

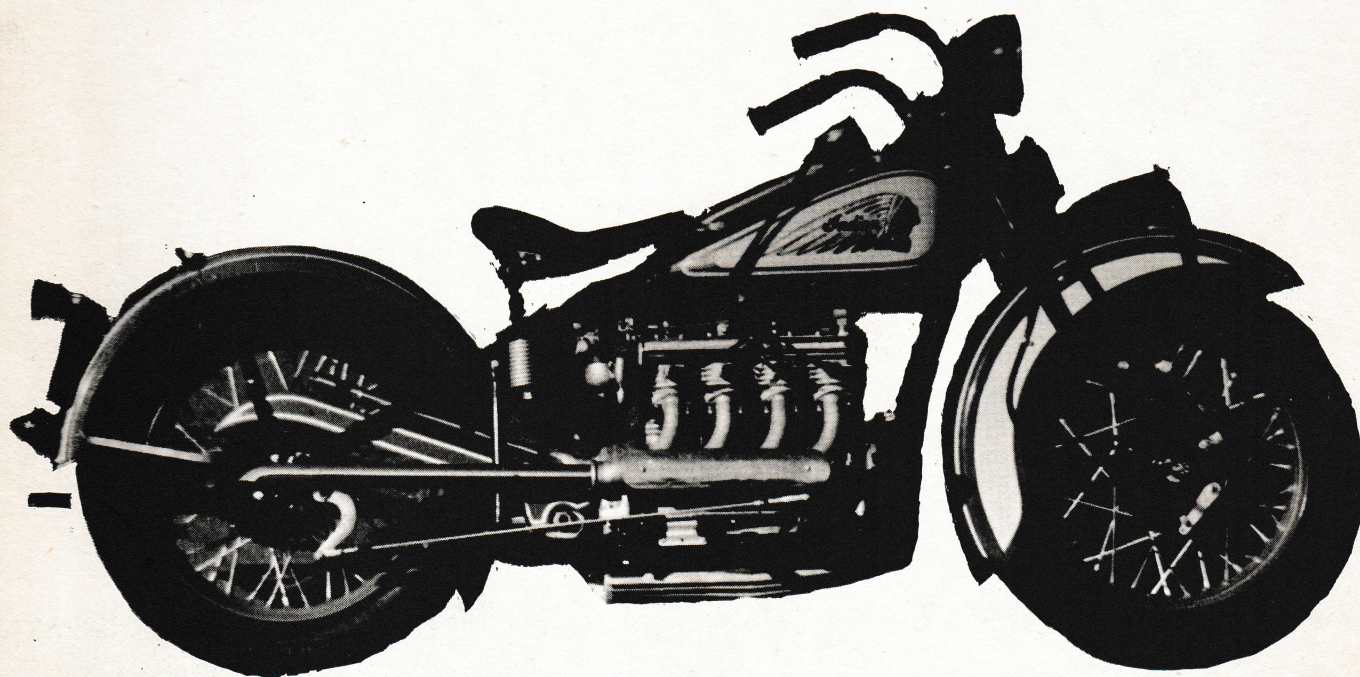
Indian

FOUR MOTORCYCLE NEWS



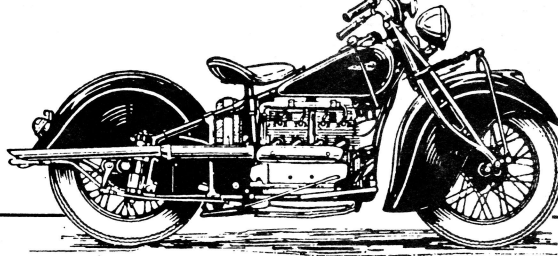
VOLUME 5 NUMBER 1

SPRING ISSUE 1970



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
TREASURER	ENOS LEASS
TRUSTEE FOR 3 YEARS	ALLEN BOZUNG
TRUSTEE FOR 2 YEARS	ED WOLSKY
TRUSTEE FOR 1 YEARS	ROBERT ALDRICH
SERGEANT-AT-ARMS	JACK MAURER
REFEREE	JOHN ELBER
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

President's Page	3 - 4
In Memorium	5
Letters from the Readers	6 - 12
Pictures	10
Business Meeting	13 - 15
Restoring Your Four - by Paul Murray	16 - 17
Pictures	18
Information	19 - 22
Feature Item	23 - 28
Pictures	29
A New Four	30
Change of Address	31
For Sale and Want Ads	32 - 35

THE COVER PICTURE

The Four on our cover this time belongs to Mr. Arthur Rumpel of Hayward, Calif. We had printed in the membership listing that Art had a 1941 four but he informed us that he has never owned a '41, and the 1932 Police Four pictured on our cover is his present machine. According to his letter found in this issue, this machine has won several trophies in Automobile and Motorcycle shows in California. Our thanks to Art for sharing this picture with us and permitting us to use it on the cover. We would still like a picture of a '30 and '31 machine. For our cover picture we would like to have a 5 X 7 or 8 X 10 sharp detail picture. This is of professional quality picture. We request this because when reprinting on the cover we want to do justice to the owner of the machine showing how nice the machine really looks without being in color.

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. and the price of the magazine to the members is included in the membership fee of \$10.00 annual dues. Cost to non-members is \$2.25 contribution per issue, mailed to the editor. Editor of the Indian Four News is John E. Wickham, 751 Dayton Ave., Findlay, Ohio 45840. Treasurer of the Club is Enos Leass, 1502 N. Main St., Findlay, Ohio 45940. Publisher of the News is Thomas J. Miles, R R 5 Box 2, Findlay, Ohio 45840.



JOHN E. WICKHAM

PRESIDENT'S PAGE

Dear Members, ladies, and Subscribers

We have just completed another year of outstanding meetings, good times together, and some exceptional association thru letters and contact with each other. And, it seems the longer this great club continues on, the bonds of fellowship continue to bind us close together.

We have made many good friends through the club and it seems too, that more and more Indian Fours are coming to light. Through the efforts of the membership, many have helped to restore these wonderful old machines which not only includes the fours, but other models of Indians as well.

Over the past year I have received many letters from fellows across the country who have heard of the club and wish to join, or that they are interested in the magazine. Many are in search of fours or have fours for sale, or are looking for parts to restore and early model or a late model. The Indian Four Club then does its very best to come to the rescue of all these inquiries or requests and has done a remarkable job.

We know that many parts are scarce, but if you have a part to spare, or if you know a source where these scarce items can be obtained, when someone contacts, try to keep up the good work of this club, and pass the work along. It takes a lot of cooperation to keep any club alive and

growing in its function as a club. So let us strive to do better in whatever we may be asked of you in way of club service, promotion of meetings, participation in club activities, and the most important of all, a helping hand to your fellow members and non-members in their efforts at restoration and continued running of those beautiful old fours.

Most of you know that we have a club library and while it does not begin to have all the literature and materials that it should, we appreciate, and are open to many more items of interest and good information on all models of fours. We want to give out sound and exact information on any part, question or color, and make it available to the membership on a loan basis.

Some confusion has risen on **exact** model of some machines because of inter-changing of parts when we must give correct information on all models. If you can supply any information to your fellow members through the Club Library it will be greatly appreciated. The Library has already proven its value to the club, and the more complete it becomes, the greater asset it is to the club.

We have a member who has written a six part story and history on the fours, and has promised to write up an article for us shortly. He is a former factory man and has reliable information on all models of the fours, thus this will be of tremendous value and interest to the club.

I have made many friends through our great club these nearly 10 years, and its been an enjoyment beyond words meeting you, corresponding with you, and talking with you through the Indian Four News. As president and editor, the correspondence and work necessary to do these jobs keeps me very busy. So, if I do not answer your mail promptly, be patient, and I'll strive to do the best I can, and be of service to all.

Sincerely

John E. Wickham
President and Editor

I N M E M O R I U M

Virgil Mossman of Kankakee, Illinois, member of the Indian Four Cylinder Club received the "Checkered Flag" on or about December 14, 1969.

A good member and promoter of club interests, he had collected quite a number of Indian fours and other old motorcycles. He attended the Annual Meet last year and like most of the others there, enjoyed meeting and talking with other owners.

He will be missed, and the loss of another member who had done much to preserve the The Indian Four Motorcycle. Flowers were sent to the funeral by President Wickham.

Mrs. Percy Wallace, age 64, passed away on March 6th of this year. She was the mother of Mrs. Eleanor Steinbring, who with her father Percy have been active in attendance and activities at the meets of the Indian Four Club. Mrs. Wallace had been ill for some time and it was not always easy for Percy and Eleanor to attend the without some uneasyness over her health and failing condition. She was burried in Wooster, Ohio.

The members and Executive Committee of the Indian Four Cylinder Club extend to the Mossman family and the Wallace family their sincerest sympathy in the time of their greatest need.

6

Bert VanHole
7829 W. Somerset Rd.
Appleton, New York 14008

writes - - -Before coming down here to Florida I was in the hospital two weeks, it was an emergency case. The doctor told me I made it in the nick of time. I started this letter in the hospital and finished it here in Florida. I enjoyed very much the last issue of the Indian Four News and had a wonderful time at the 1969 meet. - - - hope to get there again this summer. I have had my four for about 9 years and it looks better to me every year. I recently entered it in a custom auto and motorcycle show in our city and she got me a three foot high trophy. The ole gal has won me two trophies now. Many people just stood there and stared at it during the show - - sending two pictures of her that I took at the show. My four is a later model than it is called - - - only the engine is a '36 DCF 2099. I do have the older intake manifold on the '36 cylinders - - - by using the '36 or '37 cam, you can reverse it and machine a new end for the gear. It then fires 1 -4-3-2 - - it was that way at the meet. I also installed the latest type of rocker arms. - - - it was nice when we arrived here in Florida but since has been cold here in Clearwater. Someone forgot to close the doors up north. Had some copies made of the picture of the machine and the trophies and sending you a copy. Have 2 factory catalogs 1930 - 1935 and 1936 - 1940.

Bert Van Hole

Louis Hurt
Route 2
Grinnell, Iowa 50112

writes - - - note my address is changed from that in the last issue - - - I now have a 1939 four model 439, motor No. 495 DCI. The V.I.N. is DCI 495M - - - its in real good shape but I haven't started it yet, so I don't know how the motor is - - - I think it is good. It had most of the original tools in the tool box - - - the original gold and silver striping, the Indian head stencils on the tanks, all in good shape. Hope to make it to the meet sometime.

