

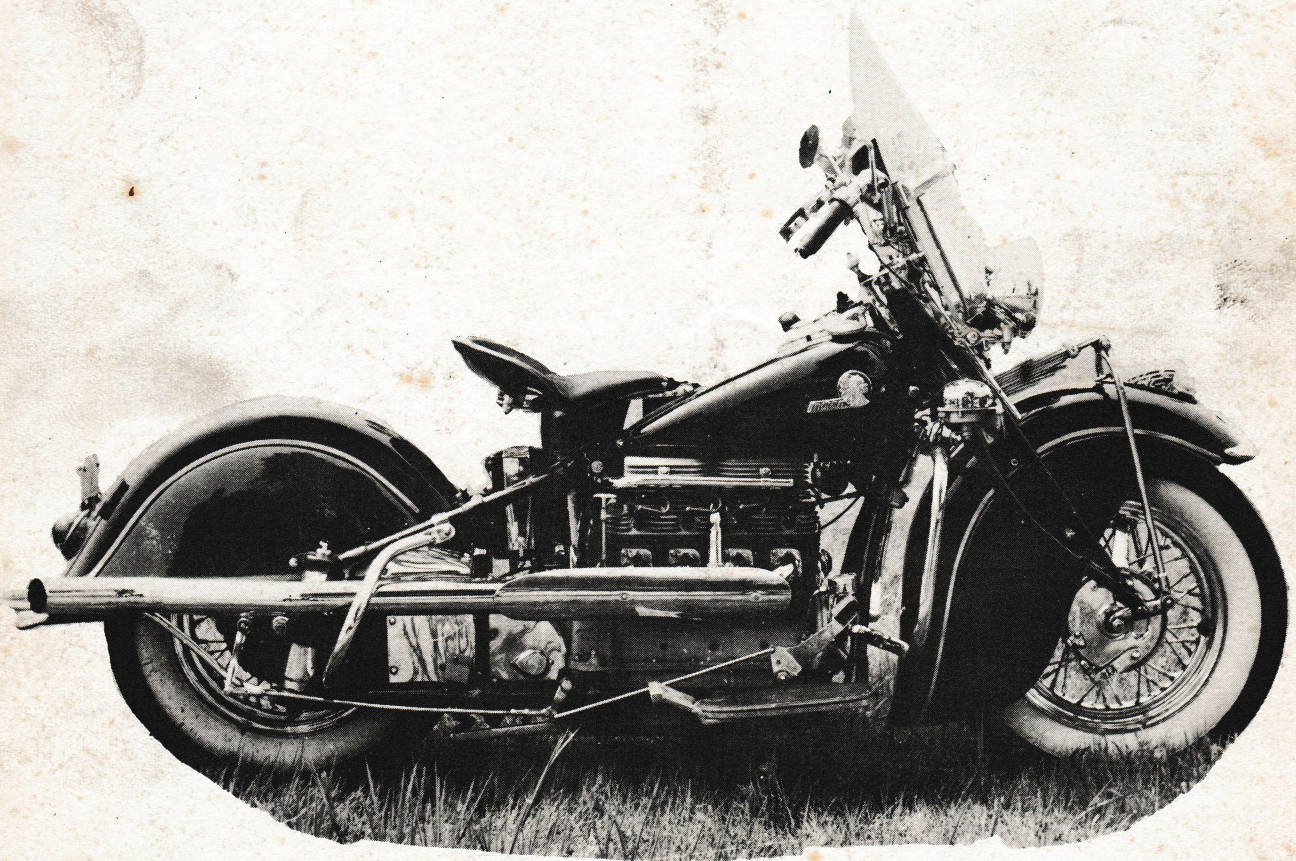
Indian



FOUR MOTORCYCLE NEWS

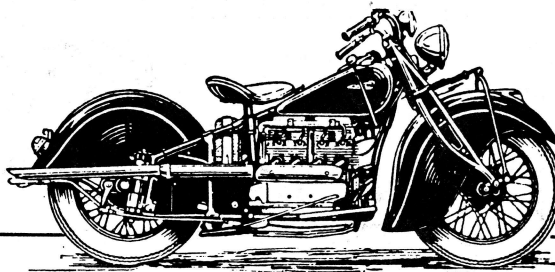
VOLUME 5 NUMBER 3

FALL ISSUE 1970



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

PUBLISHED BY THE INDIAN FOUR CYLINDER CLUB, INC.
FOR ITS MEMBERS



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

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

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

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

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

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

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

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

INDIAN FOUR CYLINDER NEWS

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

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Cover Picture This very beautiful black and Chrome 1941 Four is owned by Jack Maurer of Detroit, Michigan. Jack, who operates a garage in Detroit, is a Chief Petty Officer in the Naval Reserve in Detroit, and has been a rider of four cylinder motorcycles almost as long as there have been fours to ride. No, he's not that old but he did ride the Hendersons and appreciated their performance.

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 mailed to the Treasurer, Enos Leas, 1502 North Main Street, Findlay, Ohio 45840. The Indian Four Cylinder Club is a non profit Club incorporated in the State of Ohio. The Indian Four Cylinder News is published by Thomas J. Miles Printing and Photography RR 5 Box 2, Findlay, Ohio 45840.

The Indian Four News is available to non members at \$8.75 per year contribution or \$2.15 per single copy mailed to the Treasurer Enos Leas, 1502 North Main St., Findlay, Ohio 45840

All applications for membership should be sent with check included to the treasurer.



John E. Wickham

PRESIDENT'S PAGE

Dear Members and Friends

We have had a splendid season of activity for the Indian Four Cylinder Club and I wish to thank you one and all for your help and attendance at the meets which are planned for your enjoyment and fellowship with others who are devoted to the preservation and restoration of the fours and other models of Indian motorcycles.

I have ~~many~~ wonderful letters and communication from all my friends all of which I appreciate very much. I try to answer all communications but occasionally my work piles up and I'm late in getting your letters answered.

