

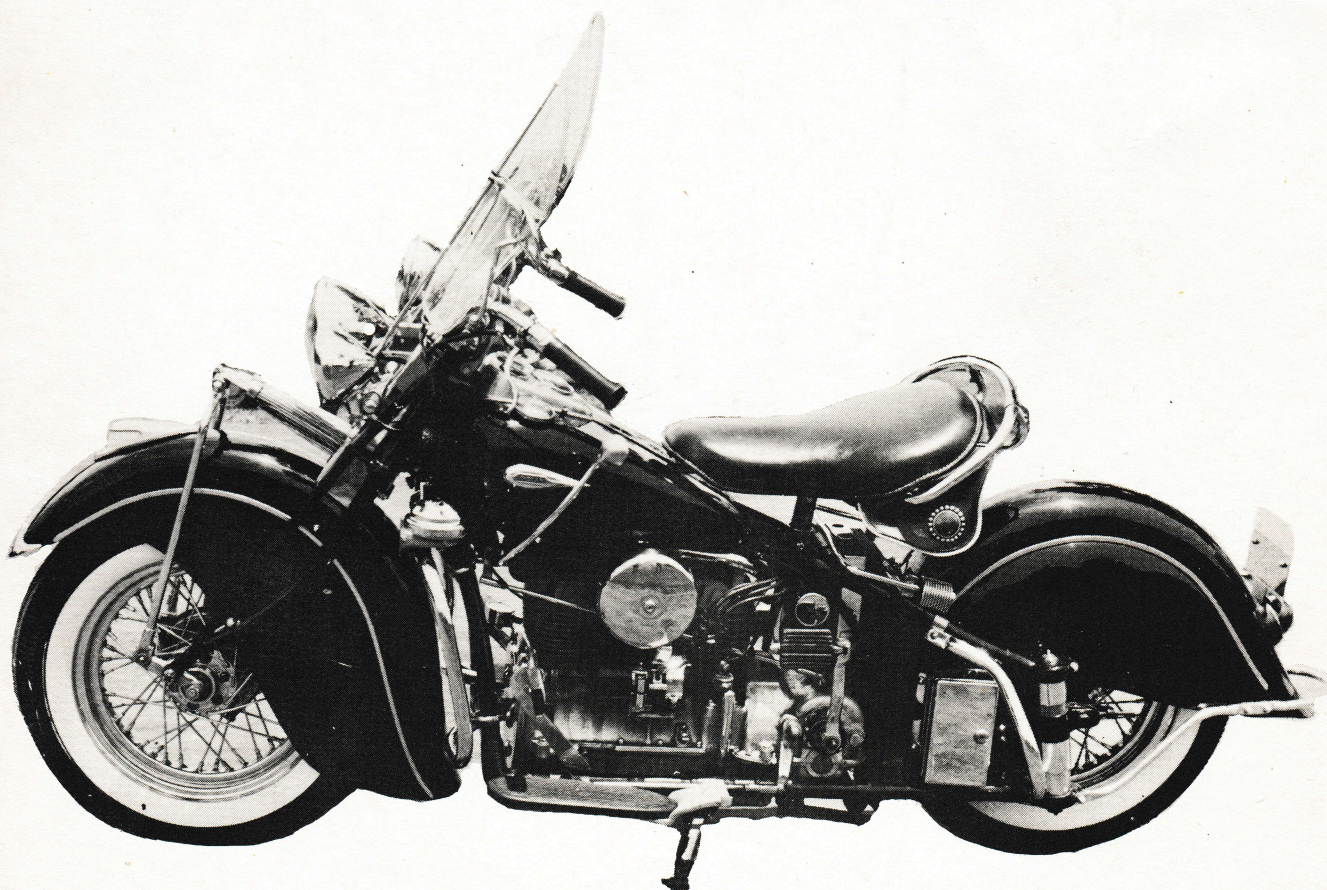
Indian

FOUR MOTORCYCLE NEWS



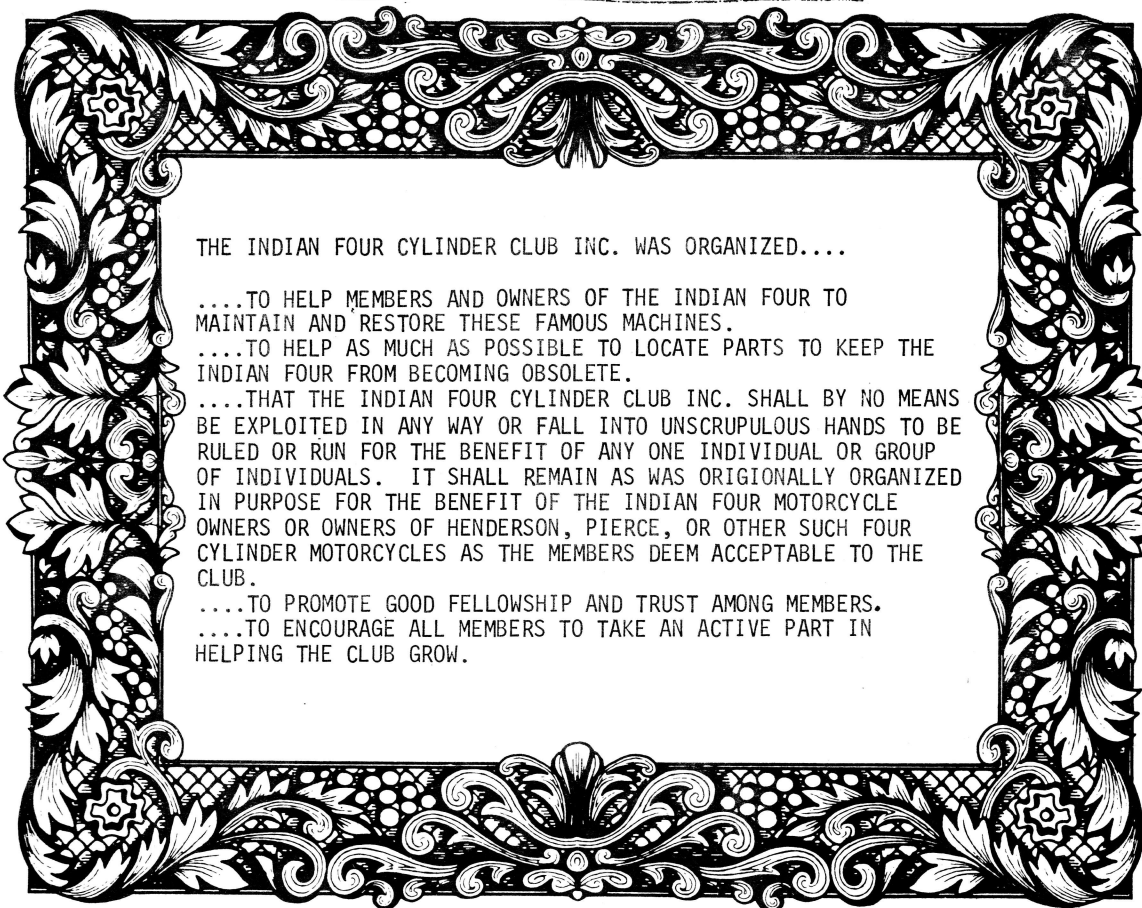
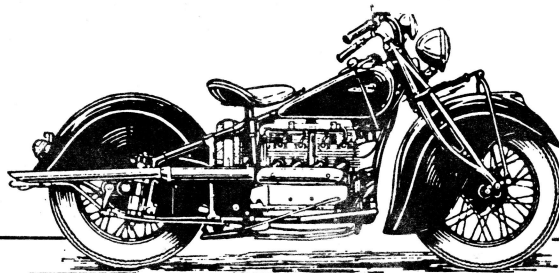
VOLUME 5 NUMBER 2

SUMMER 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.

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INDIAN FOUR CYLINDER NEWS

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

Poster for the 9th Annual Meet	1
Direction Map and Motels	2
President's page	3 - 4
What Was In The Mail	5 - 12
June Meet	13 - 21
A Trip to Heidleburg Penn. and the Motorcycle Races - by Bill Howell	22 - 23
Restoring your Indian Four Part II by Paul Murray	24 - 25
New Members	25
Pictures	26
Crankshafts - Camshafts-Crankcases-Connecting Rods by Bob Paulette	27 - 29
Magneto Ignition by John Wickham and Enos Leass	30 - 34
Ads	35 - 38

COVER PICTURE

Several who rode their machines to the June meet and we couldn't pass up the opportunity of taking some pictures of these machines for our cover so we selected the picture of George Young's black 1940 four. George is Vice President of the Club

THE INDIAN FOUR CYLINDER NEWS

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

INDIAN FOUR 9TH ANNUAL FIELD MEET SATURDAY & SUNDAY AUGUST 8 & 9, 1970

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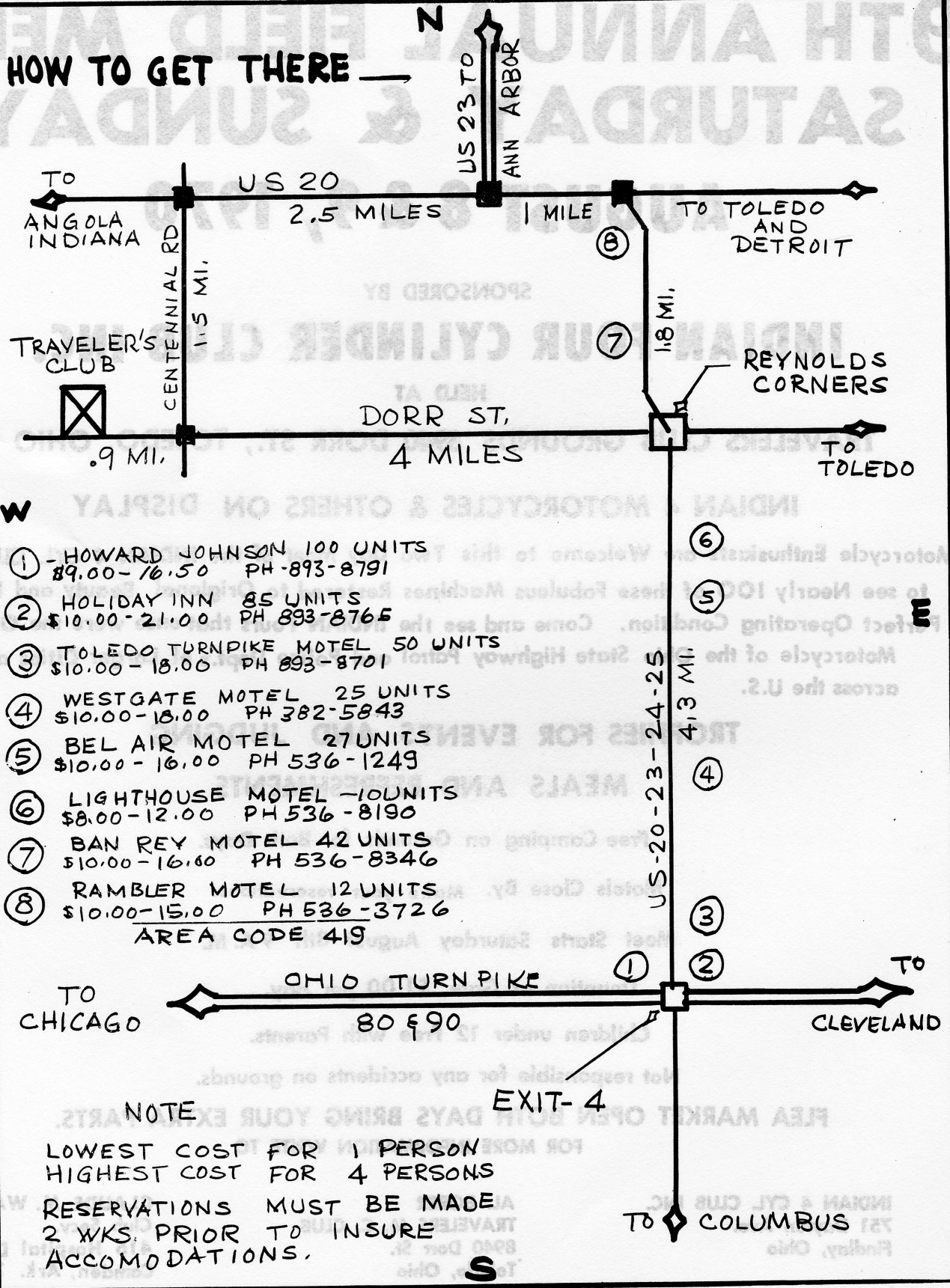
**INDIAN 4 CYL. CLUB INC.
751 Dayton Ave.
Findlay, Ohio**

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

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

TOLEDO, OHIO

HOW TO GET THERE





JOHN E. WICKHAM

PRESIDENT'S PAGE

Dear Fellow Members - Ladies and Gentlemen

It is time for another issue of our Indian Four News and we have a lot of information for you.

Our "closed meet" held last month contained discussions on many topics during the business meeting, good competition during the events, the meet well attended, and a real good time was had by all.

Several amusing incidents took place, photos were taken during the events, and movies that will be shown during our Annual Meet.

