368	.70	SHAFT BEARING-REAR	1936 TO 1942-4 CYL. ABIUZ
37241	.05	BEARING SET SCREW-1/4" (3)	1936 TO 1942-4 CYL. ABIVA
922006	.01	LOCKWASHER 1/4-STD. (3)	1936 TO 1942-4 CYL. ALEMO

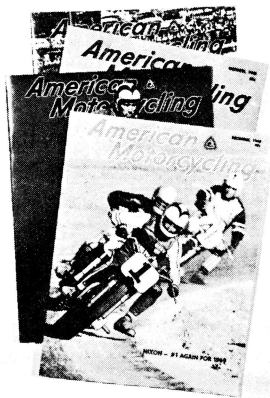
2,000 MOTORCYCLE CLUBS RECEIVE MONTHLY COPY OF AMA's MAGAZINE

All AMA chartered clubs will receive American Motorcycling each month during the coming year starting with the January 1969 issue.

This will give the clubs constant information of AMA programs and activities, thus increasing communications between the association and its clubs.

Officers of the association and the staff in Worthington are most anxious to continue to enlarge on the methods used to disseminate information to all AMA members. In January 1968 the first monthly copy of AMA News went out to all chartered clubs. That publication will continue to go to all clubs holding a current AMA charter. The magazine will give added information to the club members in a much more complete reporting of association business and sanctioned racing.

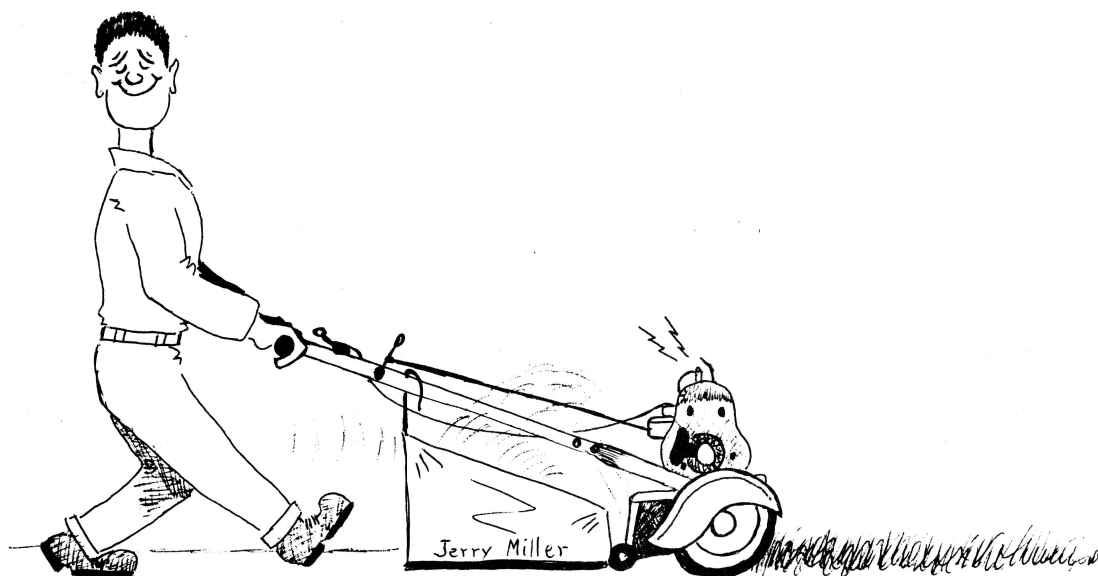
The features in American Motorcycling are designed to be beneficial to the clubs and members of the AMA.



Two of these - Events Calendar and Sportsman Points - will be especially valuable as they will be followed month after month by members who participate in sportsman competition. Other features such as AMA records, national champion points, enduro points, outstanding riders and general association information will make these issues invaluable.

Although each club will receive a monthly copy of American Motorcycling, all AMA members should have their own personal copy. Three dollars forwarded to American Motorcycling, P.O. Box 231, Worthington, Ohio 43085 will bring you your individual copy for the next twelve months.

It is urged that all issues be saved as a reference library for use by the clubs or their members in developing public relations or publicity of club activities.



"They'll Still Trim The Competition!"

News From The All American Indian Motorcycle Club

In the Winter issue of the magazine we gave some of the history of the All American Club and some pictures of their family picnic held at Brown City, Michigan, last fall. Several members of the Indian Four Club are also members of the All American Club, so news of that club is closely related to the Indian Four Club.

We received from the officers of that club a roster of the membership and a letter giving dates of coming events for their meetings in 1969. From the letter - - - We have been holding business meetings every month or so, and have in the planning stage two field meets for the 1969 season. Trophies will be awarded for the events planned. The next business meeting will be held at George Young's home, April 5th, at 7:30 PM. We would like to remind all members to check their membership cards for the expiration date of the current dues. If any member has a friend that owns any type of Indian Motorcycle or is looking for one, let the club know and we'll see if we can help him. That's how we look forward to new members.

