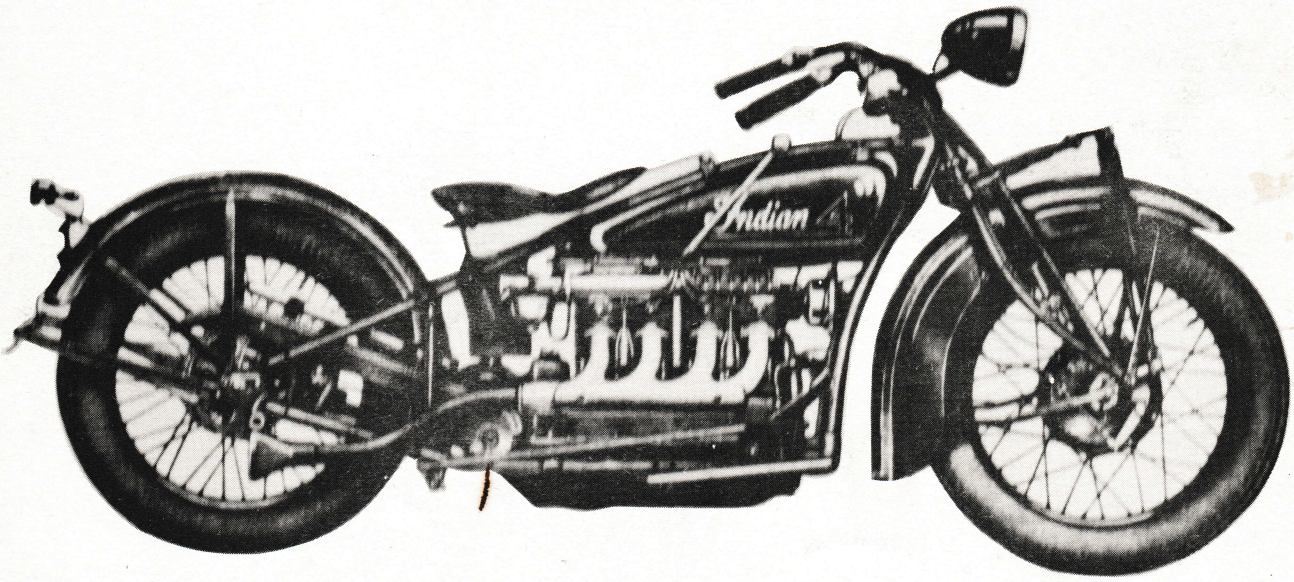
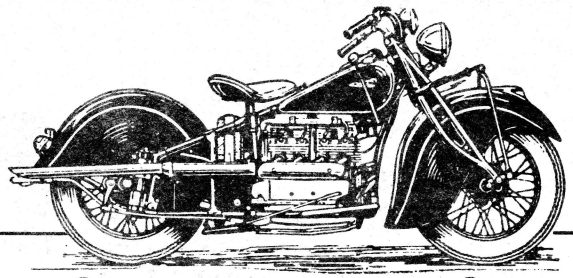
Indian FOUR MOTORCYCLE NEWS

VOLUME 4 NUMBER 3 FALL 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 ORIGIONALLY 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 1969 TO AUGUST 1970

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INDIAN FOUR CYLINDER NEWS

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

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COVER PICTURE

On the last issue (summer issue) of the Indian Four News, we printed the picture of the 1928 Indian Four belonging to Jesse Clapsaddle of Gettysburg, Penn.. We made a plea to the membership for a picture of a 1929 Four but the only response we got was an advertizing folder from George Hopps of Mt. Morris, Mich. So . . . we had this old piece of advertixing reproduced and the picture on the front cover is a copy of that 1929 four.

The Indian Four News

The Indian Four News is published four times a year for the members of the Indian Four Cylinder Motorcycle Club Inc,, and is entered as second class matter at the post office in Findlay, Ohio. 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 E. Wickham, 751 Dayton Avenue, Findlay, Ohio. The Indian Four News is published by Thomas J. Miles, Printing and Photography, RR 5 Box 2, Findlay, Ohio 45840



John E. Wickham

PRESIDENT'S PAGE

Hellow Members

Another Annual Meet of the Indian Four Cylinder Club has come and gone, and it was with great pleasure that I had a chance to meet all of you wonderful people, some for the first time. It was a pleasure to meet many of you that I have corresponded with for several years. I could go down the list and name people who came a considerable distance and planned their vacations so they could attend the meet this year.

I am sure that you enjoyed yourselves as much as I did being with you and serving as your president. Although we did have a little rain to start with on Saturday morning, as we did the previous year, we can surely count our blessings for the beautiful weather after the morning showers.

We had splendid cooperation with our committees and officials, also the ladies who gave considerable time handling registrations, dues, awards, and magazines. I personally thank all who attended and I could list many of the familys who I have been acquainted with from the beginning of the club, but I don't want to be partial, and say that this year was the finest and best meet yet.

The camping area was well filled by Saturday morning and many more continued to arrive through the day. The club does not take the blame for the hungry mosquitos that plagued us, that just goes with camping.
We all appreciated so very much the efforts of the Traveler's Club to provide for our every comfort and enjoyment, and even though they did their best to provide a good corn roast on Saturday night, the weather did not cooperate and rained us out.

Our thanks to those who brought slides and movies for showing on Saturday

evening. I have come into possession some old lantern slides, as they are called, and are 3 X 4 inches in size and all glass. They are slides of old Indian Sales advertizing, hill climbs, racers, and old time Indians. If someone has access or owns a 3 X 4 glass slide, slide projector, write to me and we'll make arrangements to show these slides next year.

We tried some new events this year and from all comments, those who participated, enjoyed them very much. New things are constantly being planned for our club and we are open to any and all suggestions you have.
We are presently planning a Indian Four Census, or trying to locate all the fours in existance across the country. This would include categorys such as runable and in operation daily, restored and runable, those in need of restoration yet runable, and basket cases. Our members own a lot of machines in all categorys, and machines are owned by many who are not members of our club. We would like to take a census of them all. We would like to find some first model Indian Fours or Aces, also the last ones built or assembled as 1942 models and motor numbers, and all in between. Write down your model number and motor number of your machines and mail this information to me for compiling in our club magazine and the library. Who knows, we may have a trophy or two for certain ones in this census of fours. With your help this census could be very interesting and of valuable imformation to the club.

We have added several new members to our club since the annual meet and it is with great pleasure that we welcome these Indian Four owners who have joined our ranks, and we hope that we can be of help and assistance to them in securing parts and information they seek to get their fours in shape for the next meet.

We have a business meet set tentatively for October 12, and notice will be sent out for all interested in attending this meeting.

Tentative dates for next year's meets are - June closed meet, possibly the 2nd Sunday in June and our annual meet the 2nd weekend of August as usual. The 1970 (next year) annual meet will be the 9th annual meet since the club was organized in 1961.. Then the annual meet in 1971 will be the 10th anniversary of the of the Indian Four Cylinder Club, and by coincendence, it is also Mrs. Wickham and my 50th wedding anniversary. So we are thinking of a big celebration for both the club and our wedding anniversary. I'm hoping they'll both exceed all records.

Well this is our Annual Meet issue of the Club Magazine, so we have good coverage in pictures and the story of the annual meet. Interest is continuing to grow in membership and appreciation for the club magazine. Thus I have all of you to thank for this good report on overall activity of the Indian Four Cylinder Club.

Hope to see many of you at the Business meet, but for those who can't make it, we'er looking forward to seeing most of you at the next annual meet. Keep the correspondence coming in, we enjoy hearing from you.

Sincerely

John E. Wickham, president

THE INDIAN FOUR CLUB ANNUAL MEET AUGUST 9 - 10, 1969

The 8th annual field meet of the Indian Four Cylinder Club was held Saturday and Sunday, August 9th and 10th, at the Traveler's Motorcycle Club Grounds on Dorr Street, Toledo, Ohio. The Traveler's Club Grounds provide many facilities for the over all activity of the two day meet, that many have expressed their appreciation of the Traveler's Club, and to continue to hold the meet at this place for as long as we are welcome.

On Friday afternoon, those intending to camp in the Club's camping area, began to arrive for the two day's activities. Campers, converted buses, tents, sleeping bags, motorcycle trailers, cars, motorcycles, and even those intending to stay in the local motels, people from everywhere came for the annual meet. By Friday night and early Saturday morning, some 65 campers were on the grounds and camp sites set up. They came from as far away as South Dakota, Iowa, California, New Mexico, Florida, all over United States and Canada. This is an international club with membership reaching into many foreign countries.

The club has close to 300 members, all owning fours such as Indian, Henderson, Ace, Cleveland, and Pierce. It becomes very gratifying to know that in less than 10 years since the initial organization by the founder and president, John Wickham, the club has grown so steady and so far reaching. The membership list printed in each issue gives each member a ready reference and quick look at all the members and the far reaches of the club.

The evening for the campers was spent in a variety of activity, cook outs, corn roast through the generosity of the Traveler's Club, movies, slide films of restorations, beautiful machines, and previous years meets.

Saturday morning started off with setting up the gate under the direction of the gate committee chairman, John Elber. After breakfast was out of the way, the president called for all participants in the grand parade to line up for the opening program. After the machines were lined up, riders beside their machine, and motors turned off, the club Chaplin, Rev. Tom Miles of Findlay, Ohio, gave the opening remarks and invocation. The National anthem was played and silence by spectators and riders. Then with band music playing, Dale Pearson of Cedar Rapids, Iowa on his 1940 Indian Four with side car, the lead mortorcycle, and his son in the side car holding the club banner, lead the Grand Parade for two laps around the track. This parade is usually very colorful and attracts photographers all around the track to take pictures. Following the grand parade the 1969 Annual Meet was declared officially in progress and the remainder of the morning given to greeting friends, new comers, taking pictures, and the heap of bargains in the Flea Market.

At 1:00 PM the events were started and included the sack race, Egg (ping pong ball) on a spoon, dizzy race, economy run and the poker run. The sack race was a new event this year, and separated the (old) men from the boys. Each participant was given a burlap bag into which he put both feet. His machine was parked 50 feet down track and on the whistle, the participants hopped the 50 feet to his machine, get out of the sack, and start the motor. The events this year were not sanctioned by the A M A with the exception of the Poker Run in which other machines were allowed to run. Most of the events were strictly Indian Four events. The next event was also a new event this year, the ping pong ball on a spoon. The rider put the handle end of the spoon in his mouth and the ball in the spoon, and then the rider used his skill in riding and remain steady enough to keep the ball on the spoon. The first group had

good success and made several laps keeping the ball on the spoon, but the second group had a little problem with the wind blowing the ball off. You will note in the pictures of the events, the ones showing the riders carrying the ball, the last picture in the group of a real determined rider. Most of our members are acquainted with the next event, the Dizzy Race, in which a stake is driven in the ground till its only 16 inches above the ground. The rider parks his machine 20 feet away and stands by his machine, motor turned off. When the whistle blows he runs to the stake, bends over, hand on top the stake, and runs around the stake five times, then back to the machine, and kick the starter to start it. This again separates the men from the boys. Some made it, some didn't. The economy run is a test of machine preformance. The gas is turned off at the tank and the motor started. The rider starts around the track for as many laps as possible till it runs out of gas. This ended the events for Saturday and some weary participants. There was; aching muscles, brused knee, dirty pants, winded riders, and a lot of fun. At 5pm all members were called into the Club House for the Annual business meeting with John Wickham, Club president, presiding. Items such as old business, bills, approval of changes in the by-laws, secretary's report, treasurer's report, election of officers and new business. Several new members were accepted for membership and the new constitution and by-laws were adopted. A change in the by-laws that now effects the club, the club officers are now elected for a two year term with exception of the trustees. Their terms of off ice will remain the same and the Annual meeting will continue to elect one new trustee each year.
The annual meeting was exceptionally well attended this year and the members entered into the discussion quite freely. The election of officers was held off till Sunday morning when more of the members were expected to arrive.

After the Annual meeting the program for the day concluded and the people were on their own for whatever they had planned for Saturday evening. A highlight for Saturday night was to be the corn roast by the Traveler's Club, but holding it outdoors was impossible when it started to rain. This forced everyone into the club house for the remainder of the evening. For the rest of the evening films were shown of restored machines, restorations in process, previous years meets, and a trip through the Black Hills in South Dakota.

Most everyone knows that an old Indian rider could talk all night of he can find someone to listen, and in past years this has been the usual thing when the Annual Meet was mostly men. However, now since many more familys are attending, the men turn in earlier.

On Sunday morning many were up bright ? and early getting breakfast out of the way, and the usual picture taking and meeting people. The sky had cleared and it looked like a beautiful day in the making. The Chaplin arrived about 8:30 am, and we started to get preparations for the days program under way. When everyone seemed to be ready to get some activity started, the chaplin, who is also our photographer, directed the lining up of all machines around the north side of the track for a W I D E group picture. When all was ready, he took his camera about half way down the infield and sited us in for the picture, but found that he had to get further away. He took one picture at this distance and then moved in much closer, taking several pictures from one end of the group to the other. We have two pictures on the inside back cover that are enlarged of this close up shot.

After the picture the group lined up on the track for the opening devotions and invocation by the chaplin, Rev. Tom Miles. The riders were again standing

by their machines, motor turned off as the chaplin spoke. Following the invocation the National Anthem was played during the flag raising. Then as on Saturday morning, the machines were started and to the sound of band music, the grand parade proceeded around the track for two laps.

After the parade those present continued their activities of taking pictures, greeting friends, meeting new ones, bargaining in the flea market , and warming up machines on the track. Even though the many campers prepared their dinners and other meals in cook outs, many present ate the prepared meals provided in the Traverler's Club House.

Dinner out of the way, one even was reserved for Sunday afternoon - the Poker Run. This is a modified run from the regular cross country runs in that it is held on the track. Five stations around the track manned by women as more men can participate this way. This even was open to other makes of machines and non members.

Next came the judging and this year there were several more machines than last. Judges this year were; Allen Bozung, Bob Paulette, Maynard Whetstone, and Ed Wolsky. The president warned every entrant to remain out of the judging area or be disqualified from the contest. Covering many fine points on the machines, the judging took a rather long time and some changes had to be made to compensate for different entrants. While the men were judging, a new method of judging the machines was tried out this year. Three women, Mrs. Robert Aldrich, Mrs. George Young and a friend were asked to judge the machines from some prepared sheets. There were no trophies awarded in this judging, but these three women took just as long in deciding as did the men. The awarding of trophies was held in the club house this year and a picture taken of the winners.

We overlooked in the writing of this report in the sequence of each hours activity, the election of officers just before the dinner hour. As we stated before in this report, the election this year elected the officers for two years. John Wickham was re-elected club president for his eighth term and at the end of this two year term will make ten years as Club President. Elected to the position of Vice President was George E. Young of Southfield, Michigan. George was Sargent-at-arms for the club and has been a member for several years. Dr. Walters was re-elected Club Secretary and Enos Leass was re-elected treasurer. Enos requested the club to accept his resignation, but the members knew that Mrs. Leass did most of the work on the Treasurer's books and invited her in to speak in her behalf. She stated that she was willing to continue with the books, and we might add a very efficient job at that, not to discredit any of our previous treasurers. Over Enos' protest, he was unanimously re-elected treasurer.

The awarding of trophys was the final part of the days program and the chaplin called on to pronounce the benediction and close of the two day meet. As it is a task to set up camp so also is it a task to break camp and load up for home. So again another annual meet of the Indian Four Cylinder Club comes to a close. The attendance was larger than the previous year, and yet some there last year were not there this year, and many new faces for the first time this year.

We conclude this report with the statistics of the annual meet - The farthest distance anyone traveled to get to the annual meet was Gerald Wilson from Ft. Lauderdale, Florida. In the judging - the best four was

owned by Robert Paulette of Midway Kentucky, the oldest four was won by Dr. Bill Cleveland, a 1921 ACE four, the oldest Indian Four was owned by Jesse Clapsaddle of Gettsyburg, Penn., the oldest motorcycle at the meet was owned by Milton Mehl, a 1911 or 12 single belt drive Harley Davidson from Hamilton, Ohio , the most unique by Harold Randall of Battle Creek, Michigan, the best overall machine was owned by George Young of Southfield, Michigan, winning the Havilland trophy.
In the competition events; the sack race, Bruce Elton 1st and Chuck Metenkanich 2nd, the Dizzy race, Chuck Metenkanich 1st, and Bruce Elton 2nd, the ping pong ball on a spoon, Allen Bozung 1st and George Young 2nd, the economy run Chuck Metenkanich 1st and Don Knapko 2nd, the Poker Run, Nick Gansinger 1st and Chuck Metenkanich 2nd, the family event poker run, Richard Ulrich 1st and Jim Steinbring 2nd, and the longest distance rode on a machine to come to the meet was wond by Jack Backer, sone of Mr. and Mrs. Fran Backer, riding the total distance of 1200 miles from Sioux Falls, S. Dakota to Toledo, Ohio on a Harley Davidson. Jack is 19 years old.
A new approach was tried this year at the annual meet which looked at the machines from a different point of view - a womans point of view. Mrs. George Young and Mrs Robert Aldrich, and were soory to say that we do not have the name of the third woman that helped with this judging, these three ladies, although not unfamiliar with motorcycles, because their husbands ride the machines, judged the machines from their point of view, although they were provided with pre-printed judging sheets. They were very carefull and took as much time in their work as the men judges. The machines were lined up for the men judges and both groups were doing their work at the same time.
On the later models of Indian Fours, 1st Don Knapko, 2nd Jack Maurer, and 3rd George Young. On the older machines 1st Dave Kitson, and 2nd Richard Ulrich. On the side cars 1st Ed Morrison, 2nd Nick Gansinger, and 3rd Dale Pearson. They did not check the machines on origionality and fine points as the men judges, but from looks only. Our thanks to these ladies for their very sincere efforts and fairness in their judging.

The following are given credit for the long distances they came for the Annual meet - Mal Middlebrood, from Canada, John Gale from California, Al Sandors from Florida, Dale Pearson from Iowa, Maynard Whetstione from Minnesota, Paul Freeman from New York, Jack Liebrick from Long Island, and Sandors Nagy from Massachusetts.

After the presentation of trophies for the various contests and honoring the other contestants the chaplin closed the 9th annual meet with prayer and benediction. There was not an immediate exodus from the grounds for many of the campers remained for the evening meal. There was still activity in the flea market for there was still parts to sell. Some machines were for sale and we had no report if they were sold or any deals.

The Executive committee takes this opportunity to thank everyone for their splendid cooperation, all the workers for their untiring efforts, the cooperation of everyone who attended for the fine spirit, friendly attitudes, and their attendance. If we offended anyone it was not done purposely, if we overlook something that should have received some attention, we'll try to be more attentive next year, and if you enjoyed yourself and believe that this was the best meet yet, write us and tell us so. We enjoy your comments and suggestions. This is your club and your annual meeting, therefore you are the one that the Executive Committee must be responsible to and maintain the Indian Four Cylinder Club for your benefit and enjoyment.

The officers of the Indian Four Cylinder Club

Chuck Myles
P O Box 150
Sloansville, New York
12160

writes . . . I have been anxiously planning the trip to the Annual Meet this year, even after I had so much fun last year with my Chief and side car rig. To see that string of Indian Fours around the track, only eggs me on to do my best to be there.
Each year the rally gets better, better organized, a greater variet of machines, bigger crowds, new friends, and good ole friends. Since droping from teaching some time ago, and devoting full time to the resurection of the Indian, I got myself swamped with work and so tied up with repair work, that I decided to miss seeing you fellows this year and take care of business.
I'll be with you though in spirit and thought.