Many of you have expressed your appreciation to me personally and others by letter of their enjoyment of the annual meet and the fine turnouts. It takes a lot of planning, but the annual meet would not be the success that it is if it were not for our members and friends, their fine comments and suggestions.

In our nearly ten years the club has had its ups and downs and a few unfortunate things happen. When we loose members by death we regret it very much and some have been in unfortunate accidents that has left its mark on the club. Just last year we lost two members; Virgil Mossman of Illinois was stricken with a heart attack, and Charles Eckert of Aurora, Colorado was involved in a fatal automobile accident.

One of our younger members from Canada had a very unfortunate accident, Michael Bryce was thrown from his cycle and permanently injured his back confining him to a wheel chair. He enjoyed the club very much and more especially his Indian four which he still thinks is a great motorcycle. Let's hope that he is able to overcome this handicap and continue to enjoy his machines as does our member

Henry Missler of Dundee, Michigan who brought to the annual meet a very beautifully restored Indian Four and side car.

We can all give Mike some encouragement with letters and Henry too who is still actively busy working on another machine. No doubt many of us feel pretty lousy at times and think we're pretty bad off, but put yourself in one of these boys place and we might find a little something to be thankful for.

There are some others of the club that have been active members but now on a somewhat less active list because of illness - Loren Gouldsberry of Intercession City, Florida was very active till illness caused him to give up riding, Al Feldman of Detroit, Michigan, who suffered a broken arm in a motorcycle accident. Previously Al had lost a foot in an accident and more recently broke an arm while being towed through the tunnel in Detroit. These fellows all of whom enjoyed the club and its activities, now need our club more than ever to just come to the meets and meet the fellows. Don't forget these fellows too, like to hear from you members.

We'll have a big year coming up in 1971 which will be our 10th anniversary of the founding of the Indian Four Club. I would like very much to have some commemorative souvenir to make this occasion great. You have all been asked for suggestions, so let's send in those ideas so we can plan the anniversary celebration the way you want it. It has been a pleasure to serve as your president for the past 10 years and I have enjoyed every minute of it. You know that I love motorcycles and my heart is in it, but enjoying the bikes and having my heart in it is not what makes it the club so important to me. From the day we organized back in 1961 it was a group of friends who got together to form a club of owners and machines which we considered the finest machine in the world. Thus it is not the motorcycles alone, but all my friends that make it a pleasure to stay with it as long as my health will last. Sometimes it "ain't" easy, but your letters and other communication, almost daily, make the day brighter, for I have heard from another friend.

By the time this issue reaches you Mrs. Wickham and I will be celebrating our Golden Wedding Anniversary which is October 27, 1971. We plan an open house day on Sunday, October 25th. We were married October 27, 1920. I have been riding motorcycles for 57 years and this includes all makes but the good old Indian I still feel is still the best.

In closing, I want to mention an accident that happened to our good member and friend, Dave Sloan of Kenton, Ohio. He had been to a meet at the Traveler's Club and was enroute home on his BMW and failed to stop for a stop sign. He was hit by a car and his cycle wrecked. Dave was taken to Toledo Hospital with his leg broken in two places, one break above the knee and one below. You may write to him, Dave Sloan, RR 3, Kenton, Ohio 43326.

We regret to give you this final note concerning one of the members of the Traveler's Club who has helped us a lot in the meets held at the Traveler's Club. Jim Cordray who was present behind the bar when Al Borer took time out or had to leave, died suddenly several weeks ago from a heart attack. He was a great guy and will be remembered for his humor as the guys gathered around for refreshments in the club house. I am only sorry that we did not vote him and his good wife Ruth as honorary life members of the club. We loved them for their sociability.

That's about the extent of my news and message for this time, so I'll say again I have appreciated serving you as your president for these nearly 10 years and hope that I can continue for some time.

Sincerely

Your President

John E. Wickham

NEW MEMBERS

John Scholtz
2208 Market St
Philadelphia, Penn.

Arthur P. Smith
602 Napoleon St.
Valpariso, Indiana
46383

A. Everett Jones
23509 W. River Rd.
Grosse Isle, Michigan
48138

Harry G. Shaffer
R F D #1 Box 151
Hamstead, Maryland
21074

Loren Flanders
Route 2
Oskaloosa, Iowa
52577

Barry Stelford
R R 1
Urbana, Illinois
61801

John Giorno
3522 - 87th St.
Kenosha, Wisconsin
53140

Henry L. Ramsey
3 N. 7th Ave. Suite 7
Yakima, Washington
98902

Thomas W. Cooper
1403 Palm
P O Box 661
Mansfield, Texas
76063

Albert P. Sigmans
Route 212
Pleasant Valley, Penn.
18948

Gerald Kenworthy
317 Riffle Ave.
Greenville, Ohio
45331

Errol Eshaia
14785 S W 81st
Tigard, Oregon
97223

M.M. Denman
19163 Garrison Ave.
Castro Valley, Calif

We welcome all these new members into the Indian Four Cylinder Club and trust that each one will take his place in a club dedicated to help each other in the preservation and restoration of the Indian Four and other American made fours. For those of this list of 12 new members who bring to the club another found Indian four, we of the club are happy to add to the number those fours that we did not know about. We encourage you new members to be always on the lookout for those fours whether basket cases or restored and running to add to our list of Indian Fours that can still take its place on the highway as the most beautiful of all motorcycles. If you have purchased a machine from one of our other members continue to give it the same care as its former owner. Members of the club do their utmost to help one another secure parts and offer many helps in restoration of machines. Welcome aboard.

What Came in the Mail

On the following pages are excerpts of correspondence we have received almost daily. Some are letters from new members and others are inquiries for information and personal notes to the president. Some letters are unusual and we print as much as possible to inform the club. Your stories and experiences we like to hear and it only takes a moment to jot them down. Many members have told us they like the correspondence section so why not take time to write us and give us a line on some of your riding experiences or what you experienced in restoring your machine. Did you ever get a gas tank that was all gone but the seams, George Hopps did and he gave us the details of how he made a good gas tank out of it. Let us hear from ya, and give us the details.