Don Knapko - President
G.M. Tacoma Vice Pres. and Treas
Homer Mahle - Secretary

Membership list as of March 15, 1969 - All American Indian Motorcycle Club

Bob Albright, 2515 S. Wayne Rd., Wayne, Michigan 48184
Allen Bozung, 24800 Lasher Rd., Southfield, Michigan 48075
H.C. Bradshaw, Box 80, Swepsonville, North Carolina 27359
Robert Donald, 209 W. Drahner Rd., Oxford, Michigan 48051
Rocky Gravelle Box 84, Northville, Michigan 48167
Jack Heichel, 873 Glaspie Rd., Oxford, Michigan 48051
J.C. Jacquot, 3353 Holland and Sylvania Rd., Toledo, Ohio 43560
Gary Johnson, 33466 Somerset, Westland, Michigan, 48184
Donald Knapko, 7631 August, Westland, Michigan 48184
Homer Mahle, 28375 Schroeder, Farmington, Michigan 48024
Charles Metenkanich, RD 1, Wattsburg, Penn. 16442
H.J. Norman, 124 W. Main St., Box 268, Weatherford, Texas 76086
J.D. McQuiston, R R 2, Sycamore, Ohio, 44882
Paul Pearce, 639 Pontiac St., Oxford, Michigan 48051
"Sy" Price, 319 E. Main St., Milan, Michigan 48160
Gerald Rasak, 16858 Bellcreek Lane, Livonia, Michigan, 48154
Carl Reichenbaugh, 1421 Bernard Ave., Findlay, Ohio 45840
Jim Rodgers, 38 Mitchell St., Norwich, New York 13815
Herb Rolander, Coldwater Rd., McClure, Ohio 43534
Joe Rybak, 4232 Hereford, Detroit, Michigan 48224
G.M. Tacoma, 11360 Merriman Rd., Livonia, Michigan 48150
Bud Tate, 30128 Marshall, Southfield, Michigan 48075
John Wickham, 751 Dayton Ave., Findlay, Ohio 45840
Bruce Wilson, 20506 Mada, Southfield, Michigan 48075
Ed Wolski, 16514 Toepfer, E. Detroit, Michigan 48021
George Young, 20640 Midway, Southfield, Michigan 48075

Our many thanks to the officers of the All American Club for this membership list and the information on coming events or field meets.

- editor -

CLASSIFIED SECTION

Wanted - 30-50 Army model Indian - battery box, chain guard, front brake cable and hand lever, ignition and light switch, generator with chain and cover, rear luggage rack, and exhaust pipes.

For 1940 Indian Four - Latch for holding center stand and chain guard. Also have purchased incomplete Indian twin, year unknown, No. DGP 4050 - for sale or trade.
Write Arthur A. Woods
1855 Baywood Drive,
Sarasota, Florida 33581

Wanted - Model 841 Shaft Drive Indian in good condition or one in need of restoration.
For sale or trade - 2-'47 Chiefs. One is in good to excellent condition for restoring, the other is completely restored like new. The restored Chief was at the Indian Four meet last August. Will sell or trade depending on offer such as 841 wanted in this ad.
Write or phone -
Henry Missler
14275 S. Custer Rd.
Dundee, Michigan
Phone-code 313-529-2893

Wanted - Steering damper complete for 1938 Indian Four.
Write - Louis Wille
220 Market St.
Mokena, Illinois 60954

Wanted - headlight for 401 Indian Four - can be 28- 29 or 30.

Write - Charles Mullen
409 Ranger St.
China Lake, Calif.
93555

Help Wanted, also parts, and Manual for '34 Indian Four.

Write -
John Wehmann
625 Prospect Ave.
Fairview, New Jersey
07022

Wanted - 1941 Indian Four, restored or unrestorable condition. State price and enclose photo if available in your inquiry. All replies answered.
Stanley Krawiec
625 Oakdale Drive
Forest Park, Georgia
30050

Wanted - complete front wheel and hub for 1915 Indian Single, or will buy complete hun and wheel. Also 28" rim-36 spokes for a 1930 Indian Four. I would like to buy a good gas tank and head lamp.
Write -
Allen Moore
3583 S. Main St.
Albion, New York 14411

For Sale - 1935 Indian Four all in nice restored condition. Also have '34 Indian Chief and extra motor-restorable condition.
Write -
Oliver A. Flury
Rt. 2 Box 120A
Montrose, Colorado 81401

For sale - 1941 Indian Four engine - completely rebuilt and assembled with 90% new parts - \$500.

