

Indian

FOUR MOTORCYCLE NEWS

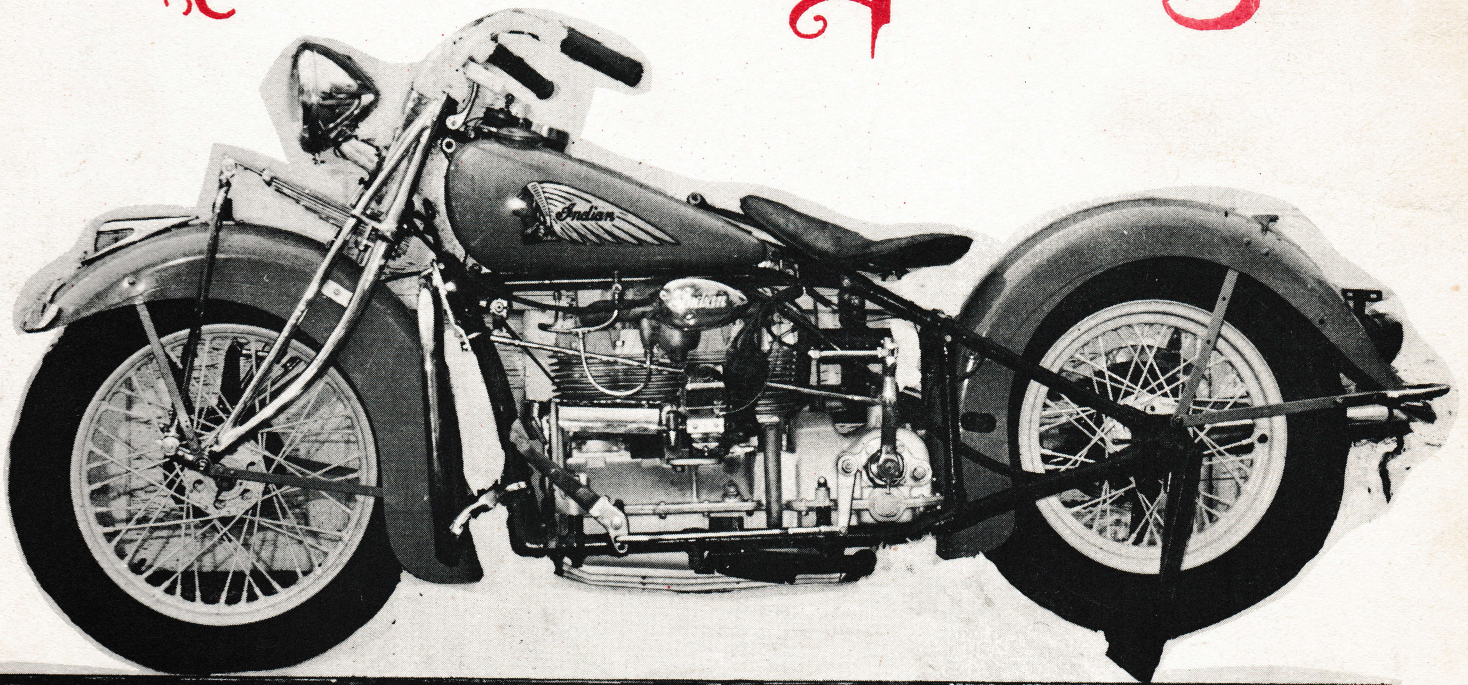


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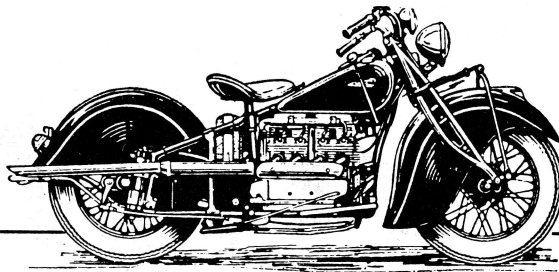
Season's Greetings



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

PUBLISHED BY THE INDIAN FOUR CYLINDER CLUB, INC.

FOR ITS MEMBERS



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

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

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

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

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

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

OFFICERS, INDIAN FOUR CYLINDER CLUB INC. AUGUST 1969 TO AUGUST 1970

PRESIDENT	JOHN E. WICKHAM
VICE-PRESIDENT	GEORGE E. YOUNG
SECRETARY	DR. CLAUDE WALTERS
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ASSIST. REFEREE	LARRY BARNES
REPORTER	DAVE SLOAN

INDIAN FOUR CYLINDER NEWS

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

C O N T E N T S

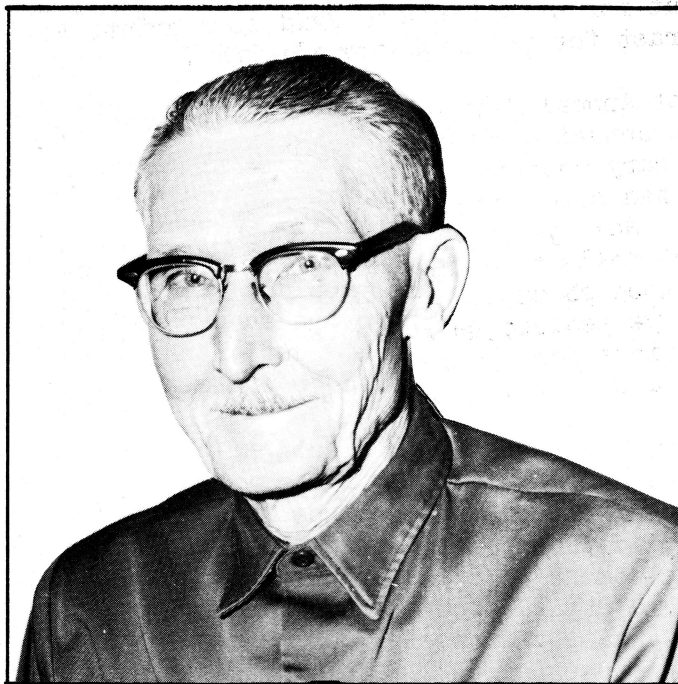
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THE COVER PICTURE

We have been trying to follow a sequence of years in machines for our cover and we made several contacts with members that we knew had a 1930 Four, but to our dismay every one of them was down for an overhaul or repair. We did not want to resort to using Indian advertizing again as on the previous issue so we did the next best thing, we used a picture of a later model, a 1938 belonging to one of our members. This 1938 belongs to Mr. John Groves of Fostoria, Ohio and was in John Wickham's shop for an overhaul. We have included some other pictures of this machine on one of the picture pages as it set in John's shop with an odd set of handle bars. It is painted a very beautiful blue with cream colored wheels. - editor -

The Indian Four Cylinder News

The Indian Four Cylinder News is published four times a year for the members of the Indian Four Cylinder Club Inc. 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 per issue mailed to editor - John E. Wickham, 751 Dayton, Ave., Findlay, Ohio 45840. 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

Greetings fellow members and others . . . it will soon be time again for those familiar greetings . . . Merry Christmas and Happy New Year.

as we near the end of another year and the final issue of the Indian Four News for the year 1969, we take this opportunity to extend to you and yours our heartiest wishes for a happy holiday season.

We have enjoyed your presence at Club meetings and events, and your faithfulness to the Club throughout another year. We have received many many fine letters from members and other interested parties, all of which we enjoy the correspondence. It is almost like club meeting everyday hearing from you members and new applicants for membership. It makes the job of your president not only a task, but an enjoyable task.

We are sure that other of our members correspond with each other in our fine club.

We appreciate all your wonderful compliments and good suggestions on everything from club meetings, the annual meet, our club magazine, and the location of parts. Many of our members have stopped by our home and we have enjoyed their visits. I try my best to answer all correspondence and be as helpful as I can, so you see all this is what makes it a pleasure to wish our members and friends a very merry Christmas and a Happy New Year.

I have one request for our magazine for the issues of next year. Starting with the spring issue we will need a picture of a 1931 four, the summer issue the 1932 four, the fall issue the 1933 four, and the winter issue the 1934 four. I was quite proud when the picture of my four appeared on the cover of our magazine, and knowing that it went to members and non-members from Maine to California, and Canada to Florida and Texas. My machine is a beauty and I don't mind showing her off. Many of you feel the same about your machine and we would like to give you the same opportunity to honor.

So . . . help us out for next year and send us a print. We prefer a black and white print of good contrast for the best reproduction.

Even though our last Annual Meet was just three months ago, we are planning already for the 9th annual meet in 1970, and then we are also looking ahead to our 10th Anniversary meet in 1971. We want our anniversary meet to be the best yet. We have had some problems in past meets and we have worked to iron out these problems. Next you will again see some improvement and by the time our anniversary meet rolls around we hope that it a smooth operation. Sometimes we don't know about some problems and only through your letters and suggestions do we realize there are some needed changes. If you have any ideas or suggestions for the next meet or the anniversary meet, I need not tell you that you are always free to write and tell us all about it.

As I stated in the beginning of this article one of our responsibilities is the correspondence and applications for membership. Almost daily I receive either a request for one or more persons requesting membership application blanks, or an application being returned, filled out and ready for membership. We welcome all newcomers to the club and final acceptance by the next business meeting. There are still a lot of fours around waiting to be restored and put back on the road again, and many of our members on the look for such machines. My advice is, don't pass up any leads, and don't worry about parts, for theres a source of supply for almost every part needed. We don't guarantee this supply, but we'll do our best to put you in contact with the right persons who will try to provide the parts.

Since my retirement, I have devoted practically all my time to Club work and its been the daily correspondence that makes me forget my aches and pains, and keep active with a wonderful bunch of guys.

One final item . . . we receive letters occasionally in which the writer states that he has not received his Indian Four News, and it may be that he has not received one or more issues. I ask that you first check with your Post Office to make sure if they did or did not receive it. We prefer that you do not wait till you do not receive two or three issues, but check immediately with us and find out when it was mailed. We make a check list and date it when your copy was mailed. We want to do all in our power to get your magazine to you as quick as possible, but sometimes its another little item such as unpaid dues or a wrong address. We suggest that if you don't receive your magazine when you think you should get it, write us and we'll let you know the status of the mailing and if your eligible.

The Club Magazine is issued four times a year - March - June - September - December. We try to get it out as near the 15th of the month as possible, but it often goes to the end of the month depending on what material is waiting for the publication.

We feel happy that our magazine is so well received, as our letters bear out, and our members so eager to get it, thus we want to do our utmost to make sure that you get it. Yes . . . even with all this we are happy to serve you as president of the Indian Four Cylinder Club and again we say

. . . a very Merry Christmas . . a Happy and prosperous New Year . . .

and the Best to every one of you.

Sincerely
Your president and wife
Mr. and Mrs. John E. Wickham

Jesse Clapsaddle
Gettysburg, Penn.

writes -

. . . just a few lines to say hello . . . and that I had a great time at the annual meet in Toledo last August . . . sorry that I could not bring along my flexi-side car, but could pack only so much equipment in my panel truck . . . hope to have my trailer finished by the next meeting to bring the whole outfit.

Have been riding my 401 for quite a bit lately and taking the neighborhood kids for rides in the side car. They sure get a thrill out of it . . . yelling faster . . . faster, but with those older tires I don't want to risk a blow-out.

Enclosing a picture of the flexi-side car attached to the four and give you permission to print it in the next issue of the news to show you fellow Ohioans a fine product of the State of Ohio. The company is still in production but no longer making side cars.

A New England Motorcycle Newspaper asked me for a story of how I secured my four and some of the experiences I have had riding it. You have my permission to reprint it in the Indian Four News. The picture that I mentioned in the preceeding paragraph is the way the four looked, side car and all when I first saw it. As the story states - it runs today better than when it was new.

Jesse Clapsaddle

Jesse, all of us at the annual meet in Toledo in 1968 will never forget seeing all that activity back in the woods of putting your 401 four together and then seeing you ride her around the track, a real smooth running machine. We'll look forward next year to seeing the outfit, side-car and all.