Mr. and Mrs. Mervin Ryan
Rt 1
Edinburg, Virginia 22824

writes - arrived home Tuesday August 11 from another enjoyable meet of the Four Club - - - was our 8th year to attend - - - good to see our friends and meet new friends though we missed some of our friends who attended previous meets - - - were glad to welcome Dr. Caller and friends from Alexandria, Virginia - - - Doc purchased a four machine while he was there - - - we were sorry to hear about Al Feldman and his accident - - - a card shower would cheer him - - - looking forward to the big meet next year.

Mervin and Mary Ryan

Merv and Mary it was real good to see you both at the annual meet as we are all our friends who travel long distances to attend. It was also good to receive a letter telling us you arrived home safe. We always appreciate when members from long distances make their first appearance at a Club meeting for it brings them into a closer relationship with the Club. Don't take any unnecessary chances on the highway for we want all our friends and members present for our anniversary meet in August of next year.

- editor -

Michael Bryce
19 Tampa Terrace
Weston, Ontario, Canada

writes - I am sorry I have not written to you earlier but I have had many problems in the last 14 months. The reason I have not sent any dues to the club is because of lengthy stays in the Hospital. I work as a motorcycle salesman for Paul McBride Ltd. in Toronto, am married and have two children, and am 23 years of age. Last June 7 I was riding one of the Stores BSAs home from work and the machine slid out from under me on a ramp leading onto a highway - I was traveling only about 30 to 35 miles an hour when I fell and I slid into a guard rail at about 5 MPH. It was one of those temporary types where they use 2 X 4s and hold them down with sand bags. I was unlucky enough to have the guard rail hit me directly on my 7th disc in my back which pushed out and severed my spinal cord. This left me with a broken back and permanently paralyzed from the armpits down. I was in hospitals for nine and a half months off and on. I have returned back to my old job of selling motorcycles - John, I am in a wheel chair for the rest of my life, and have found no adverse reactions to being injured on a motorcycle. However, I have accumulated many debts during my stay in hospitals and am currently settling these before I can rejoin the Indian Four Club. I have sold all my motorcycles except for my Indian Chief, which I haven't sold because people generally don't love them for what they are, and it will always be worth more to me than anyone else could pay me for it. However I hope to rejoin the club as soon as I am financially up to it.

Yours truly - Michael Bryce

Mike - not one member of our Club will read this reprinted letter without some emotional feeling for you. Forgive us for printing all the letter but we felt the members would want the information. We realize that such incidents happen daily on the highway in automobiles, but we riders hope that we take our safety more serious. The members will be amazed that you are right back at your old job selling bikes, a job which seems to be a pleasure for you to do. We have noted your story several places in this issue so be prepared for some nice letters from all over the membership. Just keep up the good work.

- editor -

Victor Huguenin
706 Fairview Ave.
Galion, Ohio 44833

writes - enclosed is a picture of a 1955 - 300cc
Messerschmidt bubble top with a Sacs motor - -
purchased this machine in New Jersey and runs fine
- - - also a picture of a 1922 FN-four which I am
getting from London, England for a fair price.
If it is as nice looking as the picture shows it
will be a good buy. Needs rings, new cables and
wiring - should be a rare buy.
Am going to need some work done on my Cleveland
four to get it in good running condition.

Victor Huguenin

You surely did find some rare
pieces of machinery. The
Messerschmidt I have seen for
there is one here in Findlay.
Its an odd looking machine and
is somewhat like an airplane to
ride in. It will really
move on the highway. The FN
four will be a rare bike and
along with your others you
will enjoy showing your antique
and rare machinery.

We'll be glad to hear all
about these machines when you
get them running and restored.

- editor -

Emanuel Sperrazza
2339-129th St.
College Point Long Island New York 11356

writes - I wish to thank the many new friends
for the wonderful time I had at the Ohio meet.
They say the circus is the greatest show on
earth, in my belief the Indian Four Meet should
be called the greatest show on earth.
At the meet I sold my '31 four to a fellow who
lives in Georgia and a lot of other parts to a
lot of nice people. Please put in your want ads
a want ad for a 1927 Excellsior motorcycle Super
X gas tank.

Thanking you
Melo Sperrazza

PS - If all goes well, I will be at the next
Ohio meet.

Mr. Sperrazza it was a pleasure
to welcome you to the annual
meet of the Indian Four Club
and I believe that i speak for
most of the fellows who were
there that they appreciated
very much your display of odds
and ends of parts, and above all
a real nice guy to meet.
You mentioned to me personally
that you believed the Indian
Four meet was greater than any
you attended in the East.
You are very welcome at any
time as a member whether you
bring parts or not, and bring
a friend with you.

- editor -

Albert P Sigmans
Motorcycle Sales and Service
Route 212
Pleasant Valley, Penn. 18948

writes - have been riding machines for 30 or more years - - - including Indian four cylinders.

Now riding Indian four serial DC43450 VF103

Albert P Sigmans

Mr. Sigmans it is a pleasure to welcome you as a new member to the Indian four Club. Doing business as a Motorcycle Sales and Service you no doubt sell and service some of the newer foreign bikes and you probably have some preference of the many models and makes.

However, as a 30 year veteran on fours you still prefer the Indian four. Welcome aboard.

- editor -

Gilbert E. Horton
P O Box 1351
Jamestown, North Dakota 58401

writes - enclosing a couple of pictures which may interest you - - the job is complete except for tank insigna although I would like to find a tool box and a set of saddle bags. Have been riding every day - - takes me back to the many years I rode Indians.

Gilbert E. Horton

According to the picture you sent you have a very beautiful four which is a very good reason for liking to ride it every day. Most of us know that the preformance of these machines is every bit as good as their beauty, and a veteran rider like yourself knows this is true about all Indians. We appreciate your picture and letter.