Best to you all for a good weekend

Chuck Myles

Despite all that happened to you Chuck on your return trip home from the meet last year, had you not written in your letter that you would not make it this year, we would have looked for you in some sort of transportation. However we are sorry that you are swamped with work and can't make it yet we realize the importance of your business and look for you next year.

- editor -

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

writes . . . appreciate the listing of the membership by states for it makes it easy to look up fellow members if you happen to be touring that way and want to visit.
I'd like to correct my address in the listing . . my machine is not listed and is a 1941 Four.
. . hope this letter finds you well and that you had a successful meet last week.
. . . again keep up the good work on the magazine.

Henry

We appreciate your remarks Henry on the membership listing, and your comments on what we hoped would be the reaction when we decided to list the membership in every issue.
Sorry we missed listing your machine but we have it now.
We did have a good meet this year, and for my age I fared pretty well with the task.

- editor -

W. B. Cleveland MD
Cleveland, Ohio

writes . . . That was a fine meet and I enjoyed it. I believe it was your best yet. Your judges have a tough job and do good work, but it does take a lot of time and the crowd gets restless.
There are certain categorys that are easy to judge such as the oldest four and the oldest Indian Four etc.. A special judge could do this work and other easy tasks in the judging, and allow the judges who must concentrate on the best restored fours for the best.
Just a thought to save some time.

Bill Cleveland

Doc . . we appreciate your fine comments and thoughts on the judging. Our annual meets have grown so fast that we think somtimes that we can still do our judging as we did when there were just a few machines.
Thank you for your suggestions and we'll take them into consideration when the committee meets for planning next year's program.

- editor -

Gilbert R. Horton - Architects
P O Box 1351
Jamestown, North Dakota
58401

writes . . . I recently purchased a 1940 Indian four, and am interested in joining your club. I intend to restore this machine and am sure valuable information can be obtained by joining an organization such as yours.
Would appreciate if you would send me full details on membership.

Gilbert Horton

We appreciate your inquiry Mr. Horton and that you now own a 1940 Indian Four.
This is one more four saved from the junk pile and we are especially grateful for your appraisal of the Indian Four Club.
We'll do our best to to assist you in your task of restoring the machine, and will look forward to not only seeing pictures of it before and after, but also to see you in person and your machine at the annual meet next year.

- editor-

Charles Carter
X Divison
U S S Francis Marion
L P A 249
F P O New York, New York
09501

writes . . . enclosed find my application and money order to pay dues for 1969 membership in the Indian Four Cylinder Club.
Enclosing copy of a picture of my father, Charles Carter Sr. and one of his 1939 fours. (included with pictures on other page)
Presently I am in the Navy and deployed overseas in the Mediterranean area. I am looking forward to my membership in the club and when I get out of the Navy I intend to finish the work that my dad started, restoring Indians.

Sincerely

Charles F. Carter

Charles, we welcome you "aboard" as a new member. We were glad to get the picture of your dad and one of his fours.
As we have told the other new members who have machines and restoring them back to origional machines, its a pleasure to know, that like yourself, you are taking up where your dad left off and keeping those old Indians alive and going.

- editor -

George B. Fisher
1051 N. 5th St.
Reading Penn.

writes . . . enclosed are completed forms and remittance for membership in A M A and the Indian Four Club.
At present I have no pictures of my machine for it is dismanteled and in the process of being rebuilt. I haven't opened the crankcase yet. I got a new crankcase as mine was welded, and a new tank half to replace the Chief that was on it. I am very much interested in a good intake manifold for the one on my machine has the ears broken off.
I hope to get it rebuilt this winter to start riding in the spring.

George B. Fisher

George, your letter is typical of many of our new members who are seeking parts and information, and we as a Club welcome the opportunity to be of service. Your's is one more Indian Four, restored back to life, and by someone with desire to make it origional.
Welcome to the club and we extend to you an invitation to meet with us next year at the annual meet in Toledo, Ohio.

- editor -

Charles W. Tallas
4308 Wabash St.
Ft. Worth, Texas

writes . . . finally received my A M A number and now plan to join the Indian Four Club. My good friend Leland Sparks and I are working on other Indian owners in this area to get them to join the club . . . he introduced me to the club. There is one other four owner in Ft. Worth that has a 1936 four that I see ocassionally and tell him about the club. H. J. Norman of Weatherford, Texas has sold one of his fours to Bill Levitan, a member of the four club. Bill lives just a short way from me, and this last four he bought makes five fours in the Ft. Worth area. I run my four to work three times each week and this last weekend rode it to a field meet . . . most people there had never heard of a four cylinder motorcycle, especially an Indian Four. So this was a chance to show off the fabulous four, which I did, riding it around the track. Its smooth running and quiet operation surprised them all.
The fours weren't popular here like they are in the east. The four Bill Levitan purchased from H. J. Norman was origionally from Michigan. My four is real clean all over, no breaks, cracks or chips, and when running carrys a 25 lb. oil pressure. It smokes a little at slow speeds, but at higher speeds clears up.
On close observation I found that the crankcase bolts look as though they have never had a wrench on them.

Your Indian Friend

Charles W. Tallas

We appreciate your efforts in the Ft. Worth area, as we would like to have all Indian owners in the club. Daily I get mail inquiring about membership or someone new that has filled in the membership application form and sent it in.
Your four sounds like a jewel to own and only your careful attention and desire to keep her that way is what continues to make these fabulous fours the most beautiful motorcycles on the road.

Membership application forms may be obtained by writing to the editor of the Indian Four Cylinder Club, John Wickham, 751 Dayton Ave., Findlay, Ohio 45840. The applicant must own an Indian Four and the machine restored to running condition or in the process of restoring to be accepted in the membership of this exclusive club. A letter to the editor will bring information of where machines can be purchased, or technical information or the mechanics of the machine or sources of supply for the purchase of parts.

- editor -

Murray Bluestone
37 Warwick Ave.
Toronto, Canada

(a new member who bought a modified stored machine and wants to put it back into its origional shape. Here's a real opportunity to give a new member some real assistance in parts and technical advice) - editor -

he writes . . . recently I purchased a 1936 four which has been stored since 1954, but some of the parts have been changed or lost, otherwise complete. Does the club have an exchange list? Or, can you suggest how and where I might get some of the parts I need.

The origional right side tank missing and replaced with a tank from a "74".
Carburetor (updraft) - a new manifold has been made and a carb. from a "74" substituted.
Mufflers (2) - the origional ones were replaced with ones from an English bike.
Headlight - shell is origional, but rim and reflector are army replacement.
Origional generator is probably burned out as another has been mounted above the origional.
Need ammeter as the one on the bike is Harley Davidson.
Could you suggest where I might get color and striping information.

Yours truly

Murray bluestone

Murray we are happy to welcome you as a new member and even though your four is not 100% origional four, you will find in the club, technical information, parts, and above all a group of guys that will help you in any way they can to put that bike back in origional condition, and you are a prowd owner of a origional Indian Four. I won't guarntee they'll supply the elbow grease, to do the work, but parts and know how, we have a plenty.

- editor -

We appreciate hearing from our members, and applications for membership. Comments on the annual meet and letters from ones who could not make it keeps the fellowship of the club going through letters and our club magazine.
Although its a full time job keeping up with the correspondence and trying to do some overhaul work or other's machines, I appreciate your patience and continued support in the job of editor

J. E Wickham

INFORMATION PAGE

In the last issue of the Indian Four News we printed the first two sections of the repair manual for Indian Fours 1938 thru 1942. We had planned to reprint a section or part of section in each issue till we had printed the entire manual. However one of our members, Chuch Myles of Sloansville New York has had a number of these manuals reprinted and made the club a very good offer if we wanted to make a little money for the treasurery by selling copies of this reprinted manual. Since this offer was made we decided to stop printing the sections of the manual in the News. We have several of these reprinted manuals and they are for sale at $3.00 each. If you send a check for the manual, send it payable to the Indian Four Cylinder Club Inc. You may send your request to either Enos Leass, Treasurer, 1502 N. Main St., Findlay, Ohio, or to me, John Wickham, 751 Dayton Ave., Findlay, Ohio 45840. Information in these manuals covers most models but they are specifically for the 1938 through 1942 models. All specifications for the motor and clutch will be valuable. Our thanks to Chuck for this generous effort to reproduce these manuals.

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We have received a number of requests from members who are restoring old model Indians and Indian Fours for color schemes, colors and striping. We printed in a back issue, advertizing from the Indian Company, the proper color schemes and striping. This can be found in Volume 3, Number 1. For further details on colors and other technical information, write to Paul Murray, 9010 Jackman Rd., Temperance, Michigan 48182, or George Hopps, 7352 N. Dixie Hwy., Mt. Morris, Michigan 48458.

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On the front cover of the Indian Four News we had decided a few months ago to print, in consective order, pictures of Indian Fours from 1928 through and including the last fours made in 1942. The first picture we used was a photograph of Jesse Clappsaddle's 1928 401 Four of Gettysburg,Penn. The next in line should then be the 1929 Four. Up to press date we did not receive a copy of anyone's four so we had to resort to a picture from the Indian Advertizing. We noted from our membership list in the magazine that several owned fours of the 1929 model but we did not contact anyone of them. Therefore the next issue should have a picture of the 1930 model Four. From the list in this issue of our members we find the following owners of 1930 fours; R. E Reichman of Fairburg, Ill., Mervel Wood of Oregon Ill., Paul Pierce of Oxford, Michigan, Allen Moore of Albion, New York, and Fred Wood of Philadelphia, Penn. If any of these owners or anyone else has a 5 X 7 ince print or larger of his 1930 four and would loan it to us for the next issue, send it to John Wickham, 751 Dayton Ave., Findlay, Ohio 45840 and we'll return it as soon as possible. For the winter issue we will be using a picture of a 1930 and the first issue of 1970 we will need a 1932 Four.

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We regret the loss of another of our members of the Indian Four Cylinder Club. Mr. Charles Eckert of 434 Potomac Circle, Aurora, Colorado from injuries in a regretable accident. Condolences were sent to the family. Charles had just recently returned from a tour of duty in Vietnam. He had quite a collection of parts and machines that is now in the hands of his brother-in-law who has been named executor of the estate. He had planned to get back in business restoring machines and selling parts after his return from Vietnam. We have reprinted a letter sent to us from his brother-in-law, Mr. William M. Rowe of

485 Bellewood Drive, Englewood, Colorado 80110 . . . . .
. . . my brother-in-law, Charles Eckert, of Aurora, Colorado, died last week of a regretable accident. He was a member of your club and was planning more interest and activity with his motorcycle equipment and your club since returning from a tour of duty in Vietnam. I have been named executor of his estate, and yesterday took a quick inventory of what he has in motorcycle parts and equipment. There are a lot of parts, wheels, frames, fenders, gas tamks, several engines, an old side car, one four cylinder flat head engine, a late model chief that appears to be in generally fine condition, and a 45 Scout about 90% complete. To men of your club this collection would represent a gold mine, but to many people its simply junk. We are hoping that you are in contact with interested parties that might like the opportunity of buying the whole works. We have no idea of the value, and thought possibly a complete inventory sent to someone familiar with the parts could help decide on what it is all worth. We would appreciate any leads and suggestions you might have.

Sincerely

William M. Rowe

We have corresponded with Mr. Rowe and expressed our sympathy over the passing of Charles, one of our very active members, and gave some suggestions on the disposal of the items. Anyone else interested may contact him.

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Items of Special Interest

While the Indian Four Cylinder News was going to press Mrs. Enos Leass was confined to her bed with a case of Phlebitis in the leg for a week and another two weeks in Blanchard Valley Hospital for treatment. If anyone sends in their membership dues and you don't get an immediate response to your letter or application form please be patient till Mrs. Leass gets back on her feet. She is the active treasurer of the Indian Four Club.

Also while the magazine was going to press, Mrs. John Wickham, wife of the president, his grand daughter, Mrs. Shirley Patterson, husband Jim, and John's little great grandson Jimmy Patterson, all were involved in an automobile accident near Ottoville, Ohio, last Sunday, Sept. 28th. The car hit a bump in the road as they were rounding a curve and the VolksWagon in which they were riding turned over on its top in the ditch. The car took more of a beating that the occupants, although they were all shook up, brused and cut. None of them required hospital treatment and are slowly recovering.

We have been informed that Don Knapko of Westland, Michigan has been in the hospital for further surgery on his neck. Previous surgery did not correct the problem and required a return to the hospital for more surgery.

Well - ole J. Wickham is finally great grandpaw and that little guy is the apple of his eye. James Albert Patterson was born to Mr. and Mrs. James Patterson of Indianapolis, Indiana, June 1, 1969. Mrs. Patterson is John's grand daughter the former Shirley Sutter, whom many of you will remember coming to the meets with her grandfather. Shirley had lived with her grand

parents for some time, therefore this new great grandson is really something quite special for his great grandad and great grandmother. The birth of little Jimmy made four living generations in the Wickham family and John wanted a family picture taken. Since this is something to boast over, John asked that we run the picture and a story in this issue of the Indian Four News.



In the picture from L to R, Mrs Jim Patterson, the father, John Wickham, great grandad, James A. Patterson Jr., the fourth generation and great grandson in his mother's arms, Mrs. Jim (Shirley) Patterson, John's grand daughter and mother of Jimmy, Mrs. John Wickham, great grandmother, and Mrs. Robert McIntire of Fostoria, Ohio, John's daughter, and the mother of Mrs. Shirley Patterson.

They had planned to bring the little fellow to the meet this year, but decided he was too small yet to be exposed to Indian Fever. Next year we'll give John some time to show off his great grandson while the events are in progress. Whether or not he'll go for motorcycles like his great grandad remains to be seen, or who will be boss by that time.

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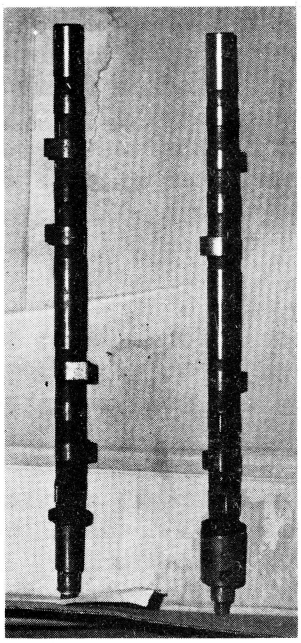
Technical Note

To conserve a little space in our magazine this time we include the following article in this group of information and items.

Differences in Cam Shafts

We printed this article from an experience of one of our members who put a wrong cam shaft in a motor to replace a worn one. He found there was a difference in cam shafts as this article will explain.



In 1928 when the Indian Company purchased the ACE Motorcycle Company, they continued building the Ace and the 1928 fours from the inventory of parts included in the purchase. This four had a 3 main bearing crank shaft and of course a cam designed for a 3 main bearing crank shaft. Then in 1929 they redesigned the four motor and changed it to a 5 main bearing crankshaft and redesigned the cam to fit the 5 main bearing crankshaft. This meant that now the company had two different cam shafts on its parts list for the fours. The cam for the 5 main bearing crank was now standard equipment for fours. In 1932 another new design in cam shafts was made for police bikes for faster excelleration. The intake lifters were designed with longer duration lifts, different than the standard cam. (continued on next page)

This now made 3 cam shafts on the parts list with the police cam and the standard cams only, interchangeable. In 1937 there was a major motor design change. On all motors up to 1937 the intake valves had been overhead and the exhaust valves in the block, The carburetor was directly under the gas tank. The design change in 1937 reversed the intake and exhaust positions and put the intake valves below and exhaust above, with twin carburetors below the exhaust on the right side. Change in the exhaust and intake valve positions required a change in cam shafts. Thus the fourth cam shaft was added to the parts list. This new cam would fit any 5 main bearing motor but the lifters were at different angles than the standard. This is what one of our members found out when trying to put a standard can in a 1937 motor. The cam of the 1937 just fits the 1937 and no other, and the same for the standard can, it will not fit the 1937. It only naturally puts the engine out of time in trying to start it. The 1937 motor was of such radically different design and gave some problems in carburetion, that it was abandoned the next year, and the company returned to the former engine design with few changes for 1938. The 1938 engine remaind standard with no further cam changes and the company ceased building fours for civilian use in 1942.
We have printed a picture of two of the cams in question - the 1937 cam on the left and the standard cam on the right. The end down in the picture is the timing gear end and the key way end. The one on the right has the cam bearing on that is just behind the keyway. Then if you will note the first lifter behind or above the bearing is nearly the same on both cams. The next or second lifter are directly opposite, each pointing inward. The lifters the rest of the length of the two shafts are different as you will note.
We did not have a police cam or the 3 main bearing 1928 cam or we would have included them all in a picture and their descriptions. We'll have this in a later article.

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New Members

The following new members were accepted at the Annual business meeting in August.

Dennis Kniffin - Detroit, Michigan
John L. Harrington - Taylor, Michigan
David Kitson - Decatur, Indiana
Richard I. Braund - Elroy, Wisconsin
E. P. Remstrom - Crete, Illinois
Michael W. Burke - Belleville, Michigan
Harold Randall - Battle Creek, Michigan
Jack Bajo - Chicago, Illinois
Larry Barnes - Grand Rapids, Ohio
J. V. Shepard - Lima, Ohio
Linley S. Wright - Grapevine, Texas

Applications pending acceptance into membership

Charles Carter
William Crawford
George Fisher
Gilbert Horton
William Murphy
Charles Tallas

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The Membership Listing - The membership listing now being printed in each issue has already received fine compliments even though we have only printed in one time. It is your club at a glance and a ready reference to corresponde with any of your fellow members, for it is up to date from the treasuer's list. If we overlook an error and you find it, let us know and it will be corrected. If you have any suggestions, pass them along also and we'll see what improvements we can make.

MEMBERSHIP OF THE INDIAN FOUR CYLINDER CLUB

The membership listing by States as of the 31st of August 1969, and includes new members received during the Annual meeting. During the annual meeting we had inquiries by members who had not received their copies of the Indian Four News. Our first check on this problem is to check for up to date membership and then correct mailing address. The addresses given on these pages are copied from the master list of the Treasurer and the News is also mailed from this list. Check your address. Do we have it correct? Is your Zip code correct ? If you hear of someone who has not received his News, or his name is not listed in this membership listing, have him check his membership card for expiration date. If it needs renewing, he should get his dues in to the treasurer to bring his membership up to date and he will again receive the magazine.

ARKANSAS

Dr. Claude M. Walters
416 Hospital Dr.
Camdem, 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.
Berkley, Calif.
49705
Indian Four

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

James E. Davis
P O Box2121
Arcata, Calif.
95521

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

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

John P. Gormley
2005 Capitol
Sacremento, Calif.
92404
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
I940 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.
1941 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 Schnaible
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

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

James E. Davis Jr.
659 San Miguel Ave.
Santa Clara, Calif.
95050
1940 Indian Four

COLORADO

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

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

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

FLORIDA

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

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

Gerald Wilson
3521 Riverland Rt.
Fort Lauderdale, Florida
33312

Arthur Woods
1855 Baywoods Dr.
Sarasota, Florida
33581

GEORGIA

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

ILLINOIS

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

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

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

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

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

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

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

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

Angelo Ranieri
2805 78th Ave.
Elmwood Park, Ill.
60635

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

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

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

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

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

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

Jack E. Bajo
22 W. 112th St.
Chicago, Ill.
60628
1940 Indian Four

E. P. Remstrom
RR 1 1660 Maple
Crete, Ill.
60417
1940 Indian Four

INDIANA

Phillip Adams
512 Washington
Covington, Ind.
47932

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

Glen J. Brutus
Box 37 RR 1
Pine Village, Ind.
47875
1929 Indian Ace

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

Louis Kamaski
RR 3 Box 410
Chesterton, Indiana.
46304
1930 Indian Four

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

Chester W. Miller
Rt. 6 Box 276
Elkhart, Indiana
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
Valpariso, Ind.
47932

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

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

David Kitson
418 Winchester St.
Decatur, Ind.
46733
1938 Indian Four

IOWA

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

Paul George
2590 S E - 52nd St.
Des Moines, Iowa
50320
1935 Indian Four

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

Louis Hurt
Rt. 2 Box 51
Chelsa, Iowa
52215

Merle Izar
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

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

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
4 0347
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 Fillingin
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

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

Henry Missler
14275 S. Custer 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 Eurekea
South Gate, Mich.
48195
1941 Indian Four

Sylvester Price
319 E. Main
Milan, Mich.
48160
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
Livonia, Mich.
48150

Ronald C. Whirley
34820 Stellwagon
Wayne, Mich.