This being a closed meet and not an actual business meeting, several items are in store for the club and sort of thrashed around during the impromptu business meeting. A committee of the Four Club and one from the All American Indian Club are to meet before the August meet and come up with some solutions to these items for the regular business meeting during the August meet.

The recent balloting sent out by our Club Secretary on the question of a "branch club" to the Indian Four Club, and the question of membership in the A M A, brought to my home a deluge of mail for a few days. It was overwhelming how well these votes were returned and try to keep an accurate tally on them. Many expressed lengthy opinions on these items for consideration and it really helps us determine what you want in the way of a Club.

It is gratifying to me to receive so much correspondence on various requests such as parts, the Indian Four News, and opinions. I try to answer them all but I also have my repair work and trying to take it a little easy in retirement, but I do the best I can. If you have written to me and haven't received an answer yet, be a little patient, I'll get to it soon.

Then to add to all this correspondence, some call me by phone and others just plain drop by for a visit. I have stated before, that when the Club was organized, I had no idea that it would grow to what it is today, or that it would survive nearly ten years. This brings me around to the question of our 10th anniversary meet which will be held in 1971. When I think of how far the club reaches, I become overwhelmed as to what to plan for 1971 to make the 10th anniversary of importance to all our members and friends. Many ideas have been presented and we are making note of them all, and if you have any ideas we would appreciate hearing from you. It would be wonderful if all our members could come to Toledo, Ohio where the meets have been held since the club was just a handful of men, and the organizational meeting held in Findlay, Ohio in 1961.

Since I don't travel too much and do manage to get to some of the meets near my home as much as I can, the past meets of the Indian Four Club and the meeting of all you nice people has been a thrill to me. So my main contact with all of you is the correspondence and the President's Letter in the Indian Four News. The growth of our club continues through the efforts of you members telling others of the club.

We have a story this time of three men who went to a race in Heidelberg, Pa. from eastern Ohio, and the trip was quite eventful. We are sure that there are many more stories such as this, and although we can't come to your home and tell it to us personally, if you can't write it down, someone in your family can. Get it down on paper and send it to us so we can share it with the rest of the club.

We don't care how corny it sounds, what foolish things happened, what other machines were involved, for we are not allergic to printing the names of other makes, or if, you now believe that it happened so long ago its alright now for your wife to know, let us be the first to tell her, we'll print the story so you can laugh now too.

We also need pictures of you and your machines whether you are in the process of restoration, just bought a basket case, or a pile of parts that you are unable to sort out. Take a picture of it and send it to us with some sort of description on the back and we'll print it. No matter how bad your machine may look, someone else has one worse. We would like to request if you send us a picture of your machine alone, send us also a picture of you on your machine if possible to help identify the man and the machine.

Several of our members have attended the meets of the Antique Club that holds their meets at Dr. Cleveland's farm near Medina, Ohio. This year the meet will be held July 11 - 12, and if you can make it I am sure that you will enjoy it.

You will find in the article on the June closed meet the results of the ballot sent out to all the members plus the report on the meet itself. We all had a good time.

Again I say that I enjoy all this, your correspondence, phone calls, visits, whatever, so keep in touch and I try to do my best for all my good friends and fellow members.

So till the August Annual Meet - Tally Ho - and we'll be seeing you.

Your President

John Wickham

WHAT CAME IN THE MAIL

5

Jesse Clapsaddle
Gettysburg, Penn.

writes - - - have been rather busy with my regular work and rebuilding a couple of cycles. Finished my little 30-50 '37 - - - couldn't locate one small replacement part so had a friend rebuild the old one and the entire front end. May bring it along to the meet in August.

Seems as though there's a good argument going over which model four is the first Indian Four - - - some say the ACE is - - but let's put it this way - - - if the Ford Motor Company bought a heap of Dodge parts and assembled a car from them and put their Ford name on it, I'd still call it a Dodge wouldn't you?

- - - this is the way I look at it - - - the first really Indian Four was built of Indian Mfg. components but they used the ACE engine, but it looked like an Indian and they put the name Indian four on the Gas tank and their model number 401 - - - so why wouldn't this be their first Indian four. Some 8 months later Indian built the five main bearing engine and they names that bike the 402. So - - surely no one can claim that the 402 was the first Indian four. If it will make some people happy to call an Ace an Indian four or the model 402 was the first Indian four its O K with me - - - I am jyst as proud to have an original model 401. The old bike won three trophies out of three showings so now I am satisfied and retiring from competition and let some other members have honor of competition.

My next restoration will either be a 1919 Harley or a '28 Indian prince - - - both are missing parts - - - would sure like to find an Indian Acorn headlight - - - was collecting parts for a '25 Indian and a fellow AM A member asked \$50 for a used tank - - - sure missed a good buy on a bike right close to home - but you can't win them all and beside it would take the fun out of collecting if you got all the good buys. So long for now.

Jesse Clapsaddle

Jesse - I'm going to have to agree with you on this "First Indian" question - - - the 1927 ACE was simply the last ACE built by the ACE Co. with an Indian decal on the tank after the Indian Company acquired the assest of that company.

The 401 four was the FIRST Indian four and the 402 the second model four with the redesigned engine. We have further material on this question in this issue that you will be interested in. We'll remember your 401 for a long time to come and we'll be glad to see you and your Scout at the meet in August.

- editor -

James H. Boucher
 735 N. Central Ave.
 Hapeville Ga. 30354

writes - - - been trying to get a letter off to you for some time now, and again thanking you for all your help with my little problems - - - we enjoyed the picture of you and your Scout - - - amazed over the short amount of time in which you did the restoration. Since mine is my first attempt at restoring a machine, I decided to take it slow and keep myself from not doing it right - - - so much of it is just plain cleanup that it gets tiresome monotonous, so to avoid losing interest, I put it back for a while and pick it up again after a long break.

Decided to attempt bending some stainless tubing to make new exhausts but met up with some difficulties trying to bend this tough metal - - - the bender just had no place to get ahold to do the bending - - - instead of forming nice and round, kinks began to appear and this didn't satisfy me - - - decided to take the old pipes and clean them to paper thin metal and get them chromed - - - hope that the chrome shop does a good job - - - if you get ahold of any information on how the Indian Company accomplished metal forming, would appreciate knowing how they did it.

I have a regular Scout seat plus a Majestic tandem for a passenger - - has some seat parts chromed and just now undecided what all I will do with the seats until I see how it looks with the chrome - - - original covers are pretty good shape - - - so I may send them to that fellow member in Findlay to do the covering - - - don't always get good work done by many leather shops and would rather have someone do it that knows how - - - I was uncertain about my ability to do this job of restoration to begin with - - - but now since I'm part way through it, my problem is more of getting work done by other shops that suits me.

Appreciate the drawing of the battery case you sent and would appreciate if you could just send the old case so I can make sure of the design and originality - - - the one on my machine was home made and not as the original, because of some altering to the machine to make it fit - - - thanks for sending the picture of your Scout so I could check it with mine.

James H. Boucher

Jim - you are experiencing what many of us have - taking something someone else had and possibly did not properly care for it, and now you want to restore it back to its **original** beauty. The worse the condition - the bigger the job of making it like new - - - but it can be done. You might have a gas tank and all that remains of it is the caps and the seams, but as George Hopps of Mt. Morris, Mich, says this is just the right situation for small chicken wire and fiber glass - - remold the walls of the tank of a material that will never rust. We just recommend that you don't give up, take your time and then comes the time you have been waiting for - to ride that restored beauty down the street or highway and be real proud of her.

- editor -

Mr. Jack Liebrick of Dix Hills, New York attended our last Annual Meet and enjoyed very much meeting and seeing fellow members at the Indian Four Club Annual Meet. Sometime after his return home he experienced difficulty with his four that took some of the fun out of riding this fine machine. At the meet he had seen others like his preform to perfection and all fours should operate in just such a way. He would start his four and it ran fine while cold but after it warmed up and he rode it down the highway it would baulk while he was riding as if it was starving on gas or missfiring. We offered several suggestions on gas adjustment points, plugs and timing that could be the problem with a motor to cause it to run uneven cold, or warmed up.

Jack had written us and explained his problem and then just recently wrote us and was quite happy to tell us he had found his trouble so we thought we would pass his problem and solution on to you.

Jack writes - I have solved the problem on my Indian four of the spark getting weaker and weaker as the motor warmed up to a good hot working temperature. It ran perfect when cold, but when thoroughly heated it would die out and couldn't be restarted till it cooled off. I never recall this problem on my fours before (back per-war II)

I have an Edison Spitzdorf magneto - - installed new plugs but still this fading out of a hot spark. So - I removed - on a lucky hunch, the low tension wire that goes to the ignition switch - reasoned that it might be grounding out when the engine got hot. As soon as I did the motor ran perfectly hot or cold. I experimented with the engine cold - - removing #4 plug - - leaving it hooked to the high voltage wire - - laid it on a block of wood to observe the spark - - started the engine - and watched a good fat spark - - but after it got hot - - the spark became visably weaker and the engine would quit. Then I removed the wire from the Magneto to the ignition switch - - fired up - - and she ran perfect with a good hot spark. The moment I touched this wire to the switch to its post on the mag. the spark would grow weaker and the engine would quit. Take the wire off and the engine ran perfect and the spark got hotter. This wire was grounding out somewhere on the motor or frame. I had solved my problem and the joy of riding a Indian four came to life again. I recall your kindness in trying to help me with this problem. We discussed perhaps a too hot air gas mixture and the possibility of a bad condenser. There was also the solution of drilling some air vent holes in the bottom of the mag. for ventilation - - haven't followed up by replacing this wire as it looks in perfect condition but is obviously grounding out when hot - or the ignition switch may be at fault. I have 4 fours, three foreign makes and the Indian four and the best of all is the Indian four.

Jack Liebrick

Jack - its nice to hear from you even though you did experience some trouble with your four. We can't always pinpoint trouble but we'll do our best to list many possibilities to narrow it down to the real thing. Your expermenting with your four in trying to locate this trouble led us to research into an article in this issue on how the magneto works compared to battery ignition. We also explain exactly what happened in your case and how to solve this problem. We realize that there are many younger fellows buying these fabulous fours and not being experienced in all that can happen to these machines an investigation into this problem and a technical explanation would be appreciated. We hope that you can make it to Toledo this year.

- editor -

William J. Daniel Jr.

S/Sgt USAF

writes - - - Well, I finally have my 1942 Indian together and running - - - fired it up and rode up town and drew a lot of attention - - - now in the phase of breaking her in but still need a few parts for her. The restoration job was somewhat expensive, but it turned out to be a very fine job. It will not need any major overhaul for a long time for most of the parts were new - - I am thinking of selling it for around \$1700 or perhaps might even consider trading for a '51 or '52 Chief in mint condition for \$110 and my four.

Restored a little '46 Harley since I wrote you last and have found and bought a '21 or '22 - 61 Harley - - - was owned by a hermit who lived in Carrizozo, New Mexico and he last rode it in 1936. Despite its neglect, as it was left out in all kinds of weather, its in fairly good condition - - the tanks are not rusted and I am missing a few parts, and the motor is in bad shape - - - have had a request for this old machine after I restore it for a museum in El Paso, Texas.

Enjoy very much your magazine and encourage you to keep up this good communication.

William J. Daniel

Good to hear from you Bill - will have to agree with you that restorations don't always come cheap, and this can be said about many such hobbies.

We'll put your ad in and hope we can do you some good in moving your machine and also finding a Chief if it works out this way. We'd be happy to see you at the August meet and I am sure that you will have a good time.

- editor -

William L. Howell
P O Box 138
228 E. Lisbon St.
Waynesburg, Ohio

writes - - - have made some brass Indian four watch fobs and sending you one as a souvenir - and a writeup of a story in which I was involved sometime ago on a trip to the motorcycle races in Penn.

(story is found in the issue)

My four is a 1940 for the benefit of your records - - if nothing goes wrong will see you at the August meet.

Sincerely

William L. Howell

Thanks very much Bill for the watch fob, a real nice job. Read with interest and a chuckle the story of your escapade to the races near Pittsburg. Although some of the experiences could have been very serious, we should feel very fortunate that we can react to avoid a serious injury or loss of equipment. We'll be glad to see you at the meet.

-editor -

Russell W. Mueller
Ft. Wayne, Indiana

writes - - - still have my 1941 Indian four for sale that I advertized a year ago - - - has anyone indicated any interest in buying it? Would appreciate if you would advertize it again on your next issue. (see ad section)

Russell W. Mueller

Sorry to hear that you haven't yet had any buyers or inquiries on the 1941 four. The response is not always immediate for these machines although we also have members and others constantly hunting machines. As a club we are glad to know that we can be of service to individuals like yourself in your request, otherwise you might not know where to make it known that you wish to sell this equipment. The Indian Four Club considers it a pleasure to give this service to members and non-members selling Indians and other makes of machines.

- editor -

Chuck Metenkanich
Wattsburg, Penn.

writes - - - returning the questionnaire with some blank spaces and sure that you can fill them in for me as I am leaving for Alaska in a day or so - - - sold my Moto Guzzi to a friend of Dr. Walters - - - stored my four and still have my '53 "80" for sale - - - all sold out of tail light lens and the rest of my decals - - - won't be at Toledo for the August meet, but plan for August of '71 - - - will miss all you guys and will send my address as soon as I get one - - - would appreciate you putting the following ad in the next issue and removing the old one.