- editor -

Fred R. Rudolph
502 - 7th Ave.
Baraboo, Wisconsin

writes - have finally got the '37 four together and running, but still have a little work to do on it - - need right half gas tank - - Richard Braund of Elroy loaned me his so I could get it together for a Steam Show here in Baraboo. Have enclosed picture of the '37 and a picture of a Harley single belt drive I bought last week. A boy 10 or 12 years old at the Steam Show told me he knew a man that had a motor bike and he wanted to sell it. When I went on vacation I looked up this man and when I opened the garage doors I couldn't believe my eyes - there it was - a belt driven Harley, in very good restorable condition. I have been on a lot of wild goose chases in search of bikes, but this one I'll never forget or regret.

Fred Rudolph

We'll run your ad and someone will have that right hand gas tank. Glad to hear that Richard Braund helped you out for the Steam Show and that it turned out to be a real experience when you found that old Harley. That boy deserves ice cream cones for a whole year for telling you about the bike.

- editor -

Al Feldman
1095 Lenox Ave.
Detroit, Michigan 48215

writes - thanks very much for the "get well wishes" and they are now being fulfilled. The one trouble when one gets old and breaks some bones - it takes longer to mend than when we were teenagers. However, everything is O K now, but as it is to be expected, the leg is still a little week, numb at times, and a little sore. Checking with others that have been through the same thing, I am assured that this is to be expected and in a short time these symptoms will gradually disappear.

I was hoping to attend the annual rally of the Indian four Club last month but will look forward to being there in 1971.

Thanks for all the good wishes -

Sincerely
Al Feldman

Al - you may not mend up as fast as a teenager, but it takes more than a broken bone to keep you kind of guys down. Sometimes it takes this long mending period to help one collect his thoughts and senses and realize that maybe we aren't as young as we used to be. One thing for sure, out there on that highway that traffic is people of all ages and many times its bumper to bumper and maybe you right in the middle of it. So it takes nerve and quick reaction to decide just what the other guy is gonna do. We missed you at the meet and will be happy to see you next year all mended.

- editor -

John A. Scholtens
3561 Knapp N E
Grand Rapids, Michigan

writes - appreciate you taking time to write me about the coil for my megneto and realize that you are quite busy. I purchased a Bosch Mag., complete and reasonable and this should get me by.

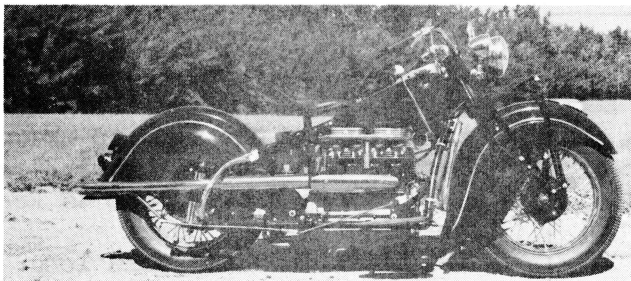
Hoping to get to the meet in August - - few weeks ago I drove to Detroit and had a nice visit with Jack Maurer - - saw his fours and the German bike - - believe I would still pick the Indian fours over the German machine although its a fine piece of workmanship - - bought some parts from Jack - - - some items I still need and hope that you can help me locate them.

John A. Scholtens

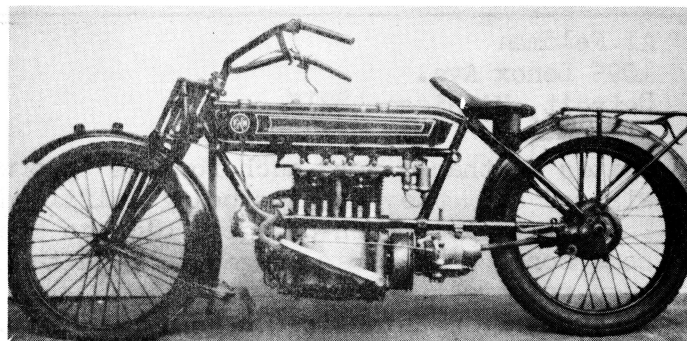
Glad to be of help to you on the mag. for this is what our Club is for. We want to see all these fours back in operation and helping one another is the best way to do it.

Good to hear that you visited Jack Maurer and saw his bikes. We saw the Monmoth at the Annual Meet last year and printed a picture of it in our Four News. We'll have to admit that it is a good looking four - but I think all of us Indian riders including Jack are just simply prejudiced.

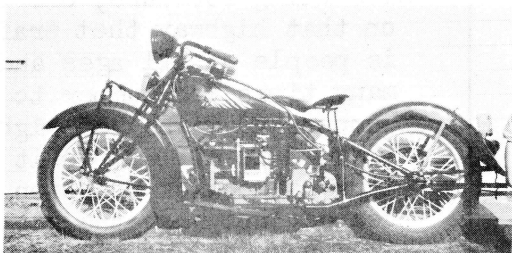
- editor -



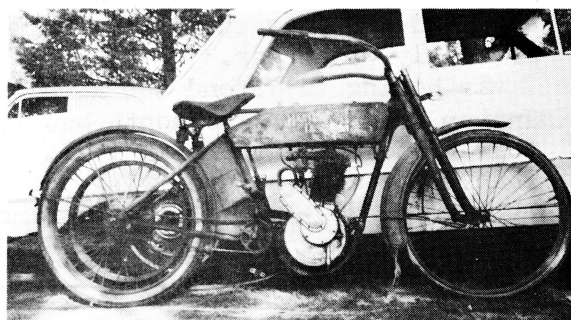
This beautiful red '40 four belongs to Gilbert Horton of Jamestown, North Dakota. Mr. Horton completely restored this machine.