Louis Hurt

Nice to hear from you Bert and to hear that you are now on the mend from that emergency surgery. That trip to Florida was just what you needed to recover. We have used you pictures in this issue and we were glad to hear that another one of our fours is a trophy winner. We'll be looking forward to seeing you and the Mrs. at the 1970 annual meet

- editor -

Glad to hear from you Louis and for your change of address. Appreciate also the year of your four and numbers. Your motor may need some work and yet may run O K, but its all according to how long it has set. It may prove worth while to taker her down and clean her up - This will reveal the internal condition. If you don't do anything with it till the annual meet and you can make it, you will find a lot of good advise. Write the members, they'll be glad to help. - editor-

Irwin Hirsh
2849 W. Gregory
Chicago, Illinois 60625

writes - - - received my winter issue of the Indian Four magazine and as usual, I really enjoy reading it.

Attended the annual meet last year with my son but did not have my Henderson ready to bring it to the meet. I hope to have it ready for next year.

According to the membership listing I see that you don't have a four cylinder machine listed with my name. I have a 1931 Henderson KJ, original and complete.

Presently it is all apart as I have completely overhauled the engine with all new pistons, rings, wrist pins, valves, valve guides, tappets, rocker arms, etc..

When all together - it should be one of the better Hendersons still around. If anyone has a Bosch magneto for a 1929 - '30 or '31 Henderson, I am interested in purchasing it.

Irwin Hirsh

We were happy to have you and your son at the meet last year and would have liked very much to have seen your Henderson, but we are sure that the more time you spend on its rebuilding it will be worth it and a real show piece to bring to the next meet. Your request for the Bosch Magneto will reach all our readers and you should be hearing from some of them soon. Best of luck on the Henderson and we'll be looking for you and your son.

- editor -

Orel Young
1027 1st Ave. N.
Estherville, Iowa

writes - - - sending you the list of machines I own to bring your listing in the magazine up to date. (he sent us this information when he joined the club)

- 1 - 1936 Indian Scout - reconstructed like new
- 1 - 1938 Indian four - with Flexi-car - reconstructed like new
- 1 - 1939 Indian four - nearly completed
- 1 - Indian Shaft Drive - year not known - in process of restoring
- 2 - Indian military Scouts
- 1 - 1948 Bonneville with side car restored like new
- 2 - 1947 Chiefs
- 1 - R69S BMW with Steibe side car - 1968
- 1 - R27 BMW - 1965

I enjoy the Indian Four News and look forward to each issue.

Orel Young

Charles Tallas
2859 Lamar Ave.
Paris, Texas 75460

writes - - - doing just fine - - haven't rode my four for the ~~past~~ month because of cold weather, and bad weather don't usually last this long down here in Texas. My address is now changed as I recently moved (new address on heading of letter) - - finally found some wheels for my 1914 Indian - - - Fred R. Rudolph of Baraboo, Wisconsin had a pair -- just what I wanted. Joining the Indian Four Club has really helped me in getting parts and a host of new friends.

Charlie Tallas

You are rather fortunate Charlie being able to ride most of the winter, for our weather here in Ohio is anything but favorable for chancing it on a bike. Glad to hear that Fred Rudolph had the parts that you needed. Like yourself, the club has been a real help to most of the Club members in finding those hard to get parts - and a wonderful source of new friends.

- editor -

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

writes - - have started restoring two Indian fours - - - bumped into one by accident or luck last week, so I figure its as easy to do two at a time - - but, looking through my old literature and magazines, I cannot find information on paint to make it an authentic 1938 paint job.

At present I have the following machines -

- 2 - 1938 Indian Fours
- 1 - 1939 " "
- 2 - 1940 " " ~~restored~~
- $\frac{1}{2}$ - 1940 " " restored
- 1 - 1948 Chief restored
- 1 - 1941 " restored
- 1 - 1938 " restored
- 1 - 1941 S Scout restored
- 1 - 1930 - 101 Scout working on slowly

Being my slow season I can now work more on my Indians - - - have hired some ~~part time~~ help on the task for my goal is to ~~restore~~ then all. This I am presently hanging on to all my parts for my own requirements.

I have two side cars - 1 HD and 1 Indian, and a few 1952 Chiefs for sale.

Otto Link

Glen Logan
221 Vass St.
Battle Creek, Michigan 49017

writes - - just received the Winter issue of the Indian Four News which I enjoy very much. - - - sending to you a few of my pictures - - have always been interested in motorcycles and owned many Indians from 1921 to present - - - now have two 1947 Chiefs - restored, that I ride - - - also a 1941 Four in fine running shape - - I bought it in 1946 and have rode it every year since. I also have a 1948 Chief which needs restoring - - - will do that next spring. I retired two years ago but ride my cycles about every day in the summer. Thought you could use some of these pictures in the magazine.

Glen Logan

Nice to hear from you Glen and that you are still active with the Indian Four and twins. Like myself, you sort of confine your riding to the summer months - its a lot safer that way. Lots of luck to you on restoring that Chief, for the job doesn't get any easier the older you get. We're glad to get the pictures and have printed them in this issue. Keep on pluggin - they haven't licked us yet.

- editor -

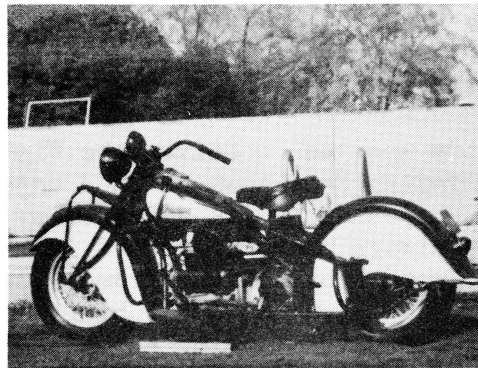
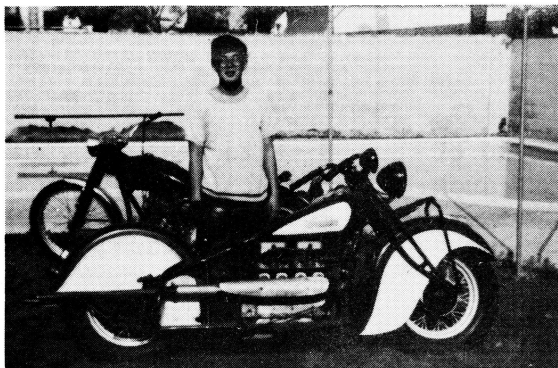
Jack Missler
14275 S. Custar Rd.
Dundee, Michigan 48131

writes - - due to other interests I have decided to sell my 1940 Indian Four. I have over \$2200 invested and will sell for \$1500. The engine and transmission have been completely rebuilt by Paul Murray of the Indian Four Club. The machine has less than 500 miles on it since being rebuilt. Looking for a 1953 Indian Chief in good condition to restore or already restored. - - enclosing some pictures of my four - - it is now a solo machine - - won a trophy at the 1968 meet of the Indian Four Club in Toledo with side car attached.

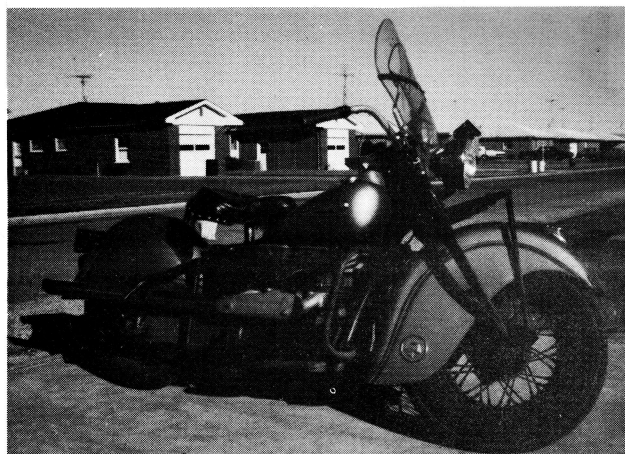
Jack Missler

Sorry to hear of you and your dad parting with that beautiful 1940 four, for it is a superb job of restoration. It was a pleasure to see that machine and side car come to the meets. Hope that you find the Chief you want and that this machine too, receives the fine workmanship you put on the four.

- editor -



Our youngest Club member - Jebb E. Takasugi, age 14 of Sun Valley, Calif., with his 1941 Indian Four. Pictured at the right is the other side of this young man's machine.



1941 Indian four owned by Clare G. Frantz Jr. of Sugar Grove, Ill. The machine is just as he found it except for recovered seat and new windshield.

C. Walter Frick
4304 Varsity St.
Ventura, Calif. 93003

writes - - - thank you for your prompt and friendly answer to my application for membership in the Indian Four Club. It appears so far, that all of the members of this club surely do their best to help one another.

- - - I cannot send pictures of my Indian four at this time, as I bought a basket case complete with rods through the block and all sorts of goodies that have to be fixed. So at this time all I could give you would be a picture of a bunch of parts stacked up and I am not even sure of these. Its going to be a long winded project, but one of these days when I get it all together, I'll be happy to send you a picture. Right now I'm starting on the engine and extremely fortunate to have Lee Stradley here locally as my technical advisor, and boy do I need him. In addition, I will probably need a lot of parts and help from some of the other members like yourself. Right now I would like to find an exploded or cut-a-way view of the four engine or a blue print. Thank you very much for the copy of the Indian Four Magazine, and I'll be looking forward to my copies in 1970.

C. Walter Frick

Martin A. Thorsen
121 E. Gilman St.
Madison, Wisc. 53703

writes - - - restoring a 1942 Indian four, which I want to make absolutely original. Mr. Richard Braund of Elroy, Wisconsin suggested that I get in touch with you. - - - where can I get the following parts for the 1940, 1941, and 1942 Indian four? (parts list in want ad section) Also, do you know the DuPont or Ditzler paint number for Indian Red. Looking forward to hearing from you.

