

Indian



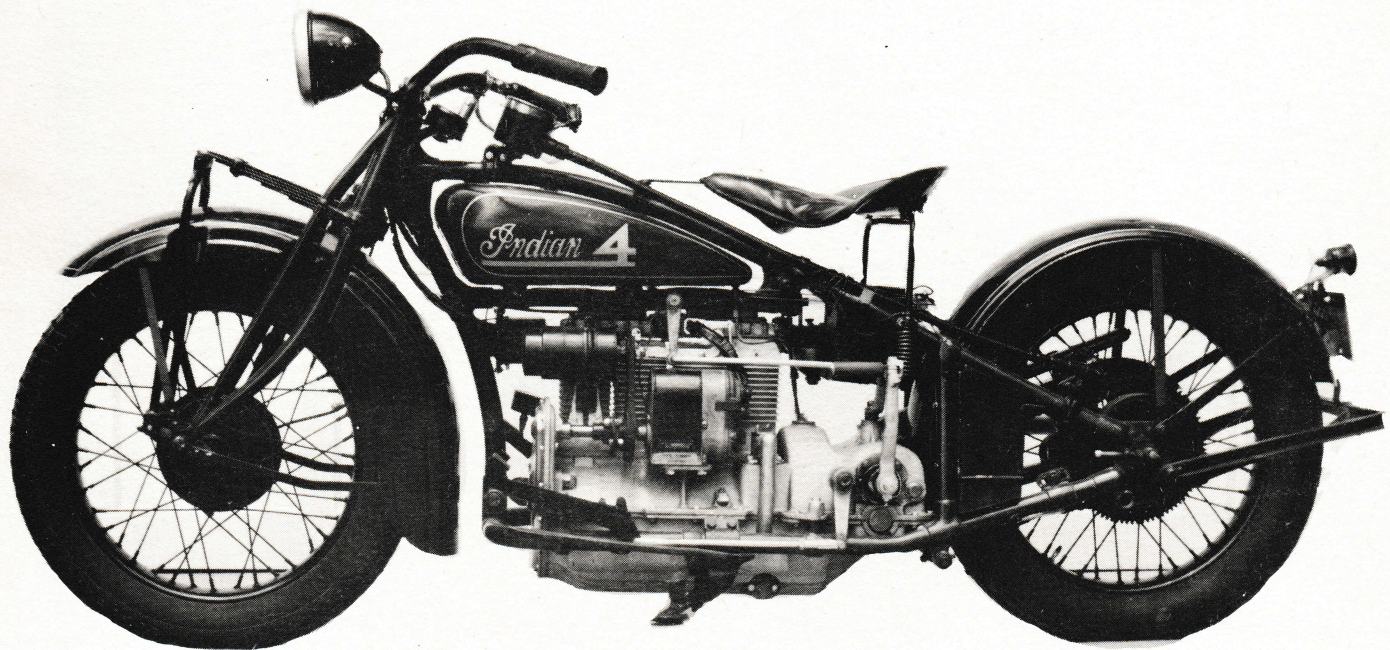
FOUR MOTORCYCLE NEWS

VOLUME 4

NUMBER 2

SUMMER ISSUE

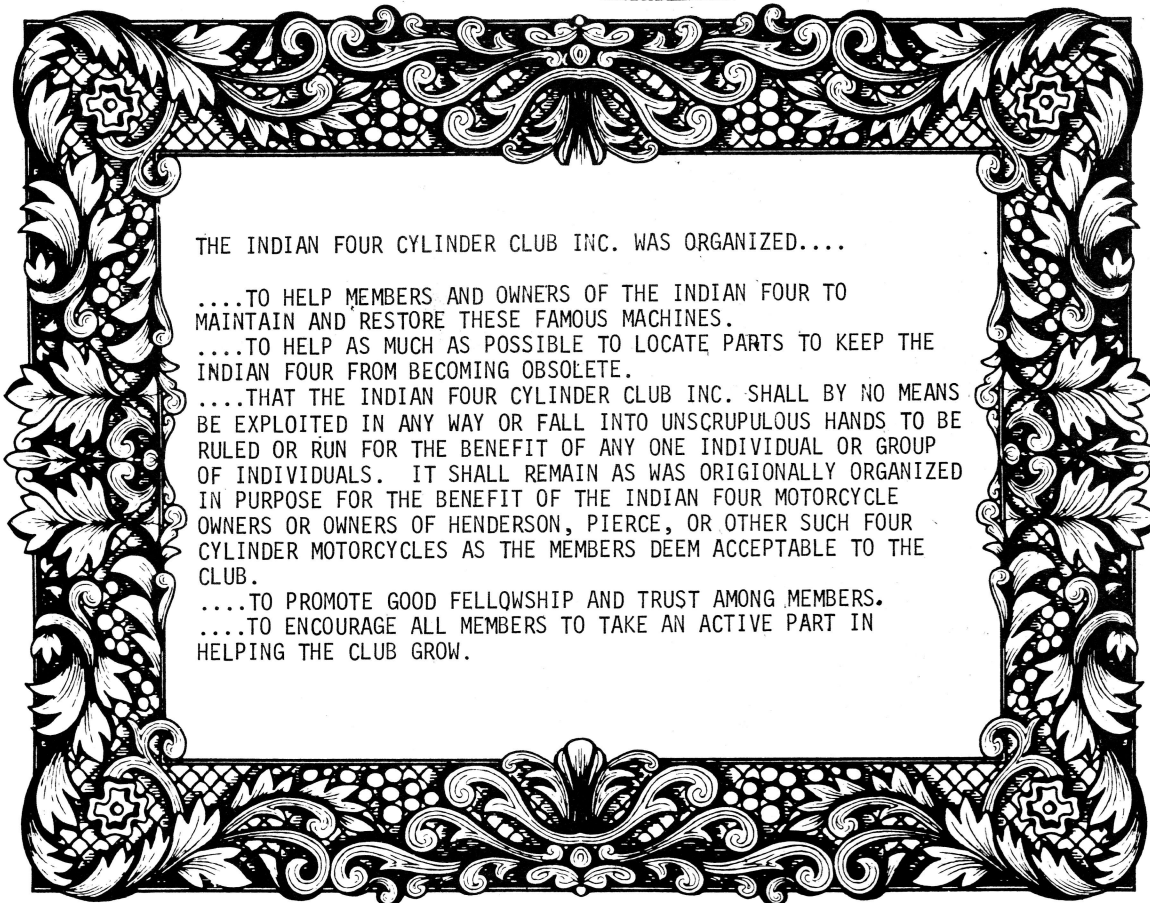
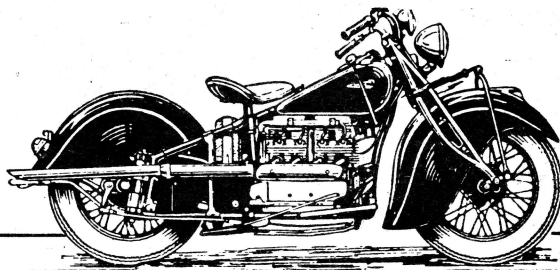
1969



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
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SGT. AT ARMS	GEORGE YOUNG

INDIAN FOUR CYLINDER NEWS

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

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Front Cover Picture

The cover picture this quarter is a 1928 Four owned by Jesse Clapsaddle. This is a restored machine and runs perfect. This is the beginning of the Indian Fours after the ACE machine, and on our next issue we would like to print a picture of the 1929 Four. We prefer a good glossy 5 X 7 or 8 X 10 print of the machine, or like Jesse did, he sent in the negative and with our facilities we enlarged this picture for the cover. Many thanks to Jesse for sending in this picture to start off the sequence.

The Indian Four News

The Indian Four Motorcycle News is published 4 times each year for the members of The 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 - John Wickham, 751 Dayton Ave., Findlay, Ohio 45840. The Indian Four Cylinder Club is a non profit club incorporated in the State of Ohio. The Indian Four News is published by Thomas J. Miles Printing and Photography, RR 5, Box 2, Findlay, Ohio 45840.

INDIAN FOUR 8TH ANNUAL FIELD MEET

AUGUST 9 & 10, 1969

A. M. A. SANCTION SAT. 9TH

SPONSORED BY

INDIAN FOUR CYLINDER CLUB INC.

HELD AT

8940 DORR ST. TRAVELERS CLUB GROUNDS, TOLEDO, OHIO

INDIAN 4 MOTORCYCLES & OTHERS ON SHOW

REFRESHMENTS

401 INDIAN 4 and Flexi Side Car and Other interesting Motor Cycles on Display.

Free Camping on Grounds from Friday thru Sunday. Motels Close By.

Make your reservations. Map and Motels in July. issue of INDIAN 4

News Meet Starts Saturday August 9th 9 A.M.

Donation at Gate \$1.00 per day. Children under 12 Free with Parents.

Not responsible for any accidents on grounds.

TROPHIES FOR EVENTS ON 4 CYL. MOTORCYCLES.

FLEA MARKET OPEN BOTH DAYS BRING YOUR EXTRA PARTS.

FOR MORE INFORMATION WRITE TO

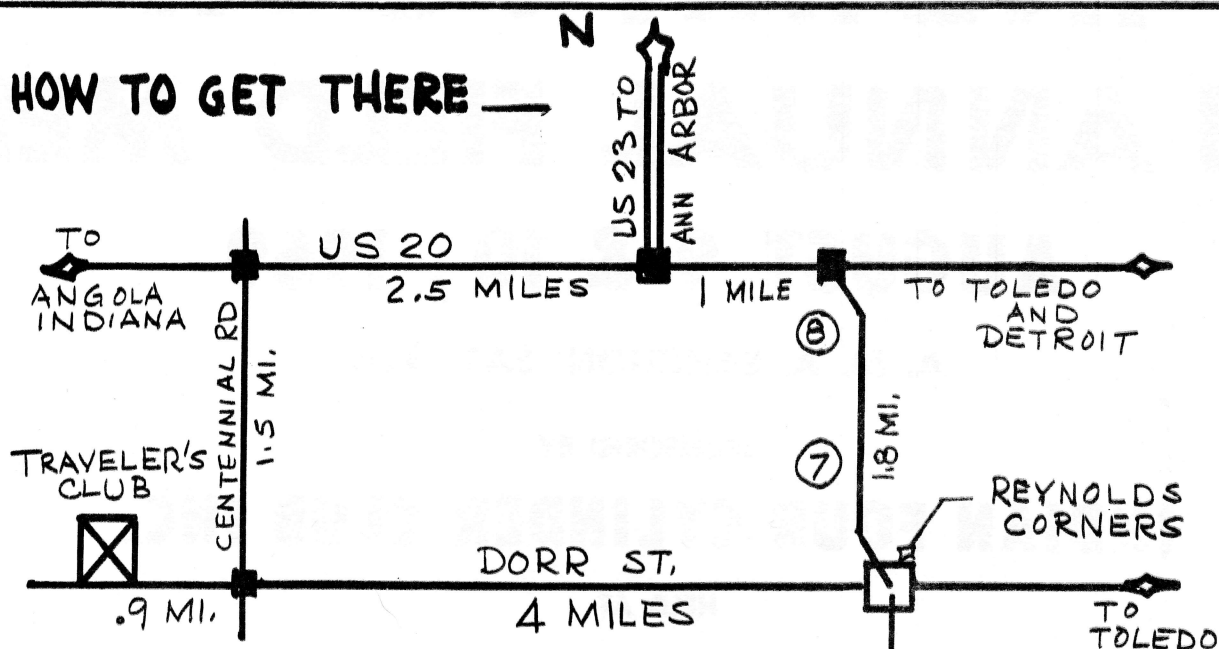
**INDIAN 4 CYL. CLUB INC.
751 Dayton Ave.
Findlay, Ohio**

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

**CLAUDE M. WALTERS
Club Secy.
416 Hospital Dr.
Camden, Ark. 71701**

TOLEDO, OHIO

HOW TO GET THERE



- W
- ① - HOWARD JOHNSON 100 UNITS
\$9.00-16.50 PH 893-8791
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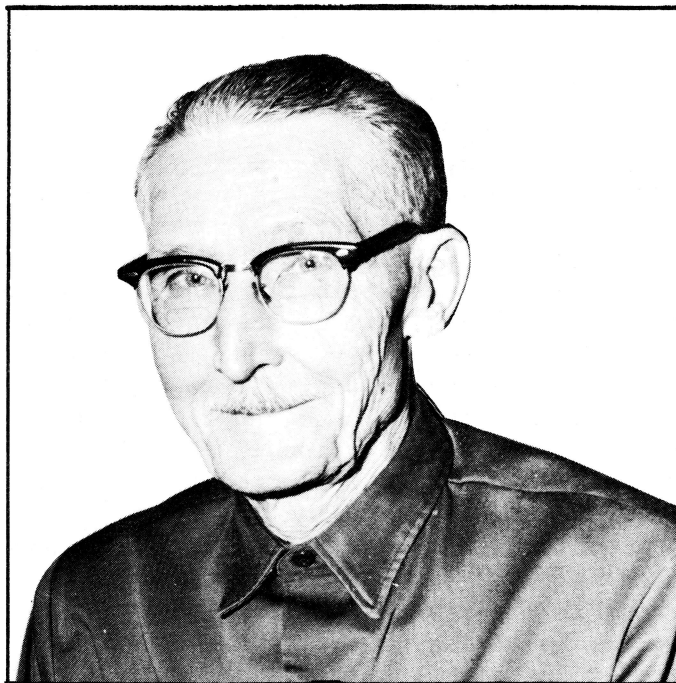
TO CHICAGO ← OHIO TURNPIKE 80 & 90 → TO CLEVELAND

NOTE

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

EXIT-4

TO COLUMBUS



John E. Wickham

PRESIDENT'S PAGE

Fellow Members

It is a pleasure to greet you all with another issue of our Indian Four News, and to receive from you, your fine compliments on my efforts in putting out each issue. I requires a lot of time and planning on what to use and a lot of it depends on you members and readers to give us the material, and pictures to print. Also, features that you would like to see in the magazine, so, keep those letters, requests, and pictures coming in and save us the time of searching for new material.

Recently a member from Illinois visited me at my home, Mr. Vernon Harris, and he had his car full of the most beautiful patterns and core boxes used in casting the upper crank case for our Indian Fours from good grade aluminum. On the patterns he had built some places heavier to reinforce the cases in the weak spots. They are identical to the originals and will fit the very early Fours up through the 1942 models. These castings can be purchased very reasonable, and being the rough casting they have to be machined. Now we need to find facilities for machining the cases. Among the many members of our club there are those who have done much to produce new parts or find a source of supply to secure replacement parts. Such is the case of Mr. Harris who has put his talents to work in providing the patterns for casting this upper case for our fours. Many machines on the road today have cracked upper cases and its not an easy process to locate new cases. Here is a source of supply of this part so important to our Fours. The next step now is someone to do the machining and here is where I appeal to our membership

to help in this project. I spent a good many years at the Buckeye Traction Ditcher (now Garwood) here in Findlay as a machinest on a Defiance mill, and even though I have been retired for several years, I believe that I could set up one of these cases and machine it to fit. Let's see your interest in this project. There is however one note of caution and that is the cost of machining a case. Our members are of a variety of types in the income category, some can afford it and some barely can. To keep these beautiful old classics still running tip top, and the best on the road, requires maintenance, parts and occasional rebuilding. We appreciate all our members and have none to loose, so all that are in the business of buying, selling, trading, manufacturing, repairing, anything that is a contribution toward keeping the machines in operation, remember we are a club for the benefit of our fellow members and fairness in the area of costs or price is as important to our fellow members belonging to the club. At the rate interested members of our club are producing parts and equipment for the machines there will soon be as much supply of all parts as it was when the factory was still in operation in Springfield, Mass.

I am pleased with the progress of our Club and we should always keep in mind the needs of our fellow members, and willing to go to work on these needs if we are to continue to make progress and keep these fabulous the best on the road. So members keep these things in mind, and if you are able to contribute your efforts whether physically or morally for the benefit of your fellow members, put your efforts to work and let the club members know about it.

It is now just over a month till our August meet on August 9 - 10, and we are carrying in this issue the map of motels, restaurants, and directions to the Annual Meet. If you plan to stay at a motel, make your reservations early and plan your vacation so they include our meet and come one and all and have a wonderful time. There will be displays, flea market, events, food, trophies and as always a good time. Posters will be mailed out to all members to announce the meet in advance and we'll hope for good weather.

A couple of last minute notes - The Antique Club meets at Dr. Cleveland's farm July 26 - 27, same procedures as usual.

I have two of the rough castings for the upper case told about in the earlier part of this writeup. I had them on display at the June meet and will have them with me for the Annual Meet. Don't forget to look them over.

Sincerely

Your President

Jerome P. Tucker
3969 Marshall Way
Long Beach, California
90807

writes -

I'm writing this to get an "Indian Four" patch. My father is a member of the Club - Roy Tucker, and I would like to get him a patch for Father's Day. He has a 1940 Indian Four completely restored. It used to be his father's, who bought it new from the factory in 1940. We are presently restoring a 1940 Indian Four for me, and it shouldn't be long before we have it ready to run.