Also - 1941 Indian Four motorcycle - completely restored. Has Harley Hydra-glide fork. \$1500.
Write Jack Maurer
14553 Coron Ave.
Detroit, Michigan
48205

For sale - non-drag Indian Four clutches are still available. Write for details. Will sell 1937 Sports Four with dual carbs. Its rough but restorable - Price \$250. Buyer must pick up, I cannot ship.

Henderson owners who have asked me about non-drag clutches for Henderson bikes, please write me as I now am making Henderson Four clutches.
write -
Earl Chalfant
R D 1
Brookville, Pa. 15825

For Sale - 101 parts - a lot of parts going back as far as 1929, and some other old Indian parts.
Also one Harley Davidson side car and one Indian side car.
Write -
Otto Link
2nd and Charles Sts.
Cooperstown, Penn. 18036

PAULETT'S MOTORCYCLE SERVICE

I have moved my shop to larger Quarters

If you want to see an Indian Motorcycle Service Shop displayed like it was 30 years ago, come to Midway, Kentucky and see me.

We are located on U S 62 in Midway, Kentucky, 12 miles west of Lexington, Kentucky.

When you arrive in Midway, look for the Schenley Distillery Water Tower and across the street is Paulett's Motorcycle Service. Our new location is fully equipped for Indian service, restoring those classic Indian Fours, and a large stock of parts, all displayed like they were in Indian Service Centers 30 years ago.

When coming from the north to our new location, leave I-75 at the Georgetown exit, follow U S 62 west to Midway and then look for the Schenley Distillery water tower.

Mailing address is - Paulett's Motorcycle Service, P O Box 401, Mudway, Kentucky 40347.

We'll be looking for you - Bob Paulette

For sale - Instruction Manuals. Sharp and clear reprints of the 1942 Indian Rider's manual. Covers all models including the Four. 44 pages, 25 illustrations, price - \$5.00.

One only, brand new 84 page factory Manual covering overhaul of Sunbeam S7 and S8 shaft drive models, 84 pages, 51 illustrations - price - \$10.00.

1931 Indian folder, 4 pages 13 pictures, including the 1931 Four - price \$4.00.
1915 Indian catalog, 24 pages, 27 illustrations including large double page picture of the Big twin for 1915 and full page cutaway of the twin engine, price - \$7.50.

Other reprints available. Send stamped addressed envelope for list.

Write -

Ted Hodgdon
536 Outrigger Lane
Sarasota, Florida 33577

For Sale - 1959 Ariel Square Four - 1000 CC Four Cylinder Original - perfect mint condition. Only 2000 miles total on this motorcycle. Purchased new and still in the crate in 1961. Kept in heated garage and seldom used by Airline Pilot - owner. Faultlessly maintained. Runs beautifully. Has Ariel crash bars, Bucc windshield and saddlebags, and dual mirrors. Color - Ariel bright red. price - \$2500 - firm.
Jack R. Liebrick
35 Balsam Drive
Huntington, N.Y. 11743
Phone (516) HA-1-4473

For Sale - 1938 Four cylinder with side car, restored - \$1000.
write -
Melvin E. Painter
R D #1
Elverson, Penn. 19520
Phone- Morgantown 286-5831

Have decided to sell all my Indians - haven't the time or money to spend on them and feel it best if someone had them that would take an interest in them.
Have a '46 Chief in running condition. Have a '47 Chief completely dis-assembled, but complete. Also have some spare parts. Will sell both chiefs and spare parts for \$250.00
Call or write -
Jim Tomlinson
5360 Cartonway
Indianapolis, Indiana 46224

INDIAN M.C. CLUB OF LONG ISLAND

HONORARY LIFETIME

MEMBERSHIP CERTIFICATE

THIS IS TO CERTIFY THAT JOHN E. WICKHAM
IS A MEMBER IN GOOD STANDING OF THE ABOVE
CLUB WHOSE PURPOSE IS TO PERPETUATE AND
ENCOURAGE THE COLLECTION AND PRESERVATION
OF INDIAN MOTORCYCLES OF ALL CLASSES.
THIS MEMBER IS SUBJECT TO THE CONSTITUTION
AND BY-LAWS OF THIS CLUB FOR THE YEAR PRINTED
HEREON OR ATTACHED HERETO.