We appreciate you sending in the story and we have included it in this issue.

Jesse has what is possibly the only 1928 Indian four just as it was sold by the factory and the original title to it.

If there is another, Jesse would like to know about it.

- editor-

Editor's Note - Letters and pictures from our many members are always welcome and generally we only print excerpts from these letters because they usually have some personal comment for the editor. Some item or thought you might think would not be interesting to someone else could be just the opposite. Where did you ride to this past summer, what did you do to your machine, what are you planning to do to it this winter, did you buy another, were you to the meet in August, what's your impression of this bunch of guys? If you rode your machine this past summer, you're like another sportsman - fisherman, hunter, boat enthusiast, and Indian Four riders, you've got some yarn to tell and we'd like to hear about it. We've already had some wierdos so don't think your's is too unbelievable to print, for that would be just the way you would tell it if I came to your home on a visit.

Hope Foley
Rhode Island

writes -

I was very pleased to hear from you and agree that you are a true motorcycle rider . . . very rare in this area to see anyone over 60 still riding . . . was amazed to see so many grandfathers and grandmothers still riding at the Laconia, New Hampshire motorcycle races . . . some were older than you.

I guess the spirit never dies.

My boyfriend's father is almost 70 and he still rides a Harley Davidson. I did not answer sooner because I was waiting for some pictures of my boyfriend and his Indian Four.

I am enclosing the membership fee of \$10.00 plus \$2.00 for the A M A membership. He was a member of your club at one time but I think his membership expired. I would like this membership and the other items that I requested for his birthday. Thank you very much for all the help you have given me.

Hope Foley

We have had some unusual correspondence as editor of the Indian Four News, but this letter from Miss Foley was different. She purchased a membership in the club for her boyfriend plus several other items that we sold at the annual meet. Her boyfriend is Anthony Ciar-amello who has a 1938 four. He lives in Rhode Island also. We appreciate her interest and this fine gesture on her part to renew this membership. Write us anytime Miss Foley and we are sure that you will find the club interesting. Many women are now taking an active part in club responsibilities.

- editor -

We are delighted to hear from women making inquiries about membership in the club for their husbands, brothers, dads, or boy-friends. Although membership in the club is limited to men, letters are always welcome from the ladies showing their interest in the Indian Four Cylinder Club.

We have another letter from Mrs. Jill Tucker, 9204 Allison Dr., Calgary 30, Alberta, Canada. She wrote us for a subscription for the Indian Four News for her husband who owns an Indian Four. We hope that they both will be to attend our next annual meet and meet the many other women who now attend our meets with their husbands and familys.

- editor -

H. G. Metzger Jr.
2174 Winthrop Rd.
Huntington Valley, Penn. 19006

writes -

. . . thank you kindly for the Fall issue of the Indian Four News with the change of address . . . please send me another application form for the A M A and the Indian Four Club . . . have another recruit who has an A-1 four with a bad clutch from years of service . . . currently he is putting a '47 Chief back on the road. He hasn't rode a motorcycle for about 10 years.

. . . missed the announcement for the last annual meet . . . but don't believe I could have made it. Am planning on next year so would appreciate advance announcement of the date. Sorry to read of the accident involving your family and that they weathered the storm remarkably well.

In case you have forgotten me . . . I purchased your red four and report that it runs fine. Presently looking for a side car for it. Won't be satisfied until I have 6 Indian machines for myself and the five children. I eventually want a whole caravan of bikes for the various shows in this neighborhood.

Sincerely

Whitey Metzger

Thank you very much for writing Whitey. Appreciate your comments about my old four, and your thoughtfulness for my family's welfare. I haven't forgotten you and that you got my old four, but just too busy to keep up on all my correspondence. I was glad to hear that my faithful old Indian '41 four is doing fine for you, and will just say . . . treat the old gal with respect and loving care and she'll preform for your for a long time. That four was never pushed over 85 more than once that I know of. Through the magazine and our correspondence we'll see what we can turn up in a side car for you. Your add is in this issue. . . best of luck in your search for more fours.

- editor -

J. H. Kelloss-Clarke
7200 Lake Shore Rd.
Derby, New York 14047

writes -

. . . would like to rejoin the Indian Four Cylinder Club . . . Earl Chalfant, a close personal friend of mine, tells me that you are the President and the man to write for information. I have two Indian fours which I have owned for some time, and for which I am trying to get hand clutch conversions. Thank you very much for your attention to my request.

Jim

Very nice to hear from former members and to know that once the Indian Four bug bites its pretty hard to cure it. Welcome back into the club . . . hope that you get the conversions you want on the fours . . . at least it will be something different than the conventional foot clutch.

- editor -

Mr. and Mrs. Mervin Ryan
Edinburg, Va.

writes -

We really enjoyed our visit to Toledo this year, meeting many old friends and meeting new ones . . . the weather was perfect. . . just right for the meet. We stayed on the grounds till Monday and then one night in a motel . . . and finally off on the turnpike for home. I never told my doctor that I was going . . . I can travel if it isn't too hot . . . the only one we have heard from since our return home was Al Feldman . . . a wonderful guy. We enjoyed the movies you showed on Saturday evening at the meet . . . think I'll put up my bike for the winter . . . getting too cold to ride . . . we're looking forward to getting the Fall and Winter issues of the magazine for we both enjoy them very much. Some of the other magazines on cycles contain very little interesting. Although there were a lot of machines at the meet this year, some of those who came in their campers left their machines at home . . . there was a very beautiful green machine that arrived on Sunday, but I never learned the owner's name. We always welcome your letters.

Best wishes

Mervin and Mary Ryan

Always good to hear from old friends. The year you didn't show up at the meet you were missed, so we were very happy to see you again at the last meet and to know you still able to make it. The hard thing about growing older is trying to keep up with the things you like to do the most even though the old strength isn't always there. Your thoughts, along with many others that I have received, all show appreciation for a wonderful meet. We'll do our best to keep in touch by letter . . . we'd like to write every member every week and keep the spirit of the meet going continuously, but it's physically impossible and we'll just have to depend on the Indian Four News to keep the contact going.

- editor -

BUSINESS MEETING HELD
The Indian Four Cylinder Club Inc.

A business meeting was held Sunday afternoon, October 12, 1969, at the Traveler's Club House but rainy weather and other commitments, only 5 members were present. President Wickham presided over the meeting and the chalpin, Tom Miles, was acting Secretary. Since 5 members present constitute a quorum, and several applications were on hand for approval, it was decided to conduct a business meeting to take care of a few minor business items.

Being the first business meeting since the annual meet, various aspects of the annual meet were discussed, and suggestions were made for improvement for next year's annual meet. A suggestion was made for some type of momento for next year. Also considered for the next meet was a new form of registration to register all who attend.

Several applications for membership were acted on and the following were approved for membership.

David Kitson - Decatur, Indiana, 1938 Indian Four
Jack Bajo - Chicago, Ill., 1940 Indian Four
Harold Randall - Battle Creek, Michigan, 1938 Indian Four
John Harrington - Taylor, Michigan, 1934 Indian Four
Richard Braund - Elroy, Wisconsin, 1936 Indian Four
Wayne Michael Burke - Belleville, Michigan, 1934 Indian Four
C. F. Carter - Norfolk, Virginia, 1939 Indian Four
William Crawford - Berkley, California,
Gilbert Horton - Jamestown, North Dakota, 1940 Indian Four

(more complete addresses of these new members may be found in the membership listing)

The treasurer's report showed the amount of \$1329.00 in the treasury with all current expenses paid to date. This showed, as usual, the good financial management by the officers of the club.

The Indian Four News usually comes up in every business meeting, sometimes for criticism, other times for favorable comment, and occasionally as statistics. The publisher reported that they are now printing over 300 copies each quarter and the mailing around 285 copies. Almost with every application request is also a request for back issues which is slowly depleting present stocks. We are now printing in every issue a complete roster of the club membership and the machine they own. We don't get a 100% response to all our request made in the news for correct addresses and correct year of the machine owned by a member, but the good compliments make the task of publication an easier one knowing that the effort is not in vain. (editor's note - also included in this issue is a roster of machines by year and the owner).

A unique part of every business meeting is the president's use of a tape recorder to record the verbal minutes of every meeting. Since our secretary Dr. Claude Walters lives in Camdem, Arkansas, the tape recorder gives Doc. a first hand record of all the proceedings and the side comments. The recorder also has an amplifier unit built in and makes a unique P A system for the president when there is a larger group.

Even though there was a quorum present as required to act on any business in the club, several items of importance were discussed at length, but decision was made to table the most of them in favor of a larger group present at the next business meeting.

Most business meetings of the club are generally in good order and agreeable to all. Disagreement among those present seldom occurs on business action and final action is usually unanimous. Thus, it was felt in fairness to the rest of the members unable to be present, the small number present would not take any further action on items of business and table them till the next meeting.

One final item was considered and even no final action was taken till the next meeting, however, gratitude was expressed to Mr. Al Borer of the Traveler's Motorcycle Club, who has been in charge of the Club grounds during most of the meetings held by the Indian Four Club at the Traveler's Club. Mr. Borer, his wife and the rest of the crew do a wonderful job in providing food facilities and other needs during the annual meets and other meetings held at the club house. Since the Club house and grounds are for a much smaller organization than the Indian Four Club, all the facilities often become taxed to the limit to handle the large two day crowds. Yet, with such limited facilities, Mr. Borer and his crew have done their very best to provide, even in very adverse weather conditions.

Further comment will be made on this in the report of the next business meeting.

The meeting was adjourned with prayer by the chaplin.

Tom Miles
Acting Secretary

Indian Four Cylinder Club Inc.

I OWN AND RIDE ONE OF INDIAN'S OLDEST FOUR CYLINDER MOTORCYCLES

by

Jesse L. Clapsaddle

My story goes back some 30 years ago when I bought my first motorcycle, a 1928 Indian four cylinder model 401, Engine No. DA250.

Having become acquainted with the old four several years before I Acquired it, when we younger fellows in our neighborhood would gather at the old country store on Saturday evenings for a soda and ice cream, and listen to the older men tell what things were like when they were youngsters. Believe me, it wasn't about motorcycles. Just about the time their stories were getting interesting along came this old Indian four with a flexi side car. He pulled up to the gas pump and said, "one gallon, please." The rider was of middle age, just a little fellow wearing a cap and a pair of the old type goggles, cap turned around, naturally. Sitting in the side car was his wife, a very jolly lady who appeared to be a bit overweight, to put it mildly. How she ever squeezed into that tiny side car we could never figure out, and we had quite a few chuckles watching the pair pull away from the gas pump. What intrigued me most about this motorcycle was that it would start every time on the first kick and then purr like a kitten, and off they went for a happy evening of cycling and shopping in Gettysburg. (Incidentally, I talked to this same lady several weeks ago and she told me about the good times she and her husband had with the old four. She said they didn't own a car, so they went everyplace on the motorcycle.)

Lots of other cycles would pull up for gas, mostly Harley Davidsons, and such a time they had trying to start up again. Seems like they would kick them over and over again till they were blue in the face before the old Harleys would fire up again. I guess its because they had battery ignition and back in those days a new battery cost a lot of money. Usually before the evening was over two of my older brothers would stop by to "gas up" their Indians, brother Harold's big '27 Chief, and brother Bill's cute little '31 Scout 45. Those Indians seemed to start a lot easier than the Harleys. The old store keeper asked me why this was and I would say, "Didn't you notice those Indians have magnetos, and you don't even need a battery if you don't intend to ride after dark," (No one ever dreamed of having to have a motorcycle inspected in those days.)