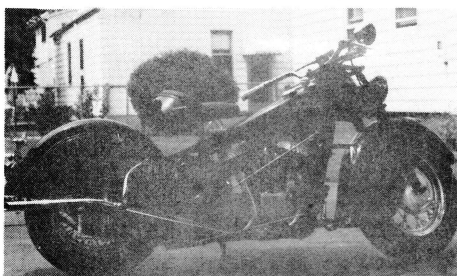
FN four purchased by Victor Huguenin of Galion, Ohio in London, England. According to his letter he had not received the machine yet. A rare bike.



This is the '37 four of Fred Rudolph that he showed at the Steam Show in Baraboo, Wisconsin. It needs a right hand gas tank. Has anyone got one for Fred.



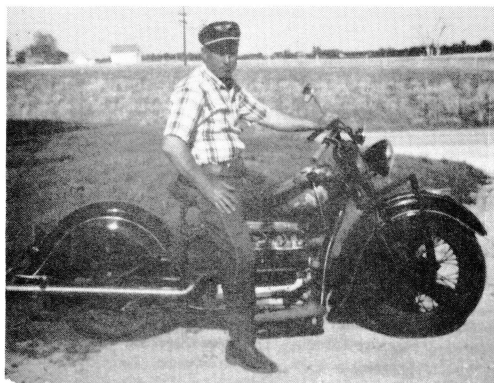
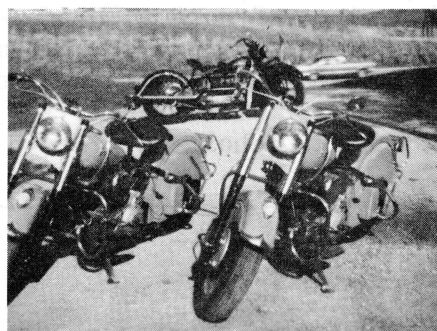
You read the letter from Fred Rudolph of Baraboo, Wisconsin and the motorbike the boy told him about. This is the Harley belt drive he found in the garage.



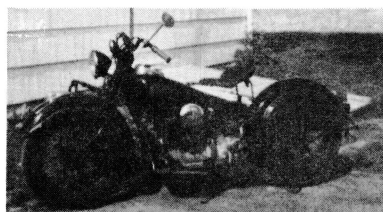
Gari Stroh has an ad in this issue in which he will trade this '47 Chief for a 40 - 41 or 42 Indian four. does it appeal to you?



The Bubble Top 3 wheeler Messerschmidt with the Sacks engine, purchased by Victor Huguenin of Galion, Ohio. There are not to many of these machines in the U S, but they will get out and move on the highway.



Machines owned by Loren Flanders of Route 2 Oskaloosa, Iowa 52577



Ninth Annual Meet Indian Four Cylinder Club

August 8 - 9, 1970 was once again another chapter in the history of the Indian Four Cylinder Club as the ninth annual meet was held at the Traveler's Club Grounds, 8940 Dorr Street, Toledo, Ohio. Nearly 300 members, their families, and friends were present for the two day meet. The president arrived on the grounds around noon on Friday and there to greet him were Mr. and Mrs. Mervin Ryan of Edinburg, Virginia.

By Saturday morning the camping area was filled to near capacity and trailer licenses gave evidence of members and visitors from all over the United States. Gerald Wilson rode his four all the way from his home in Ft. Lauderdale, Florida, Jerry Krawiec and James Boucher rode their bikes from Georgia, Hermon Metzger rode his four (formerly owned by President Wickham) from Hunginton Valley, Penn., while others rode from as far away as New York and Canada.

Many families cooked out with their camper facilities and others enjoyed the crispy bacon, eggs, potatoes, jelly and toast, breakfast menu prepared by the Traveler's club both Saturday and Sunday morning at 7 AM. Activity was humming early Saturday morning with the new arrivals getting ready for the day's meet, and the Flea Market soon began to produce a wide variety of hard to find parts and what a display of parts there were. Many Indian fours were offered for sale and about every one offered found a new owner at a premium price. The condition of these machines was unbelievable - some were immaculate, just having been restored while others that had been found in cellars, barns, sheds, and wherever, and very much in need of restoration. Regardless, all found new owners and went various directions.

At 10 AM the meet started with President Wickham in charge and Rev. Thomas Miles, the Club Chaplain gave the opening remarks and the invocation. As has been the practice in the program for the past few years after the machines lined up on the track, motors were turned off for the invocation and the National Anthem. Approximately 15 fours were on the track for this opening ceremony. Then upon signal by the president all machines were started and the parade started around the track for three laps. The lead motorcycle this year was Mervin and Mary Ryan with Mrs. Ryan in the side car holding the club banner.

After the opening ceremonies the Flea Markets were opened, the table for registration, payment of dues and the receiving of tour awards for A M A members. The remainder of the time was spent visiting and greeting old and new friends till around 11 AM when two events were held before the noon lunch. This included the sack race and the dizzy race. Twelve noon brought an end to the events till after the noon lunch served by the Traveler's Club in the Club House. And again they equaled their fine menu for breakfast with a good dinner menu.

At 1 PM one more event was held for Saturday, the egg carry which was the ping pong ball carried on a spoon held in the riders teeth. Some were good at this while others didn't get very far and dropped the ball. (editor's note) - we must remind all who participated in this event that no one this year, nor last year, equaled the agility, the control, the precise movements, as that of Allen Bozung when his motor quit on the west straight-a-way last year - he dismounted, found his gas shut off, turned it on, kicked the starter peddal a couple of times, got back on the machine, and rode around the track and not once lost the ball off the spoon. Story and pictures of this manover were in last year's annual meet issue.

After the egg carry, all members retired to the club house for the annual business meeting which was in session for about a hour and a half. One of the important decisions made in the meeting was concerning a tabled question of the June meeting. The prennial question came up for a vote on required membership in the AMA to belong to the Indian Four Club. It was voted in this meeting that membership in AMA

shall not be required but optional to the member of the Indian Four Club. Members working on their "life membership" in the AMA may continue to do so but it is no longer a requirement to join AMA to belong to the Indian Four Club. The Four Club will continue however, to promote membership in AMA for the members benefit. The members heard the treasurers report, secretary's report of the last business meeting and some initial plans for the coming 10th anniversary meet to be held next year.