Thank You

Jerome P. Tucker

Jerome its nice to hear from you. With thoughts of your dad in mind, no doubt by now you have received the Club Patch for your Dad for Father's day. It'll make a fine gift for him. Good thinking, more son's should think this way on Father's Day. From your letter we read of the Indian Four that's become a family heirloom and is much cherished. A lot of our members have wished they could have kept their first machines. Hope you get you Four running soon. Write anytime, we're glad to hear from you.

- editor -

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

writes -

since I wrote you last I have bought a couple more bikes, a few more parts, and a couple of motors. The new bikes are - 191 ? Waverly single racer, 1914 Indian racer, 1914 Indian twin, 1913 Harley single, 1915 Excelsior twin, 1927 Indian twin 37 cu.in., 1937 Indian Four, and a 1939 Indian Four, plus a lot of parts.

Fred R. Rudolph Jr.

Glad to hear from you Fred and to know that you are on the alert for picking up those old bikes. If they aren't preserved by someone who cares they may end up as junk and somewhere someone is crying their eyes out for such a bike, part or motor. I'm sure someone will get in touch with you soon. Keep on looking and let us know what you find. Your ad will be in this issue.

- editor -

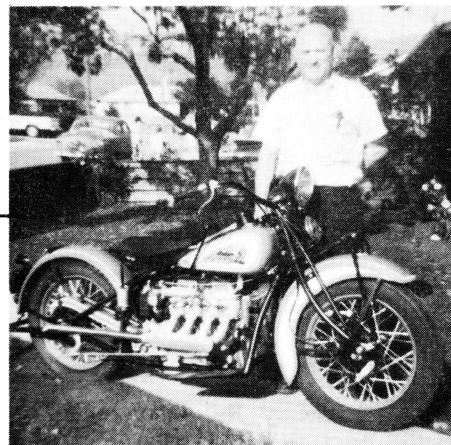
Arthur J. Rumpel
 349 Sparling Drive
 Haywood, Calif.
 94544

writes - -

want to thank you for the lead on the Indian Head decals - they're beautiful - been meaning to send you photos including color and black and white. - do most of my riding on my Harley - and run the Indian just enough to keep it limbered up. Sometime ago I joined a club out here called the Classic Antique Motorcycle Association. This club was asked recently by the International Sport Cycle Exposition people if the club would like to show some of their old bikes at the show held April 2 through April 6th. I loaded up mine on a trailer and hauled it over to San Francisco for display. I plan to go there tomorrow night and see the rest of the displays and I'll take my camera along.

Would like to attend the summer meet. Hope to see you soon.

Art Rumpel



Art Rumpel of Haywood, Calif. sent these pictures of his Indians plus the Harley.



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

writes - -

Weber tool Co. of Santa Anna, Calif., is now hardwelding and grinding Chief cams, ground to #49 plus 5 which equals 300 degrees duration at .005, cam lift .415. Price is \$49.95 on exchange for your old cam.

- - - am presently having Indian motorcycle lapel pins made up and will expand this by August to include tie tacs, earrings, and belt buckles. Also having a foundry pour fender tips, floor boards, and gearshift knobs in aluminum and bronze.

I have copies of the Four overhaul manuals which sell for \$3.00. Have exact copies of the parts catalog - all models 1936 - 1942 - price \$5.25 pp. Best wishes for now, I wish I could be there for the June meet.

Chuck Myles

Stanley E. Jensen
230 Sharon Drive
Dundee, Ill.
60118

writes - -

just a note to thank you for the reply to my previous letter and to enclose a couple of photos of the '36 Four I picked up in Massachusetts and rebuilt this last winter.

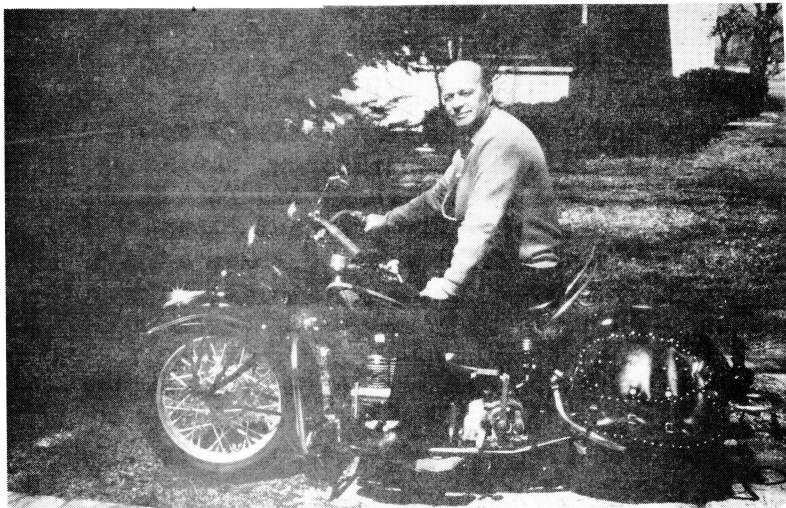
Although I had the shaft, flywheel and rods balanced, I still get a vibration at about 50, and it gets worse as the speed is increased. Any suggestions. Would a 1941 motor fit this frame. Does the club have technical advisors? I hate to bother you with all my problems.

Sincerely

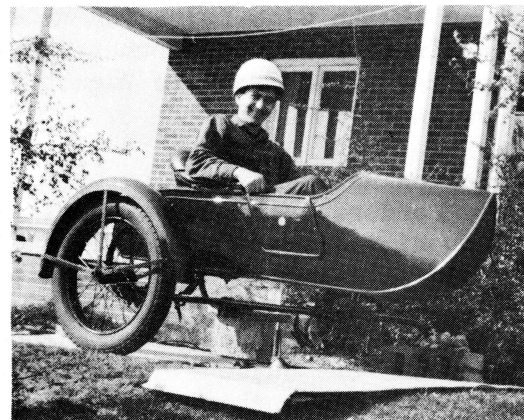
Stan Jensen

Good to hear from you Stan, and please be informed that questions and problems such as yours are always welcome for this is what the Indian Four Club was organized for. We do have a technical advisor and several others that you can be sure will do the utmost to help you find a solution to your problem. We appreciate the excellent color shots of your machine and will be using one of them in the next issue.

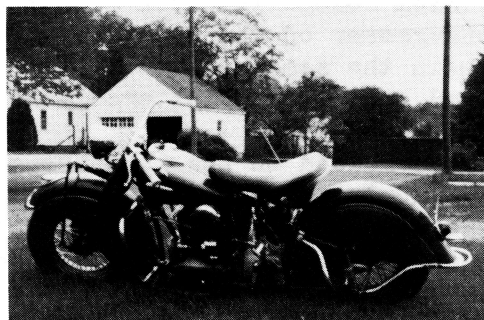
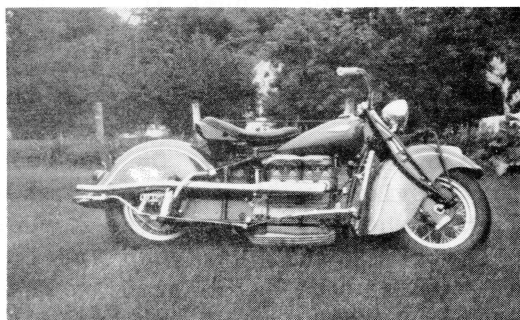
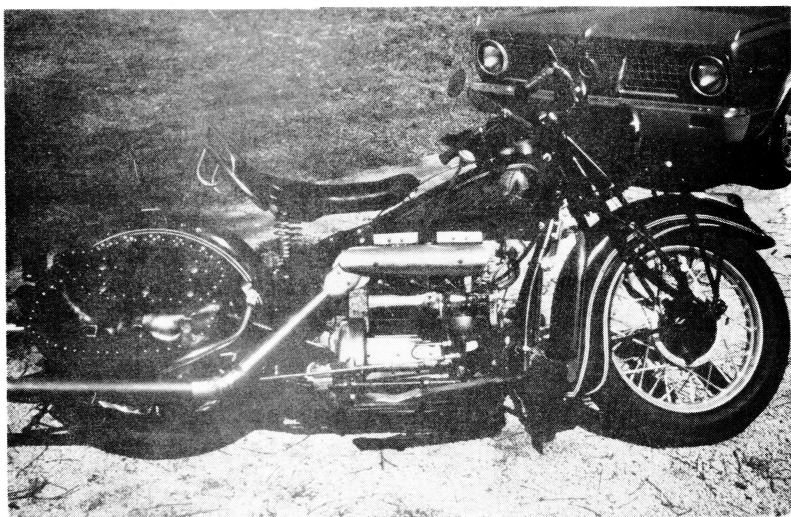
- editor -



The original of this picture is a beautiful color shot, for the machine is a beautiful black finish with gold striping. It is owned by Stanley Jensen of Dundee, Ill. It is a 1936 Indian Four



Flexi side car restored by Jesse Clapsaddle of Gettysburg, Penn. This side car and his 401 will be on display at the August 9-10 Annual meet.



1941 Indian Four owned by Henry A. Krueger of Morocco, Indiana.

The 1969 June Closed Meet
Traveler's Motorcycle Club Grounds
Toledo, Ohio

On a rainy Sunday afternoon on June 8th, 20 of the members of the Indian Four Club met at the Traveler's Club Grounds for some events and business session, but rainy weather for a couple of days had the track and grounds pretty soggy and forced the men in the Club house for an extra long business session. With several items of business left over from the previous meeting and some business to be taken care of of the Annual meet in August, the rainy afternoon proved just right to get at the business at hand.

Following an invocation by the Chaplin Rev. Miles the president called the meeting to order. Minutes were not available from the last meeting and the treasurer's report was read. A total of \$1370 was in the treasurer and after a few bills were paid this amount was reduced by a few dollars.

The gate committee for the Annual meet was called on for a report of their schedule for the two days. They asked for as many volunteers as possible so a schedule could be posted for the two days.

The flea Market will be in business as usual and will be limited to the space in front of the Club House for their place of business. Each participant in the Flea Market must display a Flea Market sign which will be provided. Last year several women from the Detroit area displayed items that they had sold for a charity organization in their hometown. They were invited back again this year for the benefit of the women present.

Judging Committee was requested to meet in June to set up new procedures in judging and the designing of checkoff forms for all classes. It was agreed that one of the rules for judging, not strictly enforced last year, will be held to strictly this year - No entrants in the judging contest will be permitted on the field while the judging is in progress. Each entrant will be informed after the judging of the points given or taken off on his particular machine.

With the assistance of the ladies last year, much of the job of collecting dues and keeping track of track events was done by the women, and again this year the ladies are asked to assist in this work.

Vane Shepard of Lima raised the question about the three dues dates for the Club membership. Attempt had been made previously to set all dues dates in January, but a problem became involved with those who had paid their dues in September. In the changeover of the treasury, the new treasurer requested that the dues dates remain the same because of book keeping all at one time. With the club so enlarged and widely scattered it was decided to let the dues dates as they are.

Question was raised on possible changes in some of the by-laws. On the ruling regarding expulsion of a member from the club, previous ruling stated that such action should require a notice sent to all Club members to inform the membership of the misdemeanor, then a vote of 2/3rds of the membership was required for the expulsion of the member. It was decided that this should be changed to read, the misdemeanor shall be brought before the Executive Committee and the individual so charged be asked to appear before the Executive Committee. This shall be constituted a trial of the member in question. Following the hearing, the Executive Committee shall vote on the member and a 2/3rds vote of this body only, shall remove a member from the club.

This action and change in the by-laws was made in the interests of the club

because of the far reaching membership and the repeating of a wrong that would harm the club. Since the entire membership does not vote on individuals applying for membership into the club, but only by those present for the meetings, a vote for expulsion shall be the right of the Executive committee only, and information regarding the misdemeanor remain confidential to the Executive Committee.

The question was raised again on the requirement of A M A membership to be a member of the Indian Four Club. Several voiced their opinions on this issue. It was also added that several membership outside the borders of the U S, must have this A M A membership. Some members in the states have stated that they will not renew their Club membership because of the requirement. Dave Sloan brought it to the attention that this matter had been brought up in the Annual meeting last year and on vote by all present it was decided to let the requirement stand.

A check on members present and the distance they came for the meet revealed that two men had braved the rainy weather and had come from as far away as Chicago. They were Nick Gansinger and Edward Morrison. Trophys had been purchased for the closed meet and since there could be no events on account of weather, it was decided to give a trophy to each of these men for the milage they traveled for the meet. Nick Gansinger told your reporter that the Chief he was riding, he had been the past two years restoring it and to the day of the meeting he had put only 800 miles on it. Of further note and surely due congratulations to him, this was the first motorcycle he had ever ridden and the 800 miles on it was all the milage he had even ridden a motorcycle.

Trophys were presented to Harry and Lou Maule for the most milage driven in 1968.

On motion by Casper Barnes and seconded, the meeting was adjourned with the benediction by the Chaplin.

Present for the meeting were -

John Elber - Milan, Ohio
 Allen Bozung - Southfield, Michigan
 Lew Maule - Green Springs, Ohio
 Casper Barnes, Grand Rapids, Ohio
 J. Vane Shepard, Lima, Ohio
 Thomas Miles, Chaplin, Findlay, Ohio
 Harry Maule - Castalia, Ohio
 Robert Aldrich - Livonia, Michigan
 Ed Wolsky - East Detroit, Michigan
 Harry W. Robinson - Akron, Ohio

George Young - Southfield, Michigan
 Don Knapko - Westland, Michigan
 Nick Gansinger, Libertyville, Ill.
 Dave Sloan - Kenton, Ohio
 Edward J. Morrison - Whiting, Ind.
 Paul Murray, Temperance, Mich
 S. E. Price - Milan, Mich.
 E.H. Leass - Findlay, Ohio
 C. E. Lewis - Adrian, Mich.
 J.E. Wickham - Findlay, Ohio

Our thanks and appreciation to Mrs. Sylverster Price for volunteering to act as secretary for the business meeting. As these minutes are transferred into typewritten form, we also extend our thanks to Mrs. Price for a very well written set of minutes.



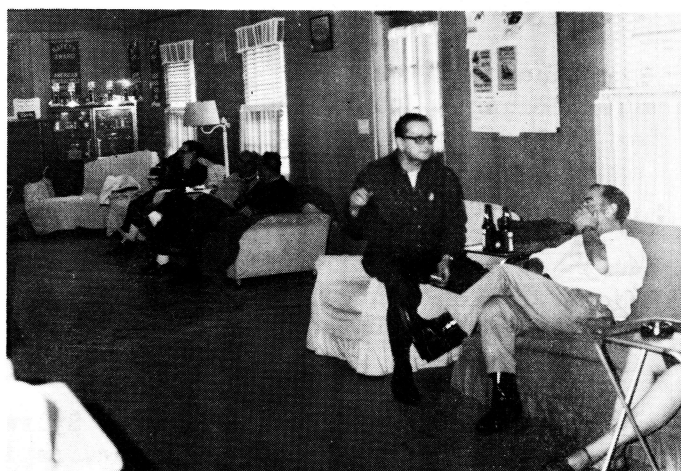
Listening to the President



President John Wickham and Mrs. Sylvester Price during the business meeting. Mrs. Price volunteered to act as secretary for the meet in the absence of the regular secretary.



Considering a problem during a discussion during the business meeting.



NEW MEMBERS

Victor A. Graham
Rt 4 Box 585
Coloma, Michigan
49038

Marvin L. Graham
Rt 4 Box 585
Coloma, Michigan
49083

1936 Indian Four

1939 Indian Four

ITEM OF INTEREST

The Midwest National Meet of the Contemporary Historical Vehicle Association was held at Bluffton, Ohio, June 21-22, and was co-sponsored by the Pioneer Auto Club. Invitations were sent to the Indian Four Cylinder Club and the All American Indian Club inviting us to show our classic machines along with the antique cars.

Several of our members went with their machines - Carl Reichenbaugh, Findlay Ohio, 1939 Four, J. Vane Shepard, Lima, Ohio, 1947 Indian Chief, Mr. and Mrs. Fred Provin, Newark, Ohio, Mr. Casper Barnes and friend Mrs. Lottie Riebel of Lakeview, Ohio, and John Wickham, Findlay, Ohio, 1941 Four, 1927- 45 Scout, and 1905 Single Indian.

The Antique Car owners really turned out for this meet plus other interested citizens. To give you an idea of how many cars were there - Bluffton is probably a mile to a mile and a half across town. There were three rows of cars from one end of town to the other, and others on Harmon Field, the football field. Old car plaques and souvenirs were given entries on registration. Judging took place on Harmon Field, and a parade was held Saturday afternoon. Supper and awards was held at Bluffton College.

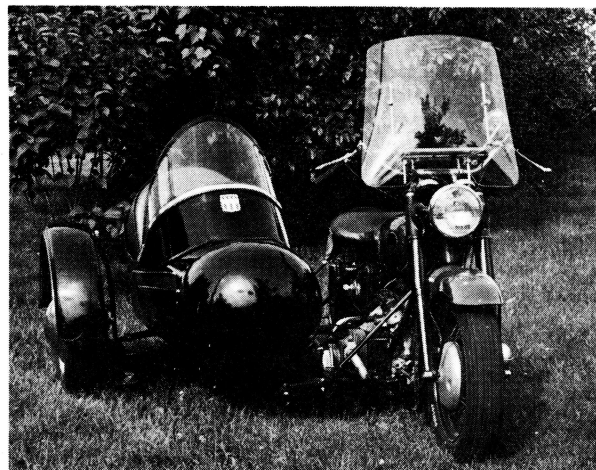
Your president was awarded trophies for the 1941 Indian Four, and the 1905 single. I also got a trophy for the oldest driver present. All entires received certificates for 5 gallons of gas from the Pure Oil Company by the Renner Pure Oil Station in Bluffton.