Along about that time I decided if I ever own a motorcycle it would be and Indian Four, something easy to start and not requiring the purchase of a battery every year or so. It took several years for me to save enough money to start shopping for a motorcycle. I had learned to ride on an old "beat up" 1921 Indian that a friend of mine kept in our garage because he was afraid to let his father know about it, and when I was asked by the head of our household as to who owned "that old motorcycle", I would reply that it "belongs to Paul Miller and he doesn't have any place to keep it". The true reason for keeping it at our place was because we had a private road about a half a mile long back to our sand quarry. The old Indian didn't have a registration tag and none of us had operator's license. We would always drain a little gas out of quarry equipment and we did resort to this source of supply quite frequently. All in all we figured we had a pretty good set up, and I think all the fellows in our neighborhood learned to ride that summer.

Now I was really ready to own my own cycle, having survived several apills and considering myself a pretty good rider. Finally, I got the news of a motorcycle for sale just two miles away at a used car lot. Excitedly, I quickly recounted my savings and with a promise of a small loan from brother Bill, off we went on Bill's Scout. It seemed like an eternity getting there but when we

arrived at the car lot I couldn't believe my eyes. Lo and behold, there sat the old Indian Four, side car and all. The proprietor, Mr. Crouse, came out of his office and said, "Hi, boys, something for you?" I said, "Yes sir, I'll buy that motorcycle. How much, and does she run?" He said, "Why sure it does" and kicked her over and away she went. (Editor's note - hard telling how long this old four had been setting, whether in shelter or outside, and it had probably been started before after the used car dealer had gotten it for sale, never-the-less it started right off, the one reason why Jesse was so sold on the Indian motorcycle. It had lots of milage on it and no doubt very worn parts but it fired up on the first kick)

Somehow she didn't sound like she did before and the blue smoke just poured out the exhaust pipe. He put her in gear, left the clutch out, and what a terrible sound it made, and it wouldn't move off the spot. (Editor's note - at this point many a person young and old would have said to the dealer - that old pile of junk belongs in the junk yard. or some young speed enthusiast may have said - thats O K, I'm going to add different gearing, more carbs, new cam, anything I can to do over a hundred. But, Jesse, like many of the rest of us who have restored these old bikes see possibility in putting the machine back on the road, restored with new parts. Jesse's ambition and patience pays off as you will see.)

I asked what was wrong and he looked down at me and said he guessed the chain needed to be tightened up a bit. On a second look I discovered the drive sprocket was completely worn out. Right then and there my heart sank a bit and hopes of ownership began to fade away. I was about to turn and walk off when my brother said, "Well, aren't you going to ask the price . . you know we can always fix it up."

A price was agreed upon, which was exactly my life savings. Brother Bill assured me that if I didn't want to keep it he would take it off my hands. I said, "OK, Mr. Crouse, I'll take her", and I stayed right with my motorcycle while Bill went home for a car and a tow rope. I worked several weeks repairing the engine and fixing a new drive sprocket and chain. Then came the reward for my efforts and a thrill of a lifetime - my first solo side on an Indian Four, one that I'll never forget.

Lots of fun was had with the four. I would put the side car on and as many as five of us would ride out to our swimming hole or to our favorite fishing streams. In the fall we would go hunting, brother Mike and my old beagle hound in the side car. What a happy threesome.

Brother Bill informed me one day that he had polished off one of the fastest Harley Davidson in the area with his little Scout 45. Bill had had something special done to his engine that he kept secret. He also informed me that my old four could be taken anytime. I wished to have it out with him, so I gave this some thought. Now if I could trim Bill, then my old four would hold the honors. So I went to work stripping it down for speed. I removed the headlight, generator and battery, tuned the engine to its best and having just put on a brand new 3.85 X 18 clincher tire on my front wheel, I felt I was ready to go for broke. A few days later I said to Bill, "How about a ride out on Route 15", and didn't mention anything about racing, keeping in mind a nice, level straight away on Route 15, south of town. So away we went and boy! the old four was purring a beautiful tune. We were riding side by side and Bill looked over and motioned for me to come on and try it, he leaned way forward and opened up the Scout and pulled away from me. I decided it was now or never and gave her full throttle for the first time. I leaned forward, just like Bill, and hung on for dear life and before long I was up along side of him. He looked over in complete surprise. I pulled ahead a full length and then cut her down slowly. When we got back home, Bill said, "Well, you did it. How fast were you going?" I said darned if I know. My speedometer only registered to 80. Then I took a second look and discovered it had broken. I asked what his speedometer said when I pulled around him. He said it was right on 100. So anytime anyone says these old fours weren't fast, just ask my brother Bill.

We had just finished discussing our race when our brother Harold rolled out on his big Chief and said, "Come on, let's all three go for a ride, but before we go, Jesse, maybe had better check the bulge on your rear tire." I got off and examined it and couldn't believe my eyes. There was the tube showing thru a break in the side wall. I said, "If you fellows don't mind, I think I'll give up riding for a while, and racing, for good." Several weeks rolled by before I could save enough money for a new tire. Gosh, they cost eleven dollars a piece in those days, and then about two bucks for a new tube. Wow.

One nice summer evening I invited Harold to ride out to the swimming hole for a dip. Harold would never ride faster than 50 MPH, which was O K by me, especially after the scare I had. We were riding along, side by side, without a care in the world, and Harold was on the outside, when all at once there was a great big black car fender coming up right under my left arm. I quickly swung to the right to keep from getting hit . . . blam . . . I crashed right into Harold broadside and my handle bars locked up under the big Chief's. There we were, going 50 MPH and locked together. Don't know how Harold thought so fast, but he leaned to the right and went off the road, thus freeing me. I looked back and there he was, still on his wheels, bouncing down the side gutter. How he kept from spilling I will never know. Well, I opened up the old four and overtook the car, with the intention of giving the driver a piece of my mind. I pulled up alongside to get a look and there he sat behind the wheel, just like nothing had ever happened. The old gent was every bit of 80 years old, so I figured maybe he hadn't seen us at that, and left him continue on. I turned around and went back to see how Harold was making out. There he was, parked and waiting for me and seemed to be shaking quite a bit. He said, "Boy, that sure was close, let's head for home." That suited me, because I sure thought I was a goner when I collided with him.

My next eight years were spent in the Navy, mostly overseas, and I certinately missed my Indian. Returning home, I resumed my riding, and sometime in 1946 the tired old engine finally gave out. I took it apart with the intention of replacing all worn parts. I would make up lists of parts needed and write to dealers that I had known. Back came their replies, sorry, no parts available for a machine that old. I got real bold and would inquire about a complete engine. Can't remember ever getting a reply for those requests. With no thought of abandoning my project, I kept right on searching for parts including a new triple and sliding gear for the transmission. Believe it or not, it took me exactly twenty two years to locate and collect all the parts needed. It would have been impossible had it not been for the splendid response from those dedicated fellow members of the Antique Motorcycle Club of America, and the Indian Four Cylinder Club, and the present day Indian Dealers. Today, my 401 runs like the day it left the factory in Springfield, Massachusetts, and I thoroughly enjoy riding it.

This story was not written to downgrade any other make of motorcycle. I think the Harley Davidson machines are superb, but when just a kid, and looking for your first motorcycle, you're either a Harley or an Indian enthusiast, and no one can change your mind. Both Harold and Bill sold their Indians and gave up riding. Having had so much pleasure riding, I decided to keep my four, now I am the only rider left out of our old gang. All the old cycles are gone too. We brothers got together recently and talked about the good times we used to have, and they said they all wished they had kept their Indians, too. So now when I'm out riding alone, I some time look back to see if they might be following.

There was the 1927 Scout '37, my brother Bill's first bike, then his 1931 Scout 45, Harold's 1927 Chief, and my 1928 four cylinder. Yep, we were an all Indian family and proud of it. Like the old saying goes, Ride and Indian and pass the Harleys by the side of the road.

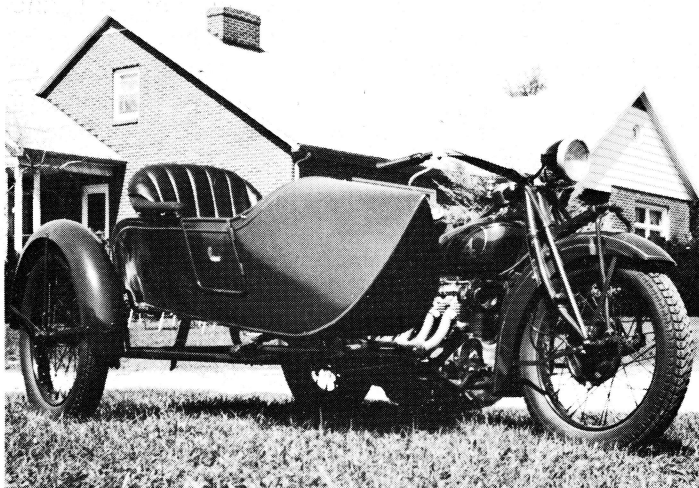
Jesse Clapsaddle

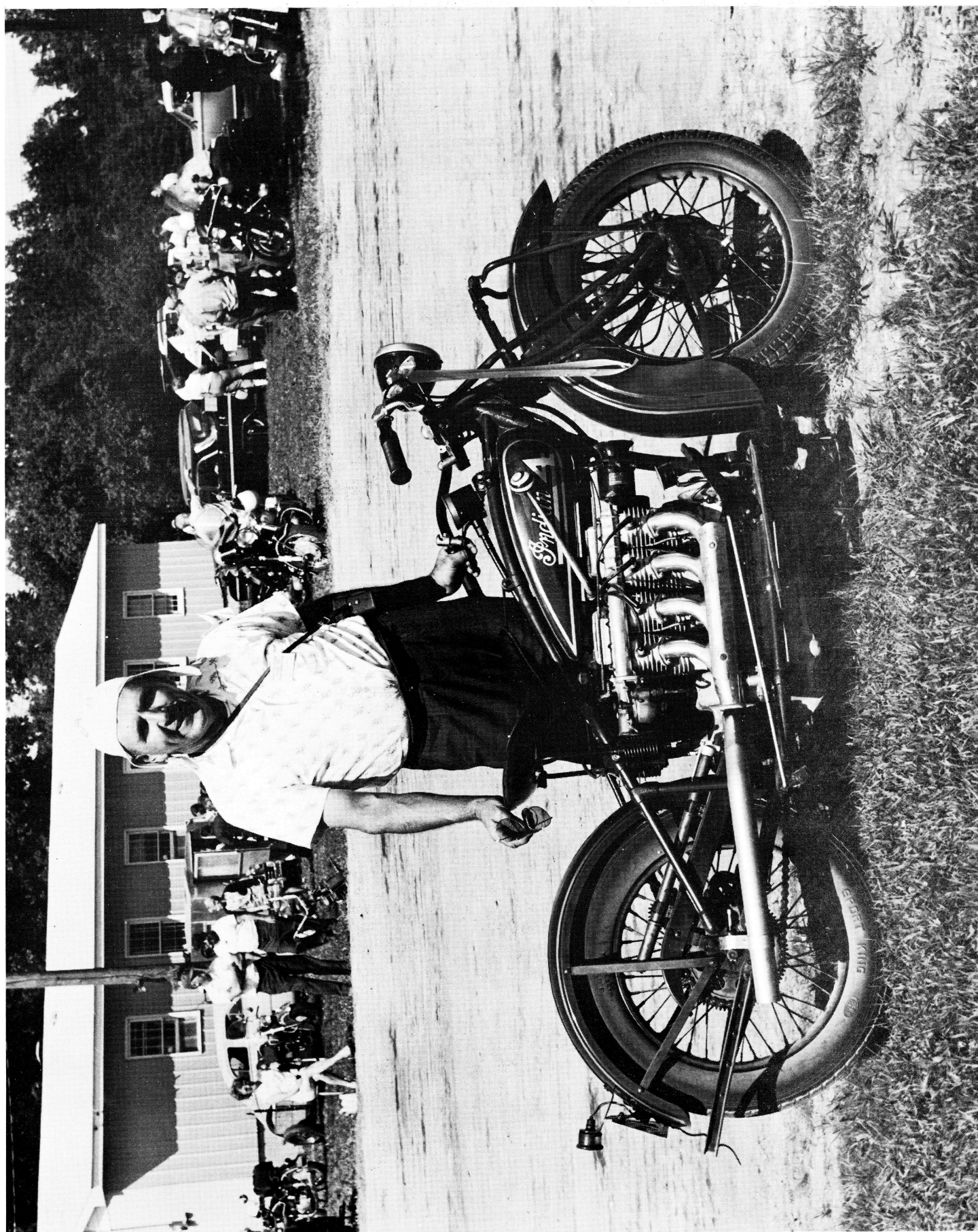
All who attended the 1968 Annual meet shared with Jesse the thrill of seeing the old four run again. We printed a large picture of Jesse and the 401 on the inside back cover of the Fall issue - 1968, but we did not have the full story that Jesse gave us to reprint in this issue. He had sent the motor to Bob Paulett's Motorcycle Shop, located then in Lexington, Kentucky, now in Midway, Kentucky, for a complete overhaul. The rest of the parts and refinishing, Jesse and his brother Mike had done at home. Jesse loaded all the machine in parts that he had, and Bob Paulette the motor and whatever else he had in his truck and they both headed for the annual meet at the Traveler's Club Grounds in Toledo, Ohio. After unloading and an exchange of greetings plus a big appetite satisfied with some food, they set to work putting her together again. Of course everyone there, experts and all, added their two cents worth of advice, and without all this expert advice they could not have completed the job in the short two days that they did. Anyone knows that if you pick up a bolt and the head is on the wrong end that it belongs to the other side of the machine and all this expert help was right there to inform these mechanics which side the bolt belonged to. The main question of all this help was - are you sure your gonna make it by Sunday afternoon for the judging. The photographer got there just as Bob Paulette was applying some gasket cement to a part and when he wasn't looking, we got his picture. You'll find this picture on page 46 of the fall issue of 1968. Well, the long awaited moment arrived and Jesse wheeled her out on the track, and just like he said, about one kick on that Indian starter peddal and she's going. Sure, enough, she started, like a new one, and Jesse donned his old cloth riding helmet and rode her around the track. You have heard of being happier than a kid with a little red wagon, well this performance by the old four couldn't have happened in a better place and to a better guy. The track was lined with spectators and Jesse rode her gracefully, just like she had been taken out of a crate right from the factory. Jesse was as proud as a new father of triplets. It was his first and only motorcycle that he had ever owned. He rode her as a young man along with his brothers and friends who also had bikes. She was put into storage and rode again after about 8 or 10 years, but finally, as all machines do, it just plain wore out. Then came 22 years of hope and effort to try to get parts to make her run again. We of the Indian Four Cylinder Club are happy to have Jesse as a member, but above all to provide the parts that restored and brought new life to an old machine that was in as bad of shape when Jesse first saw it at the used car dealer's lot. No doubt there has been more than one person discouraged into selling an old machine because parts were no longer available, but we hope that the efforts of the Indian Four Cylinder Club are becoming widely known to save those beautiful quick starting old Indians from the junk pile.