Martin A. Thorsen

Welcome to our Club Walter and a society of men that have attempted the same project that you are now working on. We're very happy that we have a club that newcomers like yourself can turn to, and give you assistance to help you put that almost hopeless case back on the road. We don't want you to get discouraged if it takes a little longer than you anticipated to find a certain part or waiting for someone to answer a letter, for restoring a machine that has been out of production for over 27 years requires a lot of patience as you have probably already seen in articles in the magazine. I just urge you to keep looking down the road of hope, for one day she'll be ready to ride and you'll no doubt bring her to the meet - real pround of your restoration job, and so will we.

- editor -

Very nice to hear from you Mr. Thorsen and that you are restoring to original, a 1942 Indian four. Your ad for parts is included in our want ad section and we wish you the very best in locating these hard to find items. Our members are quite cooperative and I am sure that you will hear from some of them. Stick with your task.

- editor -

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

writes - - please note my correct address and the year of my police four - - it is a 1932 and not a 1941 as listed in the magazine.

Enclosing a couple of large photos that may be used on the front cover of the Indian Four News when you get to this particular year of machine.

I had told you before that I had entered my bike in the "Cycle 69" show in San Francisco and I also entered it in the San Jose Autorama a month or so ago. The machine won trophies at both events. I plan to do it at the next shows for I find it interesting to stand near the machine and listen to the comments of various people.

I met a fellow who is trying to sell his brother's 1936 Indian four. The brother died about 4 years ago leaving the bike to his widow. He stated that his brother rode it a lot but took very meticulous care of the machine. It is completely and totally original and all service and maintenance on the machine was done by professionals. He kept all the service slips and the original owners manual and the machine has the original red Indian paint job and decals. It was kept in a dry garage so it is well taken care of.

I have no idea of its worth and would like to give the widow some sort of idea of price for it.

If any of the Club members are interested they may contact Mrs. Leon J. Parry, 15082 Milford St., San Francisco, Calif. 94579 Phone (415) 351-3122

Art Rumpel

Appreciate the large pictures and negative of your four art.

We had planned to keep in sequence of fours from 1928 thru 1942 but we found it next to impossible to get pictures of all years to keep up the sequence. Thus this issue has the picture of your four on the cover.

You have experienced what many others have when putting a four on display in a show. Many people never knew such a motorcycle existed and to see one all restored and all shined up is a rare treat and only naturally brings on comments.

We have included the ad for the 1936 four in our ad section so it should get some response from somewhere.

INDIAN FOUR CYLINDER CLUB

BUSINESS MEETING

February 8, 1970

Members of the Indian Four Club met at the Traveler's Club House in Toledo for a regular business meeting with 15 members of the Club present. Since a meeting held in October had so few members present, most of the business discussed in that meeting was tabled and held over till this February meeting. Carl Reichenbaugh of Findlay, was appointed acting secretary in the absence of Dr. Walters and the minutes of the October meeting were read and approved. Enos Leass, Club Treasurer, read the treasurer's report and revealed a balance in the treasury as of February of \$1300.

A letter had been sent to the Executive Committee containing several items for consideration in the February meeting. Among these items were new proposals in regards to the office of trustee and the number of terms a member may hold office. It was desired by the president to have the three trustees present for any business or Executive Committee meeting but various reasons for absence are many and the three elected trustees cannot always be present. The election of an additional three trustees was suggested, but an alternate proposal was presented. Should a meeting be called at any time of the Executive Committee and they notify the secretary or president that they cannot be present, then the president may select one or more alternates to act as trustee pro-tem for that meeting only. The same procedure will apply at any business meeting to assure the presence of the three trustees or an alternate. Three members of the club were selected to serve as alternates if needed at any time, and if none of these can be present then the president is empowered to select a trustee pro-tem from the group present. The three alternates selected are; Harry Maule of Castalia, Ohio, Carl Reichenbaugh of Findlay, Ohio and J. Vane Shepard of Lima, Ohio.

The proposal of limiting the terms of office of any officer was defeated due to the fact that the number of members willing to serve in office is rather limited thus it was decided to put no limitation of the terms of office and allow the candidate to serve as long as he wishes.

The question of judging machines at the annual meet was discussed, for it was felt that there are still problems that cause hard feelings among those who enter machines for judging. One suggestion was to eliminate the judging altogether and put more effort in the events for all to participate, however, the majority still felt that judging was yet a very important part of the annual meet. It was decided that the very close inspection of machines during the judging seemed to be the trouble spot for all machines were subject to this critical judging and should be eliminated to reduce the judging time. Separate categories were set up and entry blanks will be available for the judging. Other details on judging will be worked out and printed in advance of the Annual meet.

The president announced that A M A will soon increase the amount of their dues for membership in that organization, plus the requirement that all members of A M A must also receive the A M A news. It has been the rule in the Indian Four Club to require the members to have a membership in the A M A to become a member of the Indian Four Club. Thus the perennial question arose "why must the Indian Four Club still remain a member of the A M A." This question has come up for discussion almost every year, and after discussion it was usually decided that there are benefits derived to make it desirable for the club to pay its \$15 membership fee, require the members to be individual members of A M A, and

require members to turn in their milage report for the club to receive its annual safety award. The discussion this year was even stronger because of the proposal by A M A to increase their membership dues and each member to receive the magazine of A M A. A vote was taken to drop out of the A M A and received unanimous approval. This move does not effect the individual membership but only the Club membership. This means that the Indian Four Club will no longer receive its annual charter from A M A and no longer any need to apply for sanctions for events held in the annual meet. Getting sanctions for the annual meet was no longer required anyhow, for no sanctions were needed for this year's annual meet. Being an exclusive club and events designed for these antique machines, such events are unlike most other Club meets and are not desired by cross country riders and racing, sanctions were not required and the meet closed to outside participation.

The printer of the Indian Four News presented a request in the October meet and was asked to present it at the February meet when more members would be present. Mr. Miles has printed the Indian Four News since the first issue of 1968 and has printed all 8 issues since that date. Prior to 1968, the four issues of 1967 and the 1 issue or first issue of 1966 was printed by Mr. Cecil Hassler, one of the club members. Mr. Miles stated that his charge for printing the news has remained the same for all 8 issues, however with the first issue of 1970, due to increase of paper costs and printing materials, that he requested a 25¢ increase on each magazine beginning with the first issue in 1970. Mailing of the magazine has been handled by the editor, John Wickham and the postage and envelopes paid for by the club. The price of the magazine for the last 8 issues averaged out to \$1.55 per copy, and with the postage and mailing supplies added, averaged to \$1.62 per copy. The treasurer proposed that Mr. Miles be paid \$2.00 per copy for printing and mailing and reliving the editor of this responsibility. Thus the treasurer would pay the printer \$2.00 per copy to cover costs of printing and mailing. The printer agreed to this arrangement for the first two issues of 1970, and he would make a report at the annual meeting if the arrangement can be continued.

Several new members were recommended to the club and received into the membership.

C. Walter Frick
4304 Varsity St.
Ventura, Calif. 93003
1941 Indian Four - Jan. 1970

Jebb E. Takasugi
12027 Rialto St.
Sun Valley, Calif 91352
1941 Indian Four Jan 1970

Martin Thorsen
121 E. Gilman St.
Madison, Wisc. 53703
1942 Indian 4 Jan. 1970

Clare G. Frantz
Box 27
Sugar Grove, Ill. 60554
1942 Indian Four Jan 1970

Emanuel Sperrazza
2339 - 129th St.
College Pt. Long Island
New York 11356 Jan 1970

Jack Missler
14275 S. Custer Rd.
Dundee, Mich. 48131
1940 Indian 4 Jan. 1970

John S. Rees
1795 Ridgeville Dr.
Wickliffe, Ohio 44092
1937 Indian Four Jan 1970

Several items concerning the Annual meeting were discussed along with the items on judging. An opportunity to win a cash prize will be tried when entering the Traveler's grounds. A ruling this year - no campers, trucks or buses will

be permitted in the immediate vicinity of the big tree in front of the Club House for it will be necessary to rope off an area for receiving dues, and other business in this area. Some type of shelter has been proposed for this area in case of rain. The camping area immediately behind the club house was well filled last year but there was still some spaces. However, the Traveler's Club have arrangements with the property owner to the west of the grounds to permit car parking and camping in this additional area if needed.

Making the Annual Meet a family affair has increased the attendance of the meet many more times than what it was when a smaller group of men met to hold a business meeting, compete in a few events, haggle over some parts and call it another annual meet. Wives of members and other women attending the meet will be sharing in more of the program of the two day meet. Several women have volunteered to take turns at the gate watch so the men who have cycles may participate in the events. Last several of the ladies took stations around the track to give out the cards in the poker run and they are being asked to do the same this year so the man may participate. Last year for the first time three ladies tried their hand at judging the machines and after the trial run of last year, they will be asked again this year to help in the main judging event. At least 6 women will be asked to do this job with five of the women as judges and one as alternate if they should be judging her husband's machine.

The June meet which was normally a closed meet remains the same as before, meaning that the events are open only to Club members. This does not mean however that the meeting is closed to members, the familys are welcome to this meet also. This year it will be held on Sunday afternoon, June 7th, beginning at 1 PM. After the events there is a business meeting and an awarding of trophies. This meet is held only on Sunday afternoon and not a 2 day meet like the annual meet. The attendance is not as large but it could be a larger turnout if the ladies would come to the meet and help with the planning of the annual meet. The ladies may have some ideas for activities for the women while the events are in progress or any time during the two day period. There are a number of children present and there can be some sort of program for the little guys. And, even the men can use some help for they aren't always in agreement on the program.

Since the beginning of 1968 the club has had the services of a Chaplain who has met with us each meeting and opened and closed each meeting with prayer. Since many motorcycle groups have build some ill will in various parts of the country it was decided by our Executive Committee that a Club Chaplain would certinately help to maintain a good reputation that members of the Indian Four Club have tried to build. A request was made in this business meeting that the meeting be opened or closed with the Lord's prayer with all taking part. The Chaplain stated that the response was very gratifying with all denominations represented taking part as they believed.