Open air, Country and Western style square dancing was held Saturday evening on Main Street. On Sunday morning church services were held and later a treasure hunt thru the Bluffton stores by holders of lucky numbers. A tour of Bluffton and thru Ghost Town was held Sunday afternoon.

After all this good activity on Sunday afternoon, like our Annual meets, all good things must come to an end, and so it was with this two day National meet, pack up and go home. A high light of the meet was a beautifully restored Stanley Steamer, operating on its own power. This car received the beautiful Al Swiegert trophy for top honors of the meet.

John Wickham

RUST MAY HAVE EAT IT'S SHARE, BUT THIS SIDE CAR IS BACK ON THE ROAD -"AS GOOD AS NEW"



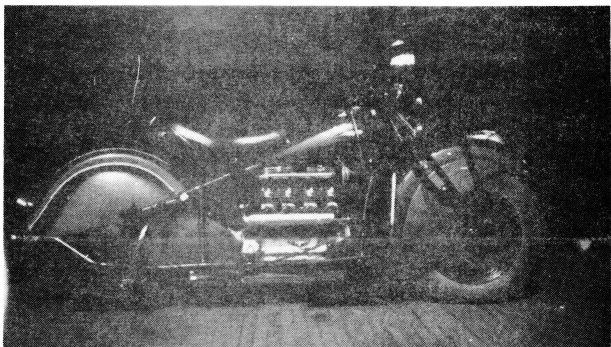
In the winter 1968 issue of the Indian Four News we ran an ad for Enos Leass of Findlay, Ohio, the Club Treasurer, in which he wanted a Goulding Side Car for his VOLKSUN bike (the Sunbeam he had on display at the Annual Meet last year with the VolksVagon, 4 cylinder Porta engine he installed in this motorcycle and awarded a trophy for the name).

The ad stated that the side car must be in good condition, material wise, but sometimes when we know that an item is scarce, we won't pass up an article, even though its in pretty well shot condition. Such was the case with the side car that Enos purchased and hauled home. The bottom was nearly all gone, and much of the upper back, but like George Hopps says "you can do wonders with a little fiber glass". Enos rebuilt the bottom with all new metal and extra plates to secure the body to the chasis, then came the task of reforming the round body to make it look original. The round nose was OK, but the tail end had to be mostly rebuilt. The fender was also pretty well shot and this too required the fiber glass treatment. After the rebuilding was done then came the finishing process, and several coats of black enamel with red trim were applied. Some changes were made in the interior upholstery from the original, making it a little more comfortable with foam cushions, and red carpet in the leg compartment.

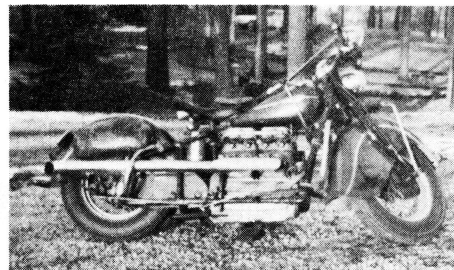
He told me that he had contacted the Goulding factory in Saginaw, Michigan for parts list and manual, but only one of the original partners of the company is still living and he is well up in years. The factory is still there where they built this very differently designed side car but has not been in operation for some time. The above photos do not really do justice to the looks of the finished restoration because of the red upholstery and the red stripe.

Enos has learned of another Goulding side car in somewhat better condition, but now since this one is so much a part of him (elbow grease, sweat, loosing more of his hair, and the hours when he could have been spending evenings watching television with his wife), he has decided that this bit of handwork is now a part of the family, so it stays.

- editor -



1941 Indian Four owned by Thomas W. Harris of Akron, Ohio.



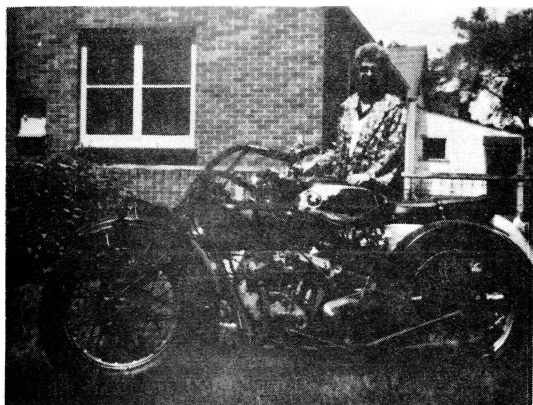
Indian Four purchased new in 1941 by Russell Mueller of Ft. Wayne, Indiana. Machine has 17,684 actual miles on it. He has the windshield, leg guards, new muffler, extra new pistons, rings and etc.. This machine has never been fully opened up to try its full speed although it has over 17,000 actual miles on it. He bought it mainly for riding pleasure. He has it for sale for \$2300. To make arrangements to see this machine contact Russell Mueller at 3117 Oliver St., Ft. Wayne, Indiana, or call 456-8917 during the day, and 432-2057 in the evening.



Nick Gansinger of Libertyville, Ill. on his twin with side car. Nick is a real newcomer to motorcycling for he informed us at the June meet that to that day he had logged just 800 miles in motorcycle riding, never having ridden a cycle of any kind till he purchased and restored the machine in this picture.



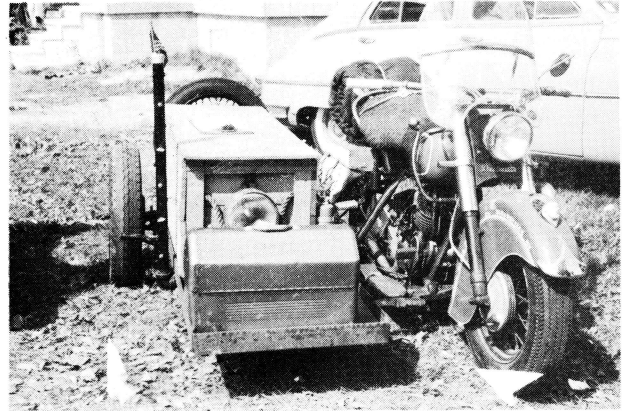
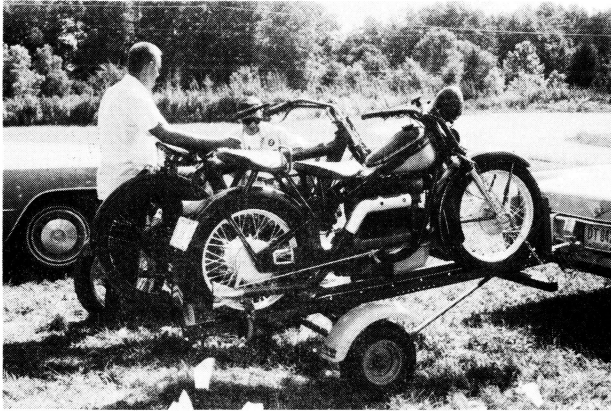
1928 Indian 101 -45 cu.in. with Ed Romas on the machine. This picture was taken in 1930

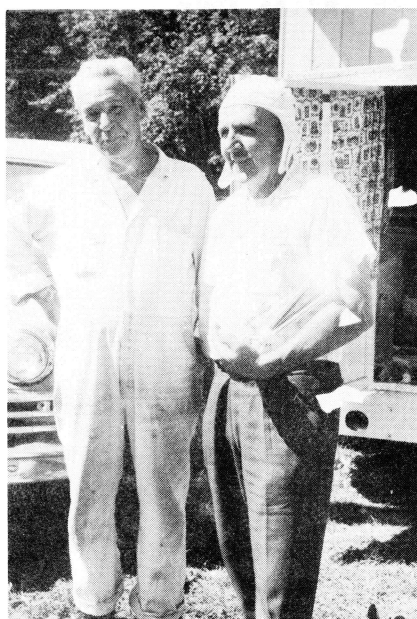
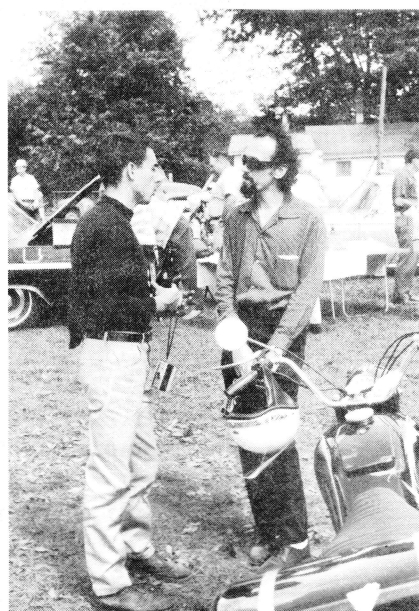
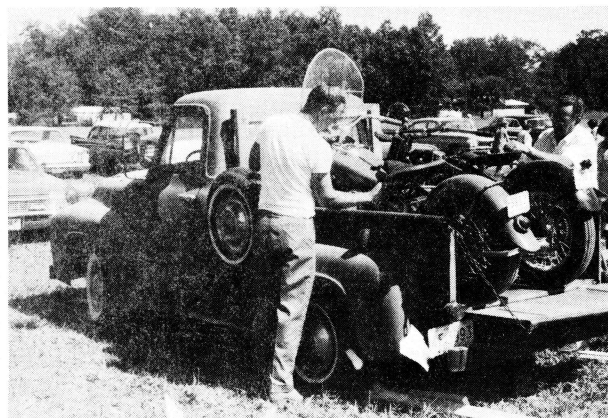
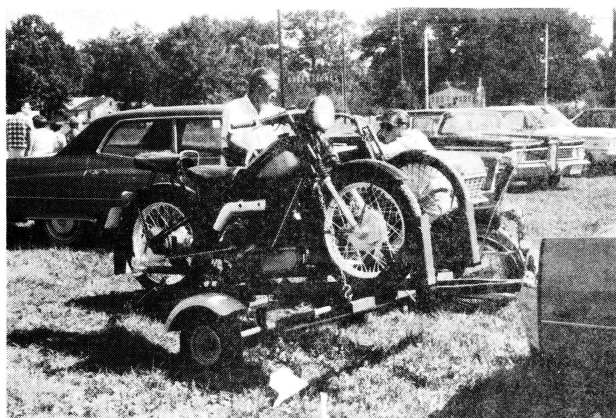


1928 Indian Scout owned by Ed Romas of Milwaukee, Wisconsin. Was taken in 1967.

Last year following the annual meet we printed pictures taken by our Chaplin of the activities during the Annual Meeting. Dr. Claude Walters, our Secretary, who lives in Camden, Ark., also took quite a number of pictures at the same time and forwarded them for use in the magazine. If you desire a copy of any of them contact Dr. Walters and he'll make arrangements for you.

- editor -





MEMBERSHIP OF THE INDIAN FOUR CYLINDER CLUB

Beginning with this issue of the Indian Four News, we will print the Club membership list by states. The club membership is now around 200 members, and covers 27 of the 50 states plus members in Germany, England, and Canada. Under each member's name and address we have shown at least on Four cylinder machine the member owns according to the Treasurer's records. If your name is listed and there is no machine listed, it might be well if you jotted down the year and make of your Four and send it to the Treasurer for the records. In succeeding issues, if space permits, we may list all the Fours each member owns, as we have on record. The editor feels that this membership list section will add to the good of the club, and give an instant picture of where the members live and the machines they own.

Arkansas

Dr. Claude M. Walters
416 Hospital Dr.
Camden, Arkansas
71701
1940 Indian Four

California

William Alloway
821 Columbus Drive
Capitola, Calif.
95010
1938 Indian Four

R.M. Brewster
77 Las Cerritos Dr.
Vallejo, Calif.
94594
1936 Indian Four

Frank Commins
1340 Rosewood Ave.
San Carlos, Calif.
94070
1958 Ariel Sq. Four

William Crawford
2201 Ashby Ave.
Berkeley, Calif.
49705
? Indian Four

Jack Danvers
2840 Forest Hill Blvd.
Pacific Grove, Calif.
93950
1938 Indian Four

James E. Davis
P O Box 2121
Arcata, Calif.
95521

John P. Davis
2559 Puerta Del Sol.
Santa Barbara, Calif.
93105
1940 Indian Four

John L. Gale
P O Box 741
Ojai, Calif.
93023

John P. Gormley
2005 Capitol Ave.
Sacramento, Calif.
95814
1938 Indian Four

Warren Kelbe
25492 Pacific St.
San Bernardino, Calif.
92404
1929 Indian Four

Jack Lange
P O Box 56
Kalmath River, Calif.
96050
1940 Indian Four

Earl F. McComber
4708 Frieda Dr.
Los Angeles, Calif.
90065
1941 Indian Four

Charles E. Moore
Rt 1 Box 573
Grass Valley, Calif.
95945
1938 Indian Four

R.C. Pasek
3062 C. Street
San Diego, Calif.
92102
1941 Indian Four

Ernest Pretor
3718 Quintara St.
San Francisco, Calif.
94116
1941 Indian Four

Arthur J. Rumpel
349 Sparling Drive
Haywood, Calif.
94544
1941 Indian Four

Robert Schmaible
P O Box 5202
San Jose, Calif.
95105

G.F. Sousa
2861 Cypress St.
Napa, Calif.
94558
1941 Indian Four

Harry V. Sucher
8841 Garden Grove Blvd.
Garden Grove, Calif.
92641
1938 Indian Four

Roy Tucker
3969 Marshall Way
Long Beach, Calif.
90807
1940 Indian Four

Arthur Woods
1855 Baywoods Dr.
Sarasota, Florida
33581

Virgil Mossman
Charm Beauty School
St. Anne, Ill.
60964
1929 Henderson Four

Georgia

C.E. Williams Jr.
P O Box 868
Laguna Beach, Calif.
92651
1941 Indian Four

Earl S. Smith
2033 Monaco Dr.
Columbus, Georgia
31903

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

Colorado

C. Eckert
434 S. Potomac Circle
Aurora, Colorado
80010

Illinois

L.H. Andermann
7718 Clarendon Hills Rd.
Clarendon Hills, Ill.
60514
1939 Indian Four

Oliver Flury
Rt 2 Box 120A
Montrose, Colorado
81401
1935 Indian Four

Fred Wacker Jr.
2100 Commonwealth Ave.
North Chicago, Ill.
60064
1932 Indian Four

Robert V. Hoyt
1307 N. College Ave.
Fort Collins, Colorado
80521
1940 Indian Four

John Dehual Jr.
9437 Burlington Blvd.
Brookfield, Ill.
60513
1940 Indian Four

Curtis B. Weigold
1611 South 21st Ave.
Maywood, Ill.
60153
1938 Indian Four

E.R. Eisele
215 E. North Ave.
Naperville, Ill.
60540
1936 Indian Four

R.E. Wiechman
613 W. Walnut St.
Fairburg, Ill.
61739
1930 Indian Four

Florida

Loren Gouldsberry
P O Box 267
Intercession City, Florida
33848

Vernon Harris
Rt 51
Heyworth, Ill.
61745
1940 Indian Four

Louis Wille
220 Market
Mokenca, Ill.
60954
1938 Indian Four

Theodore A. Hodgdon
536 Outrigger Lane
Sarasota, Florida
33577
1929 Ariel

Wendell Hicks
131 W. Main St.
Chicago Heights, Ill.
60411
1940 Indian Four

Mervel E. Wood
911 Washington St.
Oregon, Ill.
61061
1930 Indian Four

Ray Munn
2720 N.E. 9th St.
Pompano, Florida
1938 Indian Four

Irwin Hirsh
2849 W. Gregory Ave.
Chicago, Ill.
60625

Thomas C. McLeod
202 N. Water St.
Wilmington, Ill.
60481
1938 Indian Four

Gerald Wilson
3521 Riverland Rt.
Fort Lauderdale, Florida
33312

Stanley E. Jensen
230 Sharon Dr.
Dundee, Ill.
60118

Indiana

Phillip Adams
521 Washington
Covington, Indiana
47932

John Blouch
1532 South 8th St.
Terre Haute, Ind.
47802
1939 Indian Four

Glen J. Brutus
Box 37 RR 1
Pine Village, Ind.
47975
1929 Indian Ace.