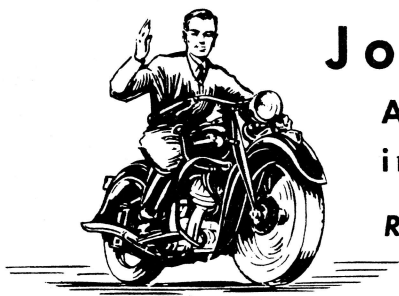
IN WITNESS WHEREOF THE CLUB OFFICERS
HAVE AUTHORIZED THIS 9th DAY OF Jan. 1969


PRESIDENT


SECRETARY

THREE TIME * * Life Time Member

The accompanying photograph does not do justice to the original certificate from which this copy was made because the original has a very beautiful gilded gold border, and wavy gold background. A very appropriate certificate of honorary lifetime membership which was awarded to the president, John Wickham by the Indian Motorcycle Club of Long Island, New York. Since John is already a lifetime member of the American Motorcycle Assoc., and a Life member of the Indian Four Cylinder Club Inc., this makes him the holder of three lifetime memberships at the same time. Quite a record.



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE



Supplemental Classified Ad List

For Sale - 1947 Indian Chief, excellent condition, 8000 actual miles, has been stored in dry, locked building, also a heavy duty motorcycle trailer. Write or call - Mrs. Floyd Revels, 4315 Acaia Drive, Pensacola, Florida 32503

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

Write -

Jim Smailes
18 Enslee Rd.
Coshocton, Ohio 48312

For Sale - New batch Harley Davidson decals from 1930 back. Real beautys. Also 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 piston missing. Both motors for \$85.

Write -

Bob Speck
RR 2 Box 338
Valpariso, Indiana 46383

For Sale - 1913 Excellsior Twin with two extra engines. Complete, unrestored \$450, 1938 Indian Four.

Write -

A.C. Lutzow
R F D #2
Windham Road
Newton Falls, Ohio

For Sale - 1938 Indian Four with side car, restored - \$1000.

Write - Melvin E. Painter, RR 1 Elverson, Penn. 19520

For Sale - Indian Tail light lens, part #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 original tank decals, multi-colored, but smaller. over all 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, original near new leather saddle bags, map bag, windshield, all lights, police battery, and new tires.

Contact the widow of W.D. Willis 910 Park Ave.

Attica, Indiana 49918
Phone 317-762-3439

For Sale - 1963 Royal Enfield 750 cc, beautiful condition. \$600 or best offer. Complete Harley '45, straight drive shaft engine, runs perfect - \$200.

Late model Chief 80, telescoping 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 - Guilding Side Car. Must be in good condition material wise.

Write - Enos Leass, 1502 N. Main St., Findlay, Ohio

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

Write

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

Wanted - desperately need side car - 1948 Chief. Please give price and condition. Would appreciate any leads on a side car.

Write -

1st Lt. Tulio Ferris
Cap. U S Air Force
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
Gas tank fits between frame tubes. Regular Indian tank will exchange.

Wanted - Head light 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 Scout.

Write John Wickham
751 Dayton Avenue
Findlay, Ohio 45840

Wanted 1930-32 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 Shaft Drive Indian.
No cracks or welds, must be in
good condition. Also any other
parts for this model.

Write -

Bill Kimball
5049 Willowcrest
North Hollywood, Calif. 91601

Wanted - 1956 or later Ariel
Square Four for restoration.
Will trade complete, but
dismantled 1939 Indian Four
motor, and/or cash.

Write -

George E. Burnham Jr.
Church St.
West Brockfield, 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 # CA675

Write -

Glen Brutus
Pine Village, Indiana 47975

Wanted - lol 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
motorcycle, prefer Harley
Davidson. Will consider
others.

Write -

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

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

Write -

Jack Kulish
K7YNY
Box 280
Stanford, Montana 59479

Wanted - Indian literature
all kinds. Colored or black
and white. Also wanted
magneto for Indian Four-
Edison Splitdorf, good cond-
ition. Want tank for Indian
Scout, between frame stream-
line type 1928 early.

Want Harley foot board rubbers.

Write -

Max Harry
834 Santa Curz Ave.
Dayton, Ohio

Wanted - original gas tank,
one head light, front fender,
solo seat, all for early
Indian Four. Don't know the
year, but motor # is DA112.
What year does this number
match.

Write -

Walter Ahlers Jr.
Main St.
Flanders New Jersey 07836

Wanted - parts for 1940
Indian Four. Original
handle bars complete with
controls, air cleaner, muffler,
and tail pipe, complete wiring
harness, and starter peddal.

Write -

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

For Sale - 1953 Indian Chief
model 80 - \$350.
1924 Henderson Engine \$175.
1918 and 1930 extra parts,
side car, all for \$275 or
\$150 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 total
milage on this motorcycle.
Purchased new and still in
the crate in 1961. Kept in
heated garage and seldom
used by owner and airline
pilot. Faultlessly maintained,
runs beautifully. Has Ariel
crash bars. Buco windshield
and saddle bags and dual
mirrors.
Color - Ariel bright red.
Price - \$2500 firm.

Write -

Jack R. Liebrick
35 Balsam Drive
Huntington, New York 11743
Phone (516) HA 1-4473