Sincerely

Chuck Metenkanich

Chuck we're gonna miss you this year and hate to see you go all the way to Alaska, but the best of luck to you. We'll look forward to getting your address and send the issues of the Four News to keep you up to date. We'll appreciate some lengthy letters from you on Alaska to print in the News and some real wild tales about your experiences in Alaska when you get back.

- editor -

Bert Van Hole
7829 W. Somerset Rd.
Appleton, New York 14008

writes - - - Been in the hospital 4 times since Nov. 1969 - 3 emergency trips and 3 operations in one on April 8 - - - you requested information on the cam shaft in my four in which I stated in the Spring issue of 1970 that I had turned my cam shaft end for end and machined for changing the gear. So - the following information I dictated to my wife to write for you.

Of course the job requires a lathe - - remove the cam shaft and shuck up in the lathe - - - cut the gear holder and stud off next to the bearing surface - - - remove the flange that holds bearing on inside - - - remove from the lather and weld an extension to the opposite end and put back in the lathe - - - turn to fit gear and turn stud to size for threading (machine this welded on piece to match exactly the piece cut off from other end - - - put flange back on to hold shaft in place - - - shaft bearing will fit properly on either end - - - the '36 and '37 has a high lift cam shaft - - - I wrongly stated the firing order in the Spring issue on page 6 - - it should be - 1 - 3 - 4 - 2.

Recent correspondence from Bert in May states that he is in process of recovery, feelin good, and plans to be at the August meet.

Bert Van Hole

Bert, its good to hear from you again and that you are now on the mend. We haven't got a member to loose anywhere. We appreciate your sharing the details of your experimenting with your cam shaft and the proof that it works for we have seen your machine run at the meet.

Many thanks to the Mrs. for doing your secreterial work so we could have this info. We'll be looking for you in August.

- editor -

NEW MEMBERS

Leon L. Slifer
561 Maplewood Rd.
Wayne, Penn. 19087

John Webb
2510 Tuscalousa Trail
Matiland, Florida 32751

Ernest Tardif
27190 Westland
Detroit, Michigan 48240

Jerry Preimesberger
Box 905
La Feria, Texas 78559

Victor E. Huguenin
706 Fairview Ave.
Galion, Ohio 44833

writes - - - I bought a '57 Nimbus 4 - - - has domed cylinders and overhead cam with mag. in front with shaft drive - - - nice running little machine - - - believe that foreign make fours should be included in the club - - - 23 year member of the A M A and belong to 3 motorcycle clubs - - - can't see that A M A does anything for us.

My wife and I are leaving for almost a month in France and Switzerland on May 29 - - - have 7 first cousins in France and my father was born in Neuchatel, Switzerland - - - this is our first trip to Europe - - - was seriously ill last year but believe they got at the trouble - - my uncle made the Wolber Motorcycle in Loissons, France -

Victor E. Huguenin

By the time our magazine goes to press you will have returned from your European trip and seen your relatives. We hope that your reunion with your family in the old country was a great time for you and that your illness is over for good.

Several of our club are nearing their life membership mark in the A M A and desire to remain in. Only a vote by the club could include all fours, but not likely at the present. Have a lot of fun on that little four.

- editor -

Leon Slifer
Wayne, Pa.

writes - - - received your letter today and appreciate the fine job sending me the information I requested - - many thanks also for the Dos and Don'ts for fours - - - looking forward to attending the meets with my four.

Have also two Chiefs, '45 Army and a '47 Chief, the '47 has just been restored to like new and will have the four done by 7-1-70.

Am sending my application for membership with this letter and would appreciate if you would send another application as I have a friend who is ready to buy a four. You have been most helpful and will look forward to meeting you at the August meet.

Leon Slifer

Leon is nice to welcome you into the Indian Four Club for you will really appreciate the benefits of the Four Club. I have given you a little information but your application for membership, when accepted, makes available to you a grand group of men dedicated to keeping the Indian Four running on the highway which means parts, technical advice, service, and many helpful hints for four owners.

- editor -

Mr. Philip Picard
 860 Calixa Lavallee
 Quebec City 6 Quebec
 Canada

writes - - - enclosed is money order for membership into the Club and would like all issues of the Club magazine for this year - - - received a copy of the magazine when I purchased the four and would like inbetween copies to complete my library - - - can't send a picture of my four as it was dismantled when I found it and in poor condition - - - I was once the proud owner of a 1923 ACE with observer sidecar made especially for the ACE by the Flexible Sidecar Company - - - couldn't possibly have my four ready for the August meet for it will be necessary to have some machine work done on the parts and I want it as perfect as I can get it.

Number of years ago I went to the ACE factory in my solo Ace in 1925 - - - almost took an ACE Agency in Detroit when the agency moved to another owner.

Will be going to Jamestown N.Y. to an Antique and Classis car meet and flea market - - - on same trip will be meeting Dr. Cleveland and should be quite a trip.

Including a reproduction of the ACE plant in Penn. - - - if your interested can provide an original for the Indian Four News - - - don't have a photo of my old ACE but do have a picture of my first bike - a 1919 Henderson - - - trying my best to be at the August meet - - - have seen some ACE machines owned by members of the Four Club and they're beautiful machines - - have been at the Hershey Flea Market and car meet 4 years in a row - - - there are always a few fours around.

Philip Picard

We welcome you as a new member and your desire to restore your newly acquired four to top notch shape. Most members of the Four Club believe in this type effort - if its worth owning - its worth taking time to restore it to the best condition possible. Rust, dents, breaks, and anything else that requires work to restore it to factory beauty is worth the effort when you bring it to the meet to compare with machines other men have done the same with. You're not the only member that once owned an old machine and now wished they had it. We'll be gald to see you in Toledo.

- editor -

JUNE MEET

TRAVELER'S CLUB GROUNDS
TOLEDO, OHIO

June 7, 1970

Although it is still referred to as a "closed meet" compared to the Annual Meet, some 25 members and friends of the Indian Four Club met at the Traveler's Club for a business meeting and an afternoon of events and get together. The Annual meet of 1969 was the last of meets of the Indian Four Club in which sanctions for the events were secured from the American Motorcycle Association which allowed outsiders to compete with the fours in certain events. At the 1969 Annual Meet it was decided that events for the fours were such that they were not exactly competitive for racing or rough riding, therefore the meet was considered to be of exclusive nature and not necessarily needed to be "sanctioned" by the A M A. However, certain events are planned in which all machines present may compete.

The All American Indian Club held its club meeting on Saturday afternoon the day before, and several of the members remained overnight for the Four Club meeting.

President Wickham called the members of the Four Club together in the clubhouse for an early meeting to put before them the question which had been previously sent out to the Indian Four Club membership for a total membership vote and opinion. The question was actually two questions in part - Shall the Indian Four Club make a change in its rules and allow the owners of singles and twins membership into a branch club of the Indian Four Club, and part two - Shall the Indian Four Club continue to remain a member of the A M A and require the Four Club members and applicants for membership to also belong to the A M A to be eligible for membership in the Indian Four Club. These two questions have been a sort of a prennial question brought before the Annual meeting each year, especially that of A M A membership.

It was decided that since a motion was passed in the 1969 Annual Meeting that the Indian Four Cylinder Club remain in the A M A for one year or until the next annual meeting, that the question remain tabled till the 1970 Annual Meeting. Suggestion was made that allowance be made for members and applicants to let them decide if they wanted to belong to A M A and not a mandate for membership in the Four Club. The Indian Four Club would still remain a member of the AMA to retain its charter. This suggestion and the vote were all tabled till the annual meeting.

The question of changing rules of the Four Club to permit owners of twins and singles membership in the Four Club on a branch basis resulted out of requests by owners of these machines desiring the benefits of the Four Club and the Club magazine.

Some history of the Four Club activity is somewhat necessary at this point to reveal why discussion rose on this question.

Some two or three years ago a group of members of the Four Club met during the annual meeting to discuss the formation of a club for the singles and twins. Since there had been allowance in the Exclusive Four Club for other American made fours such as Cleveland, Henderson, Pierce, Ace etc., it was felt that some sort of organization could be established within the four club for the Indian twins and singles. However, the Four Club remained exclusive for fours only and a club within the club was organized known as the All American Indian Club. Officers were elected and dues set for membership. On occasion we have printed news items of activity of the All American Indian Club.

The new club was opened for membership for all models of Indian cycle owners and we encouraged the officers to send us regular news items for the promotion of the new club. Meetings were held regularly of the small membership but there seemed to be a sort of isolation of the club from the Indian Four Club. A request was made by the club for a separation from the Indian Four club and the request was granted. Their officers requested of our president that any applicants of twin or single owners for membership in the Four Club be referred to the All American Club. Several requests were forwarded to the All American Club but or no communication was ever received if they had received these applications into their membership. Thus it was concluded that the All American Club was now a separate local motorcycle club.

Request still continued to come in for membership in the Four Club mainly for the benefits of the magazine and other benefits of the larger club.

Mr. Vane Shepard of Lima, Ohio, a member of the Indian Four Club, had several friends in the Lima area who owned Chiefs. Mr. Shepard and a couple of these men met at John Wickham's one night to discuss the possibility of changing the four club rule to allow these Chief owners membership in the Four Club on a branch basis. This would allow the parent club to retain its identity, no change in its charter, the Corporation set up would be the same, no change in the dues, the same officers and the new branch members would receive the club magazine and be entitled to the same benefits as Four Club members.

Following this meeting the president instructed the Secretary Dr. Walters to send out a letter to the entire membership for a total membership vote on this question of whether or not the Indian Four Club should remain in the A M A and a vote by the membership if the total club wanted a branch club for all models of Indian Motorcycles.

(We have included a tally on this vote which was not all in up to the time of the June meeting)

The question of the branch club aroused the interest of the All American Club members present plus some opinions expressed by members of the Indian Four Club. Questions were raised if these applicants with twins and singles were encouraged to join the All American Club and if the Indian Four Club and the All American Club could cooperate jointly in the cost and publishing of the Indian Four News. A lengthy discussion followed on these two questions until it was decided to table the discussion on A M A membership. Mr. Shepard was appointed to head a committee to meet with the executive committee of the All American Club to further discuss possibilities of a cooperative effort between the two clubs. It was also stated that the vote by the total membership indicated the opinion by a large majority vote to form a branch club within the Indian Four Club so the applicants could share the immediate benefits and the Club magazine of the Indian Four Club.

With so much time devoted to these two questions it was decided to adjourn for the events planned for the afternoon.

Four events were held for the four owners - Poker Run, Dizzy Race, Obstacle Race, and the four minute Run.

Four stations were placed around the track at which each rider stopped for his secret poker hand. Winners of this event were Harry Maule and Nick Gansinger.

The Dizzy race, always a laugh, but not so easy on the participant - Don Knapko 1st place and George Young 2nd. As usual, some of the participants loose their sense of direction and have to wait a few minutes to locate their machines.

The obstacle race, several automobile tires were place about 20 feet apart and the riders directed to weave in and out of the tires till they reached the end of the line. After each try, the tires were moved closer together. Winners of this event were Pete Gagan 1st, and George Young 2nd.

The four minute race was a new event in which the riders were trusted to not look at their watches under the supervision of the track referees. They were clocked as they rode out on the track and when they thought they had completed 4 minutes riding time, they were timed when they stopped. Nick Gansinger won 1st place in this event and Harry Maule second place for this event.

Following the events riders and machines were lined up along the east side of the track for a group picture which is printed on the inside of the back cover. All adjourned to the club house for the presentation of awards and trophies. Trophies were given for 1st and 2nd places for all events.

The long distance award was given to Pete Gagan who traveled all the way from Canada to the meet.

Next came the hard luck award and although several riders felt that they had had a rough time getting to the meet including Jack Maurer, the details of which we will not elaborate on at this time, Nick Gansinger and Ed Morrison had come from Whiting, Indiana and both had experienced some operating problems. Several of the experts at the meet worked on Ed's machine to tune it up for better operation. Since there was only one award, buddy Nick relinquished his claim to the award and Ed Morrison received the hard luck award.

After the awards several of those present went out to look at items in the trunk of the one lone car of the flea market. Although the June meet does not bring together the large number of machines, owners, families, events, flea market, and interested parties from distances far and wide, it is still a get together for owners of these fabulous machines who always have much to talk over and new experiences from the previous years meets. On the following pages we have printed pictures of several of the members who rode their machines to the meet. We took pictures of the owner on his machine and one of the machine alone and this will be somewhat our policy during the annual meet. We have noted under the picture of George Young that his machine is pictured on the front cover of this issue. This plan will give us a number of cover pictures that we do not now have. We have also printed pictures of the trophy and award winners and Ed Morrison receiving his hard luck award from the president.

The meeting adjourned around 4 pm and machines were soon fired up ready to head in all directions - homeward bound. A common statement heard at most June meets when the men are ready to depart for home is - See you in August at the Annual Meet.