Nick Gansinger
1246 - 119St.
Whiting, Ind.
46394
1940 Indian Four

Louis Kamaski
RR 3 Box 410
Chesterton, Ind.
46304
1930 Henderson Four

Henry Krueger
97 W. Walnut St.
Morocco, Ind.
47963
1941 Indian Four

Chester W. Miller
Rt. 6 Box 276
Elkhart, Ind.
46514
? Indian Four

Edward Morrison
1919 Lincoln Ave.
Whiting, Ind.
?
1942 Indian Four

Bernie Morgan
5105 N. Meridian St.
Indianapolis, Ind.
46205
1938 Indian Four

Robert Perry
521 Washington St
Covington, Ind.
47932

Bob Speck
M R 2 Box 338
Valparaiso, Ind.
1936 Indian Four
46383

Luther Sutherland
3720 Miller Dr.
Indianapolis, Ind.
46239
1939 Indian Four

Arthur Weaver
RR 2
Berne, Ind.
46711
1941 Indiana Four

Iowa

Glen Dyer
3704 - 37th St.
Des Moines, Iowa
50310
1936 Indian Four

Paul George
2590 SE 52nd Ave.
Des Moines, Iowa
50320
1935 Indian Four

Silvan Goesser
1710 - 2nd St.
Denison, Iowa
51442
1934 Indian Four

Louis Hurt
Rt. 2 Box 51
Chelsa, Iowa
52215

Merle Izer
Box 361
Alden, Iowa
50006
1940 Indian Four

R.J. Hickethier
Box 533
Alden, Iowa
50006
1929 Indian Four

Dale Duane Pearson
122 Edgewood Rd. NW
Cedar Rapids, Iowa
52405
1940 Indian Four

Robert D. Saar
310 23rd St.
Fort Madison, Iowa
52627
1938 Indian Four

Kansas

Donald Scott
Rt. 3
Oberlin, Kansas
67749

Kentucky

Richard M. Keenan
Rt. Levee Rd.
Mt. Sterling, Kentucky
40353
1940 Indian Four

R.W. Paulette
P O Box 401
Midway, Kentucky
40347
1942 Indian Four

Louisiana

Martin Wiesendanger
502 Frenchman
New Orleans, Louisiana
70116

Maine

Nathan C. Chapman
676 - County Rd. RR 1
West Brook, Maine
04092

Massachusetts

Giles Adams
48 Brodley Rd.
N. Weymouth, Mass.
02191
1922 Indian Ace Four

William Fillingim
149 Green St.
No. Weymouth, Mass.
02191
1936 Indian Four

Roger A. Mathiew
Steerage Rock Rd.
Brimfield, Mass.
01010

Sandor Nagy
116 E. Haverhill St.
Lawrence, Mass.
01841

Frank Peckham
2147 Pleasant St.
Fall River, Mass.
02723
1941 Indian Four

Michigan

R.H. Aldrich
28616 Dover
Livonia, Mich.
48150

Walter E. Benjamine
Rt. 1 - 714 Gale Rd.
Morrice, Mich.
48857
1941 Indian Four

Allen Bozung
2480 Lasher
Southfield, Mich.

1940 Indian Four

R.J.Gravelle
19305 Gerald Ave.
Northville, Mich.
48167
1941 Indian Four

George Hopps
7352 N. Dixie Hwy
Mt. Morris, Mich.
48458
1924 Indian Four

Donald Knapko
7631 August
Westland, Mich.
48184
1940 Indian Four

William LaPorte
6254 Brace
Detroit, Mich.
48228

Glen Logan
221 Vass St.
Battle Creek, Mich.
49017
1941 Indian Four

Robert Loomis
816 Lafayette Ave. NE
Grand Rapids, Mich.
49503
1940 Indian Four

James T. McGuire
3075 LaSalle St.
Ann Arbor, Mich.
48104
1941 Indian Four

Homer Mahle
28375 Schroeder Rd.
Farmington, Mich.
48024
1939 Indian Four

Jack Maurer
14553 Corem Ave.
Detroit, Mich.
48205
1940 Indian Four

Henry Missler
14275 S. Custar Dr.
Dundee, Mich.
48131
1940 Indian Four

Dimitar Miteff
3919 Detroit St.
Dearborn Heights, Mich.
48200

Paul Murray
9010 Jackman Rd.
Temperance, Mich.
48182

Paul Pierce
639 Pontiac St.
Oxford, Mich.
48051
1930 Indian Four

Andrew Pelc
16146 Eureka
South Gate, Mich.
48195
1941 Indian Four

John Strickland
Rt 3
Hastings, Mich.
49058

Gari M. Stroh Jr.
909 E. Elizabeth St.
Detroit, Mich.
48226
1940 Indian Four

Gerald Tacoma
11360 Merriman Ave.
Livonia, Mich.
48150

Jack Kulish
P O Box 280
Stanford, Mont.
59479

Leslie H. Salisbury
306 Washington Place
Englewood, New Jersey
07631
1939 Indian Four

Nebraska

Ronald C. Whirley
34820 Stellwagon
Wayne, Mich.

Clifford E. Hurst
5623 S. 91st St.
Omaha, Nebr.
68127

L.E. Schwoerer
P O Box 189
Lebanon, New Jersey
08833
1941 Indian Four

1940 Indian Four

Bruce Wilson
20506 Ada
Southfield, Mich.
48075
1941 Indian Four

Everett W. Palser
Rt. 2
Scottsbluff, Nebr.
69361
1941 Indian Four

New Mexico

William J. Daniel Jr.
1306 Hendrix Ave.
Alamogordo, New Mexico
88310
1942 Indian Four

Ed Wolski
16514 Toepfer Rd.
East Detroit, Mich.
48021
1942 Indian Four

R.W. Peterson
Peterson Mfg. Co.
DeWitt, Nebr.
68341

Delmer E. Donaldson
2460 Del Sur Dr. SW
Albuquerque, New Mexico
87105

New Hampshire

George E. Young
20640 Midway
Southfield, Mich.
48705
1940 Indian Four

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

New York

Eugene Bielecki
60 Glenda Rd.
Deer Park, New York

1929 Indian Four

Minnesota

Maynard Whetstone
256 Belleview St.
Winona, Minn.
55987
1939 Indian Four

Walter Ahlers Jr.
Main St.
Flanders, New Jersey
07836
? Indian Four

Harry L. Ellis
Savage Rd.
Sardinia, New York
14134

Missouri

Louis (Andy) Anderson
Box 258
Mansfield, Missouri
65704
1936 Indian Four

Arnold S. Fisher
109 S. Washington Ave.
Bergenfield, New Jersey
07621
1931 Indian Four

Paul Freeman
14 Pelton Ave.
Staten Island, New York
10310

Montana

Floyd Garner
329 S.H.
Livington, Mont.
59047

Joseph Poinsette
911 Garden St.
Hoboken, New Jersey
07030
1940 Indian Four

B. Van Hole
7829 Somerset Rd.
Appleton, New York
14008
1935 Indian Four

New York (cont)

L.S. Juillerat
Box 488
Highland, New York
12528

Jack R. Liebrick
35 Balsam Dr.
Dix Hills, New York
11746
1959 Ariel Sq. Four

Leonard Moeller
2124 Grove St.
Baldwin, New York
11510

Allen Moore
358 S. Main St.
Albion, New York
14411
1930 Indian Four

Chuck Myles
P O Box 150
Sloansville, New York
12160
1938 Indian Four

George Pespas
501 Chestnut Lane
East Meadow, Long Island N.Y.
11554
1939 Indian Four

Ira H. Philbrick
406 Court St.
Little Valley, N.Y.
14755

Ohio

Richard Adams
1117 Feh1 Lane
Cincinnati, Ohio
45230
1941 Indian Four

Casper Barnes
RR 1 Box 8B
Grand Rapids, Ohio
43522
1938 Indian Four (police)

Robert Burge
5773 Centennial Rd.
Sylvania, Ohio
43560
? Henderson

W.B. Cleveland MD
10300 Carnegie Ave.
Cleveland, Ohio
1937 Indian Four

R.J. Corsmier
277 E. Amity Rd.
Cincinnati, Ohio
45237
1938 Indian Four

Gordon Deye
3524 Corey Rd.
Toledo, Ohio
43615
1938 Indian Four

John O. Elber
Rural Box 55
Milan, Ohio
44746
1941 Indian Four

Ralph Embler
9523 Conklin Ave.
Blue Ash
Cincinnati, Ohio
45242
1941 Indian Four

J. E. Enck
185 Delaware St.
Lexington, Ohio
44904
1941 Indian Four

W.C. (Wally) Enders
1117 Teddy Ave.
Bucyrus, Ohio
44820
1941 Indian Four

John W. Groves
RR 1 Courtley Dr.
Fostoria, Ohio
44830
1938 Indian Four

Thomas Harris
800 Hazel St.
Akron, Ohio
44305

Cecil Hasser
525 Fairfield Pike
Yellow Springs, Ohio
1940 Indian Four
45324

William Howell
228 E. Liston St.
P O Box 138
Waynesburg, Ohio
44688

Victor Huguenin
706 Fairview Ave.
Galion, Ohio
44833
1929 Cleveland Tornado Four

Enos Leas
1502 N. Main St
Findlay, Ohio
45840
1966 Findlay Four

Earl Luedeke
737 Arlington Heights
Cincinnati, Ohio
45215
1941 Indian Four

Donald Matter
1303 Atwood Ave.
Akron, Ohio
44301
1939 Indian Four

Harry Maule
414 Main St.
Castalia, Ohio
44824
1940 Indian Four

Ohio (cont)

Lew Maule
405 S. Kansas St.
Green Springs, Ohio
44836
1940 Indian Four

Milton Mehl
2641 Andrew Ave.
Hamilton, Ohio
45015
1939 Indian Four

C.E. Monnot Sr.
RR 5 Wallace Ave.
Alliance, Ohio
44601
1938 Indian Four

John Palmer
5968 319th St.
Toledo, Ohio
43611
1940 Indian Four

Fred Provin
371 Heath Rd.
43055
1924 Henderson Four

Clarence E Pucket
4378 Catalina Ave.
Dayton, Ohio
45416
1939 Indian Four

Joseph Rathburn
4971 Pleasant Ave.
Fairfield, Ohio
1929 Indian Four

Carl Reichenbaugh
1421 Bernard Ave.
Findlay, Ohio
45840
1939 Indian Four

Hugh Riddle
431 Rosedale
Ravenna, Ohio
44266
1941 Indian Four

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

Ralph E. Simpkins
4670 Ann Hurst Rd.
Columbus, Ohio
43228
1939 Indian Four

Dave Sloan
R F D 3
Kenton, Ohio
43326

Charles Thompson
103 Canton Ave.
Huron, Ohio
44839
1938 Indian Four

Richard Ulreich
1558 Millville-Oxford Rd.
Hamilton, Ohio
45013
1941 Indian Four

Percy Wallace
302 Petrie Rd.
Atwater, Ohio
44201
1940 Indian Four

John Wickham
751 Dayton, Ave.
Findlay, Ohio
45840
1941 Indian Four

Oregon

Jesse F. Cox
8805 S.E. Monterey Ave.
Portland, Oregon
97266
1939 Indian Four

Darrel Dixon
7435 S. H Ave.
Portland, Oregon
97219
1947 Indian Four

Pennsylvania

Earl Chalfant
RD 1
Brookville, Penn.
15825
1938 Indian Four

Jesse Clapsaddle
RD 6
Herris Ridge Rd.
Gettysburg, Penn.
17325
1928 Indian Four

Clayton H. Dersler
R 1
Washington Boro, Penn.
17582
1938 Indian Four

Robert Hangan
R F D 2
Quakertown, Penn.
18951

Otto Link
2nd and Charles St.
Coopersburg, Penn.
18036

Lester McQuade
6021 6th Ave.
Altoona, Penn.
1936 Indian Four

Charles Metenkanich
R D 1
Wattsburg, Penn.
16442
1942 Indian Four

Herman Metzger Jr.
2127 Winthrop Rd.
Huntington, Penn.
19006
1941 Indian Four

Pennsylvania (cont)

Edgar Stoner
R D 1
Etters, Penn.
17319

Fred J. Wood
821 Cedar Rd.
Philadelphia, Penn.
19111
1930 Indian Four

South Dakota

Fran D. Backer
2724 E. 26th St.
Sioux Falls, S. Dakota
57103
1040 Indian Four

Texas

Stacy Hart
Box 766
Littlefield, Texas
79339
1940 Indian Four

Bill Levitan
5405 Trail Lake Dr.
Fort Worth, Texas
76133
? Ariel Sq. Four

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

James Norman
P O Box 568
Weatherford, Texas
76086
1912 Pope

Leland Sparks
P O Box 13082
Fort Worth, Texas
76118
1940 Indian Four

Virginia

Donald Evan Collar
1705 Fern St.
Alexandria, Va.
22302
1938 Indian Four

Mervin A. Ryan
R F D 1
Edinburg, Virginia
22824
1942 Indian Four

John M. Sandy
Stephens City, Va.
22655
1939 Indian Four

Wisconsin

Joseph P. Larweth
R R 1 Box 403
Oak Shore Club
Fontana, Wisconsin
53125
1941 Indian Four

Edward V. Romas
145 N. 75th St.
Milwaukee, Wisconsin
53213

Fred R. Rudolph
502 - 7th Ave.
Baraboo, Wisconsin
53913
1933 Indian Four

Ervin G. Van Beek
517 N. Main St.
West Bend, Wisconsin
53095

Foreign Countries

Hans-P Arendt
1 Berlin 61
Gneisenaustr 52/11
Germany
1931 Indian Four

Michael Bryce
19 Tampa Terrace
Weston, Ontario, Canada

Mal Middlebrook
102 Rockview Gardens
Concord, Ontario, Canada
? Indian Four

Robert Sidney Powell
27 Cinque Ports Ave.
Hythe Kent, England
1935 Indian Four

George Taft
210 Elmwood Crescent
Milton, Ontario, Canada

Newal Taylor
2760 E. 27th Ave.
Vancouver 12, B. C.
Canada
1941 Indian Four

Overlooked changing from
alphabetical listing to
listing by states.

New Jersey

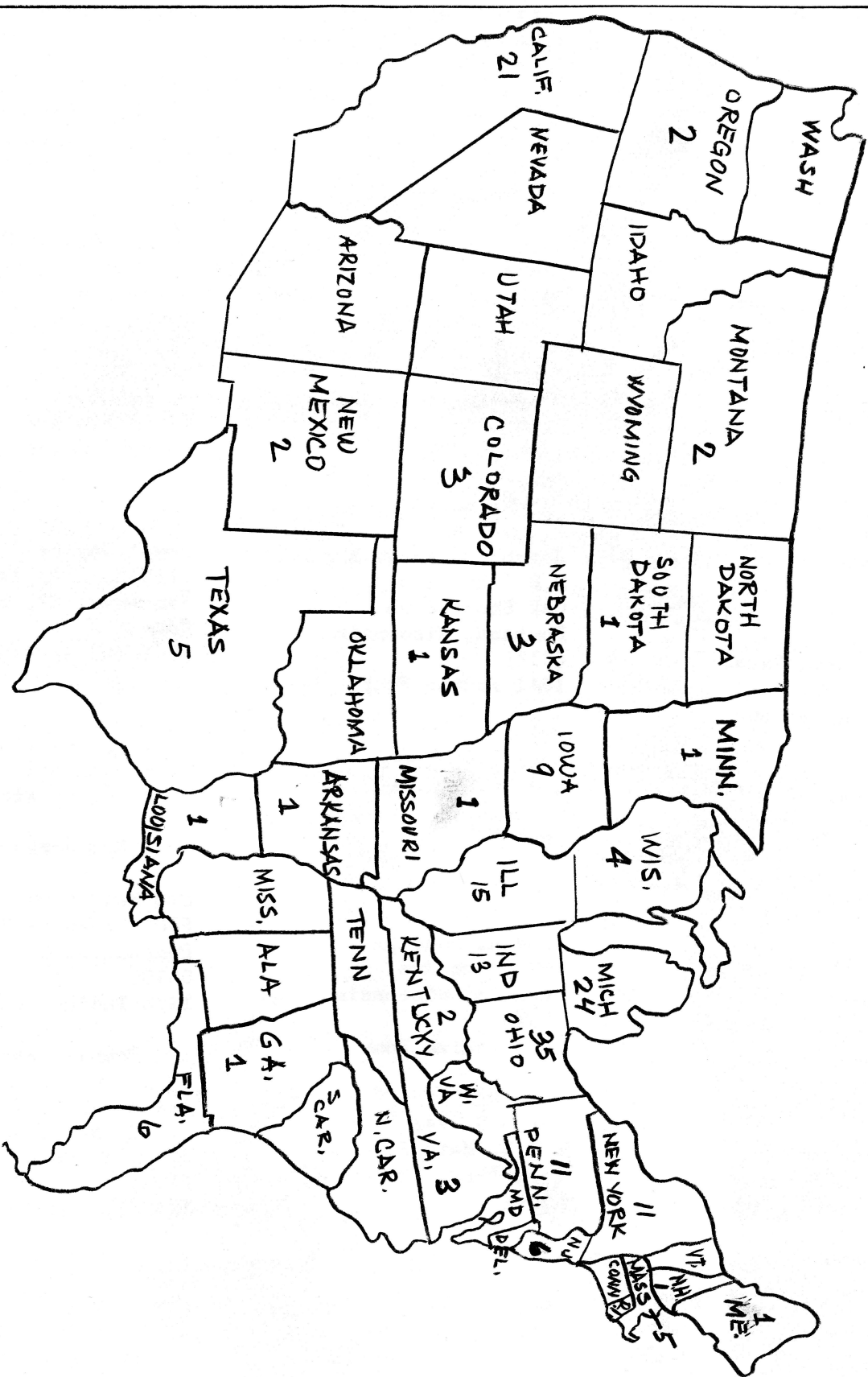
Stephen Sturm
5307 Browning Rd.
Pensauken, New Jersey
08109
1938 Indian Four

Pennsylvania

Dan B. Kiel
215 E. Sheridan Ave.
Du Bois, Penn.
15801
1933 Indian Four

Iowa

Orel Young
1027 1st Ave. North
Estherville, Iowa



The membership on the preceeding pages totals 196 members. This includes all members in the United States and foreign countrys. Since the listing is by States, we thought you might be interested seeing this map and the number of members per each state. If you are the only one in your state, look around, maybe there's another Indian Four you didn't know about and get him in the club.