We have printed on this page a picture of Jesse's 401 Four and the Flexi-side car just as it looked the first time he saw it on the used car lot. He had seen it many times before when the couple came in for gas at the old general store, but his surprise was when he saw that it was the bike for sale on the car lot. On the next page we have reprinted the picture that we printed on the back cover of the Fall 1968 issue. This is a fitting climax to this fine story by Jesse Clapsaddle.

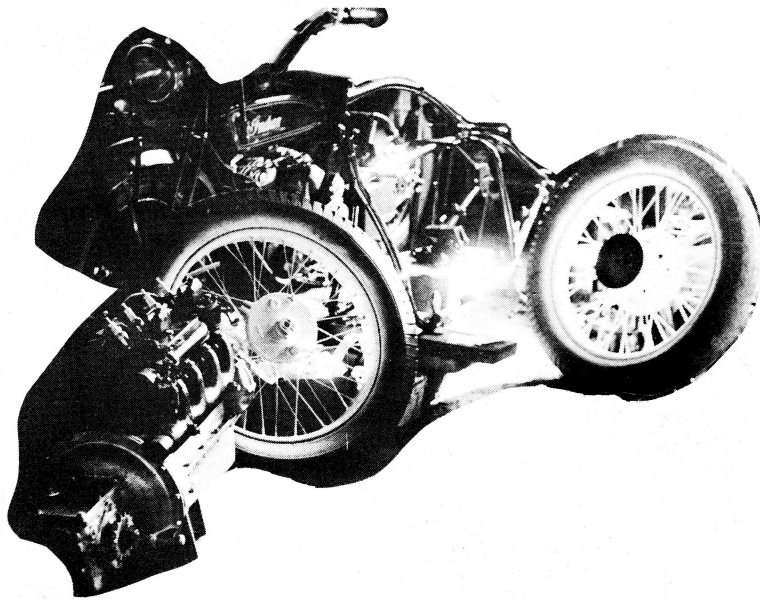
The Indian Four News is always open to stories such as this, and although you may think your particular experiences with the Indians don't contain all the drama and glamor as others would, write it up and send it in - we'll make it sound good.

- editor -

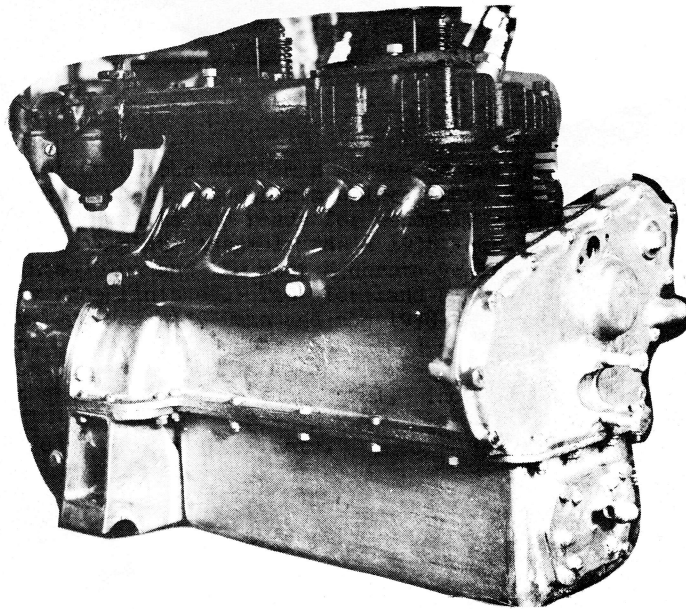




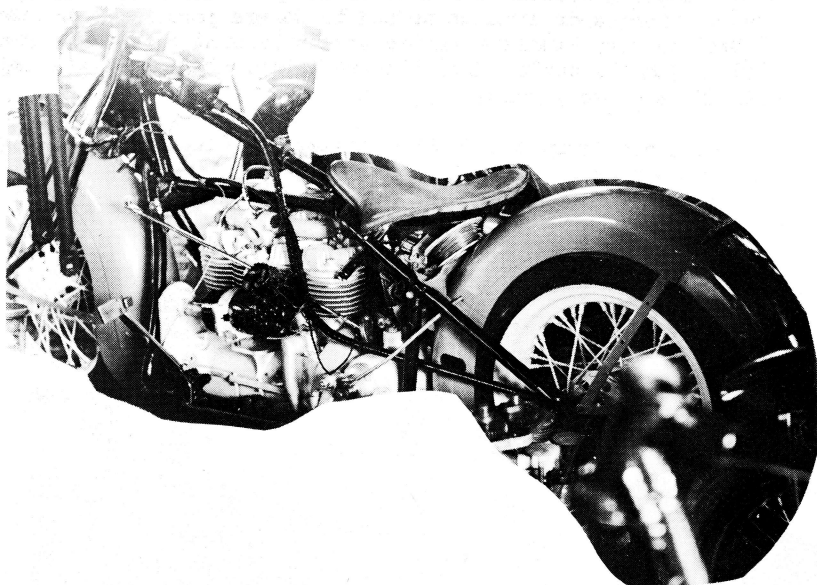
The photographer got into John Wickham's garage to see what machines John was working on. Amid the parts and other machines there for service, we found a Cleveland Four all in parts and ready for assembly with a brand new coat of paint. Also in more complete assembly was a 1938 Four. The frame of the Cleveland was painted blue and the rest a chrome yellow with blue striping. Should be a beauty when finished. The Cleveland Four is owned by Dr. Bill Cleveland of Cleveland Heights, Ohio and the 1938 Indian Four by John Groves of Foetoria, Ohio. You will note the odd shaped handle bars on the 1938 Four which were on the four when it was purchased. They tried to bend them back to the right shape but were unsuccessful. They have since been changed to a good pair.
John may keep his door locked after this.



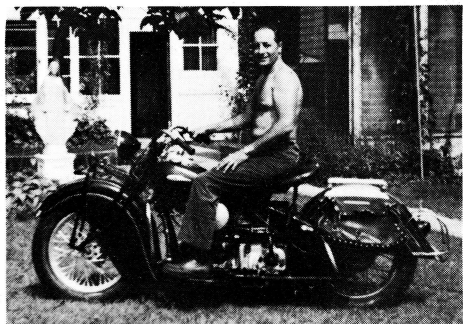
Parts for Doc. Cleveland's machine - frame, wheels and motor, and in the background John Wickham's '27 Scout.



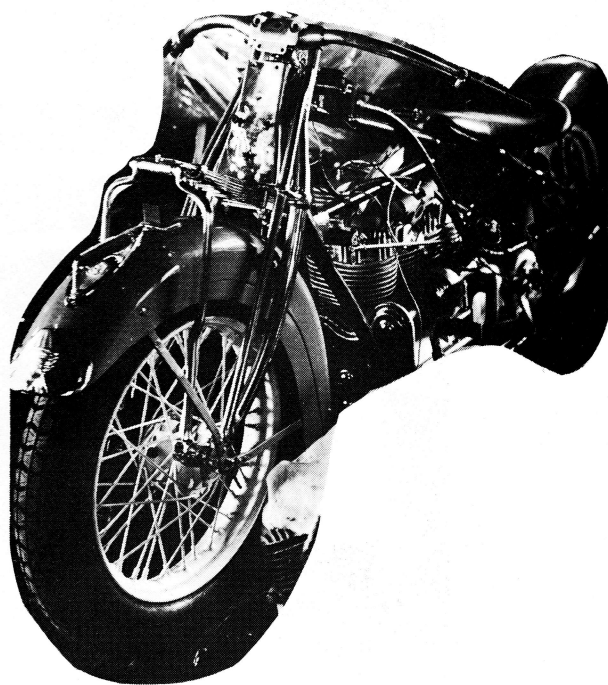
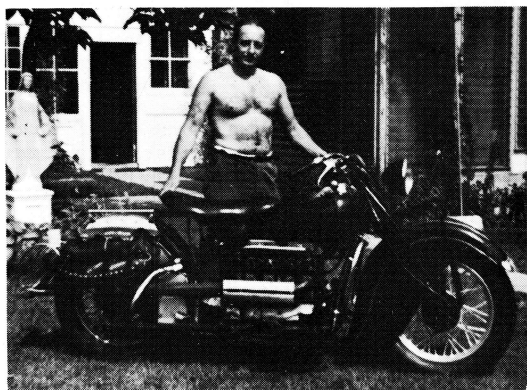
The Cleveland Four motor



John Groves' 1938 Four



Anthony Ciaramello of Providence, Rhode Island and his 1940 Four. He is a new member.



John Groves 1938 Four

The following article was sent to us by a member for use in the Indian Four News. Being a newspaper article we had to secure permission to reprint it. Dr. Bill Cleveland very kindly assisted us and secured permission from the Cleveland Plain Dealer and the author, Mr. Richard Wager, plus Dr. Cleveland's permission to reprint the story here.