Report of the June "Closed Meet" by John Wickham,
president and Tom Miles, Club Chaplain.

Report on mail ballot sent to entire membership. The Club Secretary, Dr. Walters sent out approximately 250 ballot letters to the entire membership and the return on the questions stated previously in the minutes of the June meet was the most successful total club reaction we have yet to compare to this date. Less than 10% were returned in which it was not indicated by a check mark in the spaces provided on the two questions, but comments were written out. Of the nearly 250 ballots, 230 were in favor of the branch club idea to include all the Indian motorcycles in the Four Club membership. No mention was made on this ballot of the possibility of any cooperative venture with the All American Indian Club such as is mentioned in the minutes of the June meet. The question was strictly on the possibility

of changing the rules of the Indian Four Club to allow the owners of Chiefs, Scouts, Shaft drives, singles to become a part of the Indian Four Club on a branch basis that will not require the Indian Four Club to change its charter, its incorporation with the state of Ohio, or its constitution other than the rule to be amended to allow a branch for each of the twins and singles. The fine response to this question is overwhelming and clearly indicates what the members of the club want. Although it is only a matter of formality to recommend this question and amendment to the annual meeting for the vote to give it final approval, the broader membership is anticipating this change and the inclusion of those with twins and singles in the club. The benefits to all these is just as great as it is for the four owners who apply for Club membership.

Many of the new four owners upon membership application have many requests for information and before long they are expressing their appreciation for the value of their club membership. It means parts, magazine, a club of real fellowship and helpful members everywhere. This same opportunity stands ready for the twin and single owners to become one big family of Indian owners.

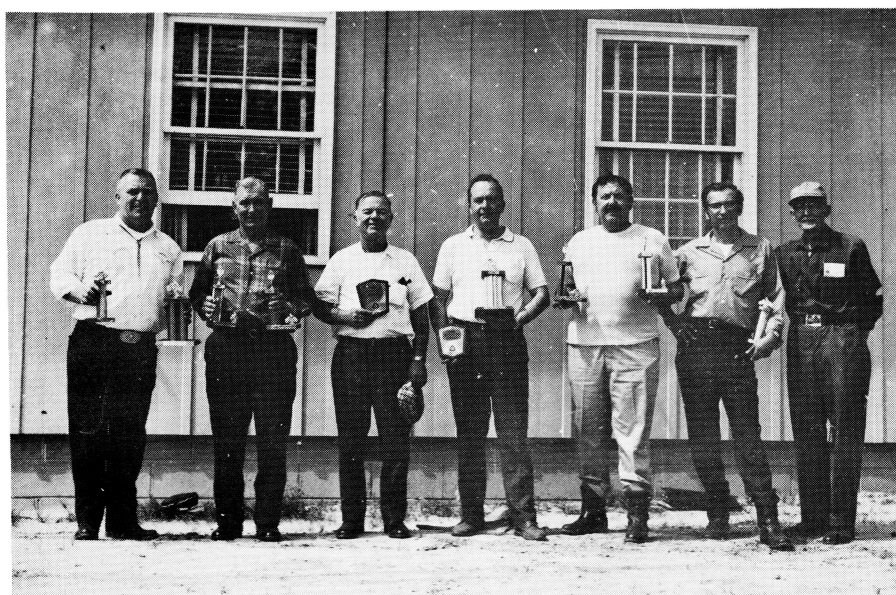
On the question of A M A membership the vote was somewhat different for not all marked their ballots on this question. Some 100 or more indicated they did not want to belong to A M A, around 25 designated they wanted their membership in A M A and the remainder cast no vote on this issue.

This item too is up for a final vote at the annual meeting but as we indicated in the minutes of the June meeting, the suggestion that was tabled till the annual meet on the A M A membership being optional but that the Four Club belong for the benefit of its charter, this recommendation will come more in line with the vote taken by mail.

The Indian Four Club has a great future ahead and the argument on prennial questions only takes time that should be devoted to developement and program for the benefit of all our members. Parts for machines, restorations, technical information, manuals and continual tracking down of all those Indians is our greater task and we are sure that our members never let up looking for another Indian and considering it regardless what shape its in. We have buyers for machines and young men eager to own machines they never knew existed till they saw their first Chief or Indian Four. Then to hear one of them run or ride it down the highway - they are convinced that its the finest motorcycle ever built.

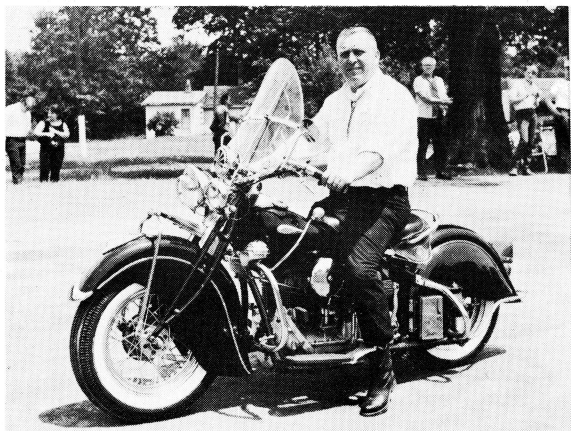
The Executive Committee expresses its thanks and appreciation to every member for taking time to fill out this ballot and returning it to the President. This is evidence of cooperation such as we have in all phases of our fine club.

The Hard Luck Trophy - - is awarded to any member that rides to the meet and experiences difficulties with his machine or anything else that plagues him coming to the meet. If you recall Chuck Myles experienced more than his share returning home to New York State from the meet two years ago. Ed Morrison and Nick Gansinger rode together from Whiting, Indiana and both experienced some problems with their machines. Since there was only one trophy, friend Nick thought his friend Ed was more deserving, so in our picture Ed Morrison is shown receiving the Hard Luck trophy from the president, John Wickham. On their return trip to Whiting, both enjoyed a better trip for several of the experts at the June meet located the trouble and both machines were operating better.



The trophy and award winners at the June meet 1970
 L to R - George Young 2nd Dizzy Race and 2nd Obstacle Race.
 Harry Maule 1st Poker Run and 2nd Four Minute Run
 Ed Morrison the Hard Luck Trophy - Pete Gagan 1st the Obstacle
 run and the longest distance trophy - Nick Gansinger 2nd Poker
 run and 1st Four Minute Run - Don Knapko 1st Dizzy Race.
 Last but not least the President John Wickham who awarded the
 trophies.

THESE RODE THEIR MACHINES TO THE JUNE MEET



George Young of Southfield, Michigan and his very beautiful black 1940 four. George is Vice President of the Indian Four Club and this month we honor George with the picture of his four on the cover of this issue of the Indian Four News. George has held many positions in the club and its activity. He is a fireman for the City of Southfield, Michigan.



Allen Bozung of Southfield, Michigan and his beautiful blue and light gray 1940 four. Allen is also one of the Charter members of the club and presently holds the office of Trustee. He is a real promoter for the good of the Club. Allen works in the Research and Engineering Division of the Ethel Corporation in Detroit, Michigan.

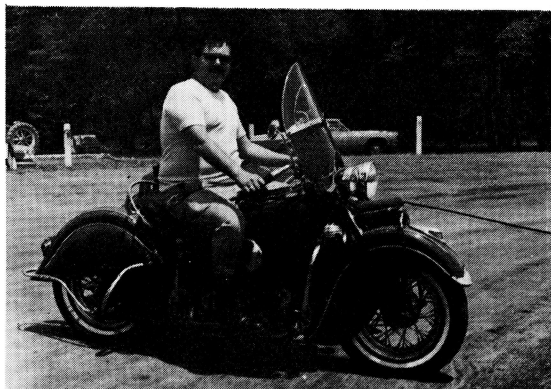


Harry Maule and his beautiful white and blue four. Harry's machine is unique in a somewhat different way of most fours. Most owners have their aluminum parts sand blasted for a clean look. Harry took a little more time and polished the aluminum of his machine to make it look more like chrome. A fine job too. Harry is employed at the Scott Paper Company in Sandusky, Ohio, and told us that he is responsible for all the rolls of wax paper in boxes used by many housewives. Harry lives in Castalia, Ohio



Don Knapko of Westland, Michigan and his very beautiful chocolate brown 1940 four. We thought last year that this machine had a very beautiful finish but Don decided to re-do-it, the same color of course. At the June meet this year Don's machine looked like it just rolled off the assembly line.

F R I E N D



Nick Gansinger

O R



Ed Morrison

F O E



Nick Gansinger



Ed Morrison

Two buddies from Whiting, Indiana who own and ride two very beautiful 1940 and 1942 Indian fours with side cars. Both machines are bright red. Ed has been riding for a number of years and coaxed his friend Nick into buying a four and take up motorcycling for a little relaxation. Nick had never been on a bike before bought his four about 5 years ago. Nick has a Jewellery store in Whiting.

Now we stated that they are buddies, but since they became members of the Indian Four club, competition changed all this. Both were after the first prize trophy last year in the judging of the fours with side cars but Ed won because the upholstery in his machine was original. Gansinger retaliated by switching the winners card when Ed wasn't looking. Nick participated in all the events and won several trophies including a pair of skinned knees and torn pants in the sack race. Thus it has gone since the two have been members of the club. Ed's wife told him to bring home more trophies or he couldn't go next year and Nick's wife told him if he tore any more pants he couldn't go to any more meets.

Ed complained about all this notoriety of Gansinger and asked equal recognition, so - at the top of this page we have printed pictures of them facing each other and the two lower pictures with their backs together.

They're really two fine guys and real buddies and the complaining all in fun. Nick told us a story of what a fine buddy Ed was when his four quit on him outside

of Chicago when Nick was out joy riding one evening. He was just out for an evening's ride in the countryside when his motor conked out. He went to the nearest telephone and called his friend - pal - buddy - Ed, to come and help him, and to come in his pickup in case they couldn't get it to run. So Ed got in his truck and headed out where Nick was. Now this was no easy trip to get to where Gansinger was broke down - for Ed was on one end of Chicago and Nick on the other and clear across Chicago, battling traffic, is at least a four hour battle and drive to where his friend was. He finally got there and figuring that the trouble was probably really something bad and they would have to load her in the pickup and take it back to Whiting.

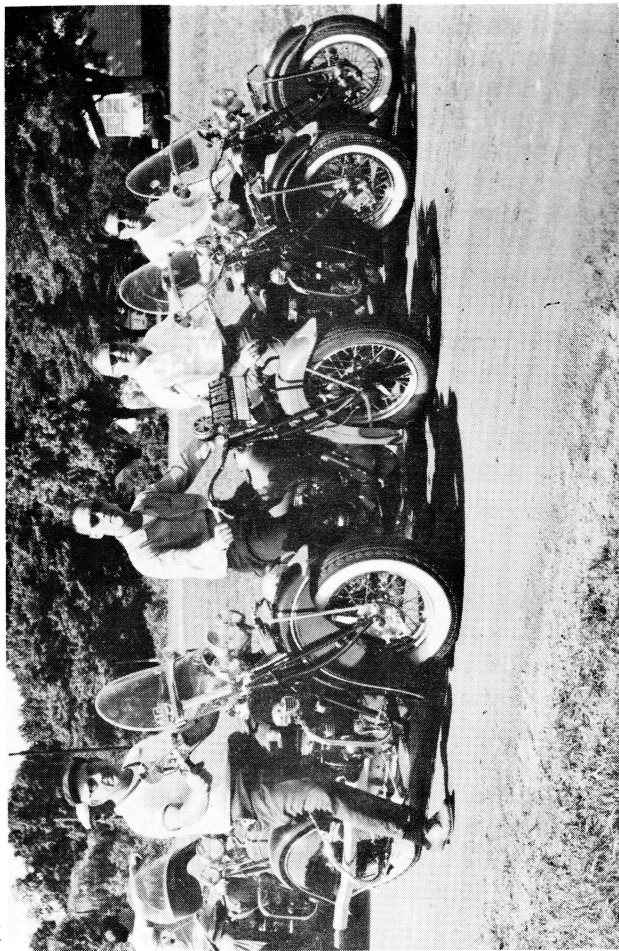
Gansinger not being a motorcycle mechanic was sure glad to see 'ole buddy Ed arrive on the scene. And Ed, who had just about had it trying to get there was also glad for a rest. So then came the problem of finding out what was wrong with Nick's machine. Have you ever had someone tell you that a fuse in the house is burned out and you spend an hour finding one and after you find it the light still doesn't light and you find out that someone forgot to turn on the switch, there comes that urge to kill. A quick inspection of Gansinger's four revealed a very minor problem. The set screw in the flexible coupling on the generator shaft had come loose and put the motor out of time. It took just a minute and a half to fix it and she ran like new. Ed said - "just think, a four hour and a half ride across Chicago, battling all kinds of traffic to tighten a loose set screw". They're still buddies.