1940 Indian Four

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

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

George E. Young
20640 Midway
Southfield, Mich.
48075
1940 Indian Four

Victor A. Grahn
Rt. 4 Box 585
Coloma, Mich.
49038
1936 Indian Four

Marvin L. Grahn
Rt. 4 Box 585
Coloma, Mich.
49038
1938 Indian Four

Robert D. Donald
209 W. Drahrue Rd.
Oxford, Mich.
1939 Indian Four

Harold Randall
231 Hopkins St.
Battle Creek, Mich.
49017
1938 Indian Four

Dennis kniffen
7392 Auburn
Detroit, Michigan
48828
1937 Indian Four

John L. Harrington
26103 First St.
Taylor, Mich.
48180
1938 Indian Four

Wayne Michael Burke
51074 Mott Rd. Lot 62
Belleville, Mich.
48111
1934 Indian Four

MINNESOTA

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

MISSOURI

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

MONTANA

Floyd Garner
329 S. D.
Livingston, Mont.
59047

Jack Kulish
P O Box 280
Stanford, Montana
59479

NEBRASKA

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

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

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

NEW HAMPSHIRE

J. Henry Izart
154 N. Acres Rd.
Manchester, New Hampshire
03104
1941 Indian Four

NEW JERSEY

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

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

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

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

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

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

NEW MEXICO

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

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

NEW YORK

Eugene Bielecki
60 Glenda Rd.
Deer Park, New York

1929 Indian Four

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

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

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

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.
11544
1939 Indian Four

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

OHIO

Richard Adams
1117 Fehl 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 M D
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 Courtly Dr.
Fostoria, Ohio
44830
1938 Indian Four

Thomas Harris
800 Hazel St.
Akron, Ohio
44305

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

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

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

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

Earl Luedeke
737 Arlington Heights
Cincinnati, Ohio
42215
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

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.
Heath, Ohio
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
43288
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

Steve Kertez
2020 Marlowe
Toledo, Ohio
43613
1941 Indian Four

Larry Barnes
Rt.1 Box 8B
Grand Rapids, Ohio
1938 Indian Four

Max Harry
834 Santa Cruz
Dayton, Ohio
45410
1940 Indian Four

J. V. Shepard
634 South Dewey St.
Lima, Ohio

OREGON

Jesse F. Cox
8805 SE 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
R D 6
Harris Ridge Rd.
Gettysburg, Penn.
17325
1928 Indian Four

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

Robert Hangen
R F D 2
Quakertown, Penn.
18951

Otto Link
2nd & Charles St.
Cooperburg, 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

Edgar Stoner
R D 1
Etters, Penn.
17319

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

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

Dean Rogers Jr.
103 Hill Drive
Beaver, Penn.
15009
1938 Indian Four

SOUTH DAKOTA

Fran D. Backer
2724 E. 26th St.
Sioux Falls, S. Dakota
57103
1940 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
1912 Pope

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

Linley S. Wright
Rt. 3 Box 345
Grapevine, Texas
76051
1940 Indian Four

VIRGINIA

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

Mervin 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
53213
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 Beck
517 N. Main St.
West Bend, Wisconsin
53095

Richard I. Braund
1004 Academy St.
Elroy, Wisconsin
53929
1936 Indian Four

FOREIGN COUNTRIES

Germany

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

Canada

Michael Bryce
19 Tampa Terrace
Weston, Ontario, Canada

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

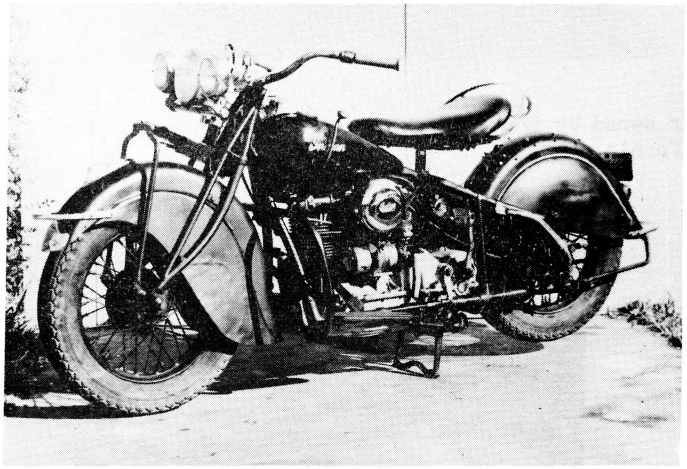
George Taft
210 Elmwood Cresent
Milton, Ontario, Canada

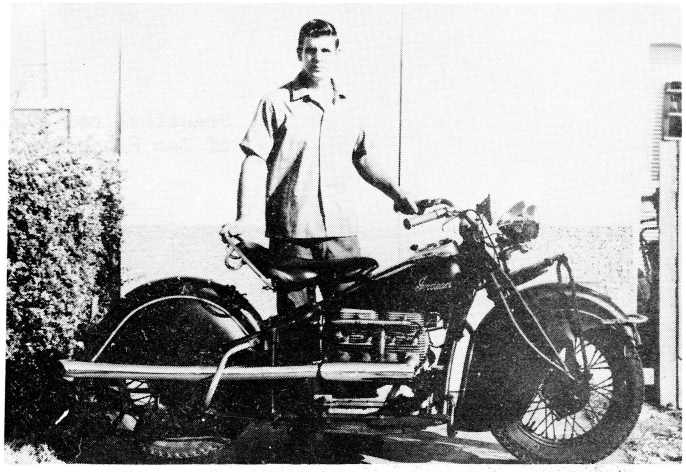
Newal Taylor
2760 E. 27th Ave.
Vancouver 12, B C Canada
1941 Indian Four

England

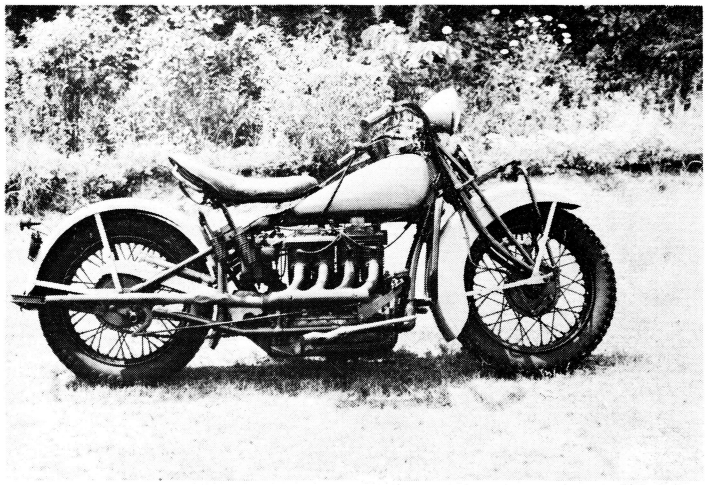
Robert Sidney Powell
27 Cinque Ports Ave.
Hythe Kent, England
1935 Indian Four

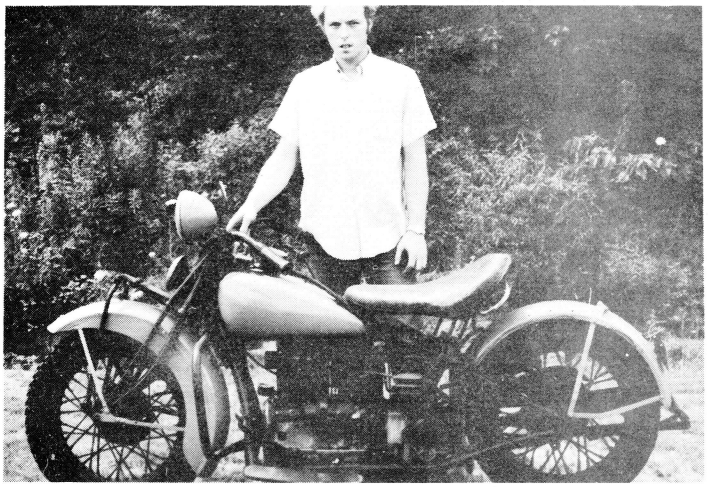
New members are requested to send a picture of their machine when making application for membership, however machines are somtimes in process of restoration when application for membership. These usually send pictures upon completion of their job of restoration. On this page and the following three pages we have included some pictures of machines of applications for membership. One set of pictures sent in were color and show evidence of being poor quality. We would advise anyone sending in photographs for reproduction in the Indian Four News to, if at all possible, send us a good black and white. Polorids are O K, but the regular black and white prints reproduce much better. If you have a beauty of a four, spend a little extra and get a good picture of you machine, something that you will be just as prowd of as you are the machine itself.



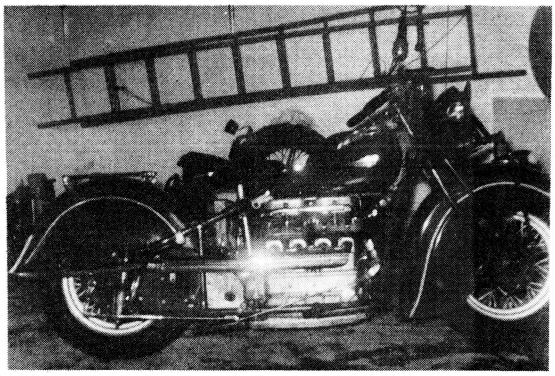


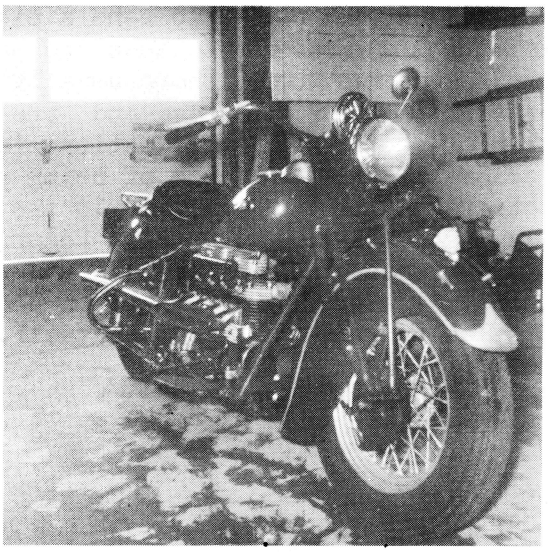
Indian Four owned by Charles W. Tallas of Ft. Worth, Texas. This machine is still very much on the road, for Mr. Tallas states in his letter that he rides it to work quite frequently.



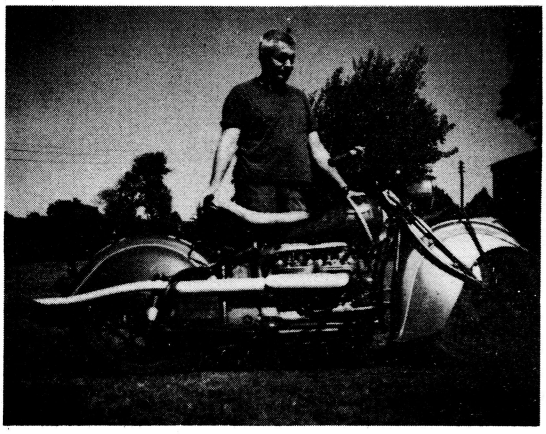


Indian Four owned by Michael Burke of Belleville Michigan.

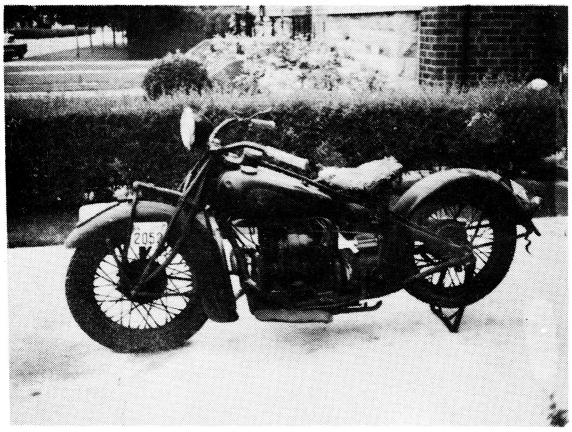




Beautiful red 1941 four owned by Ernest Pretor
of San Francisco, California.

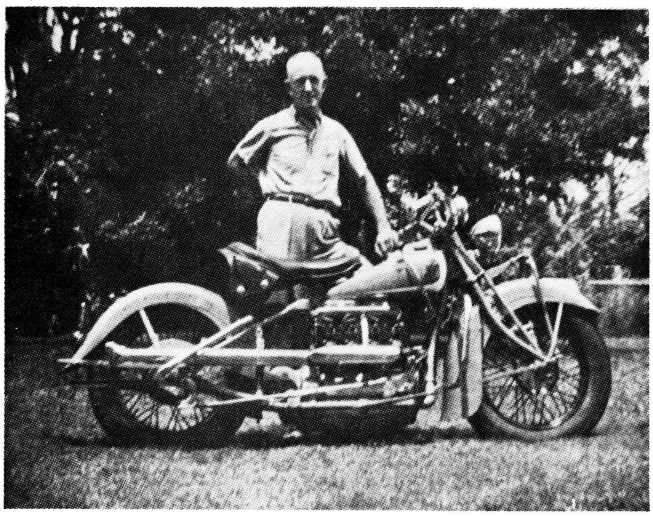


1940 Indian Four owned by Linley S. Wright
Grapevine, Texas.

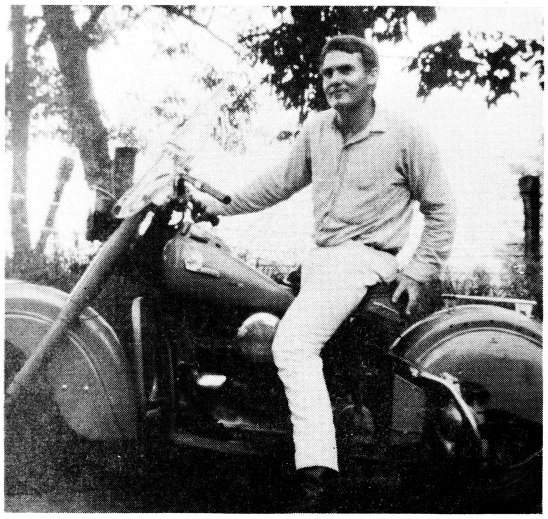


1936 Indian Four owned by Murray Bluestone of
Toronto, Canada. This machine had been stored
since 1954, but like many of the other fours
that come to the meet, restoration works wonders
on old machines.

Charles E. Carter and his 1939 Indian Four.
It was sent to us by his son Charles F. Carter,
an officer in the United States Navy.



L. E. Schwoerer of Lebanon, New Jersey sends us these pictures of his sons and himself and their machines. We have shown under each picture his caption written on the back of each one



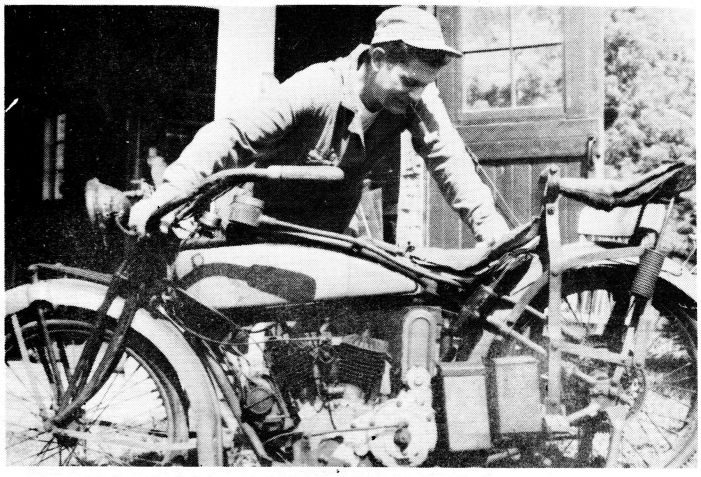
Son "Chip" on my four before returning to Vietnam



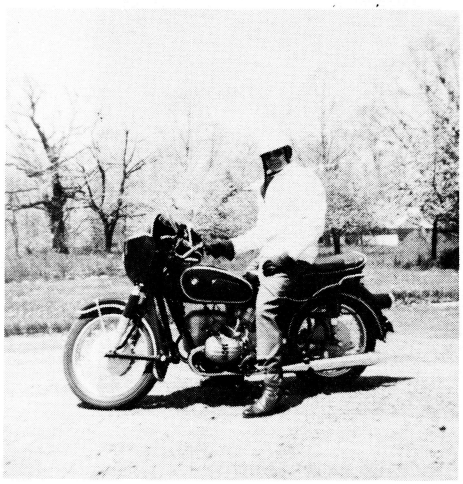
Son Larry (in foreground) on leave from the Air Force. I am in the background, and we were on a thousand mile trip through the state of New York.



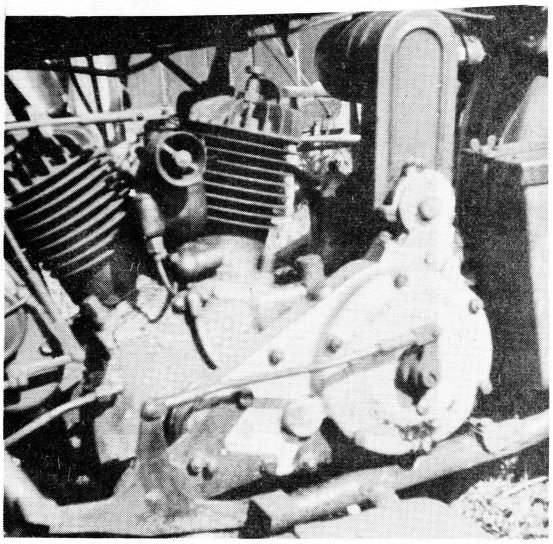
Looking at my "sick four".



My Franklin Scout - still running



Aboard my "pet" B M W in the spring of 1967 ready for a run.