PARTS LIST CONTINUED

This issue we have printed the parts list for the generator and magneto assembly and parts for Fours, which is a part that is also used on twins. The parts list is not the easiest book to find parts in as the only identifying clue from list to pictures is the part number. We got some of the Twin parts included in the last issue, so were careful in this issue to print pages that contained Four parts, even though they are also used on Twins.

In the previous issue we printed the first part of the list, or as much as we had room for in the Indian Four News. We forgot, when setting up the negatives to block out the old price list that the parts could be purchased for at the factory. In this issue we have removed this price list for it was not our intention to cause any arguments over prices that are being charged today for new manufactured parts, and used parts still obtainable.

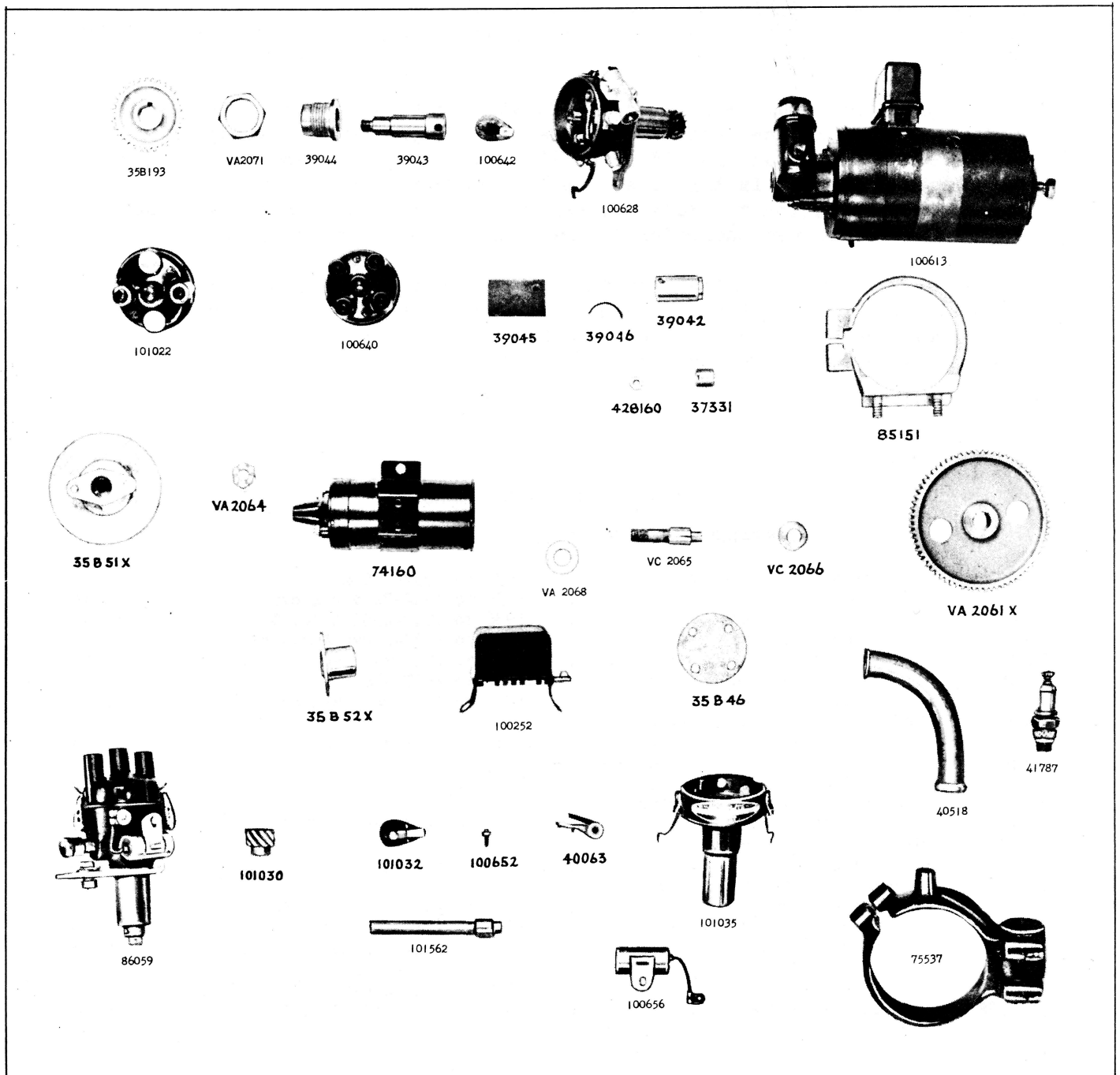
We hope to continue printing sections of this old parts list until we have covered all parts for Fours. We hope that this benefits all members and others who subscribe to our magazine who either do their own repair and overhaul work or secure some one else to do it for them.

GENERATOR GROUP - ALL TWINS

GENERATOR - DISTRIBUTOR GROUP - FOUR CYLINDER

75645	GENERATOR ASSY - STD	.1936 TO 1937-45S &	
		.1936 TO 1942-74 & M-4 CYL	AHFUH
75647	GENERATOR ASSY - STD	.1936 TO 1940-45SS & 30.50	AHFVI
86060	GENERATOR ASSY. ONLY - STD.	.1936 TO 1939-4 CYL & B-4 CYL	AFOTZ
75649	GENERATOR ASSY. ONLY - STD.	.1940 TO 1942-B-4 CYL	AHFYL
75646	GENERATOR ASSY. HIGH OUTPUT	.1936 TO 1937-45S &	
	2 STEP REGULATION.	.1936 TO 1942-74 & M-4 CYL	AHGAB
86051	GENERATOR ASSY. ONLY - HIGH OUTPUT		
	2 STEP REGULATION.	.1936 TO 1939-B-4 CYL	AFFYM
75650	GENERATOR ASSY. ONLY - HIGH OUTPUT		
	2 STEP REGULATION.	.1940 TO 1942-B-4 CYL	AHGDE
75648	GENERATOR ASSY. - HIGH OUTPUT		
	2 STEP REGULATION.	.1936 TO 1940-45SS & 30.50	AHGEF
76010	GENERATOR ASSY. ONLY - STD.		
	TAPER SHAFT	.1941 TO 1942-45SS	AJOMR
76011	GENERATOR ASSY. ONLY - HIGH OUTPUT		
	TAPER SHAFT	.1941 TO 1942-45SS & 30.50	
100206	GENERATOR FRAME SCREW (2)	.1936 TO 1942-ALL MODELS.	YFOHZ
100207	FRAME SCREW LOCK WASHER (2)	.1936 TO 1942-ALL MODELS.	YFORK
102538	POLE PIECE (2)	.1936 TO 1942-45SS & 30.50	
		.1940 TO 1942-4 CYL	AJONS
102188	INSULATING WASHER	.1936 TO 1942-45SS & 30.50	AIZRN

FACTORY NUMBER	DESCRIPTION	CODE
	GENERATOR GROUP - ALL TWINS (Con't)	
	GENERATOR - DISTRIBUTOR GROUP - FOUR CYLINDER (Con't)	
102190	INSULATING BUSHING - HIGH OUTPUT	.1940 TO 1942-74. AIZXU
102189	INSULATING BUSHING	.1936 TO 1942-45SS & 30.50 AIZSO
100208	FIELD COIL INSULATION	.1936 TO 1942-ALL MODELS YFOWP
102539	FIELD COIL HOLDER (4)	.1936 TO 1942-45SS & 30.50
		.1940 TO 1942-4 CYL AJOOT
100209	CIRCUIT BREAKER LEAD ASSY	.1940 TO 1942-74 - 4 CYL & H.O.-
		.1940-45 & 30.50.
		.1936 TO 1939-ALL MODELS. YFPAD
100210	CIRCUIT BREAKER TERMINAL - SPADE TYPE - RIGHT HAND	.1936 TO 1942-ALL MODELS. YFPEF
102186	TERMINAL LEAD ASSY - STD	.1940 TO 1942-45 & 30.50. AIZUR
102187	TERMINAL POST - STD.	.1940. TO 1942-45 & 30.50. AIZVS



FACTORY
NUMBER

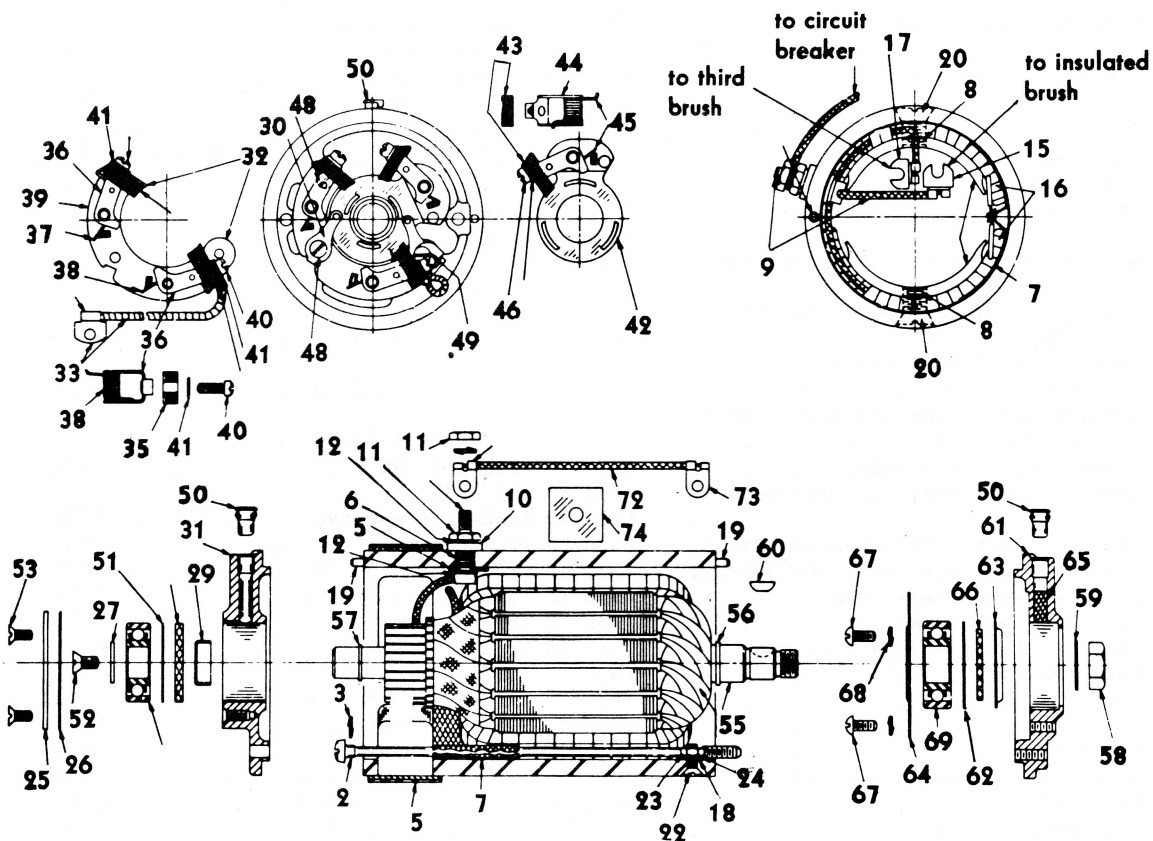
DESCRIPTION

CODE

GENERATOR GROUP - ALL TWINS (CON'T)

GENERATOR - DISTRIBUTOR GROUP - FOUR CYLINDER (CON'T)

102541	TERMIANAL LEAD POST NUT (2)		.1936 TO 1942-45SS & 30.50		AJOPU
100211	FIELD COIL ASSY - STD. GEN.		.1936 TO 1942-45SS; 30.50 & B-4 CYL		YFPIG
100262	FIELD COIL ASSY-STD. GEN		.1936 TO 1937-45S		
			.1936 TO 1942-74 & 4 CYL.		YGCOP
101971	FIELD COIL ASSY - HIGH OUTPUT		.1936 TO 1937-45S		
			.1936 TO 1942-74 & M-4 CYL		AGSIP
101972	FIELD COIL ASSY - HIGH OUTPUT		.1936 TO 1940-45SS & 30.50		
			.1936 TO 1942-B-4 CYL		AGSMU
100210	TERMINAL - LEFT		.1936 TO 1937-45S		
			.1936 TO 1942-74 & M-4 CYL		YFPEF
100212	COIL TERMINAL - LEFT		.1936 TO 1940-B-4 CYL		
			.1936 TO 1942-45SS & 30.50		YFPOH



Ref. No.	Part No.	Ref. No.	Part No.	Ref. No.	Part No.	Ref. No.	Part No.
1	76010	19	100215	37	102243	55	100220
2	100206	20	102540	38	102244	56	100222
3	922004	21	922004	39	100238	57	100221
4	102538	22	750106	40	750207	58	605014
5	102188	23	604002	41	100246	59	100224
6	102189	24	100246	42	100247	60	Woodruff #212
7	100208	25	101220	43	100248	61	102205
8	102539	26	100235	44	100242	62	100231
9	102186	27	100236	45	100244	63	100232
10	102191	28	100227	46	751207	64	100251
11	102541	29	100228	47	100246	65	102542
12	102191	30	100425	48	754205	66	100230
13	922004	31	102196	49	922003	67	754205
14	102187	32	100238	50	100234	68	922003
15	100210	33	100424	51	102292	69	100229
16	100211	34	102547	52	750406	72	102206
17	100212	35	100241	53	750205	73	102207
18	100213	36	100242	54	100226	74	102543

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GENERATOR GROUP - ALL TWINS (CON'T)

GENERATOR- DISTRIBUTOR GROUP - FOUR CYLINDER (CON'T)

100213	COIL TERMINAL - RIGHT - STD. GEN.	.1936 TO 1942-ALL MODELS	
		.1940 TO 1942-4 CYL	YFPUJ
100214	INSULATION TUBE - STD. GEN.	.1936 TO 1939-ALL MODELS	
		.1940 TO 1942-74; 4 CYL & M-4 CYL	YFPYK
102191	INSULATING WASHER - STD	.1940 TO 1942-45 & 30.50	
		.1940-4 CYL	AIZYV
100215	DOWEL PIN (2)	.1936 TO 1942-ALL MODELS	YFRAG
102540	POLE PIECE SCREW (2)	.1936 TO 1942-45SS & 30.50	
		.1940 TO 1942-4 CYL	AJOSW
100207	LOCKWASHER #10 (2)	.1936 TO 1942-45SS & 30.50	YFORK
100216	COIL TERMINAL SCREW - RIGHT - STD. GEN.	.1936 TO 1942-ALL MODELS	
		.1940 TO 1942-M-4 CYL	YFREH
100246	TERMINAL SCREW LOCK WASHER- STD. GEN	.1936 TO 1942-ALL MODELS	
		.1940 TO 1942-M-4 CYL	YFVIM
100218	TERMINAL SCREW NUT - STD. GEN.	.1936 TO 1942-ALL MODELS	
		.1940 TO 1942-M-4 CYL	YFROK
102192	TERMINAL NUT LOCK WASHER - STD.	.1940 TO 1942-45 & 30.50	AJAAX
102177	HEAD BAND ASSY	.1936 TO 1942- ALL MODELS STD. & M-4CYL	AIRZS
102193	HEAD BAND ASSY - HIGH OUTPUT	.1936 TO 1942-4 CYL-B	AJAJG
101975	HEAD BAND ASSY - HIGH OUTPUT	.1936 TO 1942-45SS & 30.50	
		.1940 TO 1942-74 & M-4 CYL	AGSTA
100263	ARMATURE-LESS BEARINGS - STD. GEN.	.1936 TO 1937-45S	
		.1936 TO 1942-74 & M-4 CYL	YGCYR
100220	ARMATURE-LESS BEARING - STD. GEN.		
	STRAIGHT SHAFT	.1936 TO 1940-45SS & 30.50	YFRYM
102580	ARMATURE-LESS BEARINGS-TAPER SHAFT		
	STD.	.1941 TO 1942-45SS & 30.50	AJOVZ
102751	ARMATURE-LESS BEARINGS-TAPER SHAFT		
	HIGH OUTPUT	.1941 TO 1942-45SS & 30.50	
100614	ARMATURE-LESS BEARINGS.	.1936 TO 1942-B-4 CYL	YPDOK
101976	ARMATURE-LESS BEARINGS-HIGH OUTPUT.	.1936 TO 1937-45S	
		.1936 TO 1942-74 & M-4 CYL	AGSUB
101977	ARMATURE-LESS BEARINGS-HIGH OUTPUT.	.1936 TO 1942-B-4 CYL	AGSXE
101978	ARMATURE-LESS BEARINGS-HIGH OUTPUT.	.1936 TO 1940-45SS & 30.50	AGSYF
100221	SNAP RING-COMMUTATOR END	.1936 TO 1942-ALL TWINS & M-4 CYL	YFSAH
100222	SNAP RING-DRIVE END	.1936 TO 1942-ALL MODELS.	YFSFE
102637	ARMATURE SHAFT SPACER H.O. MAG.	.1940 TO 1942-M-4 CYL	AKROG
100223	SHAFT NUT	.1936 TO 1942-ALL MODELS.	YFSGA
100224	SHAFT WASHER	.1936 TO 1939-ALL TWINS & M-4 CYL	
		.1940 TO 1942-ALL MODELS.	YFSIK
100225	SHAFT KEY	.1936 TO 1942-ALL MODELS.	YFSOL
100226	BALL BEARING-COMMUTATOR END	.1936 TO 1942-ALL TWINS & M-4 CYL	YFSUM
100227	FELT WASHER	.1936 TO 1942-ALL TWINS & M-4 CYL	YFSYN
100228	FELT WASHER RETAINER	.1936 TO 1942-ALL TWINS & M-4 CYL	YFTAG
100229	BALL BEARING-DRIVE END.	.1936 TO 1942-ALL MODELS.	YFTEK
100230	FELT WASHER	.1936 TO 1942-ALL MODELS.	YFTGE
754205	SCREW 8-32 x 3/8 RD-HD. STD. (3)	.1940 TO 1942-4 CYL	AWCZU
100240	LOCKWASHER #8 STD. (3).	.1940 TO 1942-4 CYL	YFUKD
100234	1/4" OILER	.1940 TO 1942-4 CYL	YFTUM
100231	WASHER GUARD-FLAT	.1936 TO 1942-ALL MODELS.	YFTHA
100232	WASHER GUARD-CUPPED	.1936 TO 1942-ALL MODELS.	YFTIL
100264	COMMUTATOR END PLATE	.1936 TO 1937-45S	
		.1936 TO 1942-M- 4 CYL & 1940 TO	
		.1942-H.O.-74 & M-4 CYL	YGDAM
102633	COMMUTATOR END PLATE - STD.		
	H.O. BATTERY	.1940 TO 1942-B-4 CYL	AKRIA
102178	COMMUTATOR END PLATE	.1940 TO 1942-74 & M-4 CYL	AISAG
100233	COMMUTATOR END PLATE	.1936 TO 1939-45SS & 30.50	
		.1940-H.O.-45 & 30.50	YFTOM
102196	COMMUTATOR END PLATE - STD.	.1940 TO 1942-45 & 30.50.	AJAKH
100615	COMMUTATOR END PLATE WITH BEARING	.1936 TO 1939-B-4 CYL	YPDYM