Pictures and story reprinted courtesy The Cleveland Plain Dealer and Richard Wager - editor -



Dr. William B. Cleveland tests the seat of his 1913 Henderson four-cylinder motorcycle, which is nearly restored, while William A. Gent polishes the handle bars. This cycle has the longest wheelbase on record—65 inches. Most motorcycles have a 58-inch wheelbase.

By RICHARD WAGER

Making

AS REGULAR as clockwork, at 7:30 every Tuesday night a Cleveland Heights surgeon turns his car into a remote driveway in Euclid and quietly slips into a garage at the rear of the property. There he meets his mechanical-engineer host and the two, quite methodically, don work clothes and quickly get at their mutual project: restoring antique motorcycles.

So certain is their routine that their Tuesday night confraternity has become almost a ceremony.

The two — William A. Gent, vice president of the Gent Machine Co., and Dr. William B. Cleveland—were first drawn together in 1949 by their common love for antique automobiles. They still share this interest with thousands of other antique-auto buffs, but serious devotees to ancient motorcycles are far more rare.

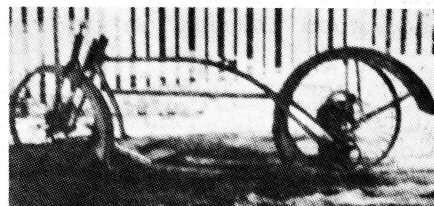
Not only do they restore the cycles to mechanical perfection, the two arrange to take time occasionally for a daylight ride in the country.

Currently they are completing restoration of a big four-cylinder Henderson cycle, the only one of its kind known to still exist.

This is one of an even dozen four-cylinder cycles in Dr. Cleveland's collection, said to be the largest and most complete such assemblage in the United States. He has at least one of each make of four-cylinder motorcycles ever produced in the U.S. These bore the names, besides Henderson, of Pierce, Ace, Cleveland and Indian.

The Henderson is a kind of relative to the city of Cleveland. Thomas Henderson Jr., head of the motorcycle company in Detroit was a nephew of Alexander Winton, pioneer Cleveland auto maker. He sold his motorcycle business to Schwinn, then started the Ace in Philadelphia. It later was absorbed by Indian.

Old Wheels Roll



The Henderson before restoration

Dr. Cleveland, for that matter, is more than a mere native of Cleveland. His great-great grandfather was a cousin of Gen. Moses 'Cleveland, and his forebears in succeeding generations were born here.

His first motorcycle was an Indian that took him and a buddy on a cross-country tour at age 18.

Bill Gent has three motorcycles in his collection — a 1937 four-cylinder Indian Super Sport, a 1941 U.S. Army two-cylinder Indian of World War II and perhaps his greatest pride—a 1915 two-cylinder Harley Davidson that was used by the Army in World War I. It

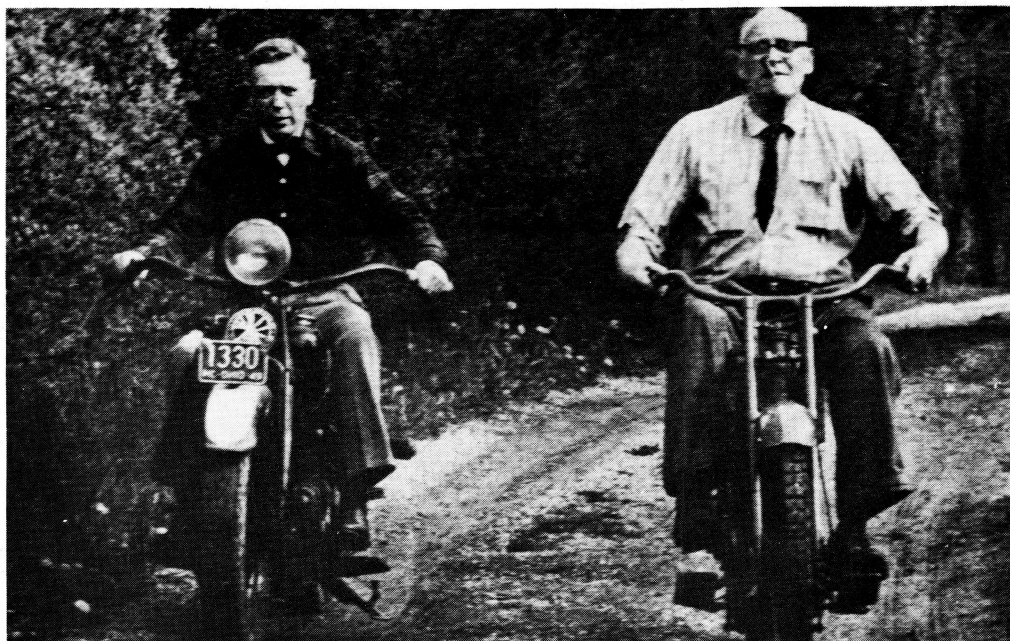
is the same model as the one he used for transportation to and from Columbus and around the Ohio State University campus as a student in the mid-1920s.

It was inevitable that the two hobbyists would team up on motorcycle restoration, first a 1910 single-cylinder Pierce they completed two years ago. For when it comes to antique, gasoline-powered transportation, Bill Gent is the exponent. He doubtlessly has restored more cars and has helped more people to restore theirs than anybody else around. His greatest love—a 1910 White—now rests in the Western Re-

serve Historical Society Museum, as does Dr. Cleveland's 1913 two-cylinder Harley Davidson motorcycle.

And as soon as the Henderson is completed, they'll begin on Dr. Cleveland's 1909 four-cylinder Pierce motorcycle, at their Tuesday night meetings. That will be another joint project. Individually Bill Gent is restoring, also, a 1926 Dodge (backward-shift) roadster; Dr. Cleveland is preparing to be host to a national antique motorcycle meet on his farm near Medina July 30-31.

But come Tuesday nights, their ritual goes on uninterrupted.



They ride them, too.

Photos by RAY MATJASIC

WIRING AND IGNITION OF FOURS

An Indian four of any age may be sound mechanically and a bike of sparkling beauty, but poor ignition and a shorted wire can keep her from running or trouble free operation. Nite riding is entirely dependent on good wiring that has good insulation and good connections.

Since the newest of the Indian fours is now 27 years old, this number of years should tell us that the wiring used on the late 42s and all before it, was the older fabric-rubber type covering or insulation. Age effected this type of wiring as most of you should know, for like the electrical system of the automobile, the rubber covering next to the copper cracked with age and the fabric outer layer rotted. This wire was color coded in the fabric cover, but years of weather, grime, and dirt, made it impossible to distinguish the color, and it required tracing the wire or cutting the fabric covered harness to find its color.

Today's wiring methods differ from this older type. Wiring harnesses as such, are no longer used on newer cars. Colored plastic insulation covering is now used, and age doesn't seem to effect it. Its colors are brilliant and easy to determine. Most wiring used on motorcycles and automobiles is the stranded wire with colored or black or white plastic covering. In other areas of wiring of electrical hookups, the solid wire is used and when there is need for several wires of the same color, one brand of wire is identified by a number stamped on the solid wire

Instead of a wiring harness as was formerly used, groups of wires are now simply taped together in groups to form a harness. If it is the desire of the individual to still want a tubing of sorts to put several wires through on his four, there is still made an electrical wiring loom that several wires can be pulled through it and they are protected from damage and dirt.

In the process of restoring, the wiring, like some of the other parts such as tires, seat covering, gaskets, light bulbs, etc., usually all need replacing to assure proper operation and quality workmanship. If you are planning to restore a machine or have purchased one that has been restored, there is the possibility that the old wiring was used because of uncertainty of the hookup. We suggest the simplest way to replace the old wiring and not having a wiring diagram or schematic drawing, is to carefully remove the old wiring and draw a wiring diagram showing its course and where it is connected.

For that old wiring harness, slit it open with a knife and expose all the wires so you can trace each one to where it is connected. The wires that go down between the tanks can be a real troublemaker in shorting out. On the fours, remove the left tank and check this wiring. If it is all new plastic covered, you are O K, if not, better replace it. There are several wires that go down between the tanks and it would be best to tape this group into a harness or if you prefer the older loom use this to protect the wiring. This harness, taped up can be made either flat or round.

For making a harness we have a suggestion also. There are thin tapes and heavy or thick tapes of many brands. I prefer the thin tape for all taping purposes, for it seems to have better adhesive and forms better to a group of wires, making it less bulky than the thicker tapes. The thinner tapes have a shiny outside surface whereas the thicker tapes a rougher surface. If desired, a double layer of the thin tape may be wrapped on a group of wires and it still does not build up as the thicker tape does. We don't suggest the use of

friction tape for this wrapping for it is also cloth backed adhesive and deteriorates with age as fabric covered wiring.

There is the possibility that some previous owner may have changed the wiring and the hookup not the same as the factory wired it. Ignition switches often need replacing from constant use, the accessories may be badly rusted especially at electrical connections, and improvised connectors added. For the ignition switch another may easily be found, but on all World War II Indians the Harley Davidson ignition switch was used on machines and for replacement. We have printed a wiring diagram on the following page to assist in the wiring of this switch with the ignition and all the accessories.

As far as the high voltage ignition is concerned, wiring for this can also become cracked and shortout, and many times easier than the other wiring. Unless you know for sure that it has been changed recently before you purchased the machine, it may be best to put on new and be sure that there is no shorted wiring. The writer had a 55 Chevy 8 that ran rough as a cob and the previous owner had even bought a new carburetor as a solution for the rough running motor. I had the valves and cylinders checked for compression and they seemed O K. The last thing checked was the high voltage ignition wiring and this proved to be the whole problem. All new wiring was put on and it was amazing how smooth it ran when started. The former wiring was shorting out on all 8 cylinders intermittantly.

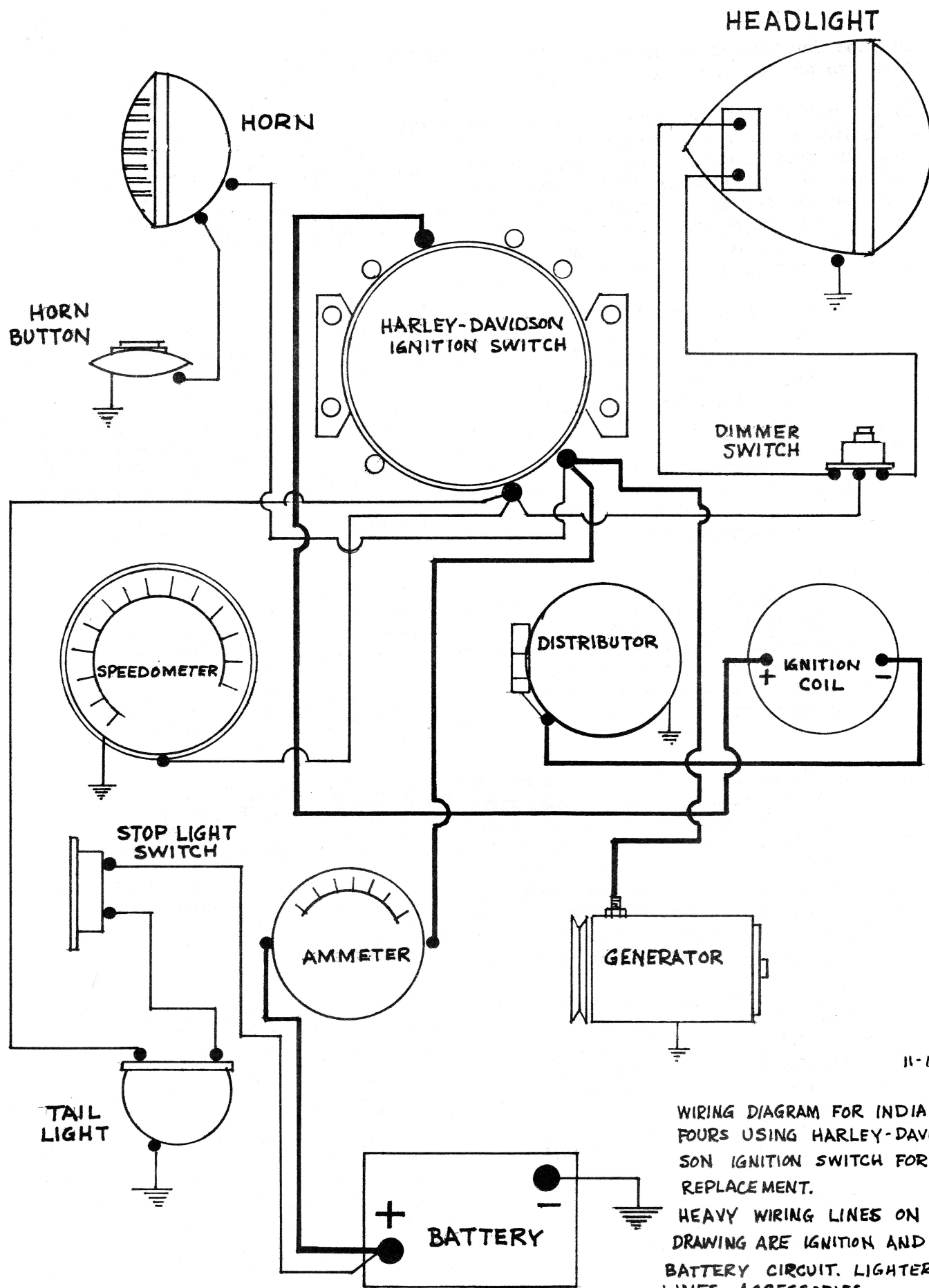
There may be other types of wiring others may prefer to what we have suggested, and they may have sound reasons why they prefer a particular type, and we no doubt may hear from them after the magazine goes to press, so if you believe there are better ways we would appreciate your writing and explaining what you believe to be an improvement over our suggestion. If you have other helpful hints please feel free to share them with us for this is the purpose of the Indian Four News. Send your correspondence to John E. Wickham, 751 Dayton Ave., Findlay, Ohio 45840.