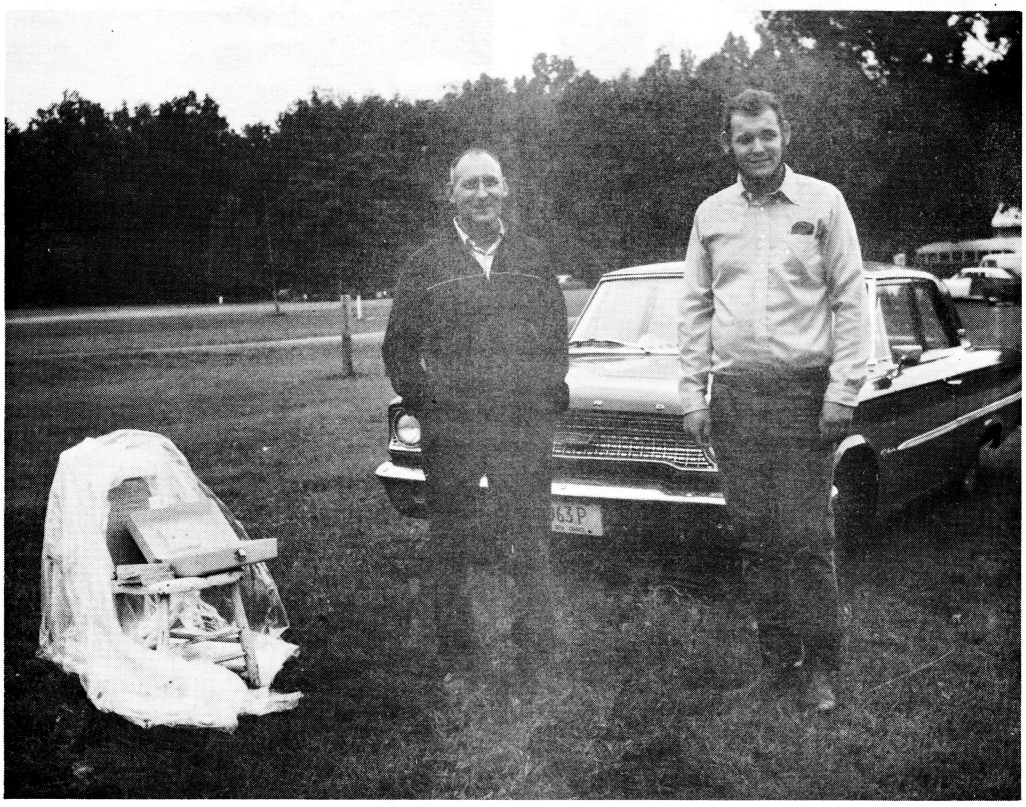


The engine in my old Franklin.

We gave ypu four pages of report on the Annual Meet in Toledo, Ohio, but no Annual meet could hardly be desribed in word alone, and the following picture record speaks more than a 1000 words. Copies of any of these pictures in sizes from 4 X 5 inches up to 8 X 10 may be secured from the publisher plus the prices, name and address may be found on the table of contents page.



It rained . . . the sky was overcast . . . no sunshine . . . not very promising for the Annual Meet.



The Saturday morning greeters - Allen Bozung and John Elber. They received the admission fee and kept careful watch of who entered the grounds. Every one took his turn at the gate watch.



A grand parade was held both Saturday morning and Sunday morning, and as (according to this picture) its about ready to start to begin on Sunday morning following the playing of the National Anthem, Dale Pearson and son do the honors of carrying the Club Banner.





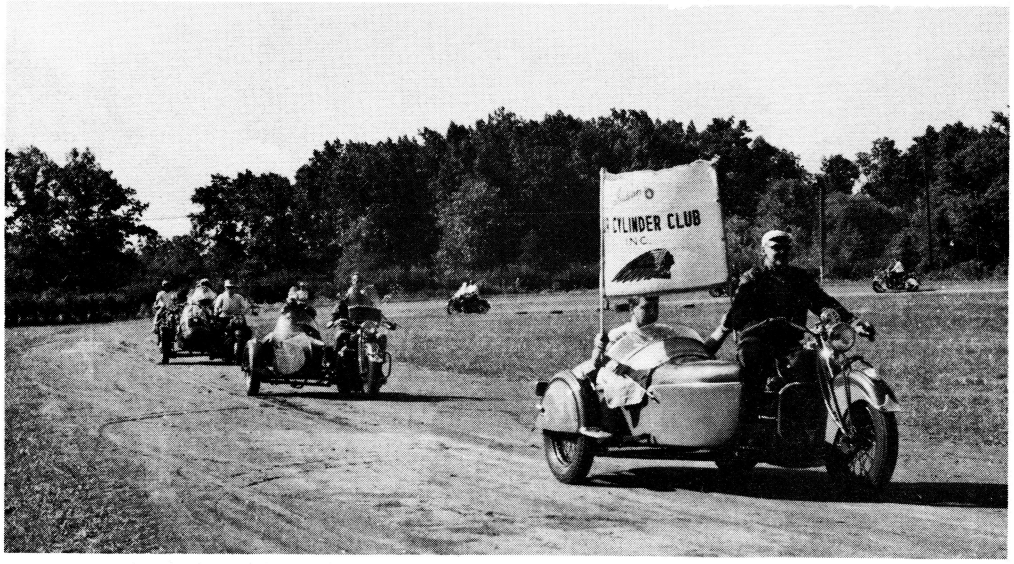
Lined up for the Grand Parade on Saturday morning.



The Grand Parade - Enos Leass and the VolkSun and two junior passengers, Dabbie and David Miles.



Enos Leass, Club Treasurer, and a lover of motorcycles for many years, and a one time Indian Dealer, believes in teaching them young. This is his grandson in the VolkSun side car. For the benefit of some of our newer members who did not belong to the club last year, the VolkSun is a British SunBeam motorcycle with a Volkswagon built Portia pancake four engine. This engine change increased the speed and power of the Sunbeam considerable. The side car, as you may have read in the last issue, is a Gulding side car, completely rebuilt and restored by Enos.

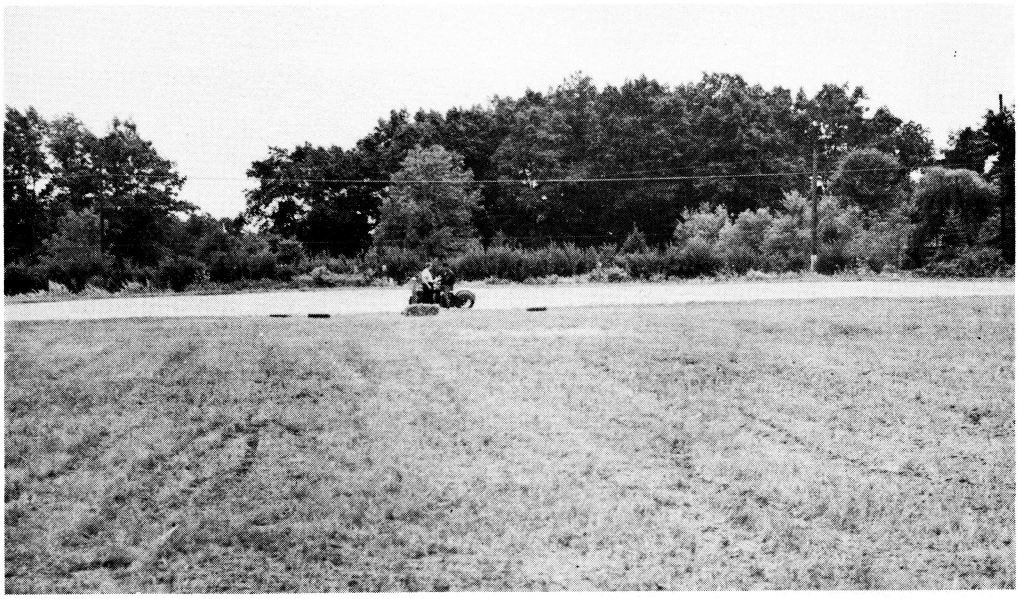


Dale Pearson leads the parade around the North turn, carrying the Club Banner to the band music in the background.

Time for the events to begin and on Saturday when most of the events were held, there was a good turn out for each event. Events included the sack race, ball on the spoon, dizzy race, economy run, poker run.



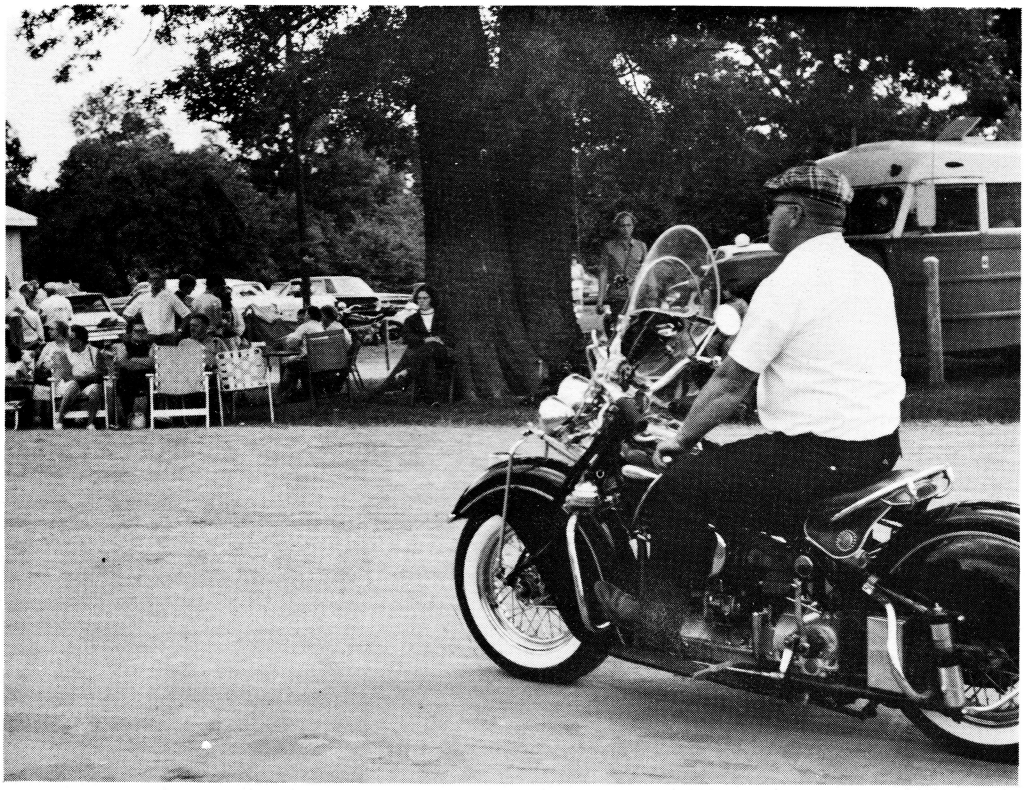
The machines were all lined up f or an event and the riders getting instructions. As usual when taking pictures we don't always get every one posed for pictures, so sometimes were don't get faces. Sorry about that.



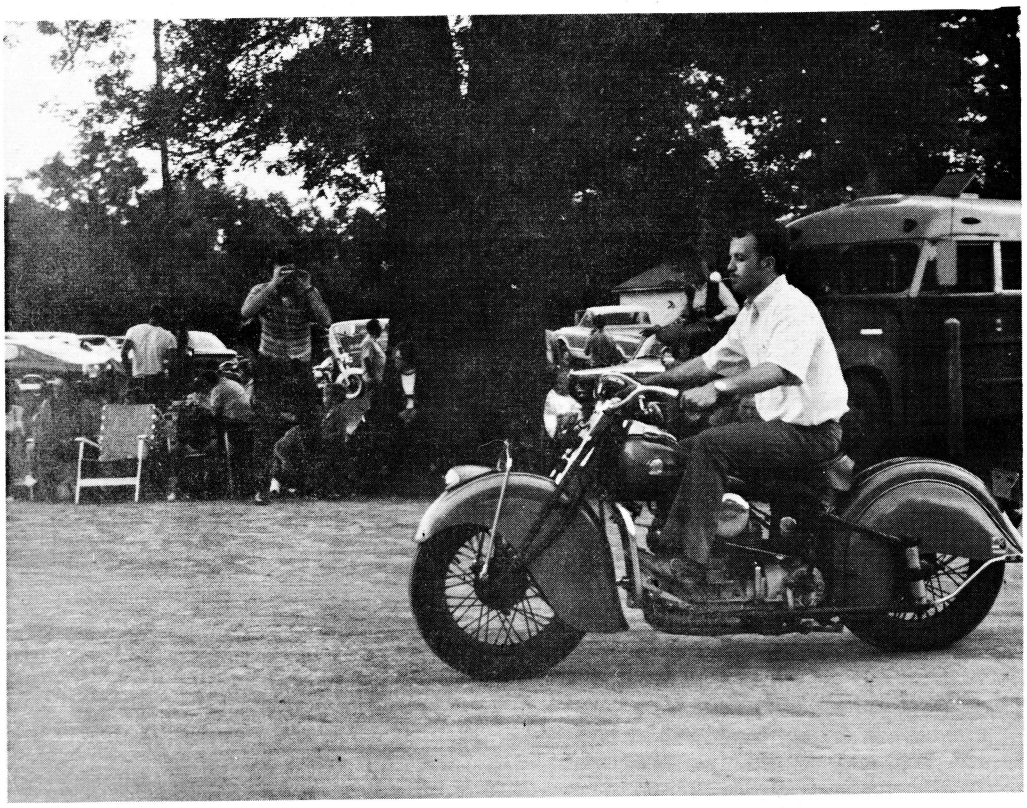
The Poker Run - always a favorite event, and here we see, at a distance, one of the stations on the run around the track.



A new event this year - the rider put the handle end of the spoon in his mouth and it was first announced that they would carry an egg in the spoon part, however a ping pong ball was much lighter and less fragile. All lined up, the event was timed in two groups. First out was Bob Aldrich and he says (as he talks to the ball), stay with me baby. He made several laps in the first group, but in the run off after the second group the wind had kicked up a little and the ball blew off the first lap.



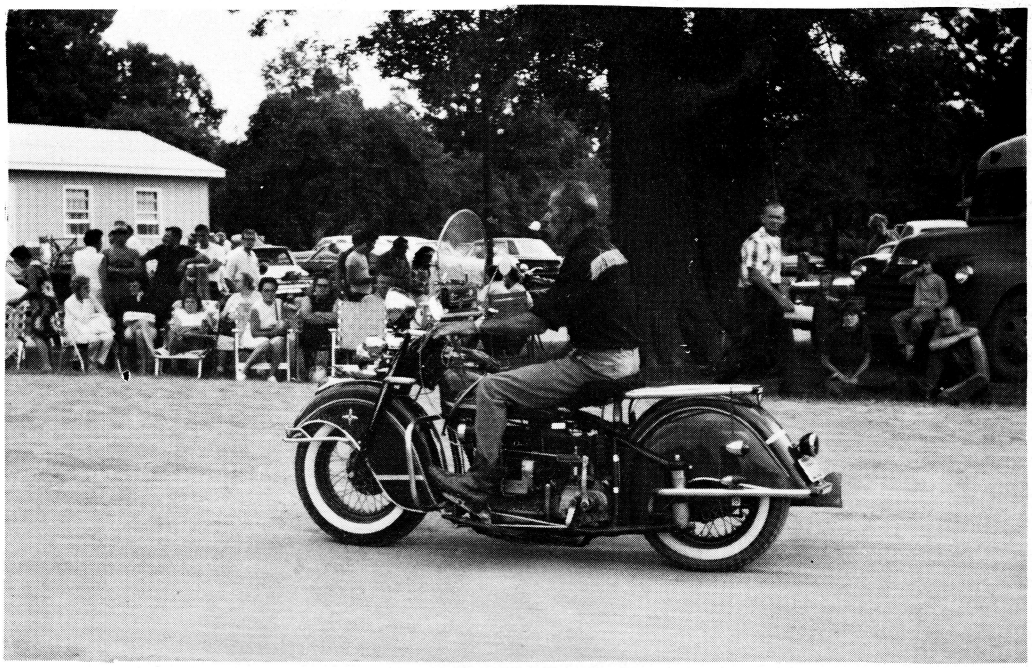
George Young wasn't actually born with a silver spoon in his mouth, but he's gently easing up on the clutch to keep the spoon in his mouth steady under the ping pong ball for another trip around the track.



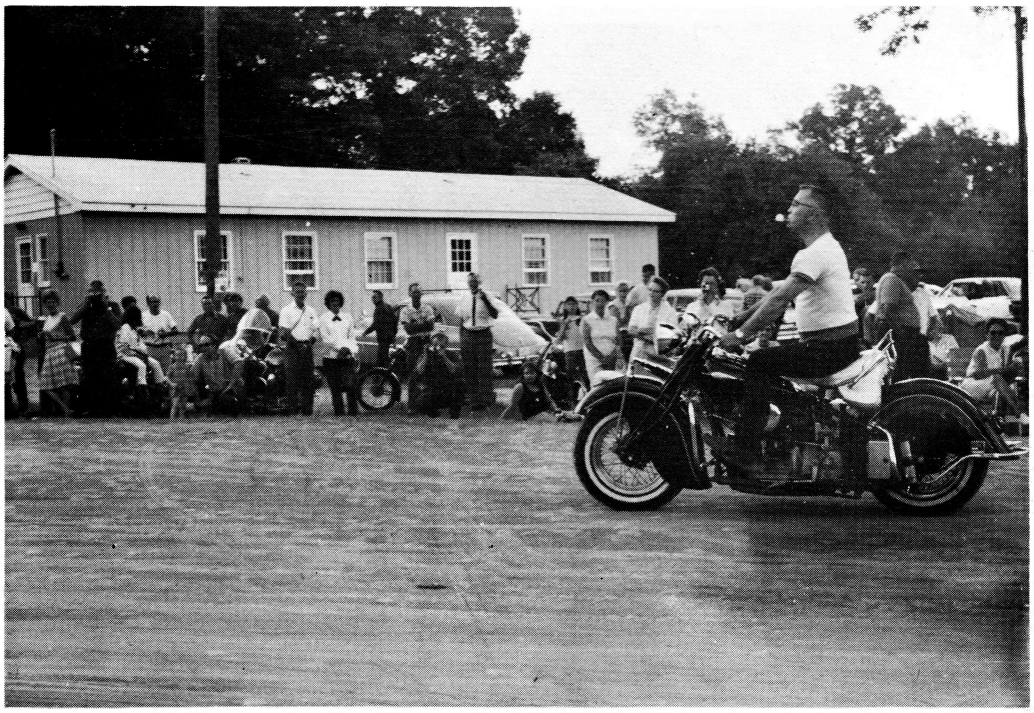
Bruce Elton grips the handle grips securely to keep her steady and . . . watch that ball.



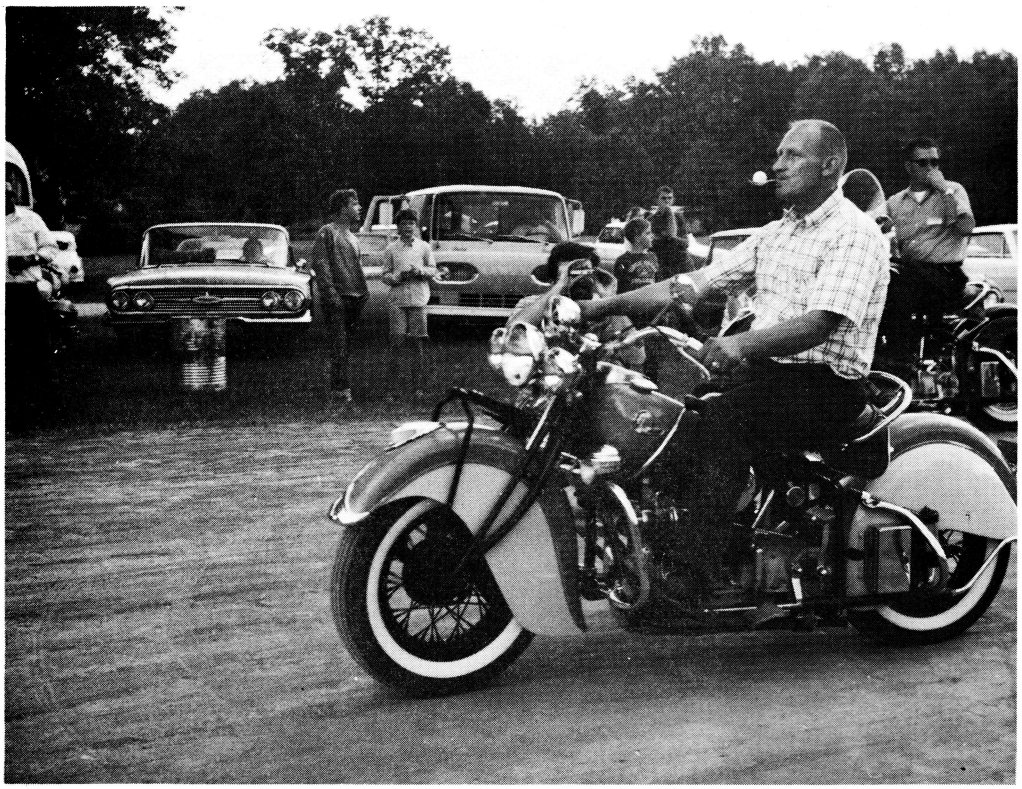
Nick Gansinger got all sorts of help (verbially) from the crowd as he headed down the track with the ping pong ball on the spoon.