The business meeting closed just in time for the supper hour and later the same evening a delicious corn roast by the Traveler's club. Movies were shown in the club house of previous meets as well as many pictures taken through the years. Even though the day was planned for both Saturday and Sunday with a program of events and business meeting, friends and guests from distant places made the most of the day with conversation and talking motorcycles. For the women and children it was more a time to take it easy except for those who came in campers and had meals to cook. Never-the-less, the Indian Four meet is a time of good fellowship and meeting old and new friends.

On Sunday morning, the second day of the meet, president Wickham called the days program to order at 10 AM and again machines lined up on the track for the invocation by the Chaplain, the playing of the National Anthem, and the three lap parade around the track. Two events were again held on the track in the morning since there was to be judging of machines in the afternoon. The end of the judging was followed by the awarding of trophies, and everyone went to the clubhouse for this part of the program. The weather for the two days had been unusually warm and with so much moisture in the air there was a lot of ground haze. It was so heavy that bright sunlight was not present for good color pictures. All weather predictions gave practically no percentage of rain so this was not a problem so we thought. An isolated thunder storm moved into the area and just as the members went into the clubhouse, down came 100% precipitation on a 0% prediction of no rain. It poured and thundered. Some had even packed up and headed for home.

After about a half hour of this downpour, the skies cleared and the sun was out again. There had been so much humidity in the air it had to rain. The awarding of the trophies brought to an end the two day meet, the 9th annual meeting of the Indian Four Cylinder Club, and the chaplain closed the meeting with prayer urging all to be careful on the highway, don't take any chances, and let the other man have the road if he's in a hurry, for we desired all present to arrive home safe.

The incidents and the stories that happened as our members, friends, and visitors came to the annual meet are multiplied as each year's meet grows in number. The 9th annual meet was no exception. Some had hard luck enroute to the meet, and others on the way home. Thankfully no one was injured or met with a fatal accident. I am sure that we didn't hear of all the incidents for there were no doubt more, but we put a section in this issue called Hard Luck Corner.

Awards presented were;

Sack Race - 1st Carl Reichenbaugh, Findlay, Ohio
2nd Robert Aldrich, Lavonia, Michigan

Dizzy Race - 1st Carl Reichenbaugh, Findlay, Ohio
2nd H. G. Metzger, Huntingdon, Penn.

Egg Darry - 1st R. Lee
2nd Ed Morrison, Whiting, Indiana

Plank ride - 1st Harold Randal, Battle Creek, Michigan 20 feet
 2nd H. G. Metzger, Huntingdon, Valley, Penn 13 feet

Poker Run - 1st Ed Morrison, Whiting Indiana 2pr
 2nd Harold Randal, Battle Creek, Michigan

Judging - Oldest four - 1917 Henderson
 Dr. Bill Cleveland, Cleveland, Ohio

Oldest Indian four
 Buck Jones

Best Custom Indian four
 Ed Wolski, East Detroit, Michigan

Best Side Car and four
 Nick Gansinger, Whiting, Indiana

Most Unique machine
 Earl Chalfant, Brookville, Penn.

Best Restored Indian four
 John Rees, Wickliffe, Ohio

Youngest Rider and owner of four
 Donald Knapko, Westland, Michigan

Hard Luck Trophy
 Nick Gansinger, Whiting, Indiana

Since there was such a downpour outside the Club House at the closing session, the track and parking area became quite muddy and a near impossibility for each one to load his machine alone. All that had not left during the rain stayed till all machines were loaded and no one left stranded. Another good example of this club of fellowship and helpfulness to each other.

We would not want to forget in our report of the two day event for the benefit of our members who live at such a distance they don't make it to the meets, and for those who do live nearby, a letter had been sent to Television Station W T O L - T V informing them of this two day meet. Mr. Mike Smythe, sportscaster for the station came to the meet on Saturday afternoon and filmed a group of riders on the track to give the public a look at the Indian four Club in action. This film was shown at the 6 PM news cast and the 11 PM newscast. The Travelers Club representative, Mr. Al Borer made arrangements to have a portable Television set in the Club house for the benefit of those staying over nite Saturday night.

As the various ones left for home the part words were see ya next year at the anniversary meet - and so we end this report on the note - let's make the 1971 10th annual meet the finest yet. We can plan a lot of program and have special entertainment and a big feed, but it won't amount to very much unless YOU are there. So - - let's plan those vacations now for the second weekend in August and fill up that Traveler's Club Ground to capacity.

Hard Luck Corner

Two of our members and one non-member have been involved in unfortunate accidents with motorcycles and since we try to express safe riding to all our members and friends, the opposite many times happens and the individual winds up in the hospital.

Dave Sloan, life member of the Four Club and representative of A M A was involved in a head on accident not far from the Traveler's Club Grounds following a track meet there of the Traveler's Club and is presently in Toledo Hospital with a broken leg. His bike was wrecked pretty bad but fortunately Dave is on the mend. To send him a card his home address is Rural Route 3, Kenton, Ohio. Can you imagine Dave Sloan on crutches instead of a motorcycle.

Michael Bryce of Weston, Ontario, Canada was involved in an accident, details of which we are not sure, but the impact, his bike, all sent Mike into a guard rail and it was later revealed that his spinal column had been severed which consigned Mike to a wheel chair as a paraplegic. Another friend of the club of similar circumstance is our good friend Henry Missler of Dundee, Michigan whom you will remember did a very beautiful job of restoration on his 1941 four and side car and won for him a trophy at the '69 meet. Henry is presently working on another restoration and we're sure that it will be equally as fine a job. Mike can use a lot of encouragement and correspondence from his fellow members and we know how you men can do a good job of helping one another out whether it be parts, advice or good cheer. The situation will not effect Mik's writing hand although writer's cramps might set in, but give him a little moral boost and I am sure he'll appreciate it. His present address is 60 Stevenson Rd., Unit 1507, Rexdale, Ontario, Canada.