- editor

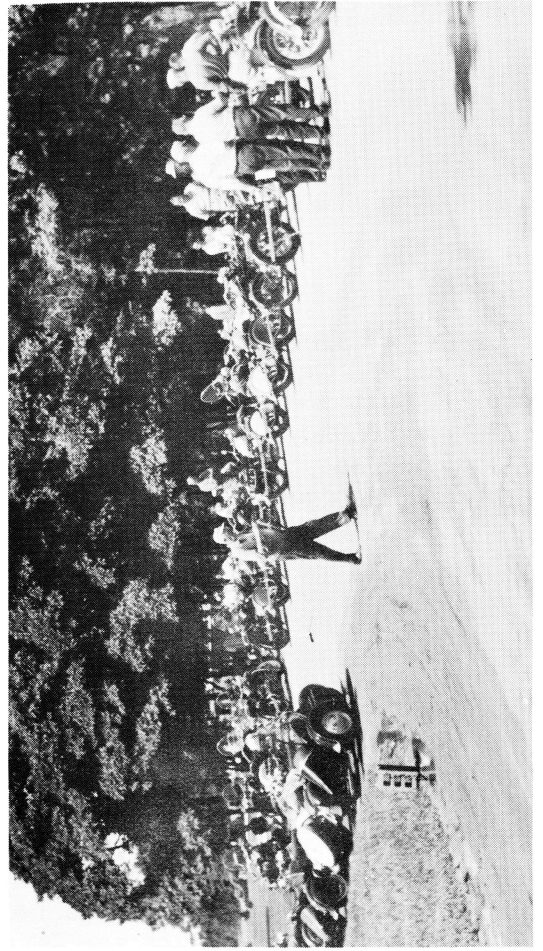
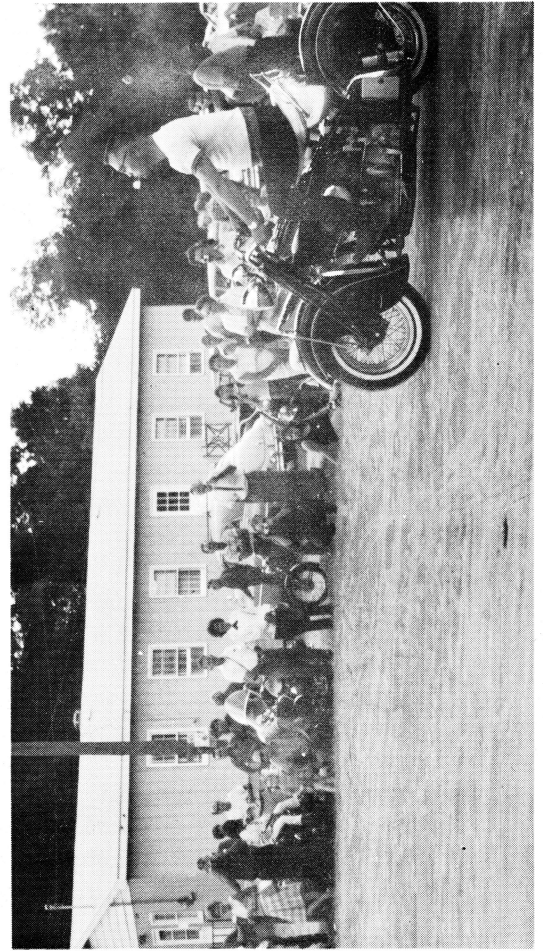
The 1970 Annual Meet -- August 8 - 9, Saturday and Sunday, 1970

In less than a month the Annual Meet will be held at the Traveler's Motorcycle Club Grounds, 8940 Dorr St., Toledo, Ohio. The second page of this issue gives the particulars on the meet. More and different events are being planned for this year plus a change in the judging that will be less contraversial and includes more classes. Of course there will always be the Flea Market where you can usually get any part from a cotter key to enough parts to build a machine right on the lot, and even this happened a couple of years ago. The Executive Committee anticipates an even bigger crowd than last year for correspondence from various ones indicate they'll be there. A whole club has promised to show up. Other have promised to camp on the grounds, others planning to stay in the Motels. Although the Flea market is primarily for the men, the women have been encouraged to bring items to sell and there is the possibility of a Garage Sale being held right near the meet this year for the benefit of the women. No woman would pass up a good rummage sale. On page 21 are pictures from last year's meet and this year's promises to be even bigger - so - saddle up your horse, or air up your tires, adjust your helmet, crank up your bike - and head for Toledo, Ohio August 8-9 and we'll meet you there for the 9th annual meet of the Indian Four Cylinder Club.

In the evenings there will be entertainment - movies - and refreshments of some sort, and a good time to get together to spin some yarns and experiences that have happened in the past year. Above all - let's make those new members welcome to to the Club with a real good time and good fellowship.



Do you remember - these are pictures taken at last years Annual Meet at Toledo, Ohio. There were machines, people, events, judging, repairs and two days of good meeting. The Annual meet of this year promises to be the same and bigger. If you are a camper, plan to camp on the grounds; if you prefer a motel the map at the front of this issue lists the motels; if you just plan to attend one day there will be plenty of activity both days; if you haven't planned to come at all just kind of let these pictures sort of grow on you and you'll change your mind. You'll miss a real meet this by staying at home. We'll look for you.



A TRIP TO HEIDLEBURG, PENNSYLVANIA

FROM WAYNESBURG, OHIO

by

Bill Howell

About three years ago or so, one Sunday morning, one of those Sundays a fellow just feels like laying around and not doing anything. About 9 o'clock I got a call from my friend Charlie Monnet and he said he and a friend, Dutch Cook were going to ride their bikes over to Heidleburg, Penn., to see the motorcycle races, and would I like to go along? I was feeling pretty lazy so I told I didn't think so this time, so he said O K and hung up.

I sat down again in my easy chair and started thinking how much fun it would be to ride over with them, so I climbed out of my easy chair and called Charlie back, and told him that I would go with them after all. Charlie said O K, and he would wait for me at his house. He lives twenty miles from me. So, I got dressed and fired up my 1940 four, and climbed aboard and headed for Alliance. About twenty minutes later I arrived at Charlie's house and he was ready and waiting for me. He climbed aboard his 1938 Indian four and we headed for Dutch Cook's, who lived about fifteen miles from Charlie's.

Arriving at Dutch's place, we found that Dutch had taken a load of strawberries someplace, and would be back soon so we sat around and waited. We looked for his machine and didn't see it anywhere. After a while Dutch came along in his pickup and after a short greeting he dragged out his bike, brushed it off, kicked it over a couple of times and she took off like a new sewing machine.

Normally we would have gone by Route 30 but Dutch said that he knew a short cut across country, so, with Dutch leading the way and Charlie and I following, we headed for the motorcycle races at Heidleburg, Penn. Now, in eastern Ohio there are many roads that just don't go anyplace but from one road to another. And, it was on these roads that just don't go anyplace that Dutch said he knew a short cut. Several were under repair and we had to detour some other way. Dutch was usually far ahead of Charlie and I and sometimes we couldn't see him, but once and a while he would wait at a cross roads when he was going on a different road, and he would wave at us which way he was going and take off again.

Charlie and I were clipping along at about 60 miles an hour when we topped a hill and the road made a sharp turn to the left, and at the turn a baracade. Right in the middle of the road at the turn sat Dutch on his bike and Charlie and I jammed on our brakes, Charlie heading for the left side of the road and I the right side. Now when you mix fresh tar and green grass together you haven't got much traction. We both went skipping, slipping, legs flying, and finally came to a halt some forty feet past the baracade.

We finally got straightened out and took account of ourselves, and found we were still all together and started out again in another direction. Dutch said we should go back about a mile and take another road bearing north, so we were off again. We rode for a while and came to a fairly decent highway. Dutch took off again leaving Charlie and I tagging along behind. On this better road we were moving along at about 60 when some nut came charging out from a roadside tavern and ran us off the road. I bumped my crash bar against a pole guy wire and glanced off the wire and side swipped Charlie's rear fender, almost upsetting him. Once again it was check over the bikes and ourselves to see if everything was O K, and finding nothing serious we started out again. Soon we came to the

expressway leading to Pittsburg, Penn., don't recall the route number. By this time we saw many bikes heading south so we knew we were going in the right direction. It was smooth highway on the expressway until we came to the turn off at Heidleburg. Bikes were pouring into that town like ants to the nest. There were bikes from curb to curb as far as you could see and by then we were going so slow we were dragging our feet all the way. The temperature was about 90 and our bikes so hot, I was afraid mine would blow up. Charlie was low on gas and afraid he would run out before we got there. We finally came in sight of the race track and a gas station just a block ahead. Moving in this slow traffic, just going a block made our motors run hotter and we finally pulled into a gas station. We gassed up and tried to start our bikes again, but they wouldn't start. We got permission from the attendant to leave our bikes at the station so we took them around behind the station and parked them.

So - finally, after riding fifty miles out of the way, and an hour and a half late, we arrived at the track, hot, tired, and thirsty. This was the year that George Yoder won the State Championship, and man was that a race. After the race was over and we were rested from that long wild ride and felt a little better, we headed for home. Charlie told Dutch he could take his back roads if he wanted to but we were going home on Route 30. Dutch decided that this was a good idea since many of the short cuts he knew were under repair and many detours that he did not know about.

It was getting late in the evening and we stopped for supper at a roadside diner on the boarder of Penn. and W. Va., and had a wonderful steak supper. While we were in there, there came up a real thunder storm outside. It rained like pouring water out of a bucket. It finally stopped and the sun came out, and before long the road was dried off. The trip home on route 30 was without incident and we had a wonderful ride on our bikes. We split up at Lisbon, Ohio, and as Dutch had decided to come along with us on Route 30, Dutch and Charlie headed north and I came home by route 30 and 183. I arrived home about 9 o'clock, 12 hours after I left, completely exhausted, but I thoroughly enjoyed the trip. I wouldn't have missed it for anything.

Bill Howell

Editor's Note -

The ride home was without incident and just plain riding pleasure on a good road, but it was the back roads, fresh tar, detours, the guy that pulled out in front of you, the traffic tie up and hot motorcycles that gave your story its color. And, though its these things that frustrate us and nearly destroy us and our machines, and we swear that we'll never do it again, these are the things that we talk about, these experiences that we never want to forget because they are our rare moments that just happen in life, and with Indian riders they'll be told many times over until a new experience comes along. Bill, it would have been a lot easier to have set at home in the easy chair but you wouldn't have had a story to tell.

Thanks a million for sharing it with us and maybe it will encourage some others to so the same.

- editor -

RESTORING YOUR INDIAN FOUR ENGINE (part 2)

by Paul Murray

Now that we have discussed new machining methods and materials in our previous article, we will get down to brass tacks on some of the other processes that have worked very well for us in the past.

Since the supply of pistons has nearly exhausted itself, we have found piston manufacturers who will duplicate them for us using the latest alloys and a much better ring groove set-up so we can use the modern piston ring sets. However, being practically hand made, the cost becomes prohibitive, so what do we do? As far back as the middle thirties, many fellows were doing everything they could to make their fours more powerful, so they would bore the cylinders and use standard Indian Scout pistons. This proved to be practical and produced no harmful effect to the lower end of the engine, except to change the balance slightly. The Scout piston is $1/8"$ larger in diameter and added more displacement and increased the pulling power greatly. The supply of the Scout pistons is still fairly good, so if you wish a powerful four engine, this is a good way to get one and with assurance that you have done no harm. We do suggest that the engine be re-balanced to obtain the ultimate in smoothness. The Scout piston pin is $1/16"$ larger in diameter, so this means the small end of the connecting rod has to be machined to fit the larger pin. Here again, have no fear, there is plenty of meat and no harm has been done. Chances are the pin hole in the rod has gone to the limit from previous pin fittings and to bring it back to a standard pin size the rod can be bored and a thin wall bushing installed and properly fitted. We have found a piston used in a modern engine that has the same dimensions as the Scout piston except it has a smaller piston pin diameter. It is a solid skirt and forged piston of the best alloys available and at a price less than half the hand made ones, and require no machine work. Also, comes in all standard oversizes.

To divert myself for a moment, we would like to add to our already fine magazine, a question and answer column. So, if you have any problems, please send them to me and I'll help you solve them. This column will also help others who may have similar problems, so fire away.

We now have come to another step in our restoration that can make your engine beautiful, and we refer to the aluminum heads, covers, crank case, oil pan, and their ultimate finish. Once the engine has been completely dismantled down to the last bolt, nut or screw and to the carbon carefully removed from the heads and ports, all the aluminum parts can be taken to an automotive shop that uses trichlorethylene degreaser of the vapor type and have the oil, carbon, or other dirt particles cooked out of the pores of the aluminum. I must warn you, DO NOT have your aluminum or brass parts degreased where a caustic solution is used, it will turn the above mentioned metals black and in some cases will even eat holes in the metal. Ask the shop foreman FIRST, which type degreaser he uses. After the parts have been cleaned good, plug all oil holes and passages and threaded holes with old bolts or screws and take them to a reliable blasting firm. Chances are, the same shop you had your degreasing done in, will have a blasting cabinet and can blast them for you. This is preferable because they use a very fine flint glass sand and use a lower air pressure to blast with that will give you a smooth bright finish without removing metal around holes, etc.. If you have no other choice than to have a commercial firm blast for you, ask them to use a fine sand and to cut the air pressure down to 90 pounds and to be as careful as possible. It is cheaper money-wise to have the machine shop blast your parts because their labor rates are lower by about one-half. Naturally, after cases have been degreased and before blasting, you should check them over for cracks or fractures and any welding done should be weld machined

After blasting is done, have the parts degreased again, making certain that they have washed thoroughly while in the degreaser to remove all the sand from the blind spots and from the pores of the metal. When this is done, remove all plugs from the holes in the cases, especially the main oil supply tube, and with 125 pounds of pressure, blow the daylight out of all holes and passages. Then we are ready for the next step which is to gunk the crankcases, oil pan and valve covers allowing the gunk to trickle in the holes and passages and scrub and scrub it good into the pores and then wash thoroughly and again blow out the water and any possible remaining sand or dirt.