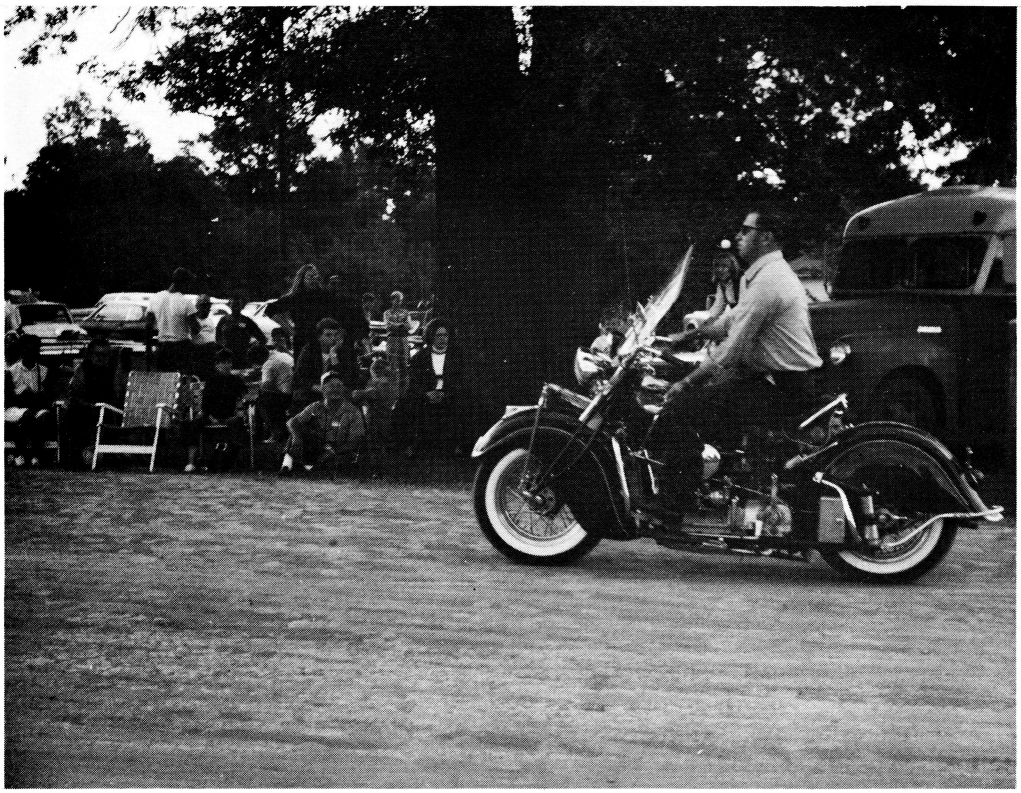
Bert Van Hole eases up on the clutch to keep her steady running and carry the ball.
Everyone had to be inspected for chewing gum to make it a fair race. There is still some doubts of how well they inspected.



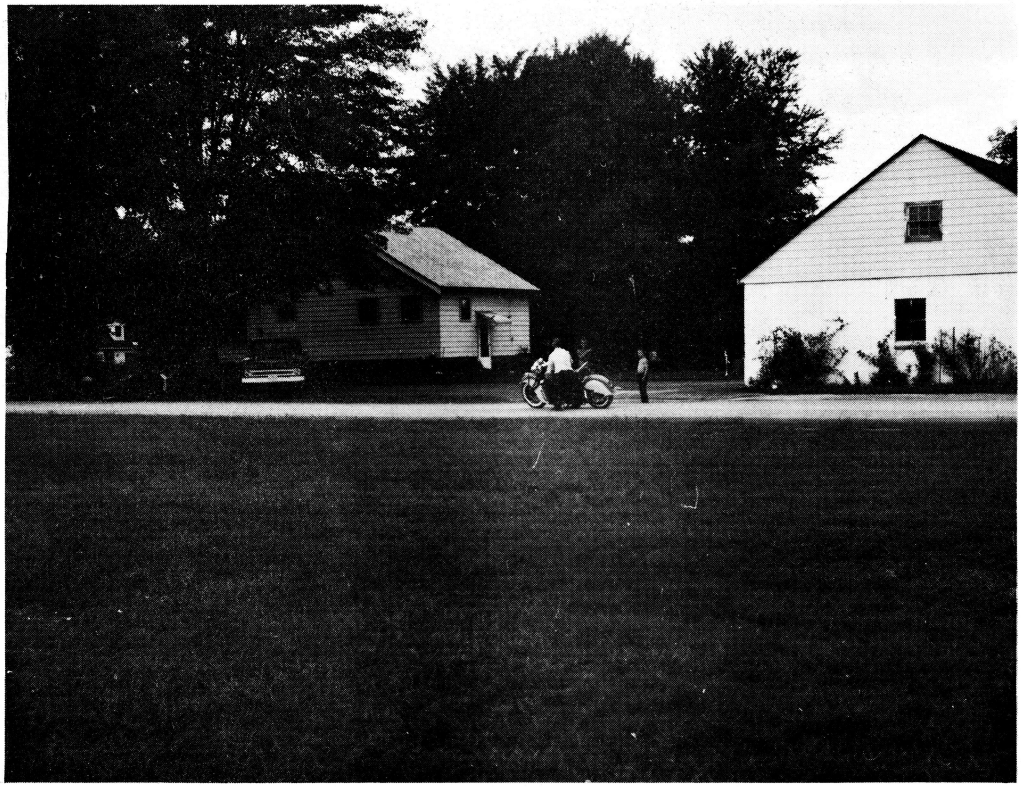
Chuck Metenkanich rides with back erect, head up, as he watched the little ball on the spoon to try to beat the others.



Don't bother me now - can't you see I'm busy - Allen Bozung riding carefully to keep the ball on the spoon.

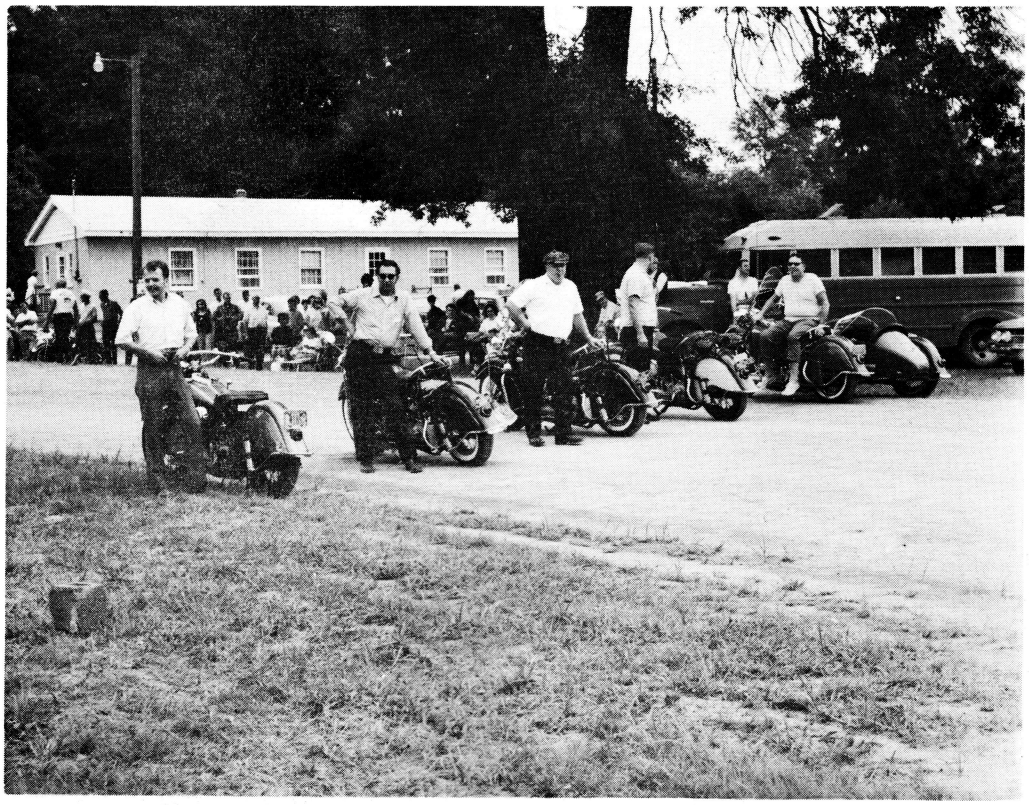


Don Knapko eases it into gear for a smooth start. The little ball wasaa heap big cargo and so fragile. Someone origionally said that they were carrying eggs.



No one will ever believe this picture - but we saw it with our own eyes and asked Allen about it afterwards. As the first group of riders were going around the track with the ping pong ball they seem to have good success keeping the ball on the spoon. Allen had made two or three laps and when he rounded the north turn to the west side straight-a-way, his motor cut out on him. Now it was a task for some to just ride the machine and carry the ball on the spoon, but Allen Bozung out done them all.

Spoon in mouth, his motor quit, he got off the bike, discovered that he had shut off the gas on the previous event and forgot to turn it on, turned the gas on, kicked the starter two or three times, it started, he got back on the bike continued on around the track, and listen to this, never once did he drop the ball. He couldn't look down to see what he was doing, and had to turn on the gas by feel, kick the starter several times, and hold his head up, watching the ping pong ball all at the same time. You have to look close to see it for the picture was shot from half way across the track, and even though I shot it, I still don't believe it.



"well - whats next"? L - R, Bruce Elton, Don Knapko, George Young, Bob Aldrich, and Nick Gansinger, all a little pooped but ready for the next event.



An ole tater sack, four men, some big and some small, the referee, a stop watch, and "which side of this sack is open"? Sure enough, one sack was sewed at both ends, the race had to be re-run.



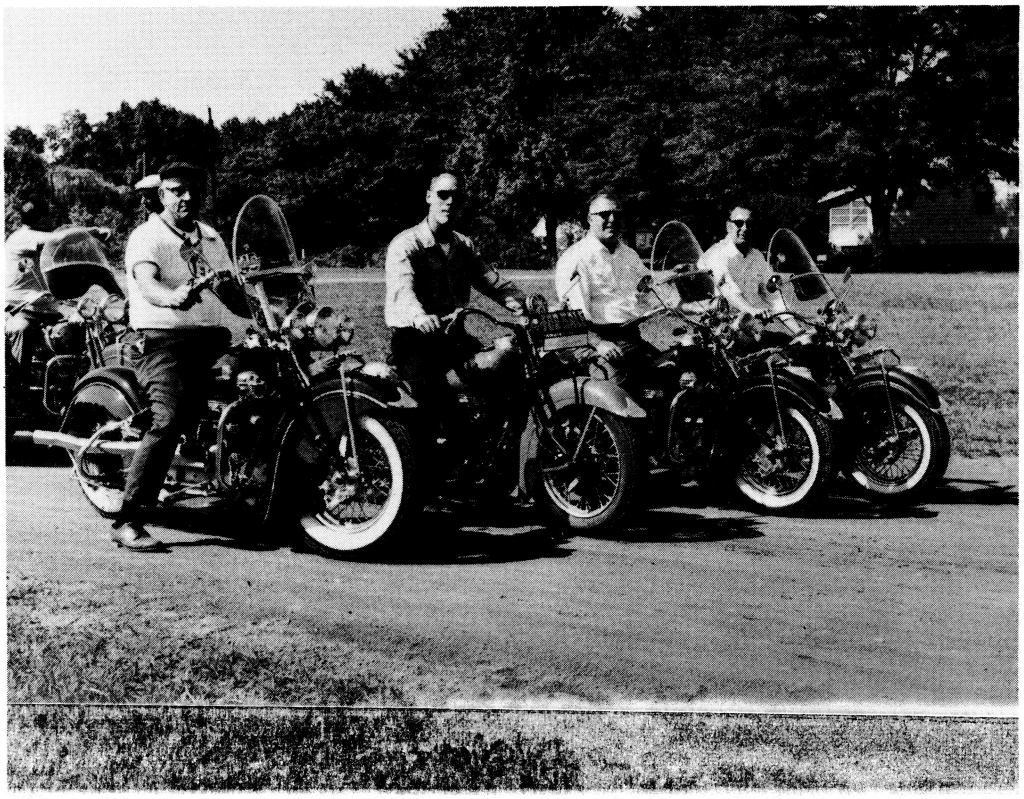
Now - this might look easy for Nick Gansinger (left) Bert Van Hole (center), and Chuck Metenkanich (right) but its still much easier for kids. Nick skinned a knee when he tripped with bot feet in the sack.



George Young, cigar and all, right in the middle of a hop - heading for his machine. Bruce Elton beat George to it and has his foot on his kick starter.



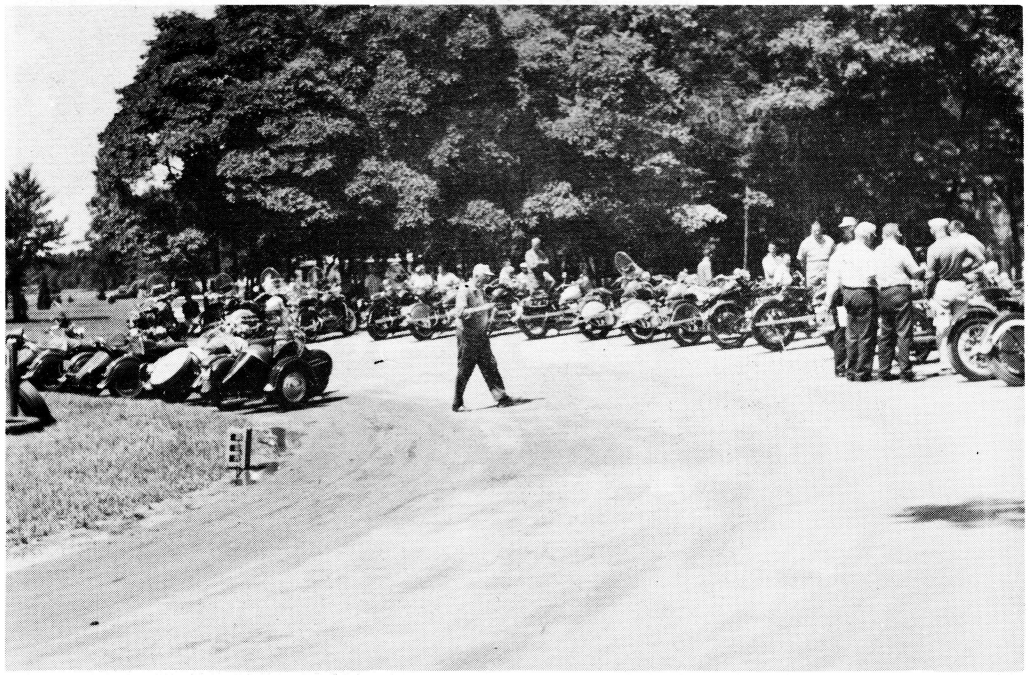
Ugh - Ugh - Ugh - Ugh - it ain't easy for old men.



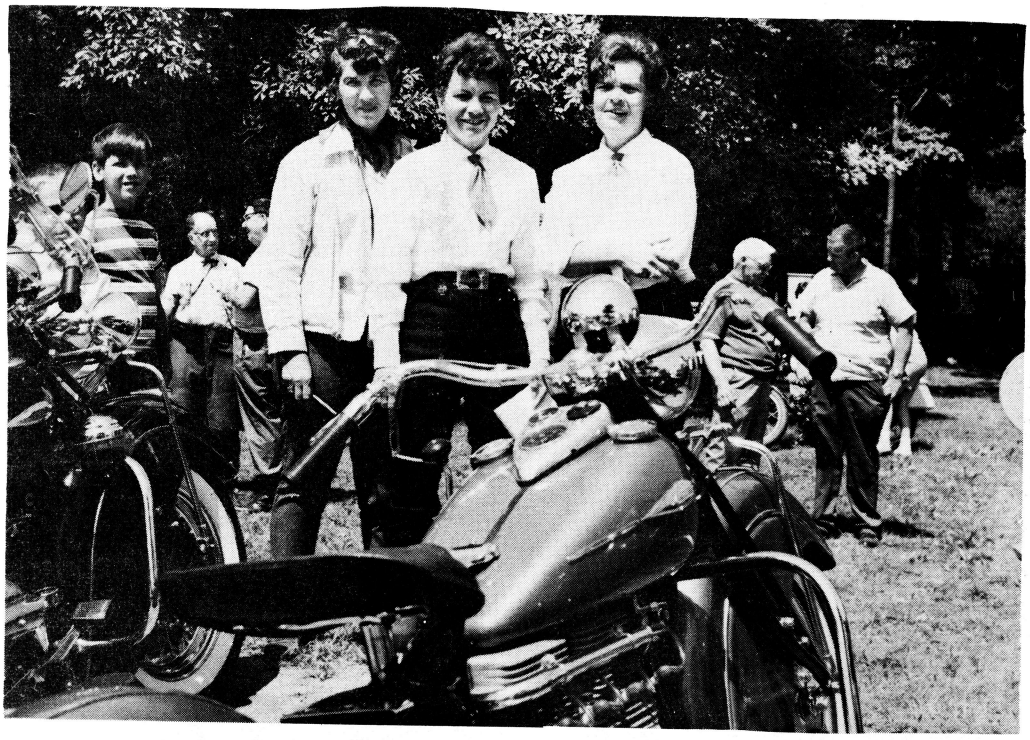
Don't really know what event they are lined up for, but when this crew from Michigan are lined up like this - somethings going to happen and did.



"owners keep away from the judging area or be disqualified from your entry", were the words of the president to all entrys in the judging.
The judges checked the fine points. L - R Maynard Whetstone, Dave Sloan, Ed Wolsky, Bob Paulette, and Allen Bozung.



A lot more machines this year to judge and four judges to do the job.



Not all the judges were men - we decided to try something different this year and try the women at judging. We made up a judging sheet and started them at the opposite end of the judging area from the men. Their decision may be found in the report on the annual meet. The women judges were - Mrs. Robert Aldrich, Mrs. George Young, and friend.



Lined up for some competition, and even this old Belt driven Harley was allowed in one competitive event.