Al Feldeman our assistant editor and good friend of the club met with an accident and too was hospitalized with a broken arm. Al rode his BMW under handicap of an artificial limb and we hope that arm will be as good as new again. An ardent photographer of motorcycles and his other hobby of Railroading, Al has contributed to the magazine with some very fine pictures of fours. His address is 1095 Lennox, Detroit, Michigan. Phone 824-2528.

The following hard luck stories did not cause any bodily injury but incidents enroute to the annual meet and some in return home caused problems and we thought them worthy of note. One rider at the meet came in from some distance with his camping gear all over his bike and made the trip without incident on the road but at the meet had an accident with another machine and bruised his arm and leg.

Two of our members who are very close buddies and enroute to the meet Ed Morrison of Whiting, Indiana, was waiting at a stop light in Detroit and when the light turned green as he started out his bike lunged to the right. He pulled off to the side and found that the lock nut on his fork and come loose and backed off, allowing the frame to raise up when starting out. The thrust bearing at the bottom of the fork was exposed and the rollers fell out on the highway. He could ride the bike but only with a firm hold on the handle bars and at a slow speed. Some of the members in Detroit had extra bearings and soon had the problem fixed. Nick Gansinger, close buddy of Ed was enroute home with Ed to Whiting and they were travelling along about 60 MPH on a crowded highway and Ed a rod or so behind Nick when the bracket holding Nick's tailpipe broke loose and the tail pipe dropped off right in Ed's path. Luckily Ed missed it and there was no mishap.

Another incident did not happen enroute to or from the meet we could not pass up printing it as Ed told it to us at the annual meet. It all happened when the two were riding their bikes near Chicago on a heavily traveled highway.

The two had started out together but traffic doesn't always let it be that way and Nick got about a half a block ahead of Ed and Ed's bike suddenly caught fire. The reason, gas was leaking from the carburetor onto the hot engine and arking in the generator set the gas on fire. It blazed up around his leg and arm and he yelled to Nick for help. We're not sure if he had his side car on the bike or not or if he has another bike, for he said he immediately pulled over to the side of the road, laid the bike on its side so the flames would not come up around the gas tank and acrburetor, he took off his shirt and began to beat out the flames but with little success. Nick heard Ed yell for help and did that which no driver should ever do on a heavily traveled street or highway, he made a U turn right in all that traffic, side car and all and went back to where Ed was to help. Luckily Nick carried a CO 2 fire extinguisher in his side car. He found it quickly pointed it at the fire and pressed the handle but it wouldn't work. This extinguisher had a mounting bracket fastened to it with a pin between the handle and the tank which prevented it from being set off when not in use. Pressing the handle as hard as he could and with no success, Ed told him to pull the pin. This done, one good blast of CO 2 and the fire was out. Nick's quick move saved Ed and his bike from a near disaster.

H. G. Metzger of Pennsylvania was one of those members that rode all the way to the meet on his four. And of special significance about this four, its is the bike that our President used to own, the red one. Metzger too came to the meet but not without incident. His bike packed for the trip and his sleeping and camping equipment he headed out and after some miles later he found that his generator was not putting out. He planned to ride most of the time to get to the meet as soon as possible, but this problem forced him to conserve his riding to daytime only and save the battery. After arriving at the club grounds some expert help soon had it fixed for his return trip home and partciapation in the events.

Bert VanHole also had his share of trouble coming through the hills of western Pennsylvania and New York State but not with his Indian four, it was instead his car and he was pulling a trailer with his four on the trailer. Bert and his wife, Mary, started for the meet and a short way from home his car quit. He went to a service station and got the attendant to tow the car to the station to fix it. They decided it was the fuel pump and a new one was put on. The car started O K and they were on their way again. Sometime later when in the hills of New York or Pennsylvania the motor began to run hot and he stopped it on a hill (the up side). He walked to the next station and the attendant brought him back in his truck and said that he would push trailer and all to the station. Don't sound like to good a practice pushing the trailer loaded with a motorcycle hooked to a car by a ball hitch, but as Mary was telling this episode, she said it worked to perfection going up and down hill. Once at the station they removed the thermostat and the motor cooled off. Now for some such an experience would be enough for the physically able guy, but Bert had had surgery not too many months ago and was well on the mend, but not up to full strength. They made it to Toledo and he got his bike unloaded to participate in the events. We hope that his trip home was smooth sailing all the way.

Don Callar of Alexendra, Virginia had a small share of trouble also. When coming through the mountains of Pennsylvania the trailer carrying his four with the side car fishtailed considerable and made driving in the pickup pulling the trailer somewhat uncomfortable. With him in the truck were a girl friend and another gentleman who helped him load his machine. Between the three it was decided that they might take some of the loose rock along the roadside and pile it on the front end of the trailer to weight the front end. Then there was the matter of keeping the rocks on the trailer so some sandbags nearby served this purpose. This reduced the fishtailing to a minimum and they continued on their way to Toledo. Now this part of the story we were not supposed to tell as we were listening to it at the same time Mary Van Hole was telling of their trip from New York State. When Don arrived at Toledo and unloaded his machine some interested

partys saw the rock and asked what they were. The answer given was that they were of rare variety and somewhat expensive. They were left over from rock planter box and could be purchased for a price. A sale was almost made but someone couldn't keep a straight face and the truth became known. Anyhow, the publisher of the magazine has one of these rocks and it looks like any ordinary rock - it ain't Ohio rock.