There are a couple of ways to keep the aluminum parts bright. One is to leave it as the blasted finish and gunk it frequently or if you wish to seal the pores you can purchase from your local Harley-Davidson dealer, a can of cylinder silver (spray can) and after final gunking and before assembly, spray the silver in patches approximately 6" square and rub in and wipe off immediately with a soft white rag. This produces an attractive permanent finish and as before, seals the pores in metals. The same process can be used on the covers and oil pan at the same time you do your cases. I usually do the heads last because after you do the necessary machine work, the heads will have to be cleaned thoroughly to remove grinding grit, then you can assemble the heads.

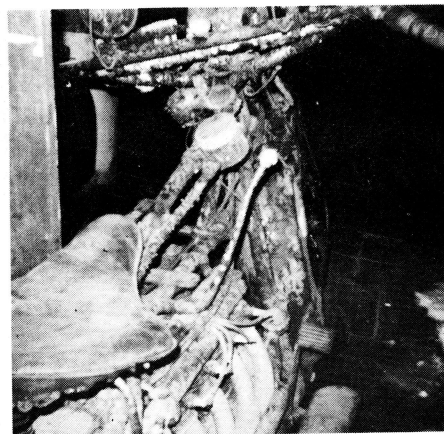
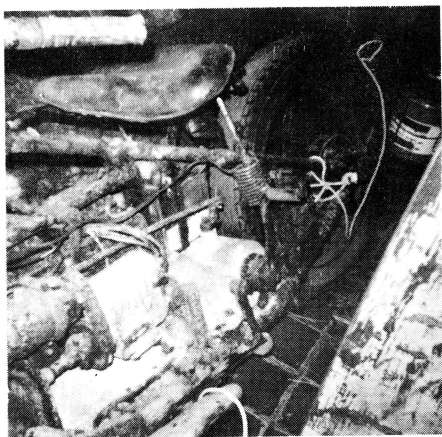
Next issue we will get further into some of the finer points of the restoration of the Indian Four engine. 'Til then, have fun.

ANTIQUÉ CYCLE SHOW

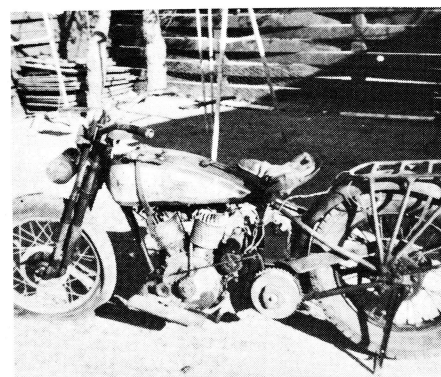
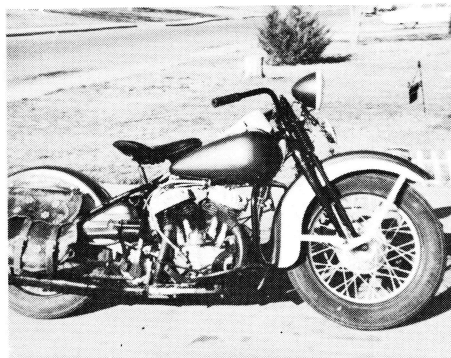
The Hartford Fair at Croton, Ohio will be the scene of an Antique Cycle Show August 11, 1970. There will also be the A M A Sportsman on the 1/4 Mile Dirt Track. Practice for this race starts at 5:00 pm.

The Anitque Cycle Show will be for the benefit of four owners and older Indians. Five trophies will be awarded in this show.

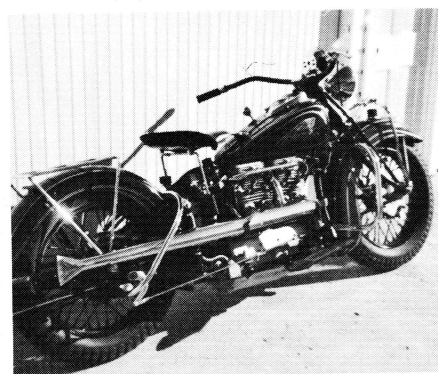
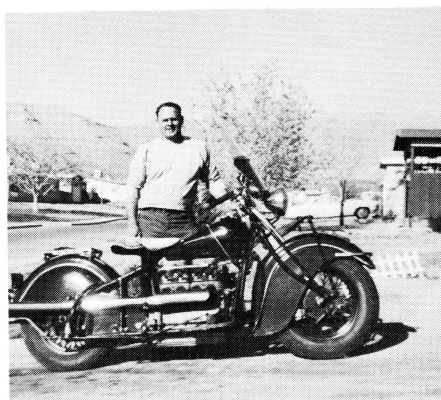
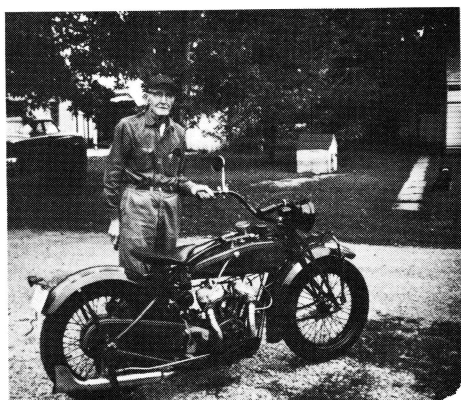
This Fair will be on Tuesday following the Annual Meet.



The top three pictures would almost discourage anyone from deciding to restore a machine for this one owned by James Boucher of Hapeville, Georgia is all mess. Its restorable as many of you well know from what you had to work with. It's really more than a challenge - its a committment - for when such are purchased and the seller knows what you plan to do with it - he'll label you just plain nuts for he believes it to be strictly junk. Other machines on this page are



owned by Mr. Boucher and are evidence of making such an effort a challenge.



Most of you should know this individual - its president Wickham and his 1927 Scout.

In our Fall Issue of 1969, page 16, we carried a technical item on cam shafts for the fours to help the members identify the several different cams used in the fours. However, when we talk of the different cam shafts there is also a corresponding difference in either the crankshaft, the upper case and the connecting rod.

One of our members quite well acquainted with the fours and all other models of Indians has come to our assistance with a comprehensive listing of these items that will be of value to all our members. Mr. Bob Paulette of Midway, Kentucky who still maintains an Indian Motorcycle Service and Store in Midway furnished this information and a great big thanks to him and his wife for this detailed job. Bob is one of our regular participants in the Flea Market at the Annual Meet and also has done a fine job of judging the machines during the Annual Meet. Look him up at the annual meet, he'll be around to show you his wares.

Crankcase - crankshaft - camshaft - connecting rods

by Bob Paulette

VF-2000 Crankcase Assembly, upper (401) 1928 to June 1929

Three Main Bearings - Front, Center and rear -
V-104-B Oil Hole sealing Screw, 1/4"-20x 3/8" Fillister Head
VF-2283 Sealing Screw gasket. Two of above Screws and Gaskets used on 401 Models, one at rear and one at center bearing oil hole on right side of case, in line with oil pressure adjusting body, VF-2287.

All later model Crankcases have five Main Bearings, Four of the V-104-B Screws and VF-2283 Gaskets are used on the later Crankcase.

All Models through 1935 have VC-2275 Timing Hole Plug at top of Flywheel Housing, also 35B-143-X Countershaft Hole Plate, on right side of transmission. (note: all later models use 40412- Freeze type Plug, at this place). The above Two Parts will date the Crankcase, 1935 and older have them, later models do not.

All Crankcases from 1928 through 1935 models have Round holes for the camshaft to be installed.

All Crankcases from 1936 through 1942 models have square holes for the Camshaft to be installed.

92514 Crankcase Assembly, Upper. (early 1936) July 1935 to January 1936
This is a rare Model and hard to identify, it was made for a few months only, in late 1935 and was known as the early 1936 Model. One distinguishing part was the Tappet Guide Clamp Screws, this early model had 10-24 Screws at this point, all other models had 1/4 - 20 Screws.

92568 Crankcase Assembly, Upper 1936 and 1937 Models only.
Tappet Guide Clamp Screws 1/4 - 20.

All Crankcases, 1928 through 1937 have 16 Cylinder Base Studs.
 All Crankcases, 1938 through 1942 have 12 Cylinder Base Studs.

86001 Crankcase Assembly, Upper. 1938 and 1939 Models only.

Gear shifter Finger bossing, top of Transmission is 1-1/4" High,
 for shifter Finger Bushing, 35B-457, 1-5/8" long.

86356 Crankcase Assembly, Upper. 1940 through 1942 Models.

Gear Shifter Finger Bossing, top of Transmission is 3/4 " high,
 for shifter finger Bushing, 42631, 1-1/8" long.

VF-2032-X Crankshaft (401) 1928 through June 1929

Three Main Bearing Shaft.

35D-115 Crankshaft. (402) July 1929 through 1942

Five Main Bearing Shaft. These two shaft's cover all models.

VF-2024 Camshaft (1928 through 1935)

Exhaust Lobes mike- .9675" Intake lobes mike - .915"

With Gear Keyway at 12: oclock, # 1 Cam Lobe is at 6:oclock,
 #2 Cam Lobe is at 2:oclock, #3 Cam Lobe is at 5:30oclock,
 #4 Cam Lobe is at 9:oclock, #5 Cam Lobe is at 3:oclock, #6
 Cam Lobe is at 11:30oclock, #7 cam Lobe is at 8:oclock, #8
 Cam Lobe is at 12:oclock.

85668 - Camshaft (1936 and 1937)

Intake Lobes Mike - 1.075" Exhaust Lobes mike - .933"

With Gear Keyway at 12:oclock, #1 Cam Lobe is at 2:oclock,
 # 2 Cam Lobe is at 6:oclock, #3 Cam Lobe is at 9:oclock,
 #4 Cam Lobe is at 5:oclock, #5 Cam Lobe is at 11:oclock,
 #6 Cam Lobe is at 3:oclock, #7 Cam Lobe is at 12:oclock,
 and #8 Cam Lobe is at 7:30oclock.

This Cam Shaft us for Overhead Exhaust Models only.

86035 - Camshaft (1938 through 1942)

Exhaust Lobes Mike at - 1.0825" Intake Lobes mike at - .9975
 Intake Lobes are wider across face, than other models.

With Gear Keyway at 12:oclock, #1 Cam Lobe is at 6:10oclock,
 #2 Cam Lobe is at 2:oclock, # 3 Cam Lobe is at 5:30oclock, #6
 Cam Lobe is at 11:30oclock, #7 Cam Lobe is at 8:pclock, # 8 Cam
 Lobe is at 12:10oclock.

Note; The mike readings on all Cam Lobes may vary slightly as these were taken
 from used camshafts.

VF-2008 Connecting Rod (401) 1928 Through June 1929

This rod used with Three Main Bearing Crankshaft. Rod Bearing # VF-2013 removable insert type. Removable Bolt # VA-2009 used with above Rod Assembly.

35C-219-X Connecting Rod (402) July 1929 through 1935

This is a Babbited Rod with removable Bolt # 35B-6333.
(note-This Rod was used in 1938 through 1942 Models also.

74876 Connecting Rod 1936 and 1937 Models.

This is a Babbited Rod without removable Bolts, the Bolt is a Stud threaded into the upper Rod section. The top portion of the Stud and Rod are beveled off or have relief, to clear Camshaft Lobes.

This Connecting Rod can be used in any Five Main Bearing Model.

(Note- No other Rod can be used in the 1936 and 1937 Models).

35C-219-X Connecting Rod. 1938 through 1942 models.

Same Rod as above used in 1929 through 1935 Models.

Note - Hope this will help distinguish all CASES - RODS - CRANKSHAFTS - and CAMSHAFTS for our readers - there aren't many, but they are different.

Bob Paulette
Midway, Kentucky

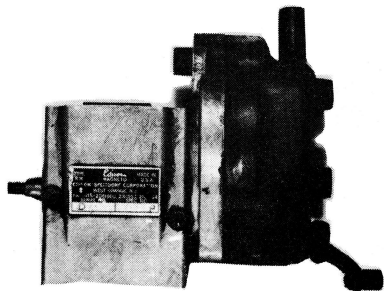
MAGNETO IGNITION

Figure 1

The Magneto less the cap and coil. At the right is distributor with cap in place

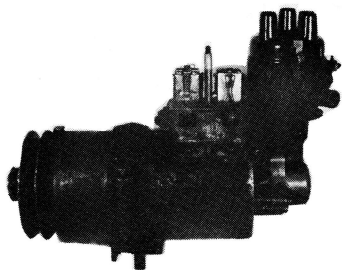


Figure 2

The Generator with the distributor built into the end plate of the unit.