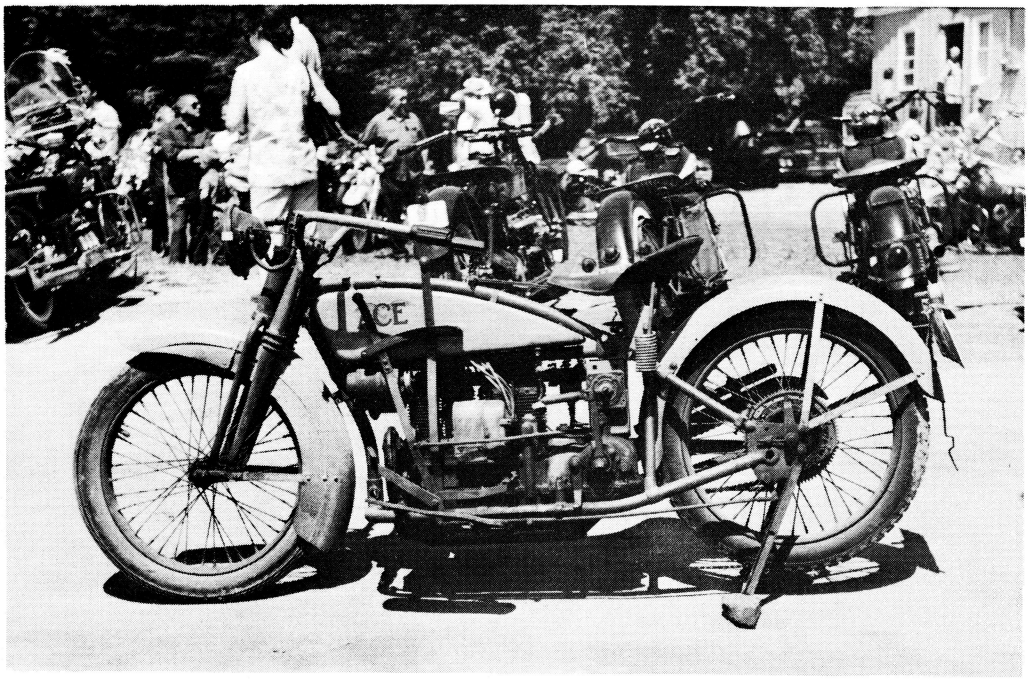
Ain't they purty - all lined up for their picture with trophies they won. L - R (back row), Gerald Wilson, Dale Pearson, Jack Backer, Jim Steinbring, Charles Metenkanich, Don Knapko, and Ed Morrison.
L - R (back row), George Young, Allen Bozung, Jesse Clapsaddle, Bruce Elton, Bob Paulette, and Harold Randall. To find out why they are all laughing you will have to contact Don Knapko.



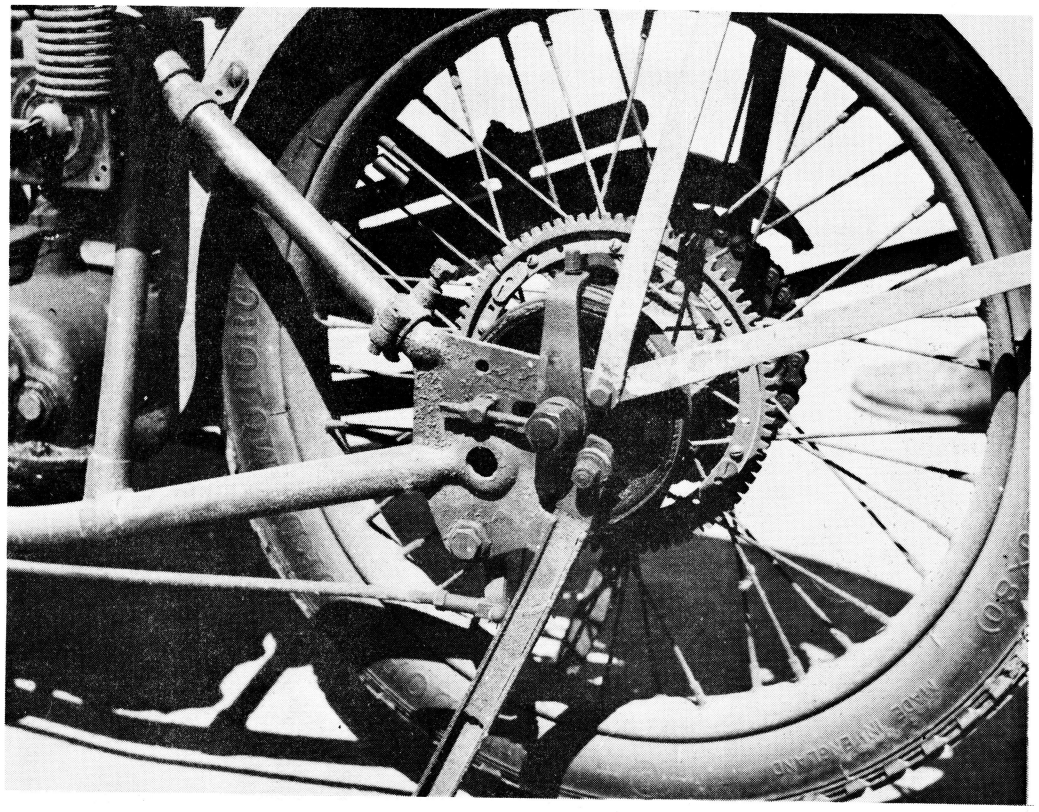
The last event of the day on Saturday afternoon, the business meeting. The Annual meeting is one of the most important meetings of the year. This year the annual election of officers was changed to a two year term of office, requiring an election every two years instead of every year. This rule does not apply to the office of trustee, for a trustee is elected for a three period and requires an election of trustee every year.
The response in the business session was very good as the men took time for business and club adminstration.



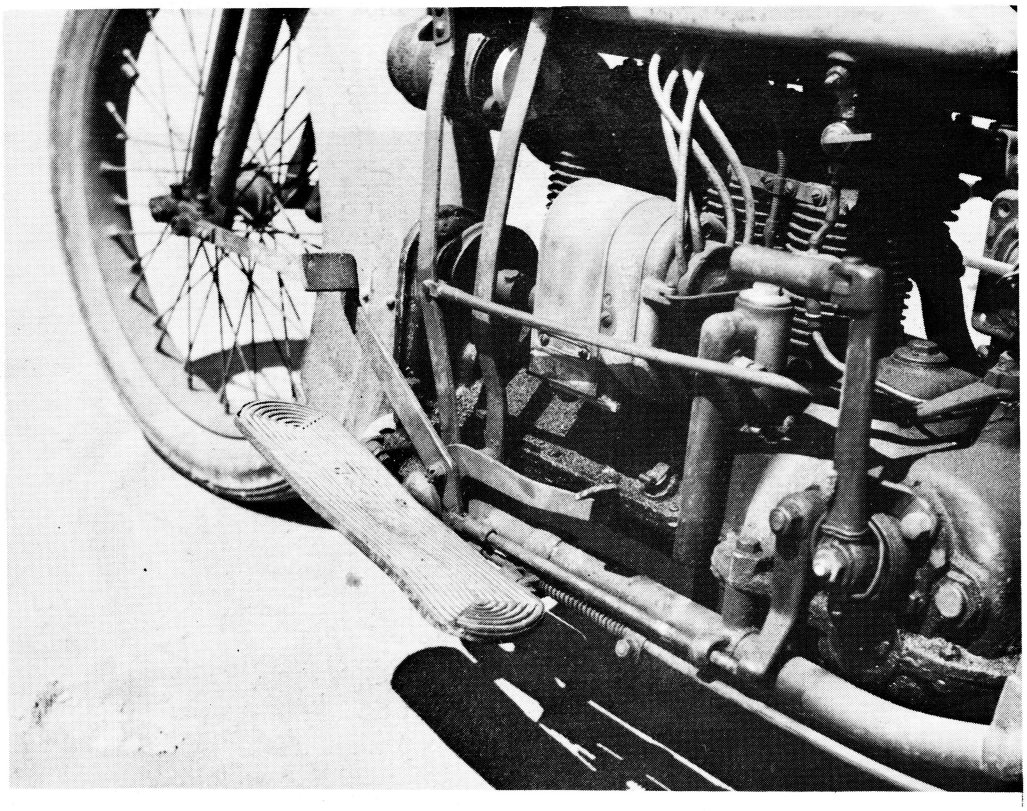
Dr. Bill Cleveland looks on as Bob Speck give some technical advice to Glen Brutus on the 1924 ACE own by Dr. Cleveland. Glen is restoring an Ace and was very much interested in this particular machine for it was complete mechanically. The boys look somewhat interested also.



Glen Brutus needed some drawings or plans for the assembly of his ACE, so to make a quick job of it we took this broadside shot and the two closeups on the following page.



The brake assembly on the rear wheel.



Peddal assembly and other levers.



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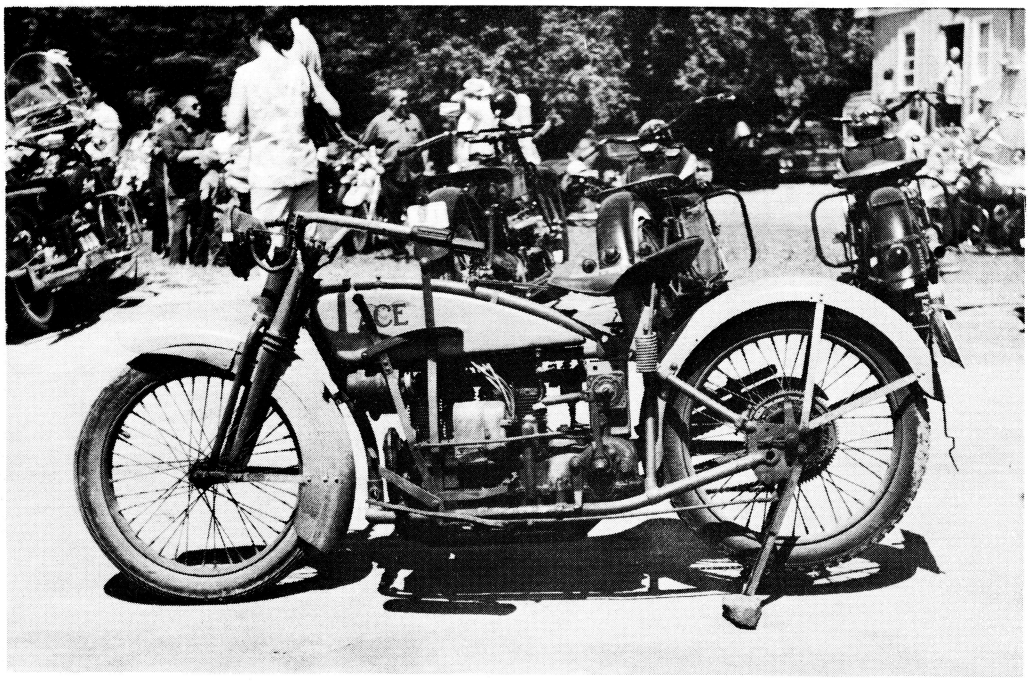
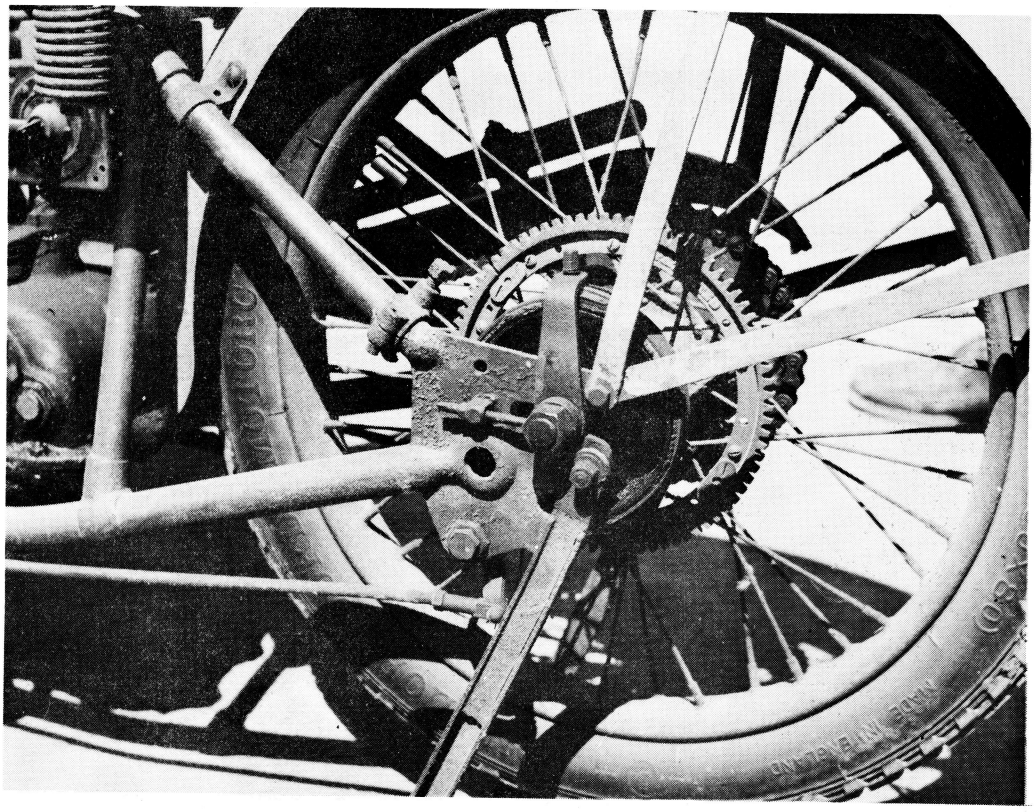
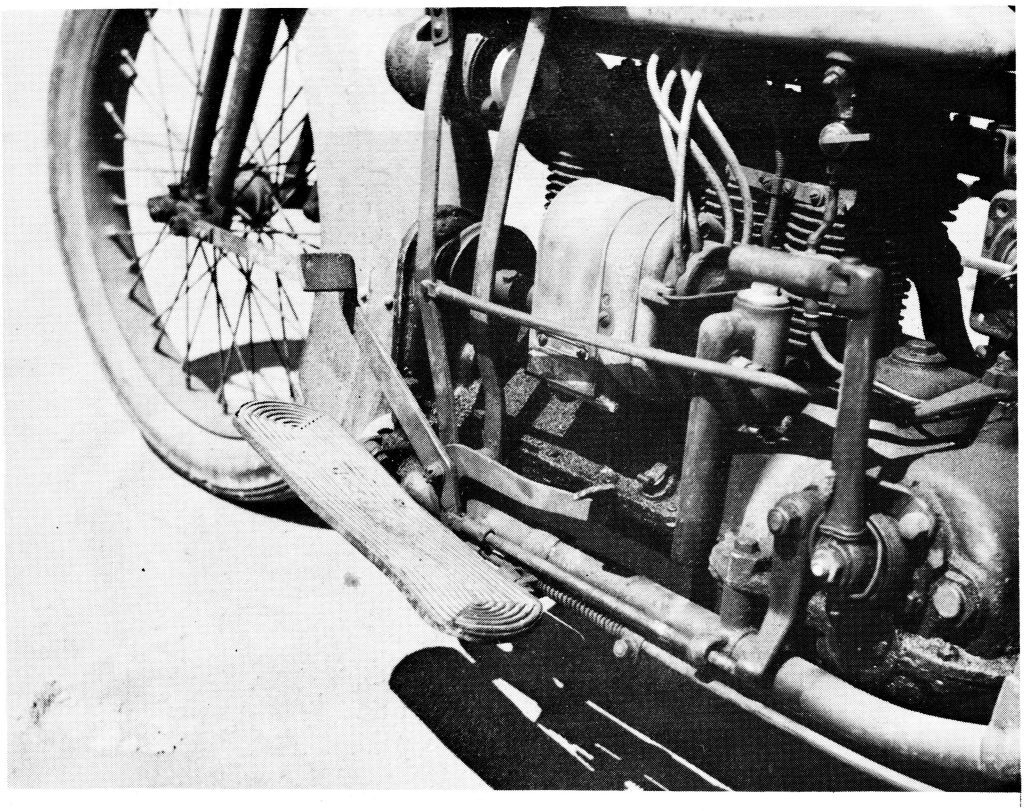


Glen Brutus needed some drawings or plans for the assembly of his ACE, so to make a quick job of it we took this broadside shot and the two closeups on the following page.



The brake assembly on the rear wheel.



Peddal assembly and other levers.



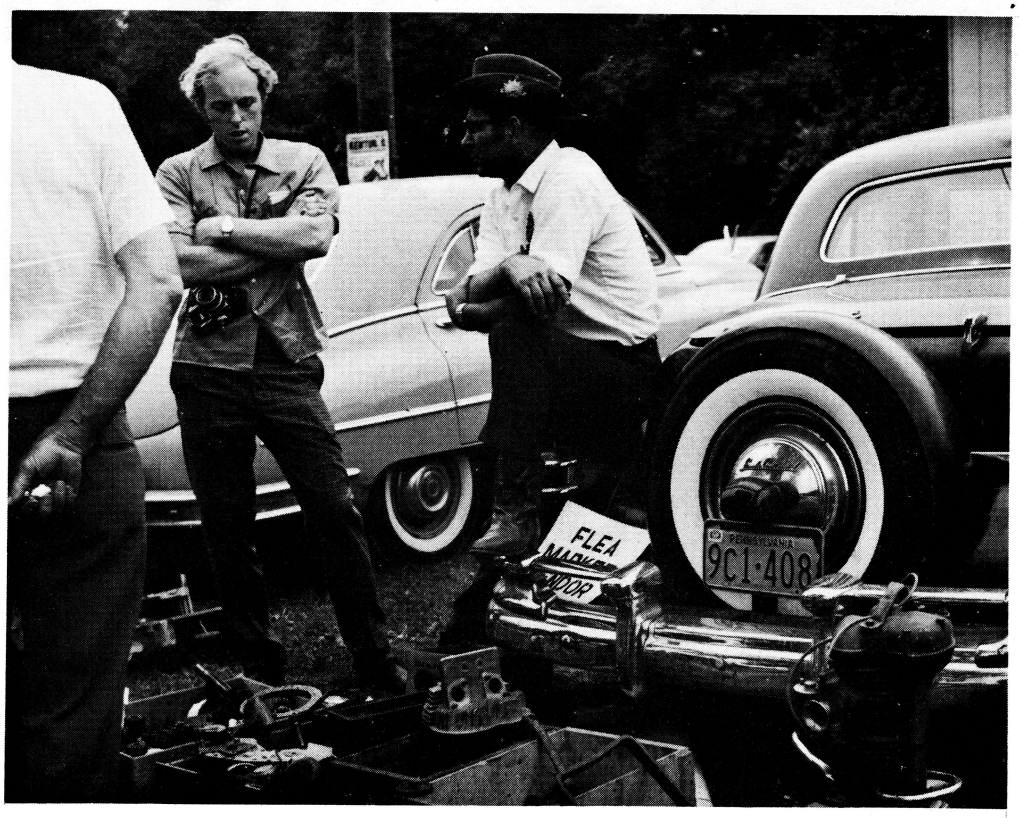
Dale Pearson and son, and Dale's beautiful, origional 1940 Indian Four and side car.