Carl Reichenbaugh
Acting Secretary

Beginning with the first issue of the Indian Four News magazine in 1966, Mr. Paul Murray our Technical Advisor, began a series of articles entitled - "Restoring Your Indian 4 Engine", which were printed in the first issue of 1966 and the first two issues of 1967, three in all. The articles were not completed and discontinued after the third publication. Mr. Murray recently informed us that he would like to complete the series. Since the club had less than a hundred members at that time we decided that we would reprint the entire series started in the first issue and he will have the remainder ready for publication by the time we reprint the third article. Our appreciation to Paul for this service and cooperation.

RESTORING YOUR FOUR ENGINE

by Paul Murray

There have been many new methods and materials developed in the last 25 years that have improved the art of engine rebuilding to the absolute ultimate. Since I have had the good fortune to have attended seminars (schools) on most everything pertaining to machining and tool methods as well as materials (parts etc.), and having practiced all of the practical ones, I will pass on the ones proved most successful.

I shall start by saying, the materials developed since 1941 are far superior to anything ever used. (superior in cost too). These materials or parts such as the silicone used in valves are longer wearing, will stand more heat and can be fit closer due to a lower rate of expansion. To go along with valves are valve guides. Until valve guide knurling was introduced, a worn guide was replaced with a new one. Now a worn guide can be knurled without removing it from its original position at a cost of less than one-half of the cost of a new one. A guide worn plus .010 of an inch can be brought back to a standard size and reamed for proper clearance. Why, was this method developed? Many automotive manufactures cast the valve guide integral with the head, and when the guide became worn, a very expensive machine operation became necessary to bore out the old guides and replace them with an insert guide. A valve wears mainly due to lack of lubrication. When the tool engineers were developing their methods, the first one I saw put a fine diamond knurl inside the guide. This was fine. It closed the guide but also took too much bearing area away from it. The best way and the method that I have chosen is the threading method. It not only closes a worn guide, but reduces the hazard of removing too much metal. The spiral groove also produces a perfect trap for oil. This method has proven itself so successful that many manufactures are using it as a standard practice on all their valve guides.

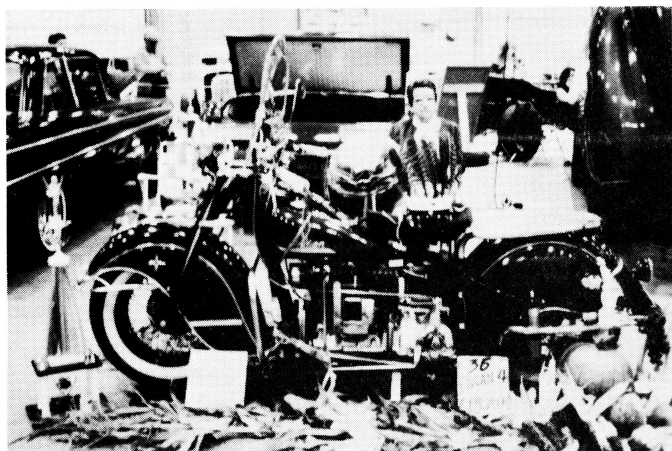
Pistons and piston rings have also found new horizons. Materials found in today's pistons have made them much stronger, lighter, and lower expanding. In the late thirties when I began learning engine rebuilding, I vividly recall a strong warning from piston manufactures, stating no hazardous running for 2500 miles. This was because they had no real idea what the piston would do until it had seasoned. In other words, it would either expand too much and seize, or do the opposite and collapse and rattle. On the other hand, today's pistons are made of alloys that are heat treated and greatly reduce all hazards and can be fit closer for more silence. Piston are mostly made of iron. As I think back on piston ring failures I become thankful for modern rings. Piston rings of yesteryear were good for only a short time. They either broke or wore out too soon due to poor grade of iron. Today's chrome ring sets are specifically designed to pro-longed life, reduce friction, stop oil smoking,

and seal the cylinder for a far longer time than ever before. By making the rings more flexible, the amount of friction is reduced, thusly, less severe to cylinder walls. By using newer iron alloys, the rings are heat treated, then hard chromed for wear. This also reduces the old rust and corrosion problems encountered mostly by condensation from within the cylinders when running from hot to cold. The oil ring is designed to roll excessive oil back through the oil holes in the piston, which in turn give better lubrication to the wrist pins and piston skirts. By now you are probably wondering what all of this has to do with restoring your Indian four engine. I only have in mind to help you select only the best for your project if you wish to make it more trouble free.

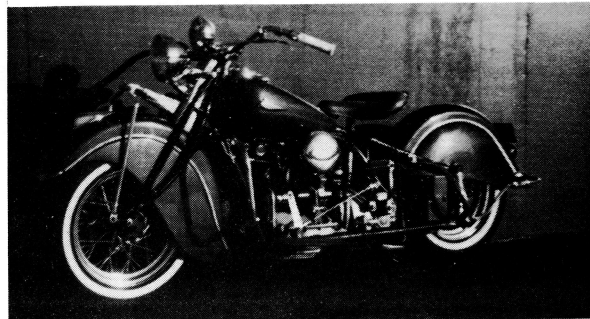
Now, we will dwell upon the subject of bearing materials. In the past thirty years I have poured and bored as many babbit bearings as anyone in the business, and knowing the many kinds of babbit, their costs, problems, and all concerned with this type bearing, my inquisitive mind induced me to search the field for something better. Sometime ago I found what looked real good to me, so I got busy and did a lot of research on aluminum alloy. Why aluminum alloy? As I learned the physical properties and components of this great alloy, my question was answered. To tell you of this material which I found to be superior to any bearing material known to man, with perhaps the exception of silver. It is stronger, lubricates better, less galling, will not imbed foreign particles, non-corrosive, dissipates heat, and is non-abrasive. What more could I ask for? So I purchased a bar of this material and made rod and main bearings for an antique car I had (1911 Cadillac). That was over 15 years ago and they are still in the engine. I found it to be very machineable in that I could hone the bores to an exact tolerance, also it did not distort while machining. Since that time I have successfully used this material in no less than fifty engines which included everything from an Indian four to a luxurious 540 K Mercedes. The cost of the alloy is in line with other bearing materials and the cost to reproduce the bearings is less than a babbit job because they can be made in a lathe and it is not necessary to align the bore. In the case of the Indian Four, the bearing saddles were originally aligned bored at the factory. This means, if the bearings are made concentric to fit size to size with the saddles and to give proper crankshaft tolerance, the bearing will fit. There are cases however, where the crankcases have been broken and welded without a bearing fixture to keep the cases from warping; then they will have to be aligned bored. To attempt to straighten a warped case often leads to more cracks or further warp.

Along with alloy bearings, we have also found that after the crankshaft has been reground, a protective flash of hard chrome is desirable to add to wear quality of the crankshaft and bearings. It also reduces friction and in turn, heat in the bearing is minimized. For you so-it-yourselfers, we will have available in the near future, a crankcase and bearing kit consisting of a reground and hard chrome crankshaft and a set of alloy main bearings, all fit and ready to install in your cases, available on an exchange basis only.

In my next article I will single out the finer points and offer suggestions to help restore your Indian Four. Until then, happy restoring.



1936 Indian four ('36 motor in a later model frame) on display in Antique Automobile and Motorcycle Show in Appleton, New York. The machine is owned by Bert Van Hole of that city and who, is also a member of the Indian Four Club. Bert and his wife (pictured in background) usually attends our annual meets each year with this prize winning four. Pictured at the right are trophies Bert won at the hometown show.



This very beautiful restoration job by Henry Missler of Dundee, Michigan and now owned by his son Jack, was a special attraction and a trophy winner at the 1968 Annual Meet of the Indian Four Club. A 1940 model Indian four with side car attached when it appeared at the meet and we do not know what it looked like before Henry started working on it, but the work done by Henry is a masterpiece of skill and workmanship. This is even more gratifying to know when you realize that Mr. Missler is confined to a wheel chair and yet made a tremendous effort and rode the four to the annual meets in both 1968 and 1969.

Although he enjoyed doing this kind of work the machine was given to his son Jack and is now for sale. The for sale for this machine appears in the ad section.

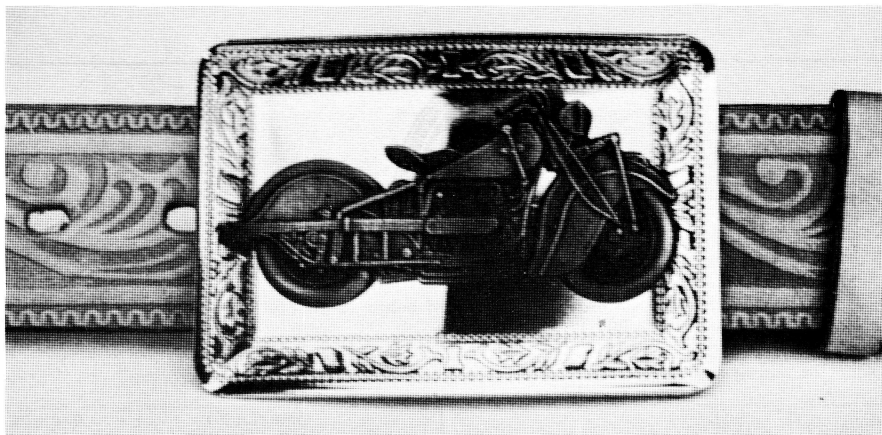
For Henderson Four Owners

For the benefit of Henderson four owners our member Lou Lichva of Schenectady, New York, had difficulty in finding valve guides for his Henderson. He located valve guides at the Case Tractor Dealer, using their Model S Case tractor guides. Lou states that they are the same size O D and I D as the Henderson except they have no spring seat. To overcome this he used spring retainers used in a larger Case tractor and it only required making the hole a little larger. It fit perfectly and the assembled motor run fine. The guides and retainers for the Case tractor cost about \$8.00 which was less in price charged for guides that are tailor made for these old motors.

Tailor made parts for obsolete or out of production equipment may be much higher in price than parts from other sources such as motors or machinery presently in production and these parts fit perfectly such as did the Case Valve guides, but there are certain members of our Club that have tooled up for such production at quite an investment. They must charge a higher price to make the investment pay, and they make parts that cannot be found on the parts market. Our thanks to Lou for this suggestion on this part for the Henderson.