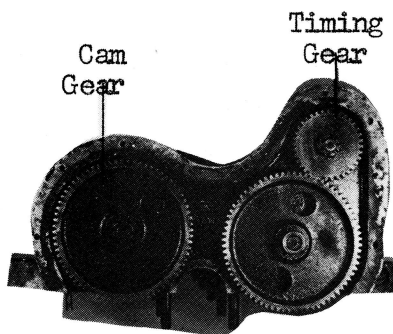


Figure 3

Front end of Upper Case

This article is not intended to compare one ignition against another such as battery verses magneto, but to simply explain the how of magneto ignition and what may possibly occur, and how to correct the problems. Whether it is magneto or battery ignition the same timing gear at the front of the upper case powers the magneto and the distributor for the proper firing order, and it powers the generator armature and distributor built into the back plate of the generator.

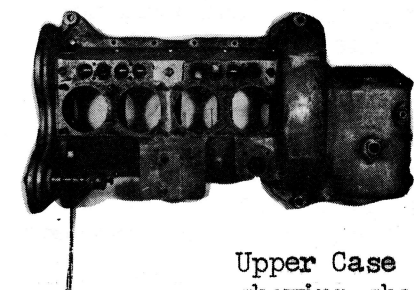
Figure 3 shows an end picture of the gear arrangement at the front end of the upper case. Both the magneto and generator are mounted to the side of the upper case and coupled to the timing gear shaft shown in figure 4.

Since this coupling between the magneto or the generator may be either a flexible type or two plates bolted together, set screws and nuts may work loose thus it would be wise to occasionally check these couplings to make sure they are tight. We heard of members that experienced this coupling coming loose and putting the engine out of time. The Indian Four can be made original with either mag. or battery ignition for the benefit of judging.

Since most of us are more familiar with battery ignition and the part the generator plays in charging the battery, and the ignition switch which simply breaks contact in the line from the battery to the coil, we will direct your attention to magneto ignition and how it works somewhat differently from battery ignition.

A generator when turning at idling speed barely puts out enough current for charging the battery and not enough current to supply the primary side of the coil, the needed start up voltage and the battery is needed for start up and operation. With the magneto this is a different story for there is no battery to supply start up voltage. The magneto has an armature turning in a magnetic field of two magnets (figure 5), and produces immediate current strong enough to supply the primary coil. Since D C current will not cut across the windings of the primary coil and induce a current into the secondary windings of much higher voltage because the secondary coil is a separate coil. D C current produced by the magneto must be intermittently broken down to 0 or neutral which causes a cycling effect in the voltage like A C. This cycling effect is accomplished by the breaker points on the current fed from the armature as they are opened and closed by the rotor shaft. To keep this cycling voltage smoothed out and at a high potential, a condenser is placed in the breaker circuit to ground. Current is stored up in the condenser and released when the potential is too low or a lag in voltage. Figure 6 shows the distributor end of the magneto. Both battery and magneto ignition use breaker points, condenser and distributor for the purpose of converting the D C voltage, maintaining the voltage potential, and distributing the high voltage from the secondary of

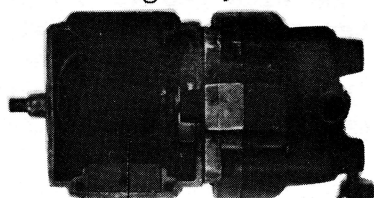
Figure 4



Magneto and
Generator
drive shaft

Upper Case
showing shaft
and mounting
for magneto
and Generator

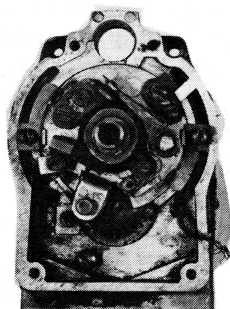
Figure 5



Armature
Shaft

View from top
of Mag. showing
the coil cavity
and the armature
in place between
the field
magnets

Figure 6



Distributor end
of magneto

Wire to
Ignition
switch for
grounding
mag. current

the coil to the spark plugs.

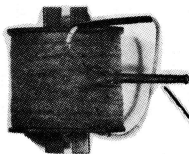
When the engine is kicked over and the mag. puts out the necessary voltage for firing, unless there is something wrong the engine will start and continue running until it runs out of gas, something breaks or wears out.

When starting the motor with mag, ignition the ignition switch is placed in the on position but this does not necessarily mean that current is flowing through the switch. In fact current should not be flowing for the switch in the on position does not make contact. At the distributor end of the mag. can be found a wire terminal. This terminal may be at the side depending the make and model of magneto. This wire is connected internally to the armature or field magnets. From the terminal at the outside of the case a wire is run up to a terminal on the ignition switch. When the switch is in the on position there is no contact with a terminal within the switch. When the motor is running the armature of the Mag. is turning in the magnetic field of the field magnets producing a current for the breaker points to convert it to A C for the primary side of the coil. It is maintained at a potential by the condensor and is induced across the windings of the primary into the secondary of the coil which has many more turns of wire and increases the voltage up to 8 to 10,000 volts with very little amperage. Then through the high voltage wiring it is well insulated to the contact on the top side of the rotor which is keyed onto the distributor shaft. As the rotor is turned by the timing gear shaft the very high voltage is distributed around to the four contacts inside the distributor cap. Four high voltage wires in the four outside holes in the cap carries this high voltage to the four spark plugs for firing the cylinders.

Figure 7 shows the coil that fits into the space over the armature shown in the left of the picture of figure 5.

We have traced the current from the magneto armature to the plugs for running the motor, now to stop the motor. there is no battery to disconnect by means of a switch like in battery ignition. As long as the mag. is turning it is producing current and the motor runs, sort of a perpetual motion sort of thing. But don't forget it'll run out of gas and parts wear out so it isn't perpetual motion. The wire we described from the terminal post on the distributor end of the mag. goes to the terminal on the ignition switch. We stated that in the ON position it just isn't connected to anything. But, when it is turned to the OFF position this is a different story. It now makes contact whereas in battery ignition the switch breaks contact in the off position. The Off position in the mag. ignition makes contact with ground. Since the wire from the mag. is connected internally to the armature or field magnet, when the ignition switch is turned to the OFF position

Figure 7



Coil for Magneto. Has safety gap built into end.

long rod fits into hole in distributor cap. Carries current to rotor.

the current produced by the mag. is simply bled off to ground and there is no current flow to the breaker points, coil, condensor, or distributor. Without this current there is no AC current produced and thus no high voltage for the plugs, so what happens - the motor quits. The current has been grounded to the frame or motor through the ignition switch and stops the motor.

One might say that magneto ignition is better than battery ignition for as long as it is not in use there is no battery to take care of, but this is an argument of long duration between owners.

The magneto has a safety feature built into the coil to protect both coil and armature. In figure 7 we see a long projecting rod that fits into the deep hole in the back of the distributor cap. This rod with a heavy piece of solder at the end carries the high voltage to the contact at the top of the rotor to the four contacts around the outer edge for the plug wires.

At the other end or the bottom side of the coil is a safety gap or points. Let us suppose that plugs have burned to a wide gap that causes a extra long spark. Instead of going the course of the wide gap at the plug, the current will seek the shorter gap in these safety points. Excessive sparking at this point will cause the points to close because of heating up of the point arm. One side of this safety gap is grounded and the current is bled off to ground till the points cool and they open up. This is protection for both the coil and the armature from the problem of overheating by burnt plugs.

Some owners have experienced a problem with these safety points that of being gapped too narrow or a smaller gap that the plugs should have. The arm heats and the points close foiling the starting of the machine. Checking this gap to make sure that it is gaped wider than the plugs assures proper ignition and yet it is a warning when the plugs are too wide of gap.

Another problem is the wire from the terminal on the outside of the case to the switch routes near the top of the motor to the switch. Since this is primarily a grounding wire to bleed off current to stop the motor, any cracks in this wire's insulation will cause current to bled off wherever it touches for grounding. This happened to one of our members when his machine got hot from running. The engine may run fine when cold but as it warms up there is intermitant grounding causing a weak spark and rough running and idling. To correct this we suggest putting a new piece of wire from the terminal on the mag. to the ignition switch, or as we stated in one of the back issues, to insulate this wiring between the tanks or elsewhere with plastic tape, friction tape, or lume to prevent grounding.

With either ignition there are possibilities of malfunction. In the magneto ignition it must be remembered that the older these machines get the more

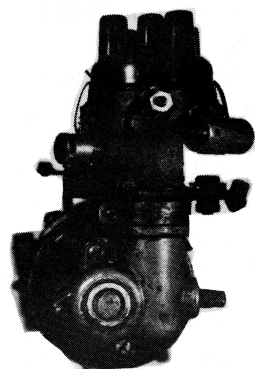
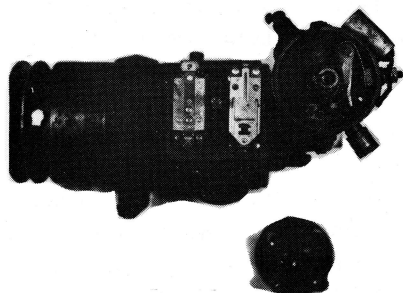


Figure 8

Distributor end of Generator showing distributor shaft geared to generator shaft

Figure 9



Generator from top position. Shows Distributor with cap removed.

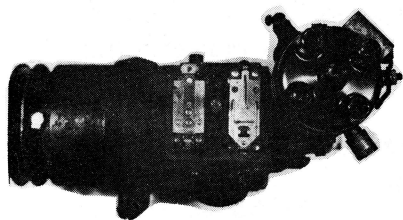
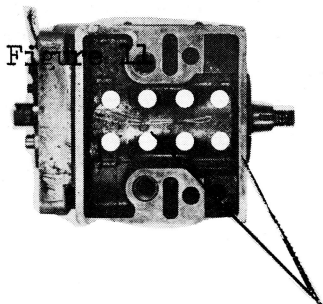


Figure 10

Top view of Generator and distributor showing voltage regulator and distributor cap in place.

age is accumulated on windings of the coil that depends on shellac for insulation of the fine wire. Today a plastic coating is used and is far superior to shellac. Changes in temperature of winter and summer all effect this older type insulation and a short can easily happen to render a coil no good for its function. One remedy for a coil that has not yet shorted is to immerse the coil in hot shellac and then allow it to cool. After cooling, bake it in an oven to attempt to recoat and melt over any microscopic cracks in the insulation.

A shorted condensor is not a hard item to replace for many automobile condensers will replace a bad one. The breaker points become deeply burned causing hard starting and feed back to the safety gap. A cracked distributor cap will cause shorting inside the cap and should be inspected to see if there is evidence of burned marks from one terminal to another especially from the rotor contact to anyone of the four terminals. The high voltage wiring, and in fact all the wiring can become brittle with age, and cracks in this insulation will permit grounding out on the engine or frame metal.



Underside of Mag. showing cavity in which to drill one or more holes for ventillation

Holes drilled into end of housing and underside of deck under armature.

The plugs probably take the biggest beating of all the ignition componets, battery or magneto ignition. Proper gapping is necessary as we previously stated, frequent inspection should be a must to check for excessive burning that widens the gap. Some owners of both cars and motorcycles may not agree with this suggestion, but the higher octaine gasolines may deliver more power and strong claims by the oil companies that these higher octaines make a cleaner engine, but there can be a good argument at this point. We would not disagree with the power of higher octaines or the additives to clean the engine, but all this high power is the product of hotter burning fuel. Then we say that the hotter the fire the more the plugs get burned, making a wider gap and need more frequent replacing. A recent conclusion in the polution argument is that it the lead in gasolines that causes the polution problem with autos. Lead was added to gasoline to reduce ping but it added to another problem. The hotter the explosion at the top of the cylinder head the faster the lead coating builds up on the electrode of the plug. This buildup, although microscopic in process of deposit, will deposit enough lead over a period of time to make a path from the center electrode to the outer skirt to allow the high voltage current to jump across and short out. Maybe some of you do use high test gas, as they call it, but where in this country can you use all that speed and power on our highways when the speed limit in most states is 70mph. Lower octaines will deliver nearly the same amount of power and cause less trouble at the top of the cylinder head. If you think you are loosing power, putting higher octaine gas in the tank is not the answer - -

to getting back that power, but an inspection of the plugs and points or even carburetion may be the answer to the problem. An inspection of the plugs will also reveal a cylinder pumping oil past the rings or blow by. To correct this you need an engine overhaul.

We have a further suggestion as an aid to the magneto, that of providing some ventelation. Under the armature there is a sort of deck in the magneto housing, and under this deck is about an inch deep cavity where it bolts to the mounting on the side of the motor. In figure 11, we have shown six round holes. One or more may be drilled in this deck under the armature to allow forced air into the armature area. There may not be room to drill as many holes as we have shown, and we have somewhat exaggerated the hole size, to show where the holes may be drilled. To force air or ventelation into this cavity under the armature several holes then must be drilled in the sides of the case or front wall. When the machine is being driven on the hoghway air will be forced into this area through these ventelating holes and help cool the armature.