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GENERATOR GROUP - ALL TWINS (CON'T)

GENERATOR - DISTRIBUTOR GROUP - FOUR CYLINDER (CON'T)

102197	COMMUTATOR END PLATE-ASSY	.1940 TO 1942-B-4 CYL & H.O..	AJALI
102635	COMMUTATOR END PLATE-ASSY-STD.-MAG.	.1940 TO 1942-M-4 CYL	AKRGY
102636	COMMUTATOR END PLATE-ASSY-H.O.-MAG.	.1940 TO 1942-M-4 CYL	AKREW
100616	BRONZE BEARING.	.1936 TO 1942-B-4 CYL	YPEJIM
100250	DRIVE END HEAD ASSY	.1936 TO 1939-B-4 CYL	YFWEM
102198	DRIVE END HEAD ASSY	.1940-B-4 CYL	AJAMJ
100234	OILER	.1936 TO 1942-ALL MODELS.	YFTUM
100617	GREASE HOLE COVER - STD. H. O. BATTERY	.1936 TO 1942-4 CYL	YPELP
102292	STEEL WASHER - FLAT	.1936 TO 1942-45SS & 30.50	
		.1940 TO 1942-4 CYL	AJOUY
100237	SCREW 10-32 x 7/16 FLAT HD.	.1936 TO 1942-45SS & 30.50	
		.1940 TO 1942-4 CYL	YFUFY
101220	END CAP COVER	.1936 TO 1939-ALL TWINS & M-4 CYL	
		.1940 TO 1942-45; 74; M-4 CYL; 30.50 STD	ADPEZ
100422	END CAP COVER - HIGH OUTPUT	.1940-45; 74; 30.50 -	
		.1940 TO 1942-M-4 CYL	YKYUB
100235	CAP COVER GASKET	.1936 TO 1942-ALL TWINS & M-4 CYL	YFTYP
100423	CAP COVER SCREW (3)	.1936 TO 1942-ALL TWINS & M-4 CYL	YKZIZ
100236	BEARING RETAINING WASHER COMMUTATOR END	.1936 TO 1942-ALL TWINS & M-4 CYL	YFUBT
100251	BEARING RETAINER - DRIVE END	.1936 TO 1942-ALL MODELS.	YFWIN
101980	BEARING RETAINER SCREW (3)	.1936 TO 1942-45; 74 & 30.50.	AGTNI
100240	SCREW LOCK WASHER (3)	.1936 TO 1942-ALL MODELS.	YFUKD
101979	BRUSH HOLDER PLATE ASSY	.1936 TO 1937-45S -	
		.1936 TO 1942-74 & M-4 CYL	AGTJE
100238	BRUSH HOLDER PLATE	.1936 TO 1937-45S -	
		.1936 TO 1942-45SS; 30.50 & B-4 CYL	YFUGZ
100265	BRUSH HOLDER PLATE STD. H.O. MAG.	.1940 TO 1942-M-4 CYL	YGDEN
102634	BRUSH HOLDER PLATE ASSY (1)	.1936 TO 1942-45SS & 30.50 - STD. & H.O.	
		.1940 TO 1942-B-4 CYL	AKRME
101980	BRUSH HOLDER PLATE SCREW (3)	.1936 TO 1942-45; 74 & 30.50.	AGTNI
100240	LOCKWASHER	.1936 TO 1940-ALL MODELS	YFUKD
102542	FELT WICK	.1936 TO 1942-45SS & 30.50 -	
		.1940 TO 1942-4 CYL	AJOWA
100241	BRUSH-MAIN (2).	.1936 TO 1942-ALL MODELS.	YFUMG
100242	BRUSH HOLDER	.1936 TO 1942-ALL MODELS.	YFURL
100243	BRUSH SPRING-POSITIVE	.1936 TO 1942-ALL MODELS.	YFUSM
100244	BRUSH SPRING	.1936 TO 1942-ALL MODELS.	YFVAK
100245	BRUSH HOLDER SCREW (2).	.1936 TO 1942-74; 30.50 & 4 CYL	YFVEL
A-6200	SCREW 8-32 x 1/2 (2)	.1941 TO 1942-45SS 1940 TO 1942-4 CYL	AJOTX
754205	SCREW 8-32 x 3/8 RD-HD. STD. (2)	.1940 TO 1942-4 CYL & H.O. -	
		.1936 TO 1942-30.50	AWCZU
102415	BRUSH HOLDER SCREW (2).	.1941 TO 1942-74.	AJVRV
100246	HOLDER SCREW WASHER (2)	.1936 TO 1942-ALL MODELS.	YFVIM
100424	GROUND BRUSH CONNECTOR	.1936 TO 1942-45; 4 CYL; 30.50	YKZOB
100266	THIRD BRUSH HOLDER PLATE ASSY	.1936 TO 1937-45S -	
		.1936 TO 1939-74 & M-4 CYL-	
		.1940 TO 1942-H.O.-74 & M-4 CYL	YGDIP
102199	THIRD BRUSH HOLDER PLATE ASSY	.1940 TO 1942-74 & M-4 CYL	AJANK
100247	THIRD BRUSH HOLDER PLATE ASSY	.1936 TO 1942-45SS-30.50	YFVON
102215	THIRD BRUSH HOLDER PLATE ASSY HIGH OUTPUT	.1940-45 & 30.50.	AJAOL
100618	THIRD BRUSH HOLDER PLATE ASSY	.1936 TO 1942-B-4 CYL	YPEPS
100425	THIRD BRUSH PLATE SPRING	.1936 TO 1939-45SS; 30.50: B-4 CYL -	
		.1940 TO 1942-ALL MODELS.	YKZUC
100248	THIRD BRUSH.	.1936 TO 1942-ALL MODELS.	YFVUP
100242	THIRD BRUSH HOLDER.	.1936 TO 1942-ALL MODELS.	YFURL
100244	HOLDER SPRING	.1936 TO 1939-ALL MODELS -	
		.1940 TO 1942-45; 4 CYL; 30.50-STD&H.O..	YFVAK

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GENERATOR GROUP - ALL TWINS CONTINUED

GENERATOR-DISTRIBUTOR GROUP - FOUR CYLINDER CONTINUED

100243	HOLDER SPRING	.1940 TO 1942-74 & M & M-H.O.-4 CYL . . .	YFUSM
100249	HOLDER SCREW	.1936 TO 1939-ALL MODELS.	YFWAL
100245	SCREW 8-32 X 7/16	.1936 TO 1942-45SS	YFVEL
100246	HOLDER SCREW WASHER	.1936 TO 1942-45 & 74	YFVIM
100252	CUTOUT.	.1936 TO 1937-45S; 1936 TO 1942-74; M-4 CYL - .	
		.1940 TO 1942-45; 30.50; 4 CYL-STD.	YFWOP
101981	CUTOUT - STD. GEN.	.1936 TO 1939-B-4 CYL	AGTAV
101982	TWO CHARGE REGULATOR - HIGH OUTPUT.	.1936 TO 1942-74 & 4 CYL.	AGTDY
D10470	SCREW H.O. 10-32 X 3/4 RD-HD. STD	.1940 TO 1942-H.O.-4 CYL	AKXRO
754404	SCREW H.O. 10-32 X 5/16 RD-HD. STD(4)	.1940 TO 1942-H.O.-4 CYL.	YDUFD
100253	CUTOUT FASTENING SCREW - STD. GEN. (2).	.1936 TO 1942-ALL MODELS.	YFWYR
101983	REGULATOR FASTENING SCREW		
	HIGH OUTPUT	.1936 TO 1942-74.	AGTEZ
100254	FASTENING SCREW LOCKWASHER (4).	.1936 TO 1942-74 & 4 CYL.	YFWYM
754407	SCREW-STD. 10-32 X 1/2 RD-HD.-STD	.1941 TO 1942-4 CYL	ALPKI
100634	NUT-STD. 10-32 SQUARE-HD.-STD	.1941 TO 1942-4 CYL	YPHAK
102206	LEAD ASSY - STD.	.1940 TO 1942-45 & 30.50.	AJARN
102207	LEAD TERMINAL - STD	.1940 TO 1942-45; 30.50; 4 CYL	AJASO
102543	CIRCUIT BREAKER SPACER (2).	.1936 TO 1942-45SS & 30.50	
		.1940 TO 1942-4 CYL	AJOXB
102544	LOCKWASHER NO. 10 (2)	.1936 TO 1942-45SS & 30.50	AJORV
102545	SCREW 10-32 X 1 1/2 RD-HD	.1936 TO 1942-45SS & 30.50	AJOYC
102546	NUT 10-32	.1936 TO 1942-45SS & 30.50	AJOZD
100250	DRIVE END HEAD ASSY	.1936 TO 1939-ALL TWINS & M-4 CYL	
		.1940 TO 1942-H.O.-74 & M H.O.-4 CYL.	YFWM
101984	DRIVE END HEAD ASSY	.1936 TO 1939-B-4 CYL	AGTFA
102198	DRIVE END HEAD ASSY	.1940 TO 1942-B-4 CYL	AJAMJ
102179	DRIVE END HEAD ASSY	.1940 TO 1942-74 & M-4 CYL.	AISCI
102205	DRIVE END HEAD ASSY	.1940 TO 1942-45 & 30.50.	AJAPM
100619	DISTRIBUTOR GEAR	.1936 TO 1939-4 CYL	YPERV
102638	DISTRIBUTOR GEAR	.1940 TO 1942-B-4 CYL	AJAUR
100620	GEAR RIVET	.1936 TO 1942-B-4 CYL	YPETY
100621	DISTRIBUTOR MOUNTING HOUSING	.1936 TO 1939-B-4 CYL	YPEVZ
102208	DISTRIBUTOR MOUNTING HOUSING	.1940 TO 1942-B-4 CYL	AJATP
101985	HOUSING CLAMP	.1936 TO 1942-B-4 CYL	AGTID
100623	CLAMP SCREW	.1936 TO 1942-B-4 CYL	YPEZD
100624	SCREW NUT	.1936 TO 1942-B-4 CYL	YPEAH
100625	BEARING COVER	.1936 TO 1942-B-4 CYL	YPFIK
100626	PIPE PLUG-1/8".	.1936 TO 1942-B-4 CYL	YPFOL
100627	MOUNTING HOUSING SCREW (3).	.1936 TO 1942-B-4 CYL	YPFUM
100207	LOCKWASHER (3).	.1936 TO 1942-B-4 CYL	YFORK
86061	DISTRIBUTOR ASSY	.1936 TO 1939-B-4 CYL	AFOVB
86382	DISTRIBUTOR ASSY	.1940 TO 1942-4 CYL	AKPPU
102399	DRIVEN GEAR	.1940 TO 1942-4 CYL	AKPUY
102293	RIVET	.1940 TO 1942-4 CYL	AKPWA
100629	DRIVEN GEAR	.1936 TO 1939-B-4 CYL	YPGAJ
100630	GEAR RIVET.	.1936 TO 1939-B-4 CYL	YPGEK
100631	GEAR THRUST WASHER (2).	.1936 TO 1942-B-4 CYL	YPGIL
100632	ADVANCE CONTROL ARM	.1936 TO 1942-B-4 CYL	YPGOM
100633	BINDING SCREW	.1936 TO 1942-B-4 CYL	YPGUN
100634	SCREW NUT	.1936 TO 1942-B-4 CYL	YPHAK
100635	ADVANCE CONTROL SCREW	.1936 TO 1942-B-4 CYL	YPHEL
100636	SPRING WASHER	.1936 TO 1942-B-4 CYL	YPHIM
100637	PLAIN WASHER (2)	.1936 TO 1942-B-4 CYL	YPHON
100638	ADVANCE CONTROL SCREW NUT	.1936 TO 1942-B-4 CYL	YPHUP
100639	CONTROL ARM THRUST WASHER	.1936 TO 1942-B-4 CYL	YPICH
100640	DISTRIBUTOR CAP ASSY	.1936 TO 1942-B-4 CYL	YPIFK
100641	CAP CONTACT PLUNGER	.1936 TO 1942-B-4 CYL	YPIJN
100642	CAM SHAFT ROTOR	.1936 TO 1942-B-4 CYL	YPIPT
100643	CAM SHAFT ASSY. - RIGHT HAND	.1936 TO 1939-B-4 CYL	YPI TZ
102631	CAM SHAFT ASSY.	.1940 TO 1942-4 CYL	AKPYC

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GENERATOR GROUP - ALL TWINS CONTINUED

GENERATOR-DISTRIBUTOR GROUP - FOUR CYLINDER CONTINUED

101035	DISTRIBUTOR BASE ASSY	.1940 TO 1942-4 CYL	ACBUV
100644	DISTRIBUTOR BASE ASSY. ONLY	.1936 TO 1939-B-4 CYL	YPIXD
100645	TERMINAL POST	.1936 TO 1942-B-4 CYL	YPJAL
100646	POST INSULATING STRIP	.1936 TO 1942-B-4 CYL	YPJEM
100647	POST INSULATING BUSHING	.1936 TO 1942-B-4 CYL	YPJIN
100648	POST INSULATING WASHER (2)	.1936 TO 1942-B-4 CYL	YPJOP
100649	POST NUT (2)	.1936 TO 1942-B-4 CYL	YPJYR
100254	POST LOCKWASHER (2)	.1936 TO 1942-B-4 CYL	YFYAM
100650	POST WASHER	.1936 TO 1942-B-4 CYL	YPKAM
100651	BREAKER POINT LOCK NUT.	.1936 TO 1942-B-4 CYL	YPKEN
100652	BREAKER POINT SCREW	.1936 TO 1942-B-4 CYL	YPKHA
38172	BREAKER ARM ASSY	.1936 TO 1939-B-4 CYL	YICUJ
40063	BREAKER ARM ASSY	.1940 TO 1942-4 CYL	ZIDBE
100654	DISTRIBUTOR CAP SPRING ASSY (2)	.1936 TO 1942-B-4 CYL	YPKYS
100655	SPRING AND BASE SCREW (2)	.1936 TO 1939-B-4 CYL	YPLAN
102632	SPRING AND BASE SCREW (2)	.1940 TO 1942-4 CYL	AKRAS
100240	SCREW LOCK WASHER (2)	.1936 TO 1942-B-4 CYL	YFUKD
100656	CONDENSER ASSY	.1936 TO 1942-B-4 CYL	YPLEP
100655	CONDENSER SCREW	.1936 TO 1942-B-4 CYL	YPLAN
100240	SCREW LOCK WASHER	.1936 TO 1942-B-4 CYL	YFUKD
100657	BASE OILER	.1936 TO 1937-4 CYL	YPLYT
101563	BASE GREASE CUP	.1938 TO 1942-4 CYL	AFOCI
40397	SPARK PLUG CABLE ASSY. #1	.1936 TO 1937-4 CYL	ABMTA
41551	SPARK PLUG CABLE ASSY. #1	.1938 TO 1942-4 CYL	AFOKR
40399	SPARK PLUG CABLE ASSY. #2	.1936 TO 1937-4 CYL	ABMXE
41553	SPARK PLUG CABLE ASSY. #2	.1938 TO 1942-4 CYL	AFOLS
40401	SPARK PLUG CABLE ASSY. #3	.1936 TO 1937-4 CYL	ABMYF
41555	SPARK PLUG CABLE ASSY. #3	.1938 TO 1942-4 CYL	AFOMT
40403	SPARK PLUG CABLE ASSY. #4	.1936 TO 1937-4 CYL	ABNFA
41557	SPARK PLUG CABLE ASSY. #4	.1938 TO 1942-4 CYL	AFONU
230460	CABLE TERMINAL (4)	.1936 TO 1942-4 CYL	ABYMU
39095	DISTRIBUTOR TO COIL CABLE	.1936 TO 1937-4 CYL	YPORY
41559	DISTRIBUTOR TO COIL CABLE	.1938 TO 1942-4 CYL	AFOOV
39096	CABLE RUBBER CAP (5)	.1936 TO 1942-4 CYL	YPOSZ
75065	SPARK PLUG CABLE TUBE - CHROME.	.1936 TO 1937-4 CYL	ADPID
75264	SPARK PLUG CABLE TUBE - NICKLE.	.1938 TO 1942-4 CYL	AFOPW
75204	SPARK PLUG CABLE TUBE - CHROME.	.1938-4 CYL	AFORX
40390	TUBE CLIP (3)	.1936 TO 1942-4 CYL	ABNJE
39880	TUBE AND FRAME CLIP (2)	.1936 TO 1937-4 CYL	ZWIDS
207007	CLIP SCREW 1/4-28 STD. (2)	.1936 TO 1937-4 CYL	ZEMFE
751605	TUBE AND MANIFOLD SCREW 1/4-20 STD.	.1936-4 CYL	IKSYF
40988	LOWER CLIP BRACE	.1937-4 CYL	ADPJE
751607	CLIP AND BRACE SCREW 1/4-20 STD	.1937-4 CYL	ACUKV
74160	IGNITION COIL	.1936 TO 1942-4 CYL	YPSOZ
41699	IGNITION WIRE RUBBER BAND (2)	.1938 TO 1942-4 CYL	AGTUO
207009	IGNITION COIL TO TANK SCREW 1/4-28 STD. (2)	.1936 TO 1937-4 CYL	ZIHCH
207017	IGNITION COIL TO TANK SCREW 1/4-28 STD. (2)	.1938 TO 1942-4 CYL	ABAGH
41564	COIL TO TANK SPACER (2)	.1938 TO 1942-4 CYL	AFOSY
922006	LOCKWASHER 1/4 STD.	.1938 TO 1942-4 CYL	ALEMO