An Indian Four Belt Buckle

Something new in belt buckles - a metal casting of the 1941 Indian four set in a silver belt buckle and measuring 2-1/2 by 3-3/4. It fits onto a western style belt. The casting of the Indian four is quite authentic with lots of detail. The casting are made by Emanuel Sperrazza of College Point, Long Island, New York. The buckle alone sells for \$3.50 and black or tan western style belts are \$1.50 each in sizes 32 to 44. Buckle complete with belt is \$5.00 plus an additional 50¢ for mailing making a total of \$5.50 complete and mailed.



Heater Tubes For the Fours

Parts for any machine that has been out of production for a long time usually results in the individual making his own parts or paying a good price to have it made in a machine shop. Fortunately in the Indian Four Club there are several members who have specialized in certain parts, making it possible to buy any part of the four necessary to keep them running and in safe operating condition. At the recent business meeting of the Four Club, Jack Maurer of Detroit, Michigan brought with him a set of heater tubes he is producing for the fours. They are a very nice job of metal forming and workmanship. Jack has these tubes

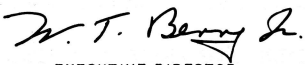
0
available for \$25.00 per set. Jack's address is, 14553 Coram Ave., Detroit, Mich. 48025.

Response to the Ad Section

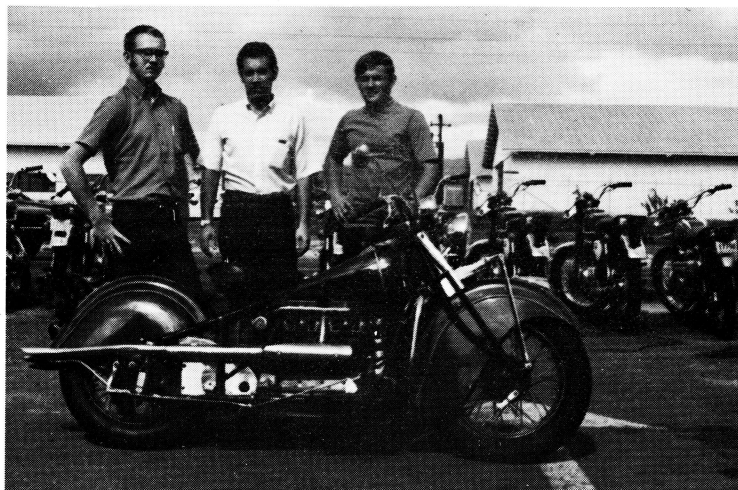
If you find a request in the ad section for a part that you may have and you will sell it, don't put off writing the guy till later. It don't take a minute to jot it down on a card or even write him a letter and let him know that you have the part he needs to get his machine on the road. If you have any information for these requests get in touch with them, they'll appreciate it. Your editor has made many friendships supplying parts and information.

Club Charter

Pictured below is the new Club Charter which is renewed each year when the Club Treasurer pays the annual dues of \$15.00 to the American Motorcycle Assoc'n. The Club has received charter renewals since its first charter issued in 1962. The Club is also incorporated in the State of Ohio as a non profit corporation. Therefore, the Club has bona-fide credentials for its basis of operation, however, the real activity of the club is the cooperation and fellowship that our members exercise in helping one another to keep this good club going. The active part that each member plays is their prompt payment of dues, telling others of the club, corresponding with the far away members. If possible to attend the annual meet or the June meet, there is always a hearty welcome and an invitation to be there for the two days of fellowship. For you far away members the Indian Four Club is the magazine, the few members that may live close to you, and correspondence with all members of the Club.

	
AMERICAN MOTORCYCLE ASSOCIATION	
CLUB CHARTER	
This is to certify that the motorcycle club named below is officially registered with the American Motorcycle Association, and is entitled to all of the rights and privileges granted A.M.A. clubs, under the rules and regulations of the A.M.A. Competition Congress.	
In view of this recognition this club agrees to conduct all of its motorcycle competition under the sanction and in accordance with the rules of the A.M.A. Competition Congress.	
INDIAN FOUR CYL CLUB 751 DAYTON AVE FINDLAY OH	CHARTER NO. 2135 EXPIRES 1970  EXECUTIVE DIRECTOR
45840	
THIS DOCUMENT IS NON-TRANSFERABLE AND MUST BE RENEWED EACH CALENDAR YEAR	

Your editor received an unusual picture from Kurt Kuck of New Knoxville, Ohio of a lonely Indian Four on the Island of Owahu, Hawaii. It was located in the Nimitz Honda Shop on Owahu. Kurt, an enthusiast of the Indian Four Club, visited his very good friend, Neil Katterheinrick, who is in the U S Navy and stationed on Owahu. Neil took Kurt to the Nimitz Hinda shop to see this one Indian Four on the whole Island. He also took some close up shots of the motor and to four owners around here it looks like any other four, but to someone a long way off from home where there is only one machine, it looked real good to Kurt. Kurt and Neil are interested in locating a four and will be glad for any information on machines for sale. Write to Kurt Kuck, New Knoxville, Ohio. Pictured behind the four are L to R - Kurt Kuck, Bob Wolfe, manager of the Nimitz Hind Shop, and Neil Katerheinrich.



Special Picture of Indian Four Motor wanted

Some of our members that have acquired a four for the purpose of restoring it themselves have written for information among which they would like to find a cut-a-way picture of a four motor or an assembly picture of the motor. Some of these new members have not been acquainted with the fours like many of us older members who were around when there were Indian Dealers across the country and were of much valuable help to those who wanted to do their own overhauls. Among the membership of the Four Club are members engaged in engine overhaul and supplying parts - these men too are of valuable assistance in giving information. Some of these are listed in our ad section, but some of these new members and others, want to do their own 'thing', and overhaul their own motor. They have asked for a cut-a-way drawing or picture or whatever else is available as an aid in overhauling their own engine. Anyone who has such a piece of literature and willing to share it with the club, would mail it to the editor that we may reproduce it for other requests and return it to the owner.

Shoulder Patches

We still have a few three color shoulder patches of the Indian four Club for sale at \$1.00 each. If you are a new member and have not identified yourself with the club with a shoulder patch sewed on your jacket to let others know that you are a member of this fine club, send in your \$1.00 and get the patch now.

Indian Four Manuals

We have a few copies of the Indian Four Manuals reprinted by Chuck Myles. These Manuals are \$3.00 each from the editor. For you four owners who want the

original material like your working for originality on your fours, this manual is a reprint of the original Indian Four Manual. The manual features specifications on plugs, pistons, crankcase capacity, valve clearances, steps in overhaul and maintenance etc.. Send \$3.00 cash, check or money order to the editor, John Wickham, 751 Dayton Ave., Findlay, Ohio 45840.

Back Issues of the Indian Four News

We have a few copies of back issues of the Indian Four News (1968 and 1969) for those members that recently joined the club or others who may not have these back issues. These copies are \$2.20 each (covers mailing cost) from the editor. Copies of the Indian four news prior to 1968 which includes one issue of 1966 and 4 issues of 1967 may be obtained by writing to Mr. Cecil Hasser, 525 Fairfield Pike, Yellow Springs, Ohio 45324.

The 1970 ANNUAL MEET

August 8 - 9, 1970 are the dates for the Annual Meet of the Indian Four Club, and as usual it will be held at the Traveler's Club Grounds, 8940 Dorr St., Toledo, Ohio.

Considerable planning is in progress for the meet and changes are being made in some of the program from last year. Our attendance last year was very good and somewhat due to emphasis on family camping. The camping area was well filled but more room is still available. Plan your vacation this year to include the Annual Meet and come on Friday night and stay till Sunday. If you are the least bit a motorcycle bug, and most of the members should be, if you have never attended an annual meeting before, the tremendous display of fours and other old machines is a rare thing to see. Over 50 very beautiful machines were entered in the judging alone last year. Those of you who did attend last year and you have ideas for improvement of the meet, send them to the editor and we'll consider them all.

Your Correct Address is Important

We are having magazines returned to us because of incorrect addresses. If you have not received your magazine for one or more issues don't put off notifying us because we want to know why also. You might have overlooked your dues or changed your address. We'll do our best to find the trouble if you write us and let us know, plus your change of address if there is one. Mail this information to the editor or club Treasurer. (Address may be found on the table of contents page)

An Ad In The Ad Section Of The Indian Four News

If you have an ad you want printed in the News - be sure to state how many times you would like it printed, otherwise we will print it once and remove it. We want our members to use this free service and we make as much space possible to all who want to use our ad section. We have had many good reports of success in selling items and finding parts that might otherwise be impossible to do. The Ad section is of course not limited to fours and their related parts, but to other models, parts and information. We also print ads for other makes of machines as the readers have found in past issues.

Feature Item - Pikes Peake Conquered By Indian

The pictures and copy on the following pages were sent to our treasurer, Enos Leass, by Mr. James E. Ench, of New Lexington, Ohio. The story of how Mr. Ench located these pictures is very interesting as the event itself happened over 60 years ago. We reprinted the letter that Mr. Ench sent to explain this daring effort on machines that were designed when motorcycles were yet somewhat in their infancy. As you look at the pictures and read the old advertizement, bear in mind that today many of these old machines have been restored and in good running order today. Would you like to take a chance on one of these old relics today and repeat the preformance that the three men did in this daring venture, or would you even chance it on a late four model Indian.

Mr. James Ench writes -

Dear Mr. Leass

Please find enclosed a number of large pictures showing 3 Indian motorcycles, two singles and one twin, on a climb up Pikes Peak in 1910. Also enclosed are accounts of this event in advertizing by companys who sold parts and equipment for the machines that made the trip. The advertizement was taken from the magazine, Motorcycle Illustrated dated October 15, 1910 and selling for 10¢ per copy. You may put this material in the Indian Four Library and print in the Indian Four Magazine as you see fit.

The trip up Pikes Peak started in downtown Colorado Springs. The picture enlargements were copied from some small snapshots that a lady had in an album in an old Antique Shop about 75 miles from Pikes Peak, where I was snooping for old Indian motorcycles thia last September. She loaned me the snapshots to bring them back to Ohio to get copies made of them.

The names of the three riders according to the information in Motorcycle Illustrated are - B.B. McReynolds, Arthur Stevensen, and C.S. Reasoner. Mr. McReynolds is the grandfather of the lady who owned the snapshots. You can tell by the pictures that they were taken at various points going up the summit. Two of the cycles are single and one a twin which reminds me of my first motorcycle in 1925. It was a 1911 Indian single and I wish that I had it now, but you know the story.