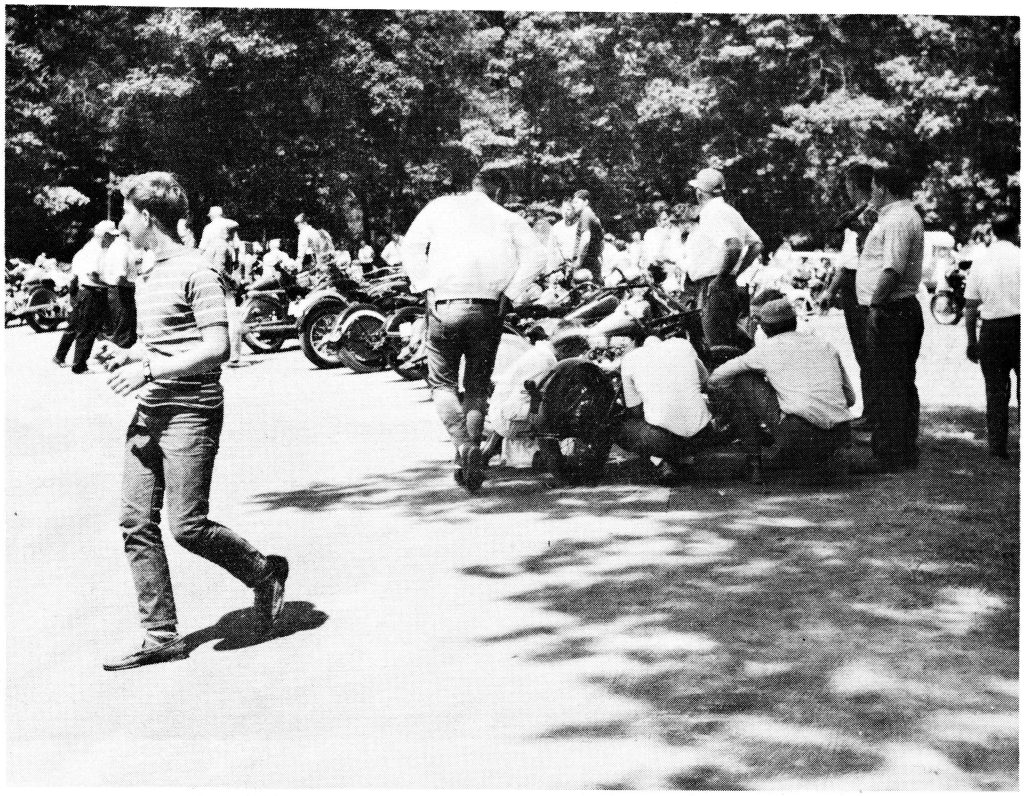
The Fran Backer family from Sioux Falls, South Dakota.



Henry Missler arrives for the meet in his very beautiful four and side car. Although handicapped, the desire to ride and restore his machine is very evident in the beautiful work he did.



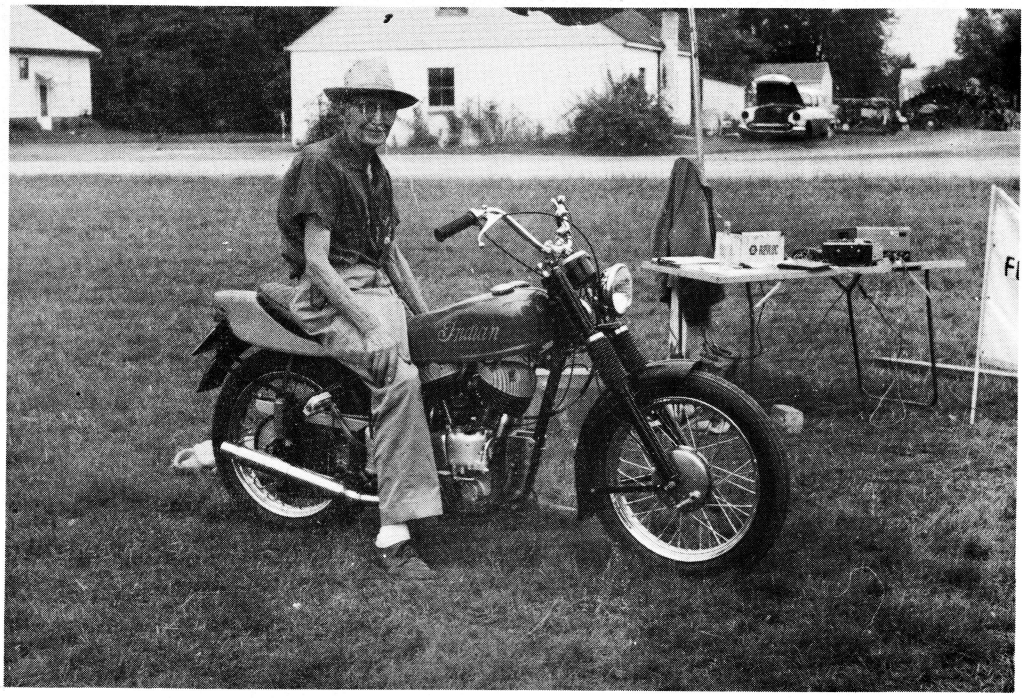
A manufacturer of parts and dealer in parts - Earl Chalfant talks business with a customer, Mike Burke, in the Flea market



Repairs sometimes have to be made right on the spot, and advice is plentiful and free. This scene is no exception.



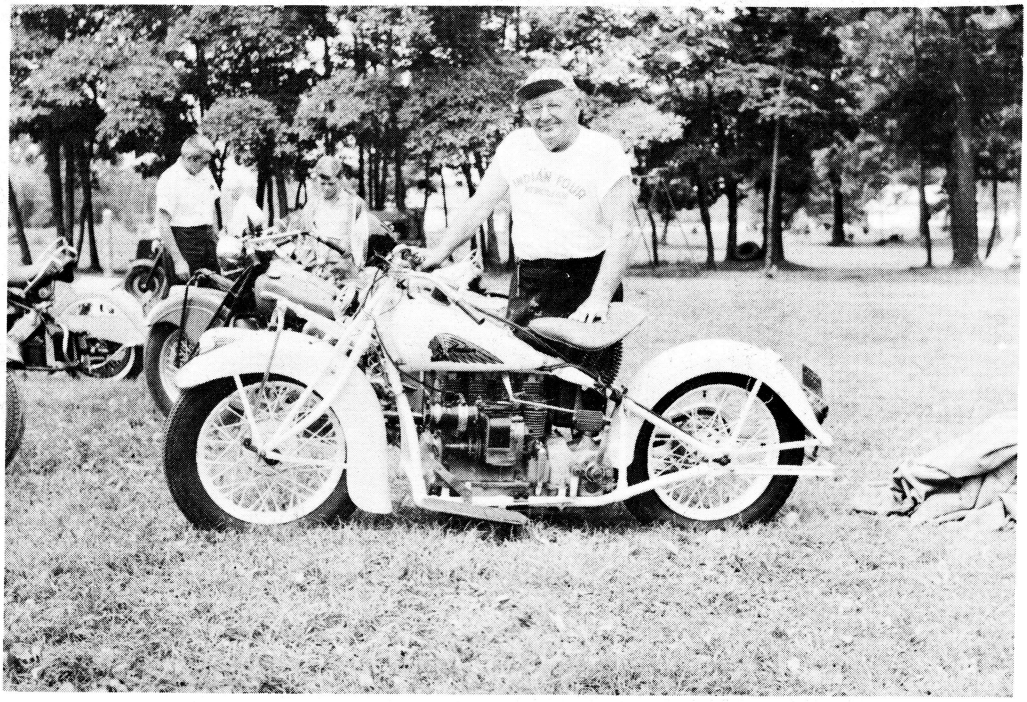
Even in the drizzle they haggeled on, but then thats the way with a Four owner, business is business, regardless the weather or time of day.



An "old scout" on a new scout - John cranked the new scout up and rode her around the track. Even though he's rode many of the old scouts, he had much admiration for this later, improved, and much snappier machine - which he said responded well to control.



John Wickham and the owner of the new scout, Kenneth Rutter of Consetoga, Pa.. The machine was for sale.



The Decal Man - Bob Speck of Valpariso, Indiana and his very beautiful white 1937 Four.
Bob, an old railroader, will never part with his red and white polka dot cap - its something that sort of goes with railroading.



Dale Pearson's unique loading trailer. The tongue, still hooked to the hitch on the truck, but the body tilted on the frame to assist easier loading.



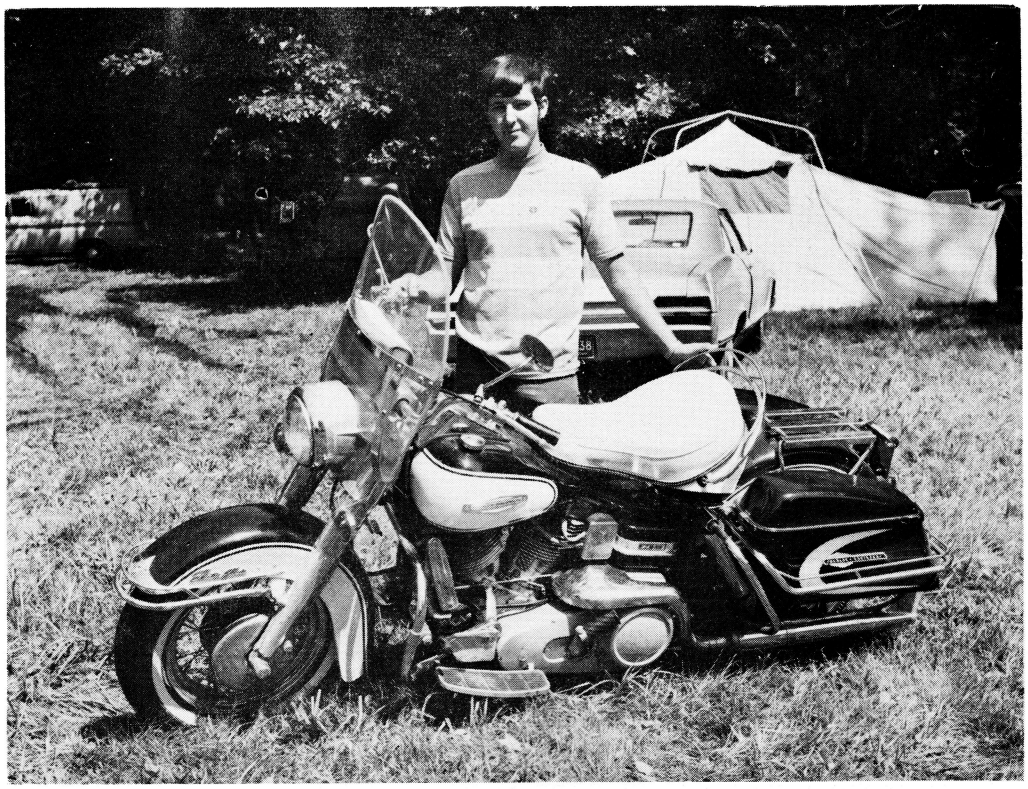
The Registration Table

Pay your club dues, pay your A M A dues - the ladies were busy both days selling pictorials, shoulder patches, free information. By the way, the lady at the opposite side of the table, looking up at the lady to the left is Mrs. Enos Leass, who is actually the Club Treasurer. She keeps the records of membership, recieves the dues, and mails out the membership cards. Enos is the elected treasurer.

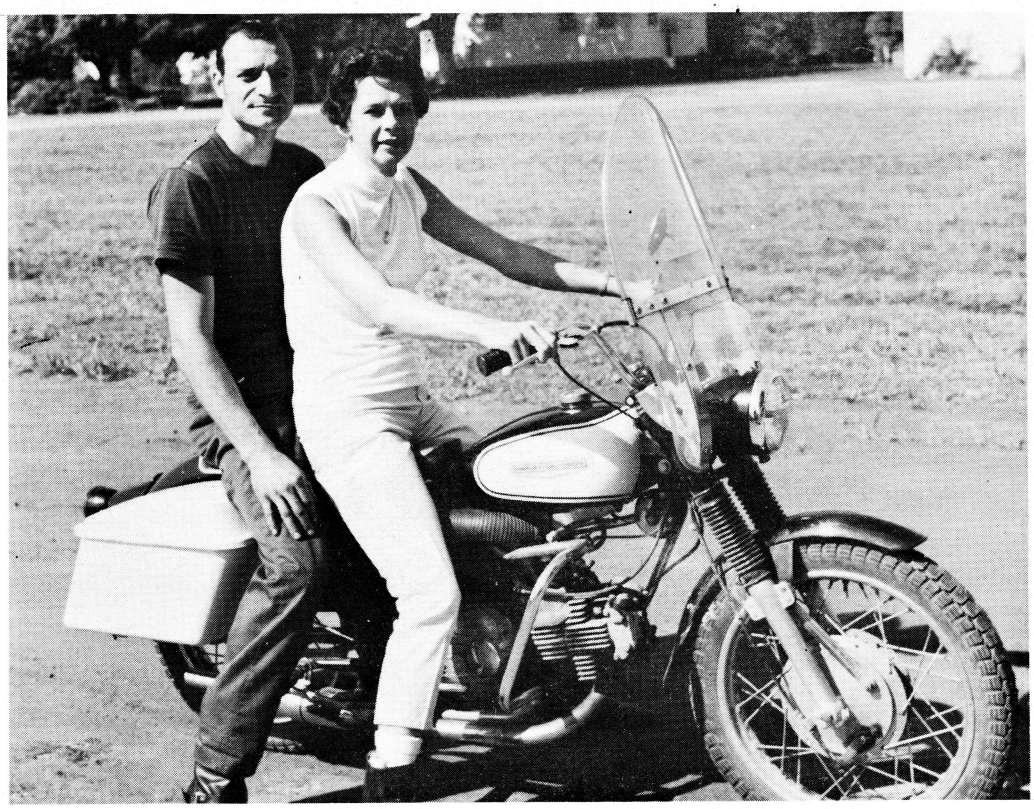


Among the Spectators

L to R , Richard Ulreich, the wife and daughter of one of our members from Iowa, and Mrs. Miles with two of our grandchildren.



Jack Backer earned a well deserved trophy for riding this Harley all the way from Sioux Falls, South Dakota (over 1000 miles), to come to the Annual Meet while his parents, Mr. and Mrs. Fran Backer, came by car and trailer. Jack said that he had good riding all the way.



Jim and Eleanor Steinbring take a spin around the track.



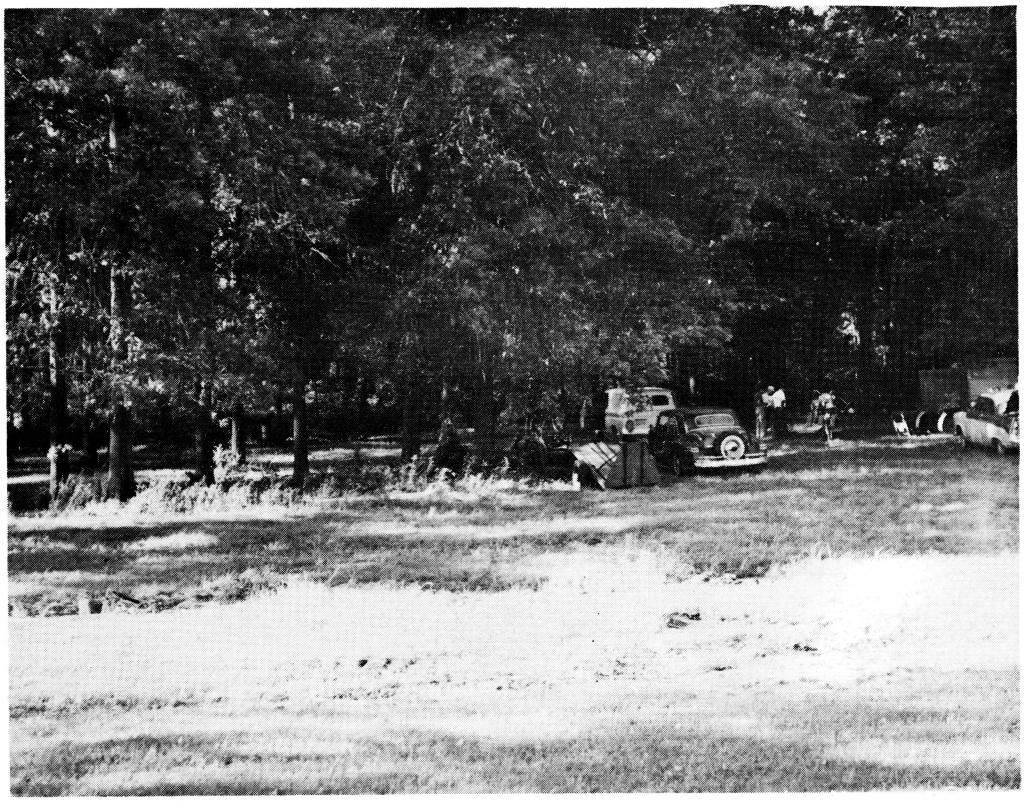
Eleanor Steinbring and David Miles, passenger



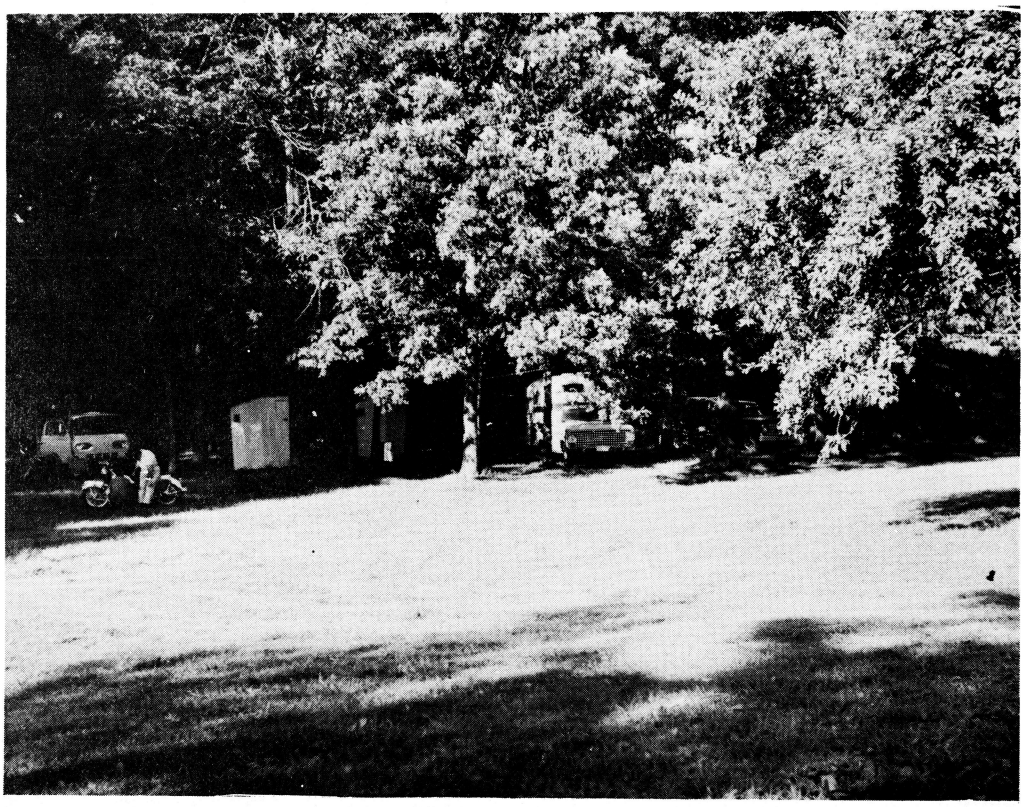
If ya wanta dry bike, ya better cover it up, and many had to do just that Saturday morning.