GENERATOR BRACKET & DRIVE GROUP - ALL TWINS

74033	GENERATOR BRACKET ASSY.	.1936 TO 1937-45S 1936 TO 1939-74	YITBA
74032	BRACKET	.1936 TO 1937-45S 1936 TO 1939-74	YITUB
207123	CLAMPING SCREW 5/16-24 STD.	.1936 TO 1937-45S 1936 TO 1939-74	ZOBOG
38069	BRACKET CLIP	.1936 TO 1937-45S 1936 TO 1939-74	YGZAJ
207115	FRAME CLIP SCREW 5/16-24 STD (2)	.1936 TO 1939-74.	AVFAG

GENERATOR BRACKET & DRIVE GROUP - FOUR CYLINDER

86203	GENERATOR BRACKET	.1936 TO 1942-4 CYL	AGBED
35C389	GENERATOR BRACKET-M	.1936 TO 1942-4 CYL	YGCAL
VA2091L	BRACKET SHIM-LIGHT-B	.1936 TO 1942-4 CYL	NOLEX
VA2091H	BRACKET SHIM-HEAVY-B (2)	.1936 TO 1942-4 CYL	NOLSH
39074	BRACKET ANCHOR STUD-B 3/8-24 (2)	.1936 TO 1942-4 CYL	AGYIT
606012	ANCHOR STUD NUT-BATTERY 3/8-24 HEX-STD (2)	.1936 TO 1942-4 CYL	AFCEW
922008	LOCKWASHER-B 3/8 STD. (2)	.1936 TO 1942-4 CYL	AFFTU
207127	BRACKET CLAMPING SCREW-B 5/16-24 STD.	.1936-4 CYL	ABAH1
207123	BRACKET CLAMPING SCREW-B 5/16-24 STD.	.1937 TO 1942-4 CYL	ZOB0G
606010	SCREW NUT-B & M 5/16-24 HEX-STD.	.1936 TO 1942-4 CYL	ADFYE
922007	LOCKWASHER-M 5/16-STD.	.1936 TO 1942-M-4 CYL	ADICQ
24B89	BRACKET BOLT-M	.1936-4 CYL	B1SYC
207127	BRACKET BOLT-M 5/16-24 STD.	.1936 TO 1942-4 CYL	ABAH1
74924	BRACKET SUPPORT-M	.1936 TO 1937-4 CYL	ACTEB
75424	BRACKET SUPPORT-M	.1939 TO 1942-4 CYL	AGYJU
35B99	SUPPORT CLAMP-M	.1936 TO 1937 & 1939 TO 1942-4 CYL	OMFEY
207117	CLAMP SCREW-LONG-M 5/16-24 STD.	.1936 TO 1937 & 1939 TO 1942-4 CYL	OMFLI
207114	CLAMP SCREW-SHORT-M 5/16-24 STD.	.1936 TO 1937 & 1939 TO 1942-4 CYL	OMFRU
754404	BELT GUARD SUPPORT CLIP SCREW-M 10-32 STD. (2)	.1936 TO 1937 & 1939 TO 1942-4 CYL	YDUFD
922007	LOCKWASHER-M 5/16-STD. (2)	.1936 TO 1937 & 1939 TO 1942-4 CYL	ADICQ
922004	LOCKWASHER-M #10-STD. (2)	.1936 TO 1937 & 1939 TO 1942-4 CYL	AKOSH
36B159	GENERATOR PULLEY-3/8"-M	.1936-4 CYL	YFYEN
40925	GENERATOR PULLEY-1/2"-M	.1937 & 1939 TO 1940-4 CYL	ADPYT
42591	GENERATOR PULLEY-MAGNETO	.1941 TO 1942-4 CYL	AHGNO
35C390	GENERATOR BELT-3/8"-M	.1936-4 CYL	YGCEN
40880	GENERATOR BELT-1/2"-M	.1937-4 CYL	ADPUO
42035	GENERATOR BELT-1/2"-M	.1939 TO 1942-4 CYL	AGYKV
36B172X	BELT GUARD-M	.1936-4 CYL	YGCIN
41024	BELT GUARD-M	.1937 & 1939 TO 1942-4 CYL	ADPZU
74903	DRIVE GUARD-B	.1936 TO 1942-4 CYL	ABMRY
35B51X	GENERATOR DRIVE PULLEY ASSY.-M.	.1936-4 CYL	OMGLY
40923	GENERATOR DRIVE PULLEY ASSY.-M.	.1936 & 1936 TO 1942-4 CYL	ADRAI
35B49	PULLEY HUB-M	.1936 TO 1937 & 1939 TO 1942-4 CYL	OMJAW
35B44	HUB FLANGE-M	.1936 TO 1937 & 1939 TO 1942-4 CYL	OCJYK
35B45	FLANGE PIN-M (2)	.1936 TO 1937 & 1939 TO 1942-4 CYL	ODLOW
35B50	PULLEY DISC-M (2)	.1936-4 CYL	OMJEP
40924	PULLEY DISC-M (2)	.1937 & 1939 TO 1942-4 CYL	ADREM
A32025	DISC RIVET-M (3)	.1936 TO 1937 & 1939 TO 1942-4 CYL	YLTHA
39042	GENERATOR SHAFT EXTENSION-B	.1936 TO 1942-4 CYL	YPPLE
37331	SHAFT NUT-B	.1936 TO 1942-4 CYL	YPRAT
37522	NUT LOCK WASHER-B	.1936 TO 1942-4 CYL	YPREV
35B793	DRIVE GEAR	.1936 TO 1942-4 CYL	TZAWK
39043	GEAR SHAFT-B	.1936 TO 1942-4 CYL	YPROY
538012	SHAFT KEY-STD	.1936 TO 1942-4 CYL	IKMYD
VA2064	SHAFT CASTLE NUT	.1936 TO 1942-4 CYL	IWUHN
636006	COTTER-PIN -B 1/16 x 3/4 STD	.1936 TO 1942-4 CYL	BOBOW
39044	GEAR SHAFT BEARING-B	.1936 TO 1942-4 CYL	YPRUZ
VA2071	BEARING NUT	.1936 TO 1942-4 CYL	NYEMZ
39045	DRIVE COUPLING-B	.1936 TO 1942-4 CYL	YRSLO
39046	SPRING CLIP-B (4)	.1936 TO 1942-4 CYL	YPSIX
207019	COUPLING BOLT 1/4-28 STD. (2)	.1936 TO 1942-4 CYL	AEFSU
606008	NUT-B 1/4-28 HEX-STD. (2)	.1937 TO 1942-4 CYL	YOJOS
922006	LOCKWASHER-B 1/4-STD. (2)	.1937 TO 1942-4 CYL	ALEMO
A28160	NUT (2)	.1936-4 CYL	AKAPO
VA2061X	IDLER GEAR ASSY.	.1936 TO 1942-4 CYL	ODPEW
VA2067	BUSHING	.1936 TO 1942-4 CYL	OFCLU
VC2065	IDLER GEAR STUD 1/2-20.	.1936 TO 1942-4 CYL	OFDEX
VC2066	GEAR COLLAR	.1936 TO 1942-4 CYL	OFGEW
VA2068	STUD WASHER (2)	.1936 TO 1942-4 CYL	OFDOW
606016	STUD NUT 1/2-20 HEX-STD	.1936 TO 1942-4 CYL	YLSUL
37705	COTTER-PIN -B 5/32 x 1 1/4 STD.	.1936 TO 1942-4 CYL	AGBUT

THE OVERHAUL MANUAL

Since we have been printing sections of the parts list for the Fours, we thought sections of the "Overhaul Manual" might be of value to the owners as the parts list. We have printed in this issue the first two sections of the Overhaul Manual - General Specifications and Removal of the Engine. Inquiries have come in for the manual and the parts list so we'll provide space for this material. There are sources where the complete manuals may be purchased or exact copies of the original. Reprinting the material in the Indian Four News may be competitive with those who have complete copies for sale, but we are planning only a section at a time. A complete manual on overhaul may be secured by writing to the president, John E. Wickham, 751 Dayton Ave., Findlay, Ohio 45840.

We noted in the Overhaul Manual that all the typing is double spaced and the sheets printed one side only, whereas we have condensed the typing to some single space and printed both sides of the sheet like the rest of the book. By today's standards of manuals and printing costs, this manual would have been printed on 1/3 less paper, requiring less assembly time.

Thus we wonder a bit why the Indian Company was so free with the paper and all double spaced. It was a mimeographed book, done in full sizes Pica typing, making it a book of many pages. Of course we might say that all this extra blank space might be for making notes but this manual is a technical approach to properly doing the job. But, we believe we have found the real reason for the double spacing and one side of the sheet only. When the individual is following the instructions to the letter and carefully removing each nut and bolt, placing them in a box or pan so they will not get lost, and the parts very carefully put either on a workbench or laid out of the way of the working area, then you straddle the machine and move the motor completely forward and turned at the proper angle, just like the book says, all that white space is for the blue smoke to roll when the engine doesn't come out, like the book says. When you astraddle the machine and you have cussed yourself blue, and you finally jumped off the machine to cool off a little, then you discover you landed right on the box of small parts, scattering them in the grass.

Well don't let this discourage you. The Manual is right, and between each line is printed in very fine type, the word patience. There's lots of white space and patience is what you need a lot of, so the company was quite generous with this, knowing that 50% of the time something don't always work right, then you find that you turned it to the right instead of the left, and everything came out alright after all.

(don't blame these last two paragraphs on the editor - the printer needed some fill in so we added our comment)

Overhaul Instructions for 438 - 442 Indian Four Cylinder Models

Section I - Specifications

General;

Rated Horsepower - 12.1
 Bore - 2-3/4
 Stroke - 3-1/2
 Displacement - 77.21 cubic inch
 Firing order - 1-3-4-2 Front cylinder No. 1

Clutch;

Multiple disc in flywheel operating in oil.

Transmission;

3 speed

Primary Drive:

Helical bevel gears

Final Drive:

5/8" pitch, 3/8" wide roller chain

Lubrication:

Pressure feed to all main and connecting rod bearings

Gear Oil Pump

Adjusted pressure 30 pounds
 Maximum pressure after motor is warmed up - 15 pounds
 minimum. Light oil.

Oil Capacity:

Oil supply in motor base - 3 quarts
 Oil level stick gauge

Gasoline Tanks:

Capacity both sides - 4-1/2 gallons

Electric and Ignition System:

Auto Light distributor (Optional)
 Edison megneto (Optional)
 AutoLight Generator
 Indian 6 volt 29 ampere hour battery

Spark Plugs:

Indian C-14 Spark Plugs 14 MM

Wheels:

Wire wheels drop center rims 16" and 18"

Tires

18 X 4.00 18 X 4.50 16 X 5.00

Gear Ratio:

Solo - 17 tooth motor sprocket
 43 tooth rear sprocket

sidecar - 15 tooth motor sprocket
 43 tooth rear sprocket

Motor:

Cylinders - "L" head cast iron

Heads - Aluminum alloy deep finned
 Intake valves in head

Pistons - Cam ground Lynite pistons

Rings 2 compression Rings 1/16" wide
 2 Oil Control Scraper Rings 3/32" wide

Tappet Clearances:

Intake tappet clearance - Cold Motor .002
 Exhaust tappet clearance - Cold Motor .006

Piston Clearances:

Top land .026
 Second and Third land .022
 Fourth land with small oil return holes .075
 Piston Skirt .005 - .006
 Piston ring groove clearance .002 - .004
 Piston ring end gap clearance .010 - .015

Two oil control rings assembled on piston with bevel towards top of piston.

Other Clearances

Piston pin in the piston .0005 - .001
 Spark advance 5/8" - 45°
 Valve seat degree 45°
 Cam shaft end play .005
 Crankshaft end play .003
 Connecting rod side play
 on crankshaft .001 - .002
 Transmission Countershaft Gear
 end play (spool gear) .002 - .005
 Bevel gear back lash .005 - .006
 Cam shaft bushing clearance .0015 - .002
 Piston pin clearance on rod .0015 - .002
 Connecting rod lower bearing
 clearance .0015 - .002
 Crankshaft bearing clearance .0015 - .002
 Spark plug gap .025 - .030
 Breaker point gap (distributor) .018 - .020
 Breaker point gap (magneto) .015

Section I continued

Valve Timing:

- Inlet opens 12° (.033) before top center
- Inlet closes 60° (.650) after bottom center
- Exhaust opens 60° (.650) before bottom center
- Exhaust closes 8° (.013) after top center

Section II

To Remove Engine From Frame

A. Remove Gas Tanks

(Clean the oil and dirt off the entire machine before starting work)

1. Remove instrument panel on top of tank.
2. Disconnect gasoline line at tank.
3. Disconnect wires from coil.
4. Remove the three tank bolts.
5. Take tanks off frame.

B. Remove Carburetor

1. Remove gasoline line at carburetor.
2. Remove air cleaner from carburetor.
3. Disconnect control at throttle.
4. Remove the three nuts from carburetor and manifold studs.
Take off carburetor. If gasket is damaged, replace at assembly.

C. Remove Generator

1. Disconnect generator wire.
2. Remove belt guard (if magneto ignition).
3. Take out the two bolts at the bottom of generator bracket and remove generator from support bracket.

D. Remove Ignition Wiring

1. Remove spark control cable.
2. Disconnect spark plug wires at plug and at distributor.
3. Take wires and housing from motor.
4. Take out the four plugs.

E. Remove Rocker Box Covers and tappet box Cover

1. Take out the cap screw in each rocker box cover.
2. Slide off both rocker box covers.
3. If gaskets are damaged, replace with new gaskets at assembly.
4. If felt pads in housings are dry or hard, replace with new felts soaked in oil at assembly.
5. Remove exhaust valve tappet covers.
6. If gaskets are damaged or leak, replace with new gaskets at assembly.

F. Remove Exhaust Manifold

1. Remove tail piece from exhaust manifold.
2. Take off the eight nuts from exhaust manifold and disconnect manifold heater by-pass valve control.
3. Slide Exhaust manifold off cylinder studs and remove inlet manifold heater pipes from motor.
4. If manifold gaskets are burned or damaged, replace at assembly.

G. Remove Intake Manifold and shifting Rod

1. Take off inlet manifold.
2. Remove gear shifting rod from hand shift lever and gear box lever.

H. Remove Battery and Battery Cradle

Remove The Following Parts

1. Battery and Cradle.
2. Kickstarter Crank.
3. Chain and Chain Guard.
4. Brake pedal and Spring
5. Oil Pressure Gauge
6. Clutch Pedal and Rod
7. Four Motor Base and Frame Bolts.

I. Removal

1. Straddle machine and slide motor forward off the base pads. Lift motor free of frame and rotate to the right 45° angle and slide out of frame, front end of motor slightly in advance of rear. (Install motor by reverse action.)