Sincerely
James E. Ench

Our thanks to Mr. Ench for thinking of the club and the Indian Four News in providing this story and the pictures for the News and the Library. There are over 25 enlargements (8 X 10) but we have only printed about half of them in this issue. The rest will be on display at the Annual meet in August. Our thanks also to the lady who took these pictures and preserved them in her album. They could be like many old pictures that take up space and are so old that nobody knows who they are anymore so to the fire they go. If Mr. Ench had not been looking around for any possible clue for an old Indian Motorcycle he might not have found the pictures. So - - - when your snooping around trying to find some leads or even an old machine that needs restoring, you may run across some interesting things like pictures that other members might like to see too.

- editor -

MOTORCYCLE

TEN CENTS

ILLUSTRATED

Vol. V

October 15, 1910

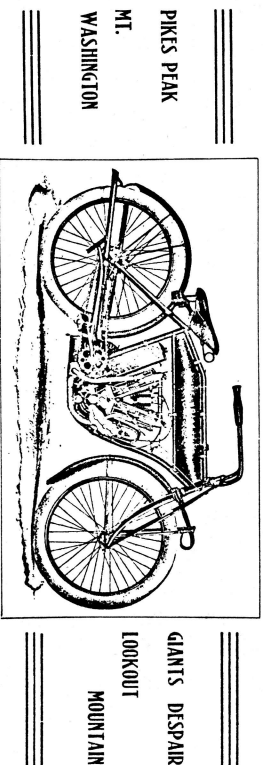
No. 20

MOTORCYCLE PUBLISHING CO., 299 BROADWAY, NEW YORK

PIKES PEAK CLIMBED BY INDIANS

On September 25th a 7 h. p. Indian twin and two 4 h. p. single cylinder Indians successfully surmounted this notable mountain.

ALL STOCK MACHINES



Get Free Illustrated Catalogue No. 4

THE HENDEE MANUFACTURING CO.
SPRINGFIELD, MASS.

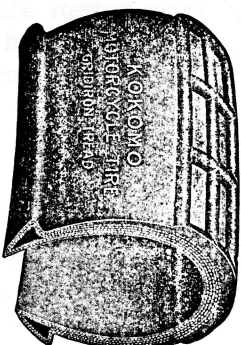
Chicago Branch
1251 Michigan Ave.



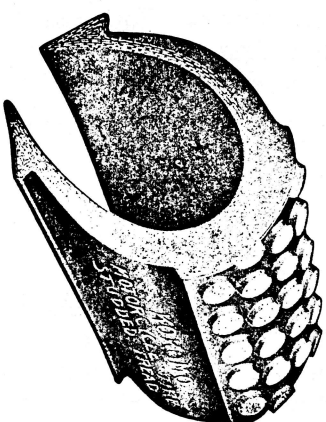
London Depot
184 Gt. Portland St.

MOTORCYCLE ILLUSTRATED

Here are a Famous Pair from Kokomo



A Pair that
Come from
KOKOMO!



KOKOMO

TIRES

For Motorcycles

For Long Life, and
Vigor, and Dependability,
There's Nothing
To Equal the Kokomo!

KOKOMO RUBBER CO. KOKOMO, INDIANA, U. S. A.

Kindly always mention the paper when writing to advertisers.

Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs. B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For 18 years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

"WE HAD NO PUNCTURES NOR TIRE TROUBLE OF ANY SORT, WHICH WILL MAKE US HEREAFTER SWEAR BY

G & J TIRES"

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver House at a minute's notice, and were exactly similar to those you have bought and are buying today.

In specifying G & J TIRES for your new machine, or in ordering them for re-shoeing, you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

G & J TIRE CO.

Chicken No. 3

INDIANAPOLIS, IND.

Kindly always mention the paper when writing to advertisers.



That Pike's Peak Record

Colorado Springs to the tip top, 12 Hours, 15 Minutes, was made on Bosch Equipped Indians by Arthur Stevenson, C. S. Reasoner and B. B. McReynolds.

And McReynolds says:

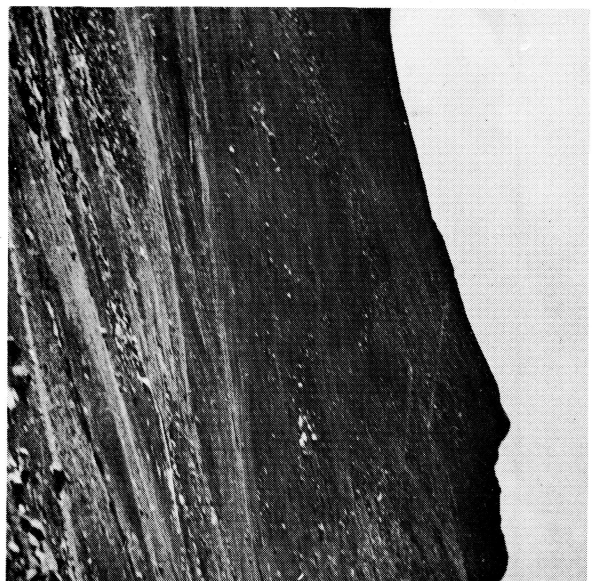
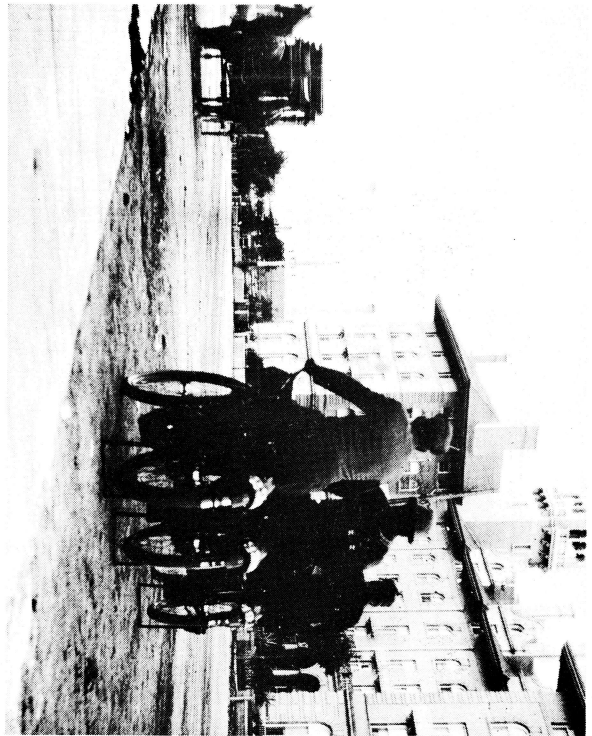
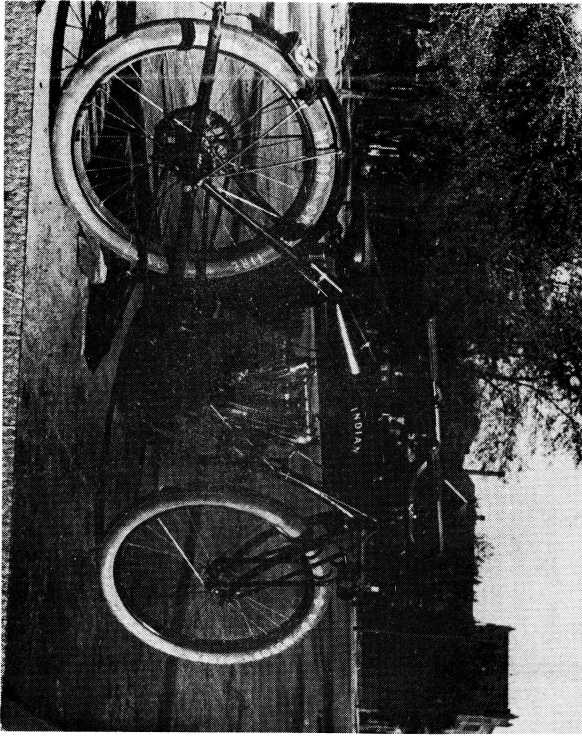
"And I want to say a good word for the Bosch Magneto—a great deal depended on a quick start, which required a quick spark. In fact we had to have an explosion the first time over and we certainly got it from the Bosch."