The accompanying wiring diagram is not specifically for use on fours, for we do not show any of the high voltage wires from the coil to the distributor or wires to the plugs. You may have a number of extra lights on your bike plus turn signals. It should be remembered that on the headlight circuit the dimmer switch is connected to two different filaments in the head light bulb. Connecting to one of the terminals on the headlight will cause the extra running lights to go out whenever the dimmer switch is used. It would be best to go back to the ignition switch terminal where the lines to the dimmer switch connect to get power for extra running lights on the front end.

A similar experience may be found in connecting to the tail light terminals. There may be a bulb in the tail light with two filaments. One filament is for the running tail light and the other for the stop light switch. Turn signals should be independent of the tail light and power for these taken from the same terminal on the ignition switch as the tail light wire. Then through the turn signal control mechanism to the turn signal lights.

There may be some short cuts to wiring these extra lighting accessories such as wire splicing and soldering, but going back to a connector terminal allows removal at any time if needed without breaking a soldered connection. We tried to secure permission from one of the larger magazines on the market today to reprint a picture of a late motorcycle having 54 running lights fixed to a special front mounted frame - we could not get permission.

- editor -



11-10-69

MEMBERSHIP LIST OF THE INDIAN FOUR CYLINDER CLUB INC.ARKANSAS

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

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

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

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

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

CALIFORNIA

John Gale
P O Box 741
Ojai, Calif. 93023

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

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

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

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

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

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

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

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

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

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

William Crawford
2201 Asby Ave.
Berkley, Calif. 49705
Indian Four

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

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

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

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

COLORADO

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

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

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

NORTH DAKOTA

Gilbert E. Horton
Box 1351
Jamestown, N. Dakota 58401
1940 Indian Four

SOUTH DAKOTA

Fran Backer
2724 E. 26th St.
Sioux Falls, S. Dakota
57103
1940 Indian Four

FLORIDA

Thoedore 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.
Ft. Lauderdale, Florida 33312

Arthur Woods
1855 Baywoods Dr.
Sarasota, Florida 33581

GEORGIA

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

ILLINOIS

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

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

John Dohnal Jr.
9437 Burlington Blvd.
Brookfield, Illinois 60513
1940 Indian Four

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

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

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

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

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

Thomas C. McCleod
202 N. Water St.
Wilmington, Illinois 60628
1938 Indian Four

Francis Meserow
346 Roger Williams Ave.
Highland Park, Ill. 60035
1942 Indian Four

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

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

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

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

Bob Speck
M R 2 Box 338
Valpariso, Indiana 46383
1937 Indian Four

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

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

Luther Sutherland
3720 Miller Dr.
Indianapolis, Ind. 46239
1938 Indian Four

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

G. S. Herbison
Box 637
Syracuse, Indiana 46567
1938 Indian Four

Arthur Weaver
RR 2
Berne, Indiana 46711
1941 Indian Four

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

Louis Kamaski
1508 Bullseye Rd.
Valpariso, Indiana 46383
1930 Indian Four

IOWA

Louis Wille
220 Market
Momence, Illinois 60954
1938 Indian Four

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

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

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

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

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

INDIANA

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

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

Phillip Adams
512 Washington
Covington, Indiana 47932

Edward Morrison
1919 Lincoln Ave.
Whiting, Indiana
1942 Indian Four

Louis Hurt
Rt. 2 Box 51
Chelsa, Iowa 52215

John Blouch
1532 S. 8th St.
Terre Haute, Indiana 47802
1939 Indian Four

Robert Perry
521 Washington St.
Covington, Indiana 47932

Merle Izar
Box 361
Alden, Iowa 50006
1940 Indian Four

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

LOUISIANA

Frank Peckham
2148 Pleasant St.
Fall River, Mass. 02723
1941 Indian Four

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

Martin Wiesendanger
502 Frenchman
New Orleans, Louisiana 70116

MICHIGAN

Orel Young
1027 1st Ave. No.
Eastherville, Iowa 51334

MAINE

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

KANSAS

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

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

Donald Scott
Rt. 3
Oberlin, Kansas 67749

MASSACHUSETTS

Allen Bozung
2480 Lasher
Southfield, Michigan
1940 Indian Four

KENTUCKY

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

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

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

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

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

R. W. Paulette
P O Box 410
Midway, Kentucky
40347
1942 Indian Four

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

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

LOUISIANA

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

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

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

Homer Mahle
28375 Schroeder Rd.
Farmington, Mich. 48024

John Strickland
Rt. 3
Hastings, Mich. 49058

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

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

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

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

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

Gerald Tacoma
11360 Merriman
Livonia, Mich. 48150

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

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

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

Dennis Kniffen
7392 Auburn
Detroit, Mich. 48828
1937 Indian Four

Paul Murray
9010 Jackman Rd.
Temperance, Mich. 48182

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

William LaPorte
6254 Brace
Detroit, Mich. 48228

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

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

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

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

MINNESOTA

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

Sylvester Price
319 E. Main St.
Milan, Mich. 48160
1941 Indian Four

Maynard Whetstone
256 Belleview St.
Winona, Minn. 55987
1936 Indian Four

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

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

MISSOURI

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

MONTANA

Floyd Garner
329 S. D.
Livingston, Montana 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 Ahers Jr.
Main St.
Flanders, Jersey 07836
? Indian Four

Arnold S. Fisher
109 S. Washington
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 Browing 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 Ellis
Savage Rd.
Sardina, 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. Juillert
Box 488
Highland, New York 12528

Louis V. Lichva
Rt. 3 - 256A Marviol
Schenectady, New York
12306
1940 Indian Four

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

George Pespas
501 Chestnut Lane
East Meadow, Long Island
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)

Larry Barnes
Rt. 1 Box 8B
Grand Rapids, Ohio 43522
1938 Indian Four

Robert Burge
5773 Centennial Rd.
Sylvania, Ohio
? Henderson

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

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

John O. Elber
R R Box 55
Milan, Ohio 44746
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

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

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
228 Fairview Ave.
Galion, Ohio 44688
1929 Cleveland Tornado
Four

Steve Kertez
2020 Marlowe
Toledo, Ohio 43613
1941 Indian Four

Emos 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
411 Main St.
Castalia, Ohio
44824
1940 Indian Four

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

C. E. Monnot Sr.
RR 5 Wallace Ave.
Alliance, Ohio 45015
1938 Indian Four

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

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

William Murphy
11 DeVille Br.
Defiance, Ohio 43512
1930 Indian Four

Ralph E. Simpkins
4670 Ann Hurst Rd.
Columbus, Ohio 43288
1939 Indian Four

Pennsylvania

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

Dave Sloan
R F D 3
Kenton, Ohio 43326

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

Fred Provin
371 Heath Rd.
Heath, Ohio 43055
1924 Henderson Four

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

Jesse Clapsaddle
R D 6
Harris Ridge Rd.
Gettysburg, Penn. 17325
1928 Indian Four

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

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

George B. Fisher
1051 N. Fifth St.
Reading, Penn. 19601
1938 Indian Four

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

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

Richard W. French
740 Newton Rd.
Warminster, Penn. 18974
1938 Indian Four

Carl Reichenbaugh
1421 Bernhard Ave
Findlay, Ohio 45840
1939 Indian Four

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

Robert Hangen
R F D 2
Quakertown, Penn. 18951

Hugh Riddle
431 Rosedale
Ravenna, Ohio 44266
1941 Indian Four

OREGON

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

Jesse F. Cox
8805 SE Monterery Ave.
Portland, Oregon 97266
1939 Indian Four

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

Otto Link
2nd & Charles St.
Cooperstown, Penn. 18036

UTAH

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

Derrel Johnson
Box 324
Manila, Utah 84046
1934 Indian Four

TEXAS

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

Stacy Hart
Box 766
Littlefield, Texas 79339
1940 Indian Four

VIRGINIA

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

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

Charles F. Carter
8104 Wisteria Place
Norfolk, Va. 23518
1939 Indian Four

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

H. J. Norman
P O Box 568
Weatherford, Texas 76118
1940 Indian Four

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

Edgar Stoner
R D 1
Etters Penn. 17319

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

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

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

Charles Tallas
430 S. Wabash St.
Fort Worth, Texas 76133
1941 Indian Four

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

RHODE ISLAND

Anthony Ciaramello
54 Lakeview Dr.
Providence, R. I. 02910
1938 Indian Four

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

WISCONSIN

Richard 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

George Taft
210 Elmwood Crescent
Milton, Ontario, Canada

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

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

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

ENGLAND

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

FOREIGN COUNTRIES

GERMANY

Hans*P Arendt
1 Bermin 61
Gneisenaustr 52/11
Germany
1931 Indian Four

CANADA

Murray Bluestone
37 Warwick Ave.
Toronto 10 Canada

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

AMERICAN MADE FOURS OWNED BY MEMBERS LISTED BY YEAR

This list of machines by year and owner gives a cross reference with the membership list by states. This list is not 100% complete for we do not have the year of every member's machine. We would like to make this list more complete by the next issue. If your name is not on the list with the year of your machine but on the list by States, send us a card or letter to either the editor or the publisher whose names and addresses you will find on the table of contents sheet in the front of the magazine. We hope that this listing is one more helpful page for our growing membership. - editor -