Note - We have reprinted from the Overhaul instruction manual the sections on specifications and removal of engine from frame for the 438 and 442 models of the Indian Four.

In the next issue we will print section III Engine Disassembly and re-assembly

SAFETY RULES FORMULATED TO AID CLUB MEMBERS

The Grumman Motorcycle Club, a New York Club chartered by the American Motorcycle Association, has published the following safety rules of the road for motorcyclists.

Grumman's club members believe a properly handled motorcycle to be the safest vehicle on the road. In an effort to prove this statement the members follow these club safety rules when they ride.

1. Keep on the right side of the road when meeting other vehicles coming in the opposite direction.
2. Always sound your horn and pass on the left side when passing other vehicles going in the same direction. **NEVER TRY TO PASS ANOTHER VEHICLE GOING IN THE SAME DIRECTION AT INTERSECTIONS, ON CURVES, OR WHEN GOING UP OR DOWN A HILL.**
3. At intersections give the right-of-way to the vehicle on your right. Do not gamble when you **do** have the right-of-way; the other guy may not know you have it.
4. Always signal when preparing to stop, start or turn. If possible, signal by extending the arm.
5. All traffic signs, including those used to control traffic at intersections, should be obeyed promptly and to the letter. "SLOW" signs near schools and caution signs at railroad crossings should always be noticed and your actions governed accordingly.
6. Never "crash" a light. When a change is indicated in the traffic light, wait for the change.
7. When turning left, give signal at least 50 feet before the turn. Move to the extreme left side of your lane, slow down at the intersection and carefully make the turn.
8. In turning either right or left, watch for pedestrians as well as vehicles.
9. Do not leave the curb or parking area without a look-see both ways and

signal of your intentions. Remember, a moving lane of traffic has the right-of-way.

10. See that your license plates are installed in the position specified by law and that they are visible at all times. Keep them clean.
11. Ride at a safe speed ... set your speed to the conditions of the day. Keep careful watch on the type of highway, the weather and be especially watchful of the oil slick in wet weather. Each varying condition of the highway means adjusting your speed accordingly.
12. Always adjust your actions on the road to traffic conditions. If traffic is heavy, ride slowly; if traffic is light, you have an opportunity to see and enjoy the scenery. Some riders have seen only a blur of telephone poles as they hurried to their destination, which, in some cases, they never reached.
13. Veteran motorcyclists point out the danger of passing vehicles on the right. A vehicle suddenly turning right presents a wall to the rider. **RIDE DEFENSIVELY ...** watch how the driver in front moves his head and arms, see that guy daydreaming, the lady drying her nails out the window. Think for the drivers ahead, behind and to each side. Anticipate the worst and you will be ready to act instantly. In addition to these rules, it is wise to pay heed to the following:

RAILROAD TRACKS Cross them at as near a right angle as possible. "Angling" can result in a slide, a danger multiplied many times when the tracks are wet.

WET TRAFFIC LINES Painted traffic lines and the new and very "spooky" Perma-line used here in New York are important to control the flow of traffic, but **KEEP OFF** when they are wet, as they are "slick as a greased pig" and invite a spill.

WET LEAVES Nature's booby trap to the unwary rider who invariably goes

down when he hits this mucilaginous mess at an unsafe speed.

FAST TAKE-OFFS "Dingging out with a wheelie" may impress your girl but it is highly unsafe practice on the road. Horsepower out of control cannot only cause panic to the by-stander, but hurt the rider as well. Take it easy.

OIL SLICK Here's a "slicker" to watch out for. Especially at stop signs and on hills. Oil Drippings from thousands of vehicles are responsible for this slippery mess. Regard with caution at **all** times and especially just after it starts to rain, when the moisture lifts this oil to the surface.

CATTLE AND DEER CROSSINGS A cow, deer or other large animal presents a formidable object in the path of a rider. Be on the lookout for warning signs on the highway.

LOOSE SAND OR GRAVEL Ride on this with caution. Side streets are famous for this menace. Banking too sharply on this can and does result in a spill.

STONE SHOWERS Look out for stones that are thrown up at you by the vehicle in front of you. Wear safety glasses or goggles or a face shield at all times.

BRAKES Check your brakes periodically, establish a system of preventive maintenance .. it may save your life.

TIRES Check regularly, ensure proper pressure for the riding you do.

ESPECIALLY FOR BEGINNING RIDERS

Respect the horsepower of the motorcycle you are riding.

Power to be safe must be controlled. The rider must be master of his mount. This mastery is not earned overnight. Just because it looks easy, **DO NOT TRY** difficult maneuvers which veteran riders take in their stride.

The experienced rider did not obtain his skill overnight or in a matter of hours.

Nor did the horseman whose slightest command is answered by his mount. A "clean" Performance is always the result of many rehearsals, of many hours, and days of intensive training.

How much better to proceed with caution, than to learn by a series of spills.

Some riders engage in the dangerous practice of playing "cowboy" on the public roads. Stunts may provide a thrill for the rider but such fun is gotten at the expense of public good will and possible injury.

Motorcyclists who have gained the respect of all, ride inconspicuously through traffic, but the loud, obnoxious behaviour of the cowboy unfavorably influences the public opinion of OUR sport.

Two million riders enjoy the "Greatest Sport on Wheels". Enjoyment is not lessened by observance of traffic rules and safe riding habits.



A rare treat for the President. Last May when the railroad and the country observed the 100th anniversary of the driving of the Golden Spike at Promontory, Utah, the Golden Spike special, Berkshire engine 759 and the 13 cars that ran from New York City to Promontory, traveled on the rails of the Norfolk and Western Railroad through northern Ohio. On the return trip to New York, the special came through Lima, Ohio and Findlay, Ohio, the home of the President, Treasurer, and the Chaplin. The Norfolk and Western tracks go practically by President Wickham's front door and the above picture was made about a block away. John took some movies and the chaplin has a tape recording made at the other side of Findlay, so when John shows his pictures he has some good sound recording to put some real life in his movies.



Chuck Myles has done much for the preservation of the Indian Motorcycle providing parts and all kinds of helps in literature, manuals, and parts lists. His recent letter indicates he is planning to go full time at this Indian promotion. He now is promoting emblems, patches, tie clasps and other ornamentation for the benefit of Indian Riders. Pictured here is a felt base emblem for on shirts, jackets or as a shoulder patch. It is yellow felt with black embroidery arrow and Indian, and the Indian face and Indian name in red embroidery. It is very colorful. Contact President Wickham for information in the emblem.

AN UNUSUAL SIDE CAR

The story and picture on the opposite page are reminiscent of a day gone by in a way of motoring that we of today know little about. Motorcycles still have side cars and they travel at a fast rate of speed, but imagine trying to keep yourself comfortable in a wicker chair mounted on a frame and wheels and hanging on while the driver of the cycle tried his best to avoid all the chuck holes (mud holes in rain) and other things on the narrow dusty roads. No doubt that chair went into the air more than once when hitting a rock, while the rider did his best to get the wheel back on the road.

Side cars of today carry the protection of seat belts, windshield, and the rider a protection helmet. If it is raining the rider is protected up to the waist in the side car, and additional foul weather gear put on like a rain coat for protection. However, the younger generation prefers two on the cycle dressed in foul weather gear to the idea of hauling a side car. Roads today, offer the smoothest in riding comfort, so whether the cyclist rides two on the cycle, or has an attached side car, it is not a really uncomfortable ride.

But a ride back in the days when the wicker side car was a common sight, and there were several companies making them, it was hang on for dear life and believe you were having the time of your life hanging on to the chair arms while the driver did his best to avoid the bad part of the road and yet get some speed out of the cycle.

This article was copied from CYCLE magazine and with the express permission of Martha Pearman, who wrote the article. The president received the following letter -

Dear Mr. Wickham

If Cycle magazine has given you permission to use the article I wrote, it is certimatately all right with me for you to reprint it. I do think they must grant the origional permisson as "all rights reserved" appears on the magazine cover.

If you use it, I should like to have a copy. Thank you for your interest.

Cordially

Martha Pearman
Department of Music
Indiana State University

"RODE 103 MILES TODAY!"

**NOT TOO FAR, ONE THINKS, UNTIL
REMINDED THAT THE YEAR IS 1913
AND THE MOTORCYCLE A READING
STANDARD WITH WICKER SIDE CAR.**

BY MARTHA PEARMAN

The trip begins in Rockford, Illinois, Saturday, August 9, 1913, at 6:45 a.m. Tom and Gertrude Pearman start an 800-mile adventure across Illinois and Indiana where roads are sometimes "fine" (meaning no wagon ruts in which to get the wheel of your side car caught); or roads are "spooky" or they consist of quicksand, mud, and water. No road signs at all are expected, and none are found.

Lodging and meals in August, 1913, are sketchy. Meals are sometimes "bum"; but sometimes the comment is, "had fine supper". Rooms vary...once no outside windows—only transoms; once—bedbugs; many times—friendliness and curiosity about this unusual vehicle. Garages for the motorcycle are, also, scarce—ranging from livery stables to a new garage for the new autos. It had a steep ramp which required a running start to make the entrance.

Friends provide the welcoming committees and some of the lodging, recommend doctors for too much food and sun, sometimes compare motorcycles, and take you to shows at the Lyric. Sometimes they overprovide.

In spite of fierce roads, flying spokes, and flat tires, the Reading Standard made the trip with four more years in the future to go. Total Expense: \$36.95; Total Miles: 800.



Courtesy Cycle Magazine

ADS

For Sale - 1935 Indian Four, all in nicely 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, completely restored, has Harley Hydra-glide fork - \$1500

write -

Jack Maurer, 14553 Coram 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 - \$250. Buyer must pick up, I cannot ship.

Henderson owners have asked me about non-drag clutches for Henderson bikes. Please write me as I am now making Henderson Four clutches.

Write -

Earl Chalfant, R D 1, Brookville,
Penn. 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

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 Indian 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 cut-a-way of the twin engine, price - \$7.50.

Other reprints available.

Send stamped addressed envelope for list.

write -

Ted Hodgdon, 536 Outrigger Lane,
Sarasota, Florida, 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 crate in 1961. Kept in heated garage and seldom used by airline pilot, owner. Faultlessly maintained, runs beautifully, has Ariel crash bars, Buco windshield and saddlebags, and dual mirrors. Color, Ariel bright red, price - \$2500, firm.

write -

Jack R. Liebrick, 35 Balsom Dr.,
Huntington, N.Y. 11743
Phone (516) HA-4473

For Sale - Indian Tail light lens, part No. 101023, \$3.25 each, postpaid.

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 6-1/2 by 2-1/2 - \$3.00 pair or in lots of 12 or more - \$2.00 pair.

write

Church Metenkanich, RR 1, Wattsburg, Penn. 16442

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, 750cc, beautiful condition, \$600 or best offer.

Complete Harley '45, straight drive shaft engine, runs perfect - \$200.

Late model Chief 80, tellescoping forks, all there but in boxes, make an offer.

write -

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

WANTED

Wanted - 28" rim-36 spoke for 1930 Indian Four. Would like to buy a good gas tank and head lamp.

write -

Allen Moore, 3583 S. Main St., Albion, New York 14411

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. Also for 1940 Indian Four - latch for holding center stand and chain guard.

Have purchased incomplete Indian Twin, year unknown, No. DGP4050, 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 in August. Will sell or trade depending on offer such as 841 wanted in this ad.

Write or phone - 313-529-2893

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

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

Write -

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

Wanted - 1941 Indian Four, restorable or unrestorable condition. State price and enclose photo if available in your inquiry. All replies answered.

Write -

Stanley Krawiec, 625 Oakdale Dr., Forest Park, Georgia 30050

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

Write - Jack Kulish -K7YNY, Box 280, Stanford, Montana 59479

Wanted - two lower rear shock springs for '37 - '39, 45 Scout. These are the long heavy tapered springs. Needed badly to complete putting spring frame on my 45 Scout.

Write -

John Wickham, 751 Dayton Ave., Findlay, Ohio 45840

Since the last issue of the Indian Four News a good member from California sent to me a plated head light complete for my '27, Scout. I had advertized in previous issues for the lens and inside parts for the lamp housing I did have. This is more proof of the value of our Classified section in the Indian Four News.

J. Wickham

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

Write -

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

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., 9161

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

Write -

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

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

Write -

Max Henry, 834 Santa Cruz Ave., Dayton, Ohio

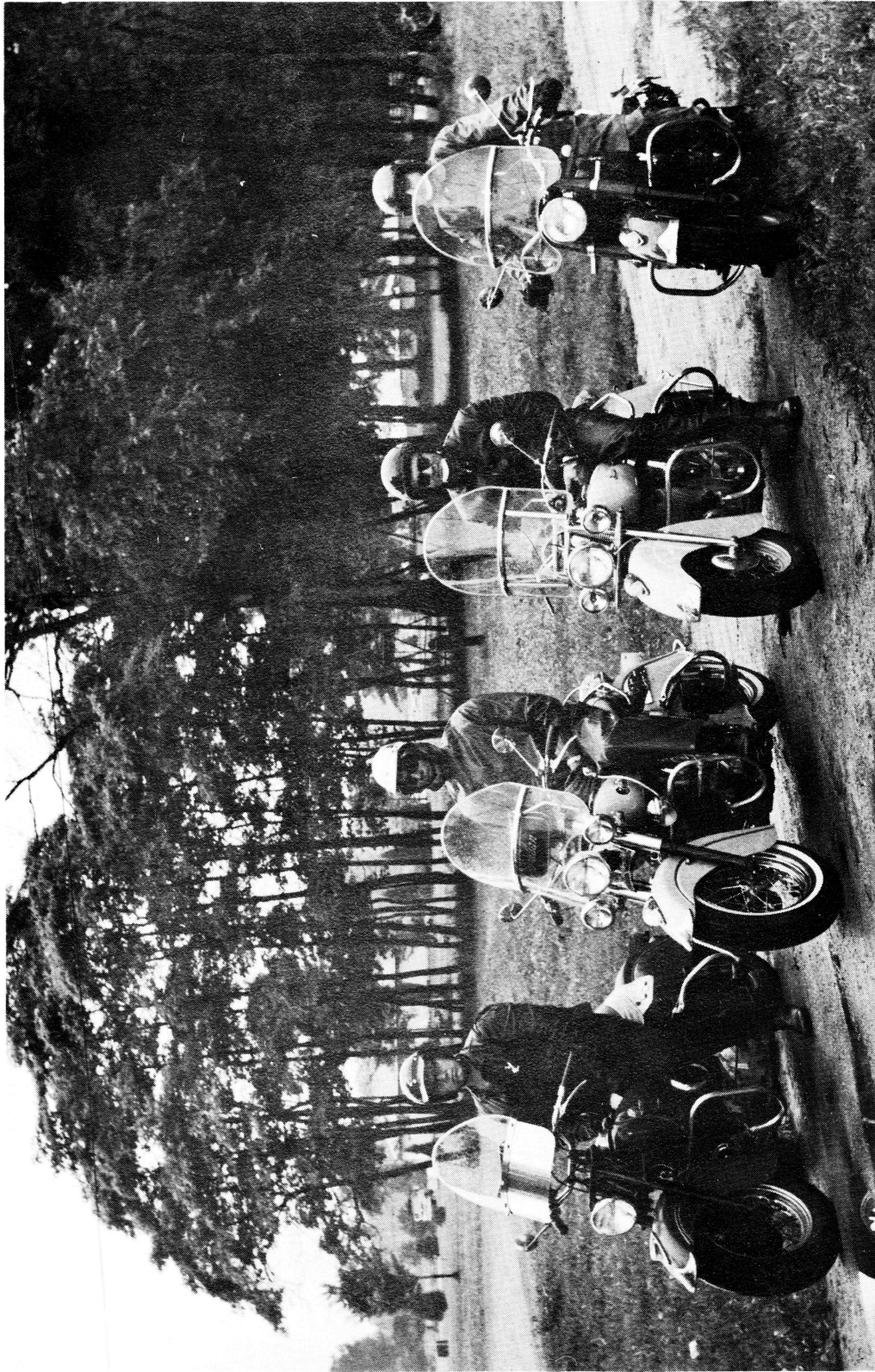
Wanted - original gas tank, one head light, front fender, solo seat, all for early Indian Four, don't know the year, but the motor No. is DALL2. What year does this number match.

Write -

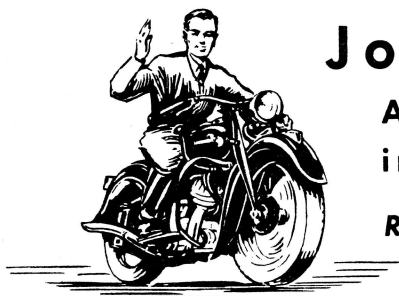
Walter Ahlers Jr., Main St., Flanders New Jersey 07836

Wanted - parts for 1936 Indian Chief and prices. New .080 over-size pistons and rings. New front brake control cable and housings. New wiring harness. New or used ammeter. New set of points for Splitdorf magneto. Also set of Exhaust pipes and system.

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



Due to the wet weather, all events for the June meet were cancelled. This group of riders from Detroit decided to return to that city before any real downpour really started. L to R - Gary Johnson, Jerry Tacoma, Duke Revel, and Jerry Risak.



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