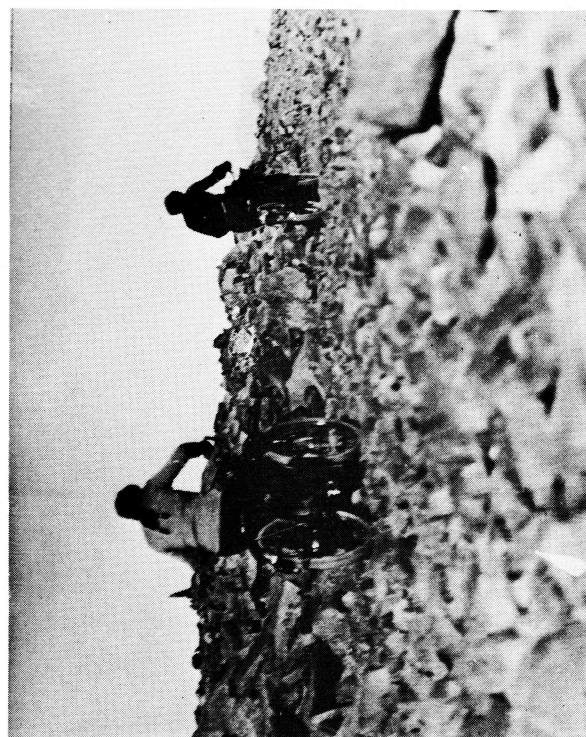
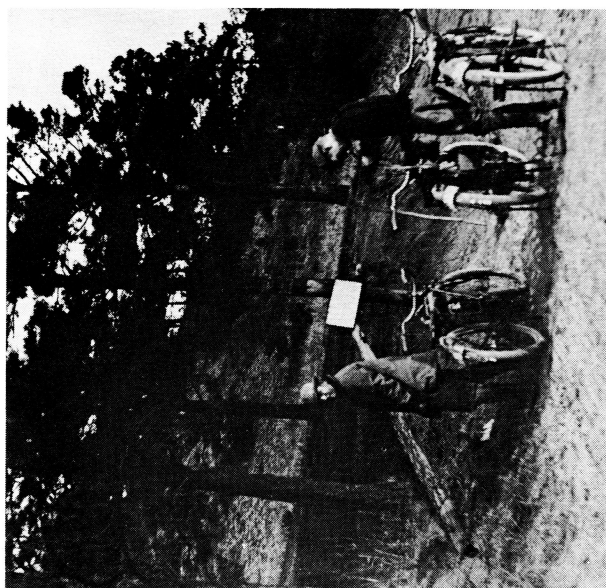
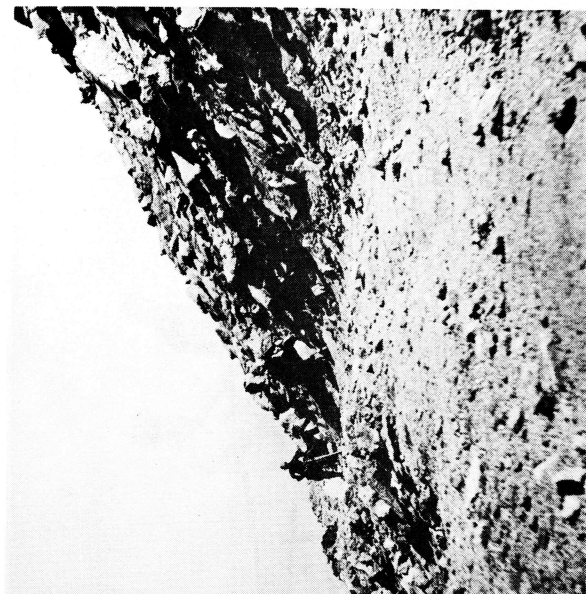
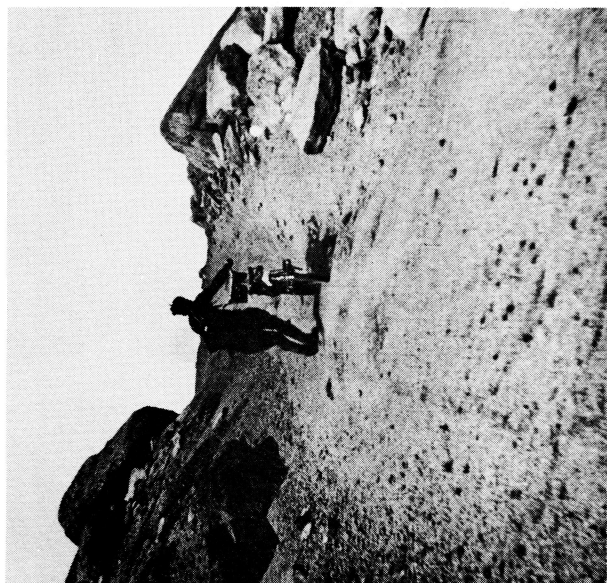
This sort of endurance runs and records and the sort that Mr. William Streiff made in his transcontinental tour on the Bosch equipped N. S. U., can be effected with

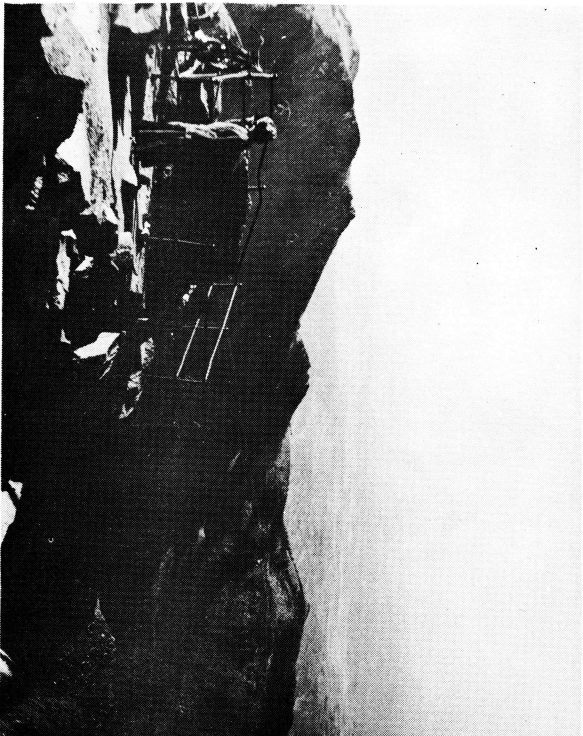
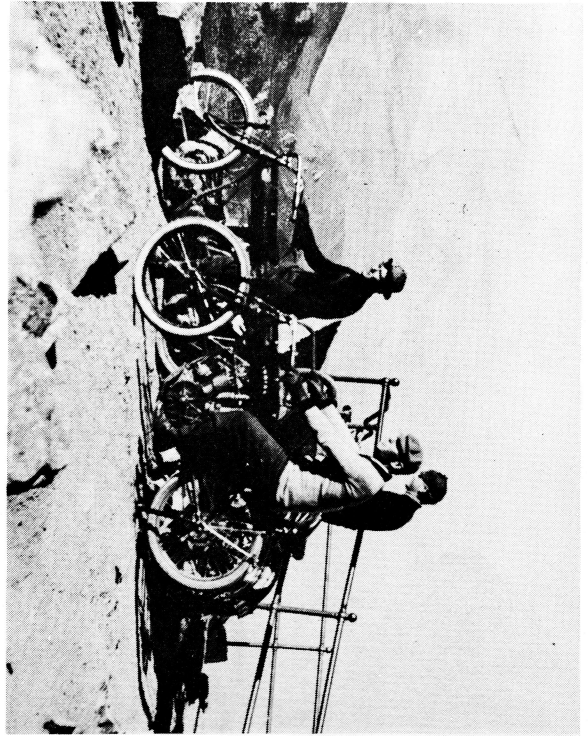
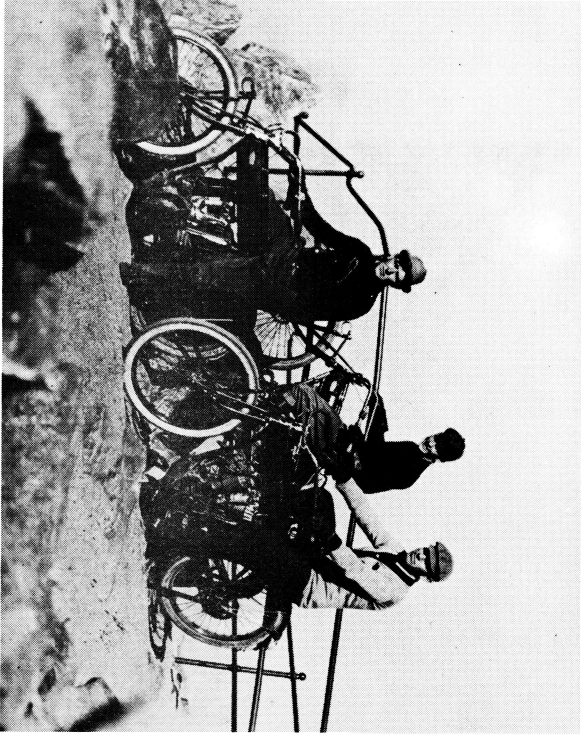
Bosch Equipped Motorcycles

BOSCH MAGNETO CO.
223-225 WEST 46th ST. :: NEW YORK
CHICAGO DETROIT SAN FRANCISCO

See when writing to advertisers.









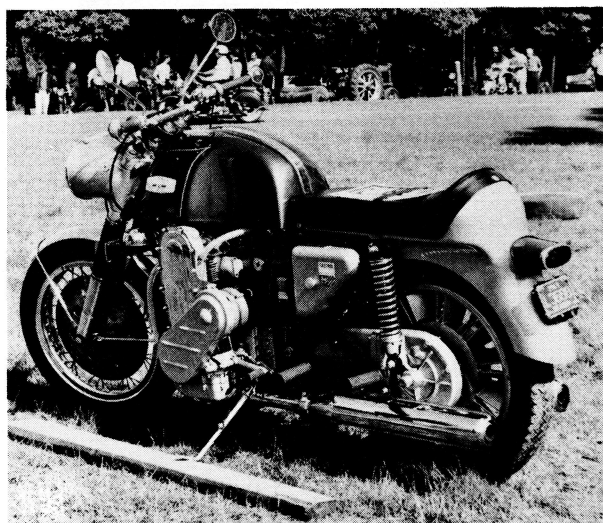
From Glen Logan - my 1936 Indian four that I rode to work at the War Plant in Chicago, Ill.



From Glen Logan - picture taken in front of the garage at our home in Battle Creek, Mich., and my 1941 Indian four on the left and my Indian Scout.



From Glen Logan - my 1919 Indian 61 cu. in., first World War model with side car. Picture taken in 1925 when we returned from our wedding trip.



Although not an American made Four, this modern four is very worthy of note and an exceptionally fine machine. The owner, Mr. Jack Maurer of Detroit, Michigan, has been a member of the Indian Four Club since its organization in 1961, and presently is a trustee.

The MOMMOTH Four, made in Germany, is a very powerful and well designed machine, and extremely smooth running. It pasks a wallop, as we witnessed at the 1969 Annual Meet. 1100 CC and 100 HP, that drives this bike down the road at 160 miles an hour. An electric starter on the handlebars is almost instant starting just like many of the newer bikes of today. An interesting part of the design of this machine is the housing coverings. All moving parts such as chains and gears, all run in oil, giving trouble free operation.

The response of this motor to the throttle is amazing, for this four "takes off" on throttle advance, and the rider had better be ready to go. Jack Maurer, being an "old" Henderson rider, and now an Indian Four rider, has been more accustomed to the foot clutch and gear shift of the Henderson and Indian, and the Mommoth being of the newer design that shifts automatically, and there is no foot clutch. Getting used to this difference is not easy, and with rapid throttle response, it can be confusing after having ridden the older types for so many years. We strongly believe that the Indian Four is still the most beautiful cycle on the road, but you can't exactly put this Mommoth in the background, for it will hold its own in power and speed. Our thanks to Al Feldman of Detroit, Michigan, and Asst. editor of the Indian Four News, for these very fine photographs.