- 1912 - Pope - H. J. Norman, Weatherford, Texas
- 1922 - Ace Four - Giles Adams, North Weymouth, Mass.
- 1924 - Indian Four - George Hopps, Mt. Morris, Mich.
 - Henderson Four - Fred Provin, Heath, Ohio
- 1928 - Indian Four - Jesse Clapsaddle, Gettysburg, Penn.
- 1929 - Indian Four - Warren Kelbe, San Bernardino, Calif.
 - Glen J. Brutus, Pine Village, Ind.
 - Eugene Bielecki, Deer Park, New York
 - Joseph Rathburn, Fairfield, Ohio
 - Ariel Sq. Four - Theodore A. Hodgdon, Sarasota, Florida
 - Henderson Four - Virgil Mossman, St. Anne, Ill.
 - Cleveland Four - Victor Huguenin, Galion, Ohio
- 1930 - Indian Four - R. E. Wiechman, Fairburg, Ill.
 - Mervel E. Wood, Oregon, Ill.
 - Louis Kamaski, Valpariso, Ind.
 - Paul Pierce, Oxford, Mich.
 - Allen Moore, Albion, New York
 - Fred J. Wood, Philadelphia, Penn.
 - William Murphy, Defiance, Ohio
- 1931 - Indian Four - Arnold Fisher, Bergenfield, New Jersey
 - Hans P. Arndt, Germany
- 1932 - Indian Four - Fred Wacker Jr., North Chicago, Ill.
- 1933 - Indian Four - Fred Rudolph, Baraboo, Wis.
 - Dan B. Kiel, DuBois, Penn.
- 1934 - Indian Four -
 - Bert Van Hole, Appleton, New York
 - W. Michael Burke, Belleville, Mich.
 - Silvan Gosser, Denison, Iowa
 - Derrel Johnson, Manila, Utah

- 1935 - Indian Four
- Oliver Flury, Montrose, Colo.
 - Paul George, Des Moines, Iowa
 - Robert S. Powell, Hoyte Kent, England
- 1936 - Indian Four
- Richard I Braund, Elroy, Wis.
 - Lester McQuade, Altoona, Penn.
 - Louis (Andy) Anderson, Mansfield, Mo.
 - Victor A. Grahn, Coloma, Mich.
 - William Fillingim, No. Weymouth, Mass.
 - Glen Dyer, Des Moines, Iowa
 - E. R. Eisele, Naperville, Ill.
 - R. M. Brewster, Vallejo, Calif.
- 1937 - Indian Four
- Dennis Kniffin, Detroit, Mich.
 - W. B. Cleveland, Cleveland, Ohio
- 1938 - Indian Four
- William Alloway, Capitola, Calif.
 - Jack Danvers, Pacific Grove, Calif.
 - John P Gormley, Sacramento, Calif.
 - Charles E. Moore, Grass Valley, Calif.
 - Harry V. Sucher, Garden Grove, Calif.
 - Ray Munn, Pompano Beach, Fla.
 - Curtis Weigold, Maywood, Ill.
 - Louis Wille, Momence, Ill.
 - Thomas C. McCleod, Wilmington, Ill.
 - David C. Kitson, Decatur, Ind.
 - George B. Fisher, Reading, Pa.
 - Richard W. French, Warminster, Pa.
 - G. S. Herbison, Syracuse, Ind.
 - Robert D. Saar, Ft. Madison, Iowa
 - Marvin L. Grahn, Coloma, Mich.
 - Harold Randall, Battle Creek, Mich.
 - John L. Harrington, Taylor, Mich.
 - Stephen Sturm, Pensauken, New Jersey
 - Casper Barnes, Grand Rapids, Ohio
 - Larry Barnes, Grand Rapids, Ohio
 - Gordon Deye, Toledo, Ohio
 - John W. Groves, Fostoria, Ohio
 - C. E. Monnot Sr., Alliance, Ohio
 - Charles Thompson, Huron, Ohio
 - Earl Chalfant, Brockville, Ohio
 - Dean Rogers Jr., Beaver Falls, Penn.
 - Donald E. Collar, Alexandria, Va.
- 1939 Indian Four
- L. H. Anderman, Clarendon Hills, Ill.
 - John Blouch, Terre Haute, Ind.
 - Luther Sutherland, Indianapolis, Ind.
 - Robert D. Donald, Oxford, Mich.
 - Maynard Whetstone, Winona, Minn.
 - Leslie H. Salisbury, Englewood, New Jersey
 - George Pespas, Long Island, New York
 - Donald Matter, Akron, Ohio
 - Milton Mehl, Hamilton, Ohio
 - Charles Puckett, Dayton, Ohio
 - Carl Reichenbaugh, Findlay, Ohio
 - Ralph E. Simpkins, Columbus, Ohio

1939 - Indian Four
(cont)

- Jesse F. Cox, Portland, Oregon
- John M. Sandy, Stephens City, Virginia
- Charles F. Carter, Norfolk, Virginia

1940 - Indian Four

- Dr. Claude Walters, Camdem, Ark. (Club Secretary)
- John P. Davis, Santa Barbara, Calif.
- Jack Lange, Kalamath River, Calif.
- Roy Tucker, Long Beach, Calif.
- James E. Evans Jr., Santa Clara, Calif.
- Robert V. Hoyt, Ft. Collins, Colo.
- John Dohnal, Brookfield, Ill.
- Vernon Harris, Heyworth, Ill.
- Wendall Hicks, Chicago, Ill.
- Jack Bajo, Chicago, Ill.
- E. P. Remstrom, Crete, Ill.
- Nick Gansinger, Whiting, Ind.
- Merle Izar, Alden, Iowa
- Dale D. Pearson, Cedar Rapids, Iowa
- Richard M. Keenan, Mt. Sterling, Ky.
- Donald Knapko, Westland, Mich.
- Robert Loomis, Grand Rapids, Mich.
- Jack Maurer, Detroit, Mich.
- Henry Missler, Dundee, Mich.
- Gari M. Stroh Jr., Detroit, Mich.
- George E. Young, Southfield, Mich. (Club Vice Pres,)
- Joseph Poinsette, Hoboken New Jersey
- Cecil Hasser, Yellow Springs, Ohio
- Harry Maule, Castalia, Ohio
- Lew Maule, Green Springs, Ohio
- John Palmer, Toledo, Ohio
- Percy Wallace, Atwater, Ohio
- Max Henry, Dayton, Ohio
- Fran D. Backer, Sioux Falls, S. Dak.
- Linley S. Wright, Grapevine, Texas.
- Allen Bozung, Southfield, Mich.

1941 - Indian Four

- Charles W. Tallas, Ft. Worth, Texas
- Richard H. Adams, Cincinnati, Ohio
- Walter E. Benjamine, Morrice, Mich.
- John O. Elber, Milan, Ohio
- W. C. Enders, Bucyrus, Ohio
- R. J. Gravelle, Northville, Mich.
- J. Henry Izart, Manchester, New Hamp.
- Henry Krueger, Morroco, Indiana.
- Joseph P. Larweth, Fontana, Wis.
- Glen M. Logan, Battle Creek, Mich.
- Earl Luedeke, Cincinnati, Ohio
- Earl F. McComber, Los Angeles, Calif.
- James I. McGuire, Ann Arbor, Mich.
- Herman G. Metzger Jr., Huntingdon, Penn.
- Everett W. Palser, Scotts Bluff, Neb.
- R. C. Pasek, San Diego, Calif.
- Frank Peckham, Fall River, Mass.
- Andrew Pelc, South Gate, Mich.
- Ernest Pretor, San Francisco, Calif.
- Hugh Riddel, Ravenna, Ohio
- L. E. Schwoerer, Lebanon, New Jersey
- G. F. Sousa, Napa, Calif.

1941 - Indian Four
(cont)

- Newal Taylor, Vancouver British Columbia, Canada
- Richard Ulreich, Cincinnati, Ohio
- Arthur Weaver, Berne, Ind.
- John Wickham, Findlay, Ohio (Club President)
- C. E. Williams Jr., Laguna Beach, Calif.
- Bruce Wilson, Southfield, Mich.
- Steve Kerteze, Toledo, Ohio
- Sylvester Price, Milan, Mich.

1942 - Indian Four

- William J. Daniel Jr., Alamogordo, New Mex.
- Charles Metenkanich, Wattsburg, Penn.
- Edward Morrison, Whiting, Ind.
- R. W. Paulette, Midway, Ky.
- Mervin Ryan, Edinburg, Va.
- Ed Wolsky, E. Detroit, Mich.
- Francis Meserow, Highland Park, Ill.

1958 - Ariel Sq. Four

- Frank Commins, San Carlos, Calif.

1966 - Findlay Four

- Enos Leass, Findlay, Ohio (Club Treasurer)

* * * * *

No machine listed

- Phillip Adams Adams, Covington, Ind.
- R. H. Aldrich, Livonia, Mich.
- Nathan Chapman, West Brook, Maine
- James E. Davis, Arcata, Calif.
- Delmer Donaldson, Albuquerque, New Mex.
- C. Eckert, Aurora, Colo.
- Harry Ellis, Sardinia, New York
- J. E. Enck, Lexington, Ohio
- John L. Gale, Pjari, Calif.
- Floyd Garner, Livingston, Mont.
- Loren Gouldsberry, Intersession City, Florida
- Robert, Hangen, Quakertown, Penn.
- Thomas Harris, Akron, Ohio
- Irwin Hirsh, Chicago, Ill.
- William L. Howell, Waynesburg, Ohio
- Clifford E. Hurst, Omaha, Neb.
- Stanley E. Jensen, Dundee, Ill.
- L. S. Juillerat, Highland, New York
- Jack Kulish, Stanford, Mont.
- William LaPorte, Detroit, Mich.
- Otto Link, Cooperburg, Pa.
- Roger A. Mathiew, Brimfield, Mass.
- Dimitar Miteff, Dearborn Heights, Mich.
- Paul Murray, Temperance, Mich.
- Sandor, Nagy, Lawrence, Mass.
- H. J. Norman, Weatherford, Texas.
- Robert Perry, Covington, Ind.
- Robert W. Peterson, DeWitt, Nebr.
- Ira H. Philbrick, Little Valley, N.Y.
- Edward Romas, Milwaukee, Wis.
- Harry W. Robinson, Akron, Ohio
- Robert A. Schnaible, San Jose, Calif.

No machine listed
(cont)

- Donald Scott, Oberlin, Kan.
- Dave Sloan, Kenton, Ohio
- Edgar Stoner, Etters, Penn.
- John Strickland, Hastings, Mich.
- Gerald Tacoma, Livonia, Mich.
- George Taft, Milton, Ontario, Canada
- Ervin G. Van Beck, West Bend, Wisc.
- Martin Wiesendanger, New Orleans, La.
- Orel Young, Eastherville, Iowa
- J. V. Shepard, Lima, Ohio
- Murray Bluestone, Toronto, Canada

- | | |
|--|---|
| ? - Indian Four
- Henderson Four
- Indian Four | - Walter Ahlers Jr., Flanders, New Jersey
- Robert Burge, Sylvania, Ohio
- William Crawford, Berkley, Calif.
- Mal Middlebrook, Concord, Ontario, Canada
- Chester W. Miller, Elkhart, Ind. |
|--|---|

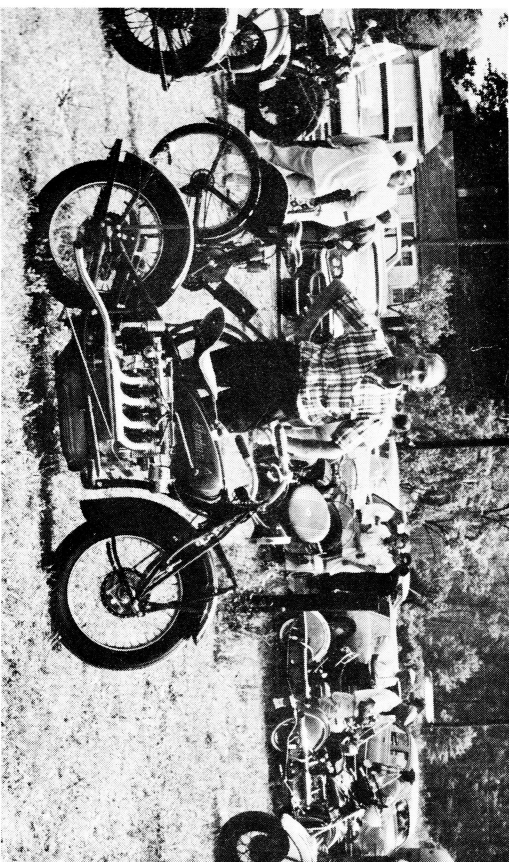
In the column - No Machine listed - some of these members are no longer able to ride because of physical condition. Their membership has remained in good standing for the fine contribution they have made to the club since its beginning.