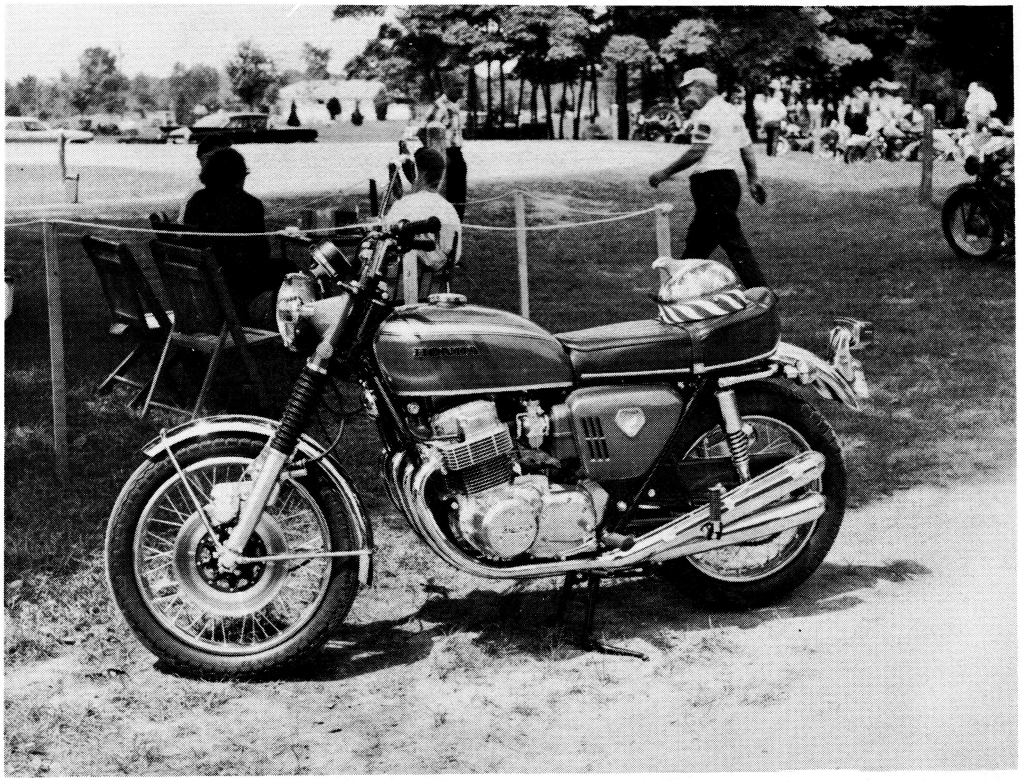
More over night camping - Doc. Walters and his four



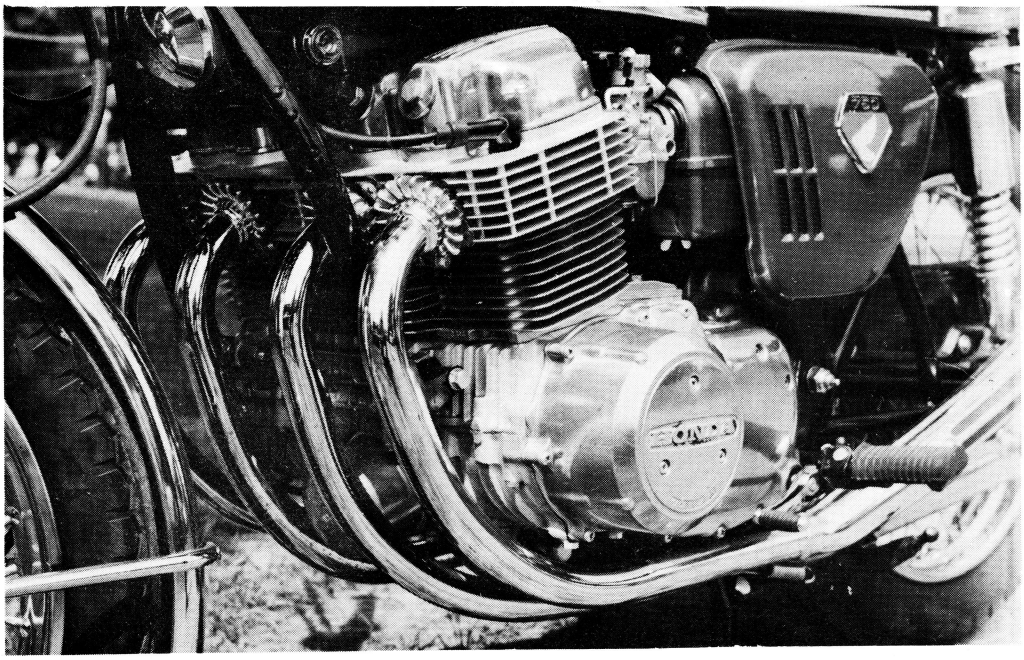
And . . here's where they camped - Friday thru Sunday



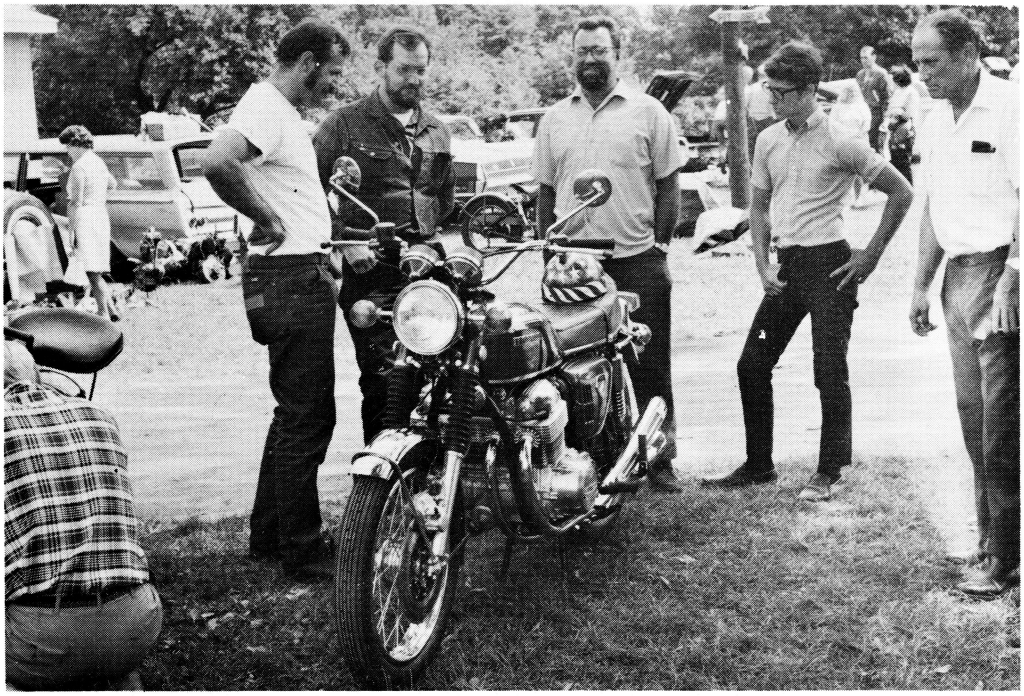
The accomodations for overnight camping.



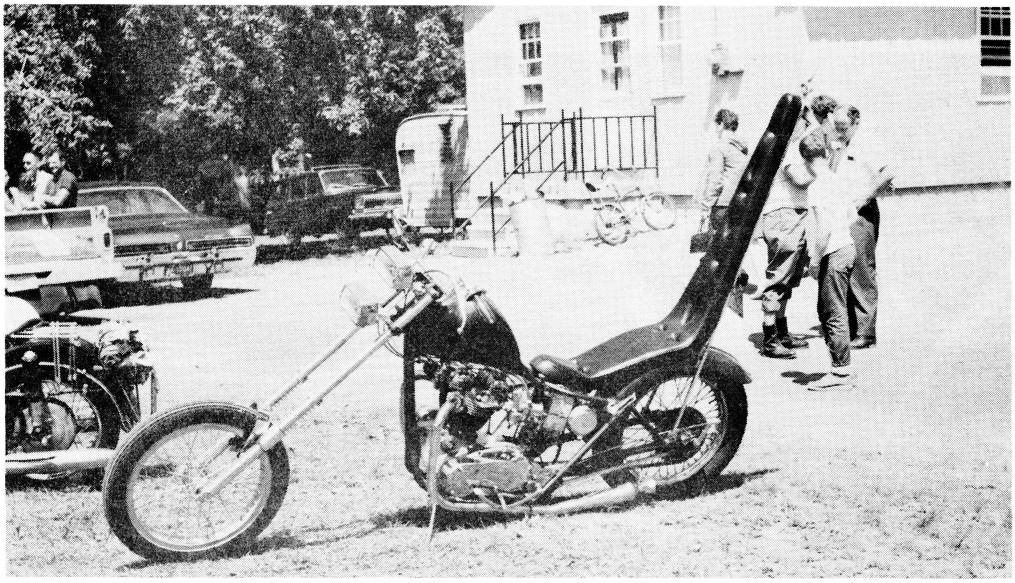
A new breed of Four - the Honda 750 - 80 H P.
Not too many of these are available.



The Honda power plant sits or is mounted sideways with the exhaust in front like most new bikes. Putting the exhaust in front is not exactly a modern design of air cooling of exhaust. In conversation with some of the old Indian riders, I learned that the last Indians built, the smaller scramblers, Warriors, and Braves, were the first machines to be designed with the out in front Exhaust. Indian had the light fast bikes back in 1952, but the public was not yet ready for such a bike. It took a new generation to introduce the new light bike.



Some interested spectators - the second from the left (standing), is the owner of the Honda 750 Four.



Did it hit something or did something pull it apart? Neither one, thats the way it is designed. Doesn't look comfortable, but two people came in on it.



. . . and the Hondas get smaller. I photographed the big four Honda 750 at the meet and on my way home saw this miniture Honda ahead of me just south of Bowling Green. I couldn't believe my eyes, so I flagged the guy down and asked him to pose. He said he gets 72 miles to a gallon of gas and cost him new, $350.

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 origional, 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 origional tank decals, multicolored, but smaller - 6 1/2 X 2 1/2, $3.00 pair or in lots of 12 or more - $2.00 a pair.
write -
Chuck Metenkanich
RR 1
Wattsburg, Penn. 16442

For Sale - beautifully restored Indian '80, fully equipped, origional, near new leather saddle bags, map bag, windshield, police battery, and new tires.
Contact the widow of W. D. Willis, 910 Park Ave. Attica, Indiana 49918, phone 317-762-3439

For Sale - 1949 Indian Arrow single - 11,000 miles - like new, will s ell for $250.

1930 Henderson all in parts.

write - Fred J. Provin
371 Heath Rd.
Heath, Ohio 43055

For Sale - motorcycles, parts and equipment too numerous to list, all being part of the estate of the late Charles R. Eckert of Aurora, Colorado. Mr. Eckert died as the result of an accident. He had just recently returned from Vietnam. Anyone interested in purchasing part or all of this equipment
write - William R. Rowe
485 E. Bellewood Dr.
Englewood - Colorado
80110

For Sale - New "Cleveland Decals" $5.00 a pair. Will trade early Ace parts for later Ace Parts. If someone will furnish an "Indian Ace Decal, I will have some new ones printed and make them available.to Club members.
Write - Bill Cleveland MD
2522 Norfolk Rd.
Cleveland Hts., Ohio
44106

For Sale - Decals for most models of Indians and Harley Davidsons. Indian parts and some machines in need of restoring. Write me if you have a need for parts or decals and we'll do our best to supply your need.
Bob Speck
RR 2 Box 338
Valpariso, Indiana
46383

Paulett's Indian Parts and Service
Midway, Kentucky
Located across the street from the Schenley Distillery tower, easy to find.
We service all makes of Indians, sell parts, and have our own manufacture of many new, hard to get parts for the Indians.
Write us or come and see us for Indian service or a motor overhaul of which we are a speciality.
Bob Paulette
P O Box 401
Midway, Kentucky
40347

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 retoring, the other is completely retored like new. The restored Chief was at the Indian Four meet. 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 48131

Wanted - headlight for 401 Indian four - can be 28, 29, 30 model.
Write -
Charles Mullen, 409 Ranger St., China Lake, California 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 - 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 - 101 Indian Scout 45, 1929-31 model. Prefer one completely restored or in good condition and complete. Will answer all letters. Also looking for a single cylinder belt driven motorcycle. Prefer Harley Davidson. Will consider others.
J. Henry Izart, 154 N. Acres Rd., Manchester, New Hampshire 03104

Wanted - 1956 or later Ariel Square Four for restoration. Will trade complete, but dismanteled 1939 Indian four motor, and/or cash.
Write
George E. Burnham Jr., Church St., West Brookfield, Mass. 01585

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 type, streamline type, 1928 early. Wanted Harley footboard rubbers.
Write - Max Henry, 834 Santa Cruz Ave., Dayton, Ohio

All members of the Indian Four Cylinder Club are privileged to free ad space in the ad section of the Indian Four News. Only dealers or individuals in business for repairs or selling parts are asked to pay for ad space. If you have something to sell, trade, or swap - send in an ad to John E. Wickham, 751 Dayton Ave., Findlay, Ohio 45840

Wanted - would like to buy a top condition 1941 Indian Four, restored or as shipped from the factory, delux or good condition.
write -
Stacy R. Hart
P O Box 766
Littlefield, Texas 79339

Wanted - 1929 - 30 - or 31 Indian 45 101 Scout completely restored in good condition.
write -
Stacy R. Hart
P O Box 766
Littlefield, Texas 79339

Wanted - Muffler for 1941 Indian four. Buddy seat for same.

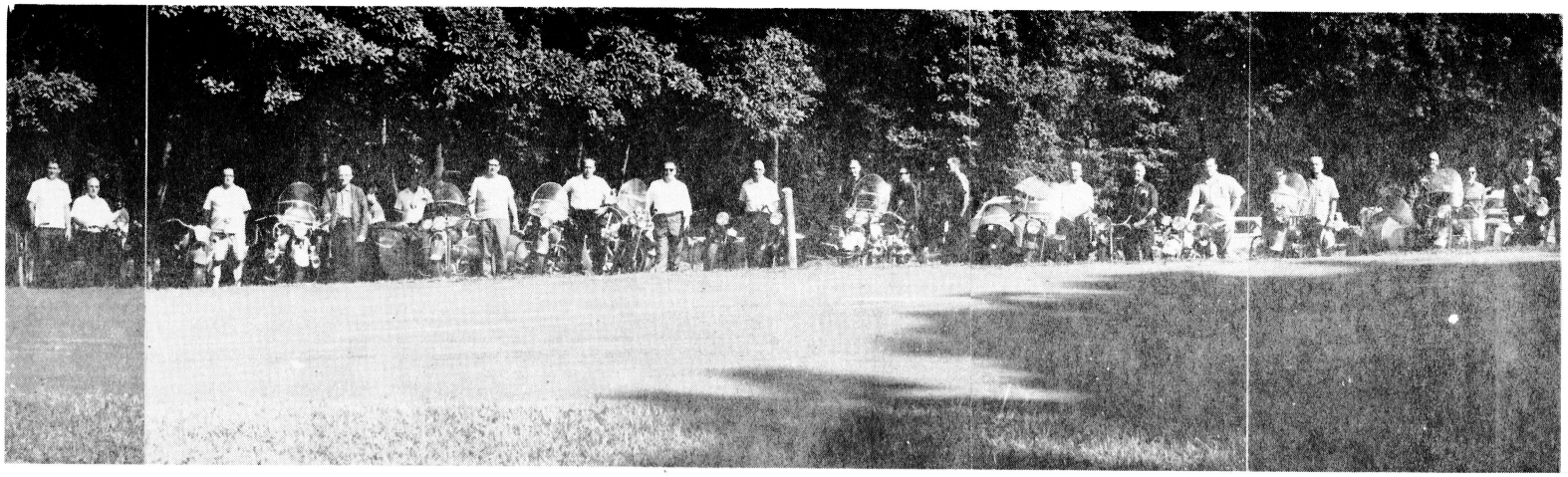
Will trade - 1957 Ariel Square Four in pieces, for Indian four or what anyone has to trade.

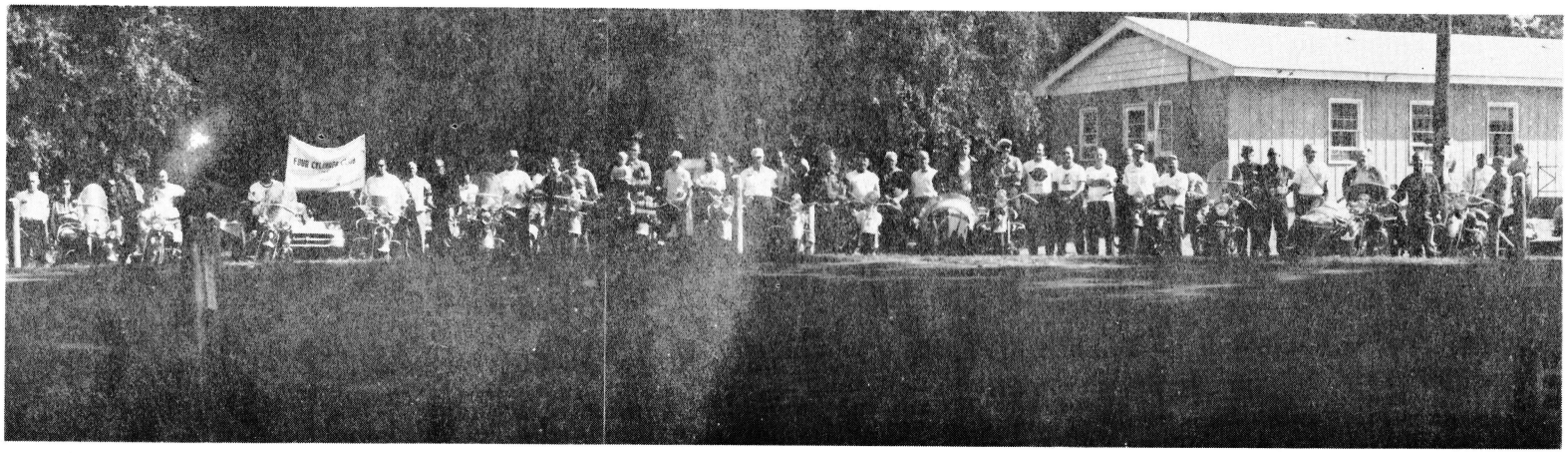
Want information concerning foot gear shift for 1941 Indian Four.

Write -
Bill Levitan
5405 Trail Lake Drive
Fort Worth, Texas 76133
817-292-3530

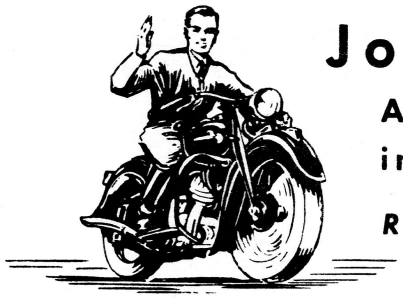
Wanted parts for 1936 four
right gas tank
Carburetor
manifold
Mufflers
Rim and reflector for headlight
Generator
Ammeter
write -
Murray Bluestone
37 Warwick Ave.
Toronto 10, Canada

(Read Murray's letter in the letter section about this 1936 four)





A hard to get picture - to prove my point, when I took this picture, that I would get the picture, I submit the above proof of the line up of men and machines on Sunday morning just before the grand parade. This of course is not the long distance shot, but several pictures put together for a pan shot. The number in the picture indicates the growth of the club compared to a few years ago when we could get a group picture in three or four lines of men and machines. The origional copy from which the printed copy was made will be framed and on display at the Traveler's Club House for the next annual meet. Anyone wanting a full length mounted picture for framing, contact the printer and photographer whose address is listed on the page of the table of contents of the magazine.



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Indian Motorcycles
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