Jack told your editor that his experiences on Henderson Fours have taken him on many ventures from one end of this country to the other. He has promised to get some of these in writing and we are patiently waiting. If anyone has an experience on motorcycles that are unusual, put these yarns down on paper and we'll print them for all to read.

- editor -

Change of Address

It had been our plan to print in each issue the entire membership of the Indian Four Club with revisions each quarter of the new members and correction of addresses. A number of letters have been received expressing opinion that so much space give to the entire listing, could well be used for other items and print the entire membership only once a year. This recommendation was brought before the last meeting of the club and it was decided to print the list once a year. Printing the entire membership and listing the machines owned by the members did however bring in comments of approval of the idea and brought several other letters giving correct addresses and machine listings. We are printing in this issue these corrections and listings for you to add to your last issue of the News. The list of new members may be found on the page containing the report of the business meeting of the Club held in February of this year (last month).

Arthur Rumpel
349 Sparling Drive
Hayward, Calif.,
1932 Police Four

Hans-P Arendt
1 Berlin 44.
Burknerstr, 24
Germany

J.H. Izart
154 N. Acres Rd.
Manchester, N.H.
03104
1941 Indian four
Engine DDA 550
Frame Serial 441-550

Orel Young
1027 1st Ave. N.
Estherville, Iowa
(see letter from
Orel Young which
has listing of Mr.
Young's machines.)

Louis Hurt
Rt 2
Grinnell, Iowa 50112
1939 Model 439
495 DCI

Otto Link
2nd & Charles St.
Cooperstown, Penn.
18036
(See letter from Otto
Link for listing of
Mr. Link's machines)

Charles Tallas
2859 Lamar Ave.
Paris, Texas 75460

Thomas C. McLeod
333 Sumac St.
Wilmington, Ill. 60481

Thomas Harris
800 Hazel St.
Akron, Ohio 44305
1940 Indian Four
DDO 280

Ed Morrison
1926 Lincoln Ave.
Whiting Ind. 46396
1942 Indian Four
DDB 160 M

Glen J. Brutus and Sons
Box 37 Rt 1
Pine Village, Indiana 47875

Harry Robinson
677 N. Howard St.
Akron, Ohio 44310
1937 four DCT 479
1940 four DDO 815 B
1940 side hack
1 - 1951 Chief 80
1 - spare 4 cyl. Eng.

James E. Ench
185 Delaware St.
Lexington, Ohio
44904
1942 Indian four

Irwin Hirsh
2849 W. Gregory Ave.
Chicago, Ill. 60625
Henderson four 31-KJ

Stacy R. Hart
P O Box 766
Littlefield, Texas
79339
1940 Indian four

Jack Kulish K7YNY
P O Box 280
Stanford, Montana
59479
1941 Indian four

Louis Kamaski
1508 Bullseye Lake Rd.
Valpariso, Indiana
46383

John A. Scholtens
3561 Knapp N E
Grand Rapids, Mich.
49505
1939 Indian four

ADS

For Sale - Non-drag Indian four clutches are still available.

Write for details.

Will sell 1937 Sports four with dual carbs - its rough but restorable - price \$250. Buyer must pick, 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, RD 1 Brookville, Penn. 15825

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 S-7, and S-8 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 picture 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
(editor's note - Mr. Hodgdon was the head of Advertizing of the Indian Company and personally wrote much of the material he has for sale. He is well informed and his material bears out his ability as an authority on Indian Motorcycles)

For Sale - 1953 Indian Chief 80 - black - \$1000 cash
1969 white - electric start - Moto Gusi - ridden by the owner and has 3000 miles on it - price - \$1000.
Write - Chuck Metenkanich - Rt 1 Wattsburg, Penn. 16442

For Sale - 2 late model Chiefs - one completely restored and one partially restored but with all necessary parts to complete the restoration - both for \$1000 or \$500 each.

Also many other Chief parts and drives to sell. All these parts are new and never used.
Write - Austin Faurot, 423 Ida St. Kenton, Ohio

For Sale - New "Cleveland Decals" - \$5.00 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

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 Indians.
Write us or come and see us for Indian Service or motor overhaul of which we are a speciality.
Write - Bob Paulette, P O Box 401, Midway, Kentucky 40347

For Sale - 1940 Indian Four motorcycle. motor and transmission completely rebuilt by Paul Murray, technical advisor of the Indian Four Club. I have \$2200 invested in the rebuilding of this machine and will sell for \$1500. This machine with sidecar attached won a trophy at the 1968 meet of the Indian Four Club. Price does not include sidecar.

Write - Jack Missler, 14275 S. Custer Rd., Dundee, Michigan 48131

For Sale - '46 Chief with '48 engine. Many extras - show room condition - ready to roll. Good tires, chrome, and paint. Price - \$575

Write G.E. Holtz, Shelby, Ohio, Rt. 1

Special Notice

Many of our members who attended the 1969 Annual Meet this last August will remember seeing and talking to Virgil Mossman of Kankakee, Ill. He owned and operated the Charm Beauty School in Kankakee and for a hobby and past time he was very much interested in motorcycles old and new. He assembled quite a collection of machines old and new and many were in good running order and fine restored condition. Such a collection is a hobby to many of our members and many of our members would like to own such a collection. Virgil Mossman passed away very suddenly early this winter and left this fine collection to his family. We have received a letter from his son E.J. Mossman of Bourbonnais, Ill., along with a listing of all his motorcycles for sale. The following machines are of the estate of Virgil Mossman, deceased member of the Indian Four Cylinder Club.

- 1938 Indian four
- 1941 Indian four
- 1927 Henderson four with cargo side car
- 1938 Ariel Square four
- 1947 Indian Chief with cargo side car
- 1949 Indian Chief with side car
- 1931 Harley with side car

- 1959 Harley 3 wheeler
- 1939 Harley 80 cu.in. flat head with side car
- 1957 Harley with side car
- 1941 Harley with Goulding sidecar
- Two Wizzer motor bikes
- 1940 French motorcycle
- 1962 Cushman Eagle scooter with sidecar
- 1960 Heinkel scooter with sidecar
- 3 side cars
- One 1922 Harley engine
- 1 - motorcycle trailer and many miscellaneous parts too numerous to mention.

This collection of machines is to be sold as a collection only.

Total price - \$11,700.00.

Separate from this collection is a collection of antique door stops and ink wells, also for sale.

Also separate from the collection of motorcycles is one 1910 Indian in running condition and is for sale separately from the larger group. Make an Offer.

Write or call - E.J. Mossman, 61 Hanson Dr., Bourbonnais, Ill., 60914 - Phone (815) 932-7558

For Sale - 1936 Indian four - original red finish - original Indian Head tank decals - very well taken care of - always put in dry garage when not in use - serviced and maintained by Indian Agency and service stations. Owner had all overhauls done by professional mechanics. Machine is now own by the widow of the owner and did not quote price.

Write - Mrs. Leon J. Parry, 15082 Milford St., San Leandro, Calif., 94579 Phone (415) 351-3122

The bike is not at this address but will put writer in contact with person with information.

For Sale - 1948 Indian Chief - 95% complete, lacks chain guard. Have about 30 lbs of new spare parts such as bearings, pistons, and rings. Price \$250. Write - Derrell Johnson, Box 324 Manila, Utah 84046

For Sale - 2 side cars - 1 Harley Davidson and 1 Indian. Few 1952 Chiefs for sale. Write - Otto Link, 2nd & Charles St., Coopertown, Penn. 18036

Indian Four Special

Something unusual in a belt buckle Mr. Emanuel Sperrazza of Long Island New York has reproduced in metal a side view of the Indian four and mounted it in a silver belt buckle. The buckle measures 2 1/2" X 3 3/4" Buckle alone - price \$3.50 Buckle with western style belt - black or tan - sizes 32 - 44 price \$5.00. Add 50¢ for mailing. Write - Emmanuel Sperrazza, 2339 129th St., College Point, Long Island, New York 11356 Phone 212-Fl. 93979

For Sale - Heat Riser Tubes for all Indians. Perfect Fit - made of heavy metal - neatly shaped and finished - \$25.00 per set Write - Jack Maurer

W A N T E D

Want Desperately - soon as possible 1 - rear brake plate and shoes for 1941 - 45 Indian Scout to help in applying spring frame section on rear of '37 - 45 Scout. Also need 1, good used pair of handle bars and sleeves for a 1938 Indian Four. Write - John Wickham, 751 Dayton Ave., Findlay, Ohio 45840

Wanted - headlight for 401 Indian four, can be '28, '29, or '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 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 - would like to buy a top condition 1941 four, restored or as shipped from the factory - delux 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

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

Will trade 1957 Ariel Square four, in pieces for Indian four or whatever 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

Ph 817-292-3503

Wanted - parts for 1936 four - right gas tank carburetor

manifold

mufflers

rim and reflector for head light generator

ammeter

Wanted - Indian four motor complete- 1930 - 34 or 1938 - 40

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

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

Will also buy antique motorcycles or parts

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

For Sale or Trade - 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., Huntington Valley, Penn. 19006
Phone 215-WL - 7-0843

Wanted - Bosch magneto for 1929 - 30 - 31 Henderson 4.

Write - Irwin Hirsh, 2849 Gregory Ave., Chicago, Ill. 60625

Wanted - the following parts for 1940-41-42 Indian four.
tail light lens
front fender light (long thin with divider down the center of white lens) parking light.
front fender tip (stamped, chrome, with Indian head)
foot boards, new or recovered
Indian seat
Indian buddy seat and helping coil springs
muffler - tailpipe
any suggestions for other 1942 Indian four accessories
owners manual

Write - Martin A. Thorsen, 121 E. Gilman St., Madison Wisc. 53703

Wanted - a tool box and a chrome wheel disc (small) for a 1947 Indian Chief.

Write Jack Missler, 14275 So. Custar Rd., Dundee, Michigan 48131

Wanted - Indian four motor, any year or condition, or complete motorcycle, or any parts.

Also wanted 1930 Scout rear wheel or hub.

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

Phone- Area Code 416-783-3988

addition to ad for Jack Kulish of Stanford, Montana found on other want ad page -

wanted - Buddy seat with all hardware, tool box, for Indian four to complete restoration.

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



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