Others show no listing for various reasons, however, if a member owns a machine and there is no year or machine listed with his name, we would appreciate if he would send us this information to make our list more complete.

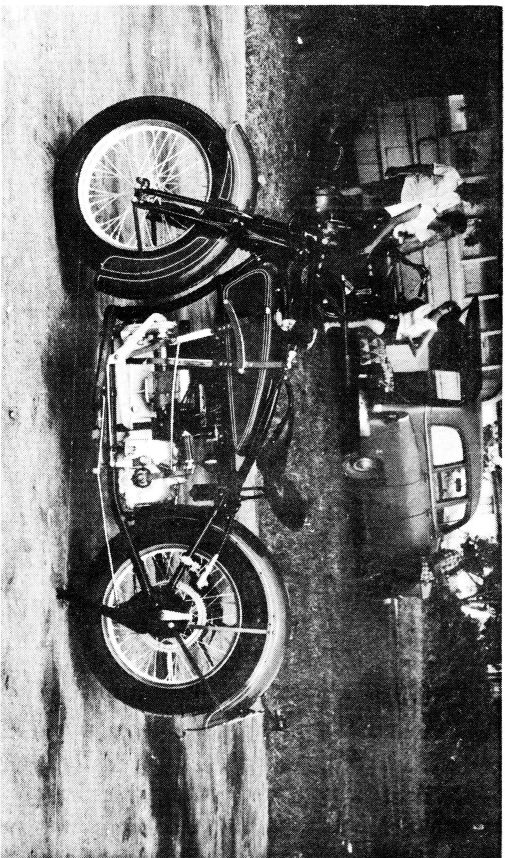
- editor -



Late model modified four owned by Ralph Embler of Cincinnati, Ohio.



Allen Bozung, Southfield, Michigan standing behind a 1928 Indian Four.



A restored ACE Four on the track at the meet. Owner not known.



Mrs. Robert Paulette and a table of wares in the Flea Market.

Dimitar Mitcheff of Dearborn Heights, Michigan sent us these pictures taken at an annual meet a few years back. Thanks for these fine shots.

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 - 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 machines. Please write me for information as I am now making Henderson Four clutches

Write -

Earl Chalfant, R D 1, Brookville,
Penn. 15825

For Sale - 1939 Indian Four, mag. ignition, good shape - \$635

1946 - Indian Twin, Battery ignition - \$295

Write - Ralph Simpkins, 4670
Annhurst Rd., Columbus, Ohio
43228 Phone-614-878-3355

For Sale - 1939 Indian Four - battery ignition, spare motor. \$800.

Write -

Ronald Hull, 1472 Brentwood Ave.
Columbus, Ohio 43219
Phone - 614-258-9654

For Sale - Instruction Manuals. Sharp and clear re-prints 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 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 33577

For Sale - Indian Tail light lens, part No. 101023 - \$3.25 each post-paid.
In lots of 12 or more - \$2.25.

Indian Head decals, tough vinal plastic - they really stick and look sharp on helmets, saddle bags, windshields, etc.. Same as original 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, Rt 1, Wattsburg,
Penn. 16442

For Sale - 1949 Indian Arrow single - 11,000 miles - like new, will sell 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, who died as a 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, 495 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 need for parts or decals and we'll do our best to supply your need.

Write -

Bob Speck, RR 2 Box 338, Valpariso, Indiana 46383

Paulett's Indian Parts and Service
Midway, Kentucky

Located across the street from the Schenley Distillary 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 specialty.

Write -

Bob Paulette, P O Box 401, Midway, Kentucky 40347.

Wanted - Model 841 Shaft Drive Indian in good condition or one in need of restoration.

For sale or trade - 2 - '47 Chiefs, one is in good to excellent condition for restoring, the other is completely restored like new. The restored Chief was at the Indian Four meet. Will sell or trade, depending on offer, such as 841, wanted in this ad.

Write or phone -

Henry Missler, 14275 S. Custer Rd.,
Dundee, Mich.
Phone 313-529-2893

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

Write -

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

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 - 1941 Indian Four, restorable or unrestorable condition. State price and enclose photo of machine if available. All replies answered.

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

Write -

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

Wanted - muffler for 1941 Indian Four, also buddy seat.

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 Dr.,
Fort Worth, Texas 76133
Phone 817-292-3530.

Wanted - 101 Scout 45, 1929 to 1931 model. Prefer one completely restored or in good condition and complete. Will answer all letters. Also looking for a single cylinder belt driven Harley Davidson. Will consider others.

Write -

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

Wanted - parts for 1936 Four
Right gas tank
Carburetor
Manifold
Mufflers,
Rim and reflector for headlight
Generator
Ammeter

Wanted - Indian Four motor complete - 1930 - 34 or 1938 - 40.

Write -

Murray Bluestone, 37 Warwick Ave.,
Toronto 10 Canada.

Wanted - Indian Literature, all kinds. Colored or black and white.

Want 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.

Wanted - would like to buy an ACE Four cylinder engine with serial number VF ----.

Will also buy antique Four cylinder motorcycles or parts.

Write -

Dr. Bill Cleveland MD
2522 Norfolk Rd.
Cleveland Hts., Ohio 44106

Wanted - would like to buy a top condition 1941 Four, restored or as shipped from the factory, deluxe or good condition.

Wanted - 1929 - 30 - or 31 Indian '45 - 101 Scout, completely restored or in good condition.

Write Stacy R. Hart, P O Box 766,
Littlefield, Texas 79339

Wanted - to buy or sell Indian Four cylinder motorcycle or parts.

Write -

Elbert E. Stallcop, 1510 6th St.,
Coachella, Calif.

For Sale or Trade - or Wanted

Have 1938 Indian Chief almost complete and suitable for restoration. Desire similar condition Harley 74. Will trade, sell or buy, as applies.

Also have 1940? Indian Scout tanks, 1940? Indian Scout front end, and 1951 Chief 80 frame for what have you.

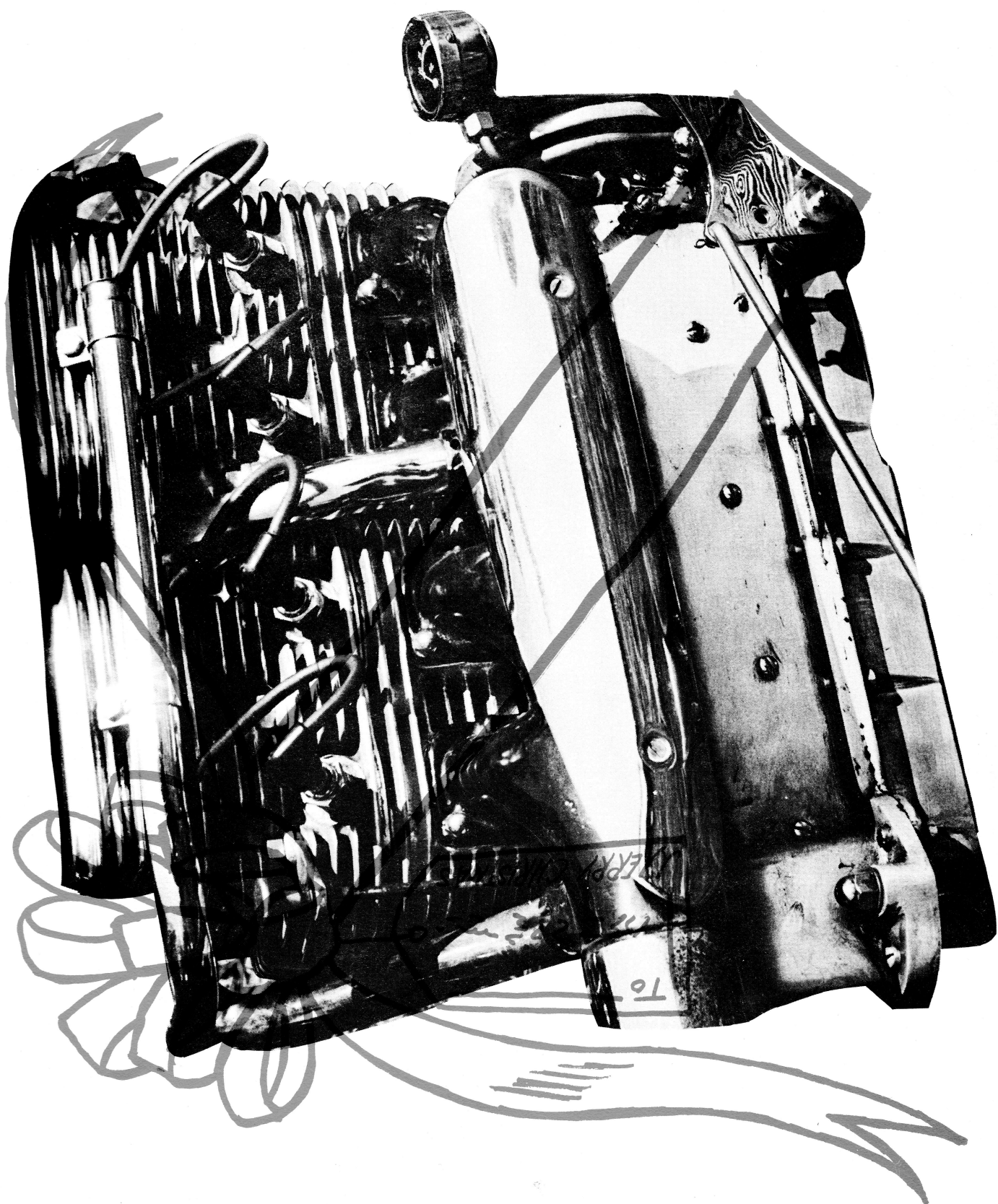
Write -

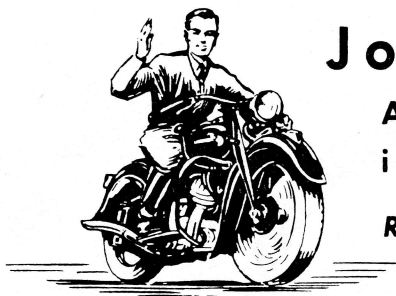
H. G. Metzger Jr., 2174 Winthrop Rd., Huntingdon Valley, Penn.
19006 215-W1 - 7-0843

The Picture on the back cover

How would you like to find a new Indian Four motor in your Christmas stocking? Most Indian Four owners are fully aware of the care that must be maintained on these motors to keep them going, for "they just ain't" no new ones. In the place of this however, is a host of parts from various sources that have been a life saver for those magnificent engines. New upper case castings are available to replace those cracked ones that have been welded. These new castings have been heavied up where the old cases were weak and since they are new castings they require machining. Worn cranks are reciving new life by a new process of hard chrome plating build up on the throws. This hard chrome replaces metal worn away by years of running and can be ground to exact tolerances. New non-drag clutches are superior to the ones made by the Indian Company. They save and prevent gear wear and give instant positive action. New combination metal main and rod bearings are now being used to give longer main bearing wear and connecting rod bearing surface that last longer than former bearing metals. Transmission gears with worn or broken teeth are rebuilt with new teeth with metals that give longer wear making better fitting gears for a longer time. We have heard a rumor - remember a rumor, that someone has the bug to build or manufacture , on a limited basis, brand new complete four motors. On this last statement we are not free to give out too much information. However, on the other new parts a letter to the editor will give the name and address where these parts may be secured. So . . . maybe sometime soon there might be a new motor in your stocking, at least the essential new parts.

- editor -





Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