If you should decide to convert from Magneto ignition to battery ignition some adapting work is necessary to adapt the generator mounting. All necessary parts for this changeover are available by writing to the editor for parts information.

If we have missed anything or some item that you may have found helpful and we have overlooked it, write us and share it with the others. As troubles and problems come to us we'll try to find solutions by going over the whole situation and give everyone all the facts to help solve the problems that origionally may have been minor little trouble.

The Indian Four is only a machine and its parts are vulnerable to wear, thus whether it be the fine articles that Mr. Paul Murray has been writing for the magazine on the complete overhaul of the motor getting right down to the bare metal, or the simple replacement of putting on a new wire, no matter how big or little the job - to keep these fabulous fours on the highway - every repair, overhaul or maintenance operation is necessary to keep them running for a long time yet.

- editor -

ADS

For Sale - 1941 Indian four -
this machine was advertized a year
ago in the Four News and owner
would still like to sell
contact -

Mueller Machine Co
3117 Oliver St.
Ft. Wayne, Ind.
phones - 219-456-8917
219-432-2057

For Sale - Decals - Bob Speck
Indian, Big Face with sweeping
feathers, two kinds
Indian 4 with line below
Indian with Hendee Mfg.
Springfield, Mass.

Indian Ace
Indian Scout
Ace

Henderson wheel in center,
and regular Henderson
Excelsior big X 9 inch
Excelsior six inch for round edge
tanks

Excelsior Super
Cleveland 4

Thor

Pope

Harley-Davidson

Small decals for most machines, for
fenders and tool boxes.
Two kinds of Tank decals being made
for Curtice.

Have fenders for 1936 - '37 - '38 - '39,
sand blasted and primed to sell.
Frame too and wheels. Will sell the
lot - \$290 all for Indian fours.

write - Tank Decals in U S A -

\$4.50 pr., Canada \$5.00 pr.

Money orders only, no personal checks
accepted. Stamped envelope for
answer.

Bob Speck, Mtd. Rt. #35, Box 338
Valpariso, Indiana 46383

For Sale - 1912 Thor Twin
with Eclipse clutch, mag.,
and headlight. All there and
in excellent unrestored state.
No tires - \$450

For Sale - Briggs and Stratton
Motor wheel in good condition,
no tire - \$150

write - Victor E. Huguenin
706 Fairview Ave.
Galion, Ohio 44833

For Sale - Non drag Indian gour
clutches for fours.
Write for details

Will sell 1937 Sports four with
dual carbs. - its rough but
restorable - price \$250. Buyer
must pick up, I cannot ship.

I am now making the non-drag
clutch for Henderson machines
write -

Earl Chalfant
RD 1
Brookville, Penn. 15825

For Sale - new Cleveland Decals -
\$5.00 pr. Will trade early ACE
parts for later ACE parts.

If anyone has an Indian ACE
decal I have some reprints made
and make them available to
Club members.

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

For Sale - Two side cars - 1 Harley
Davidson and 1 Indian.

Few 1952 Chiefs for sale.

write - Otto Link
2nd and Charles St.
Cooperstown, Penn.
18036

For Sale - Instruction Manuals - sharp and clear reprints of the 1942 Indian Rider's Manual - covers all models including the Four - 44 pages, 25 illustrations, price - \$5.00

One only, brand new 84 page factory manual covering overhaul of Sunbeam 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

For Sale - 1953 Indian 80 in very good condition \$1000. Can be seen and purchased at Bayacheck's Cycle Sales 87 Waterford St. Union City Penn. 16438 Phone 814-438-3114
Owned by Chuck Metenkanich

For Sale - 1940 Indian four - motor and transmission completely rebuilt by Paul Murray.
Have \$2200 in complete restoration job and will sell for \$1500.
This machine won a trophy at the '68 meet of the Indian Four Club.
write - Jack Missler
14275 S. Custer Rd.
Dundee, Michigan 48131

For Sale - 1939 Indian Four - This bike won trophy for the best restoration at the Indian Four meet in Toledo in 1967.
Bike has been completely rebuilt using new Indian parts; pistons, rings, bearings, clutch, new transmission gears, bearings etc. Plenty of chrome, all new paint, spokes, new 4.50X18 Goodyear tires and tubes. Machine is in show room condition and has only 58 miles on it since complete rebuild.
Price - \$1000
write - Edward Romas
145 N. 75th St
Milwaukee, Wisconsin
53213
Phone 414-476-5286

For Sale - In the Spring Issue of the Indian Four News for 1970 - we printed a lengthy ad for the large collection of machines owned by the late Virgil Mossman of Bourbonnais, Illinois. Some of these machines have been sold, therefore we refer our readers to the Spring issue for the listing.

Four machines wanted write-
E. J. Mossman
61 Hanson Dr.
Bourbonnais, Ill. 60914
Ph - 815-932-7558

PAULETT'S INDIAN SERVICE AND PARTS MIDWAY, KENTUCKY

We service all makes of Indians
Sell most Parts for Indians
Have our own manufacture of many hard to get parts for Indians.
Write us or come see us when your on that Summer vacation and see us for Indian Service or motor overhaul of which we are a specialty.
Paulett's Indian Service and Parts
Bob Paulette, P O Box 401, Midway, Kentucky 4037 We're not hard to find.

Indian Four SpecialBelt Buckle

Indian Four machine engraved
in metal and mounted on silver
plated buckle - measures
2 1/2" by 3 3/4"
Buckle only - \$3.50
Buckle with black or tan western
style belt sizes 32 to 44 - \$5.00
write - Emmanuel Spirrazza
Long Island, New York
11356
Ph 212-F1-93979

Wanted - Headlight for 401 Indian four,
can be '28, '29, or '30 model.
write - Charles Mullen
409 Ranger St.
China Lake, Calif.

Wanted - front fender running light
for 1948 "74", have Chief light to
trade. Also need front fender running
light for my 1941 four. Last item
needed to finish my four.
write - Jack Kulish K7YNY
Box 280
Stanford, Montana 59479

Watch Fobs

Indian Four brass watch fobs
shaped like Indian Arrow Head

write - William Howell
P O Box 138
Waynesburg, Ohio
44688

Wanted - 1941 four in top condition
restored or like new -
Also 1929, 1930 or 1931 45-101 Scout
completely restored or in good
condition.
write - Stacy Hart
P O Box 766
Littlefield, Texas

For Sale - 1942 Indian four,
serial DDB135M. Completely restored
with new quick release clutch.
New chrome and paint, hand tooled
leather seat, price - \$1700 cash or
will consider trading for 1951 or
1952 Indian Chief in mint condition
plus \$1100 for my Indian four.

write - Wm. J. Daniel Jr.,
1306 Hendrix Ave.
Alamogordo, New Mexico 88310
Ph 505-437-2708

Wanted - muffler for 1941 Indian
four and buddy seat.
Will trade 1957 Ariel Sq 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

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
14553 Coram Ave.
Detroit, Michigan
48205

Wanted - Indian four motor, any year
or condition, or complete motorcycle,
or parts.
Also wanted - 1930 Scout rear wheel
or hub.
write Murray Bluestone
37 Warwick Ave.
Toronto, 10 Canada
Ph 416-783-3988

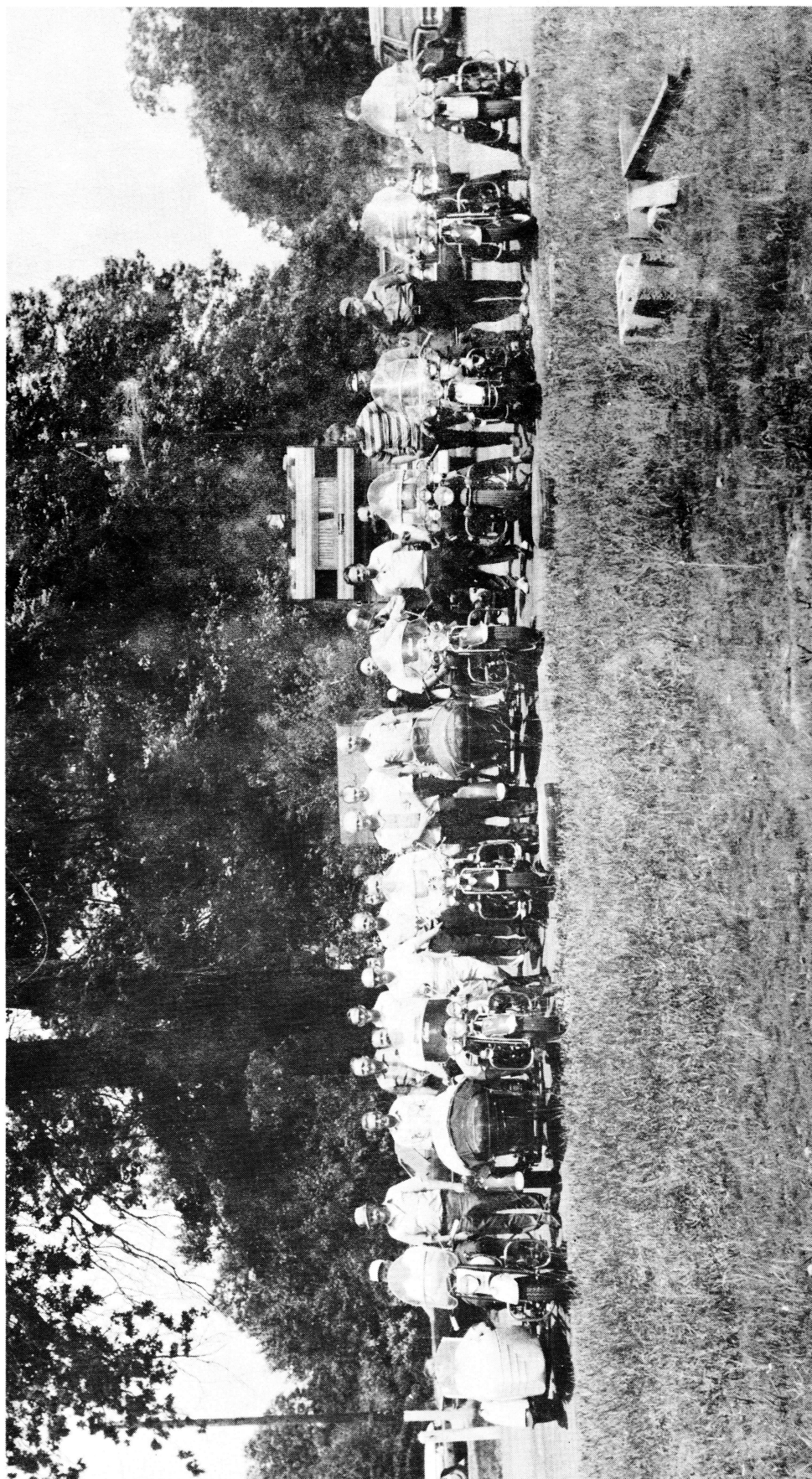
Wanted - Bosch magneto for 1929 -
1930 or 1931 Henderson four
write - Irwin Hirsh
2849 Gregory Ave.
Chicago, Ill. 60625

Wanted - tool box and chrome wheel
disc (small) for 1947 Indian Chief.
write - Jack Missler
14275 So. Custar Rd
Dundee, Mich. 48131

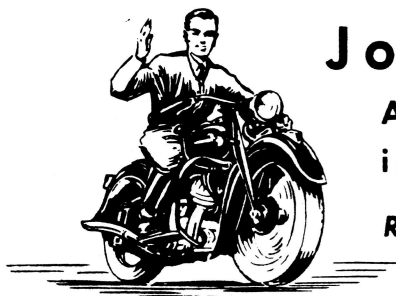
Wanted - parts for 1940 - 1941 -
1942 Indian four
tail light lens
front fender light (long thin with
divider down center of white
lens) - parking light.
front fender tip (stamped, chrome,
with Indian head)
Foot boards, new or recovered
Indian seat
Indian buddy seat and helper coil
springs.
muffler - tailpipe
any suggestions for other 1942
accessories
owners manual
write - Martin A. Thorsen
121 E. Gilman St.
Madison, Wisconsin 53703

For Sale or trade - have 1938 Indian
Chief almost complete and suitable
for restoration. Desire similar
condition Harley 74. Will sell, trade,
or buy, as applies.
Also have 1940? Indian Scout tanks,
1940? Scout front end, and 1951 Chief
80 frame for what have you.
write - H. G. Metzger Jr.
2174 Winthrop Rd.
Huntington Valley Penn. 19006
Ph 215-WL-7-0843

For Sale - 1949 Indian Scout 249
fairly good condition, has not run
recently - will run but could use
complete overhaul if you desire
to restore this later model Indian.
Anyone wanting a line up of Indians
made in this country this little
machine has its place with the rest.
write Tom Mathias
P O Box
Cygnet, Ohio



Lined up for the photographer at the June meet L to R Paul Pierce (on machine), , Rocky Cravelle, Dave Sloan, Nick Gansinger (on machine), Vane Shepard, , Syl Price, George Young (on machine), Bruce Wilson, , Jack Maurer, Ed Morrison (on machine), , Pete Gagan, , Harry Maule (on machine), Lew Maule, Don Knapko, and Allen Bozung. Soory we didn't know all the names. - editor -



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