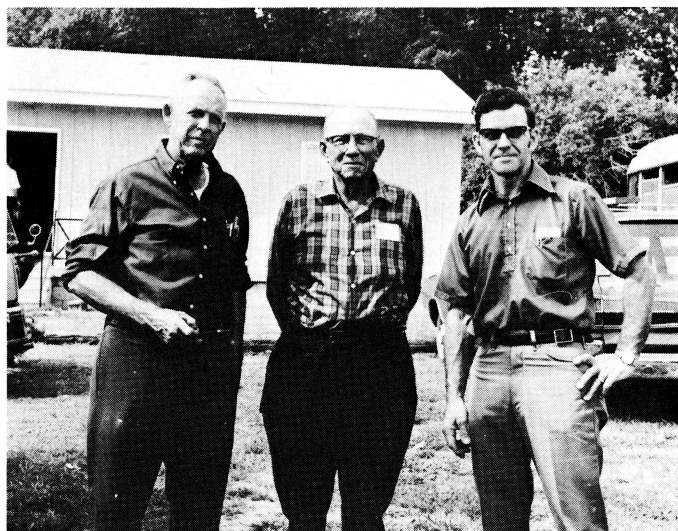
Emanuel Sperrazza of Long Island New York didn't exactly have any bad luck but it was a longer trip to Ohio that he had figured on. You will recall the ad we ran for Mr. Sperrazza for the Indian Four Belt Buckles, made and sold by him. He brought to the meet a lot of parts for the Flea Market plus two machines and a number of these belt buckles. His sales were good and he returned to Long Island less two motorcycles, no buckles and many less parts. Enroute to Toledo he knew that he had to come across Pennsylvania on the turnpike to west of Pittsburg to the Ohio turnpike. He was informed there that he should drive to exit 4 on the Ohio turnpike and he would be at the Maumee interchange near the Traveler's Club grounds. Now this is all well and good information providing you have been in Ohio before and know where interchange or exit 4 is. But, Mr. Sperrazza had never been there before and figured when told in Pennsylvania to get off on exit 4, that if the exits were numbered from east to west exit 4 would be somewhere near Cleveland and a couple of hours out of Pennsylvania into Ohio and he would be at the meet. But little did he know that they are numbered from west to east and he had at least another 3 hour drive pulling the bikes, camping equipment and a load of parts. Well, he finally made it as you can see by the picture in this issue of his tent and wares for sale. He told us that the meet was the finest he had been in and business was exceptional plus meeting a grand bunch of people. He said next year for sure he would be back, but he'll know where exit 4 is for real next time.

For those who have attended the meets whether the June closed meets, the monthly business meetings and the annual meetings one of the Traveler's members that took his turn and served behind the bar many times was Jim Cordray. A red headed fellow and rather hefty built, he would better be remembered for his wit and stories and healthy laff. We were informed that Jim passed away suddendly with a heart attact and was burried August 27, 1970. We are sure the many who met him and talked with him will miss him and the entire club extended to his family its sincerest sympathy

Plans had been made prior to the last annual meet to set up a first aid station on the club grounds but communications did not get through and the plan did not materialize. There was one minor accident last year and required some band aids and we have been fortunate that no serious injuries have occured. With the annual meet a family affair there are a lot more children and of course people of all ages. Two volunteers have offered their services for this available service for next year; Mrs. Thomas Miles and Mrs. Jack Maurer are planning for this first aid for next year.



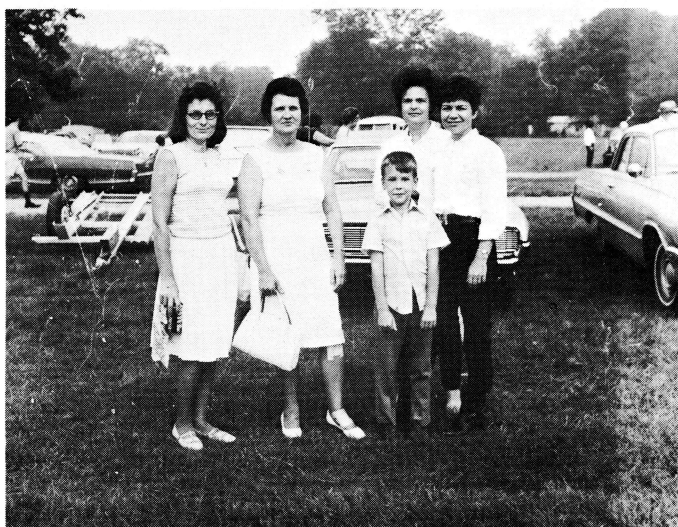
They ain't toatin guns - not hippies (but hippie) - but they are four members of the Indian Four Club just arrived in Toledo at the Traveler's Club for the two day meet of the Four Club. L to R - Nick Gansinger of Whiting, Indiana; Bob Aldrich of Livonia, Michigan; Earl Chalfant of Brookville, Penn.; and Ed Morrison of Whiting, Indiana.



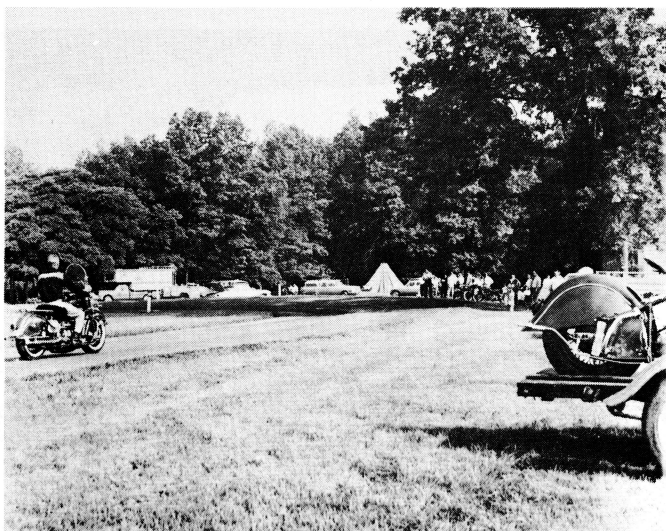
Three more friends meet up for the Four Meet - L to R Sylvester Price of Milan, Michigan; Loren Gouldsbury of Adrian, Michigan; and Maynard Whetstone of Winona, Minnesota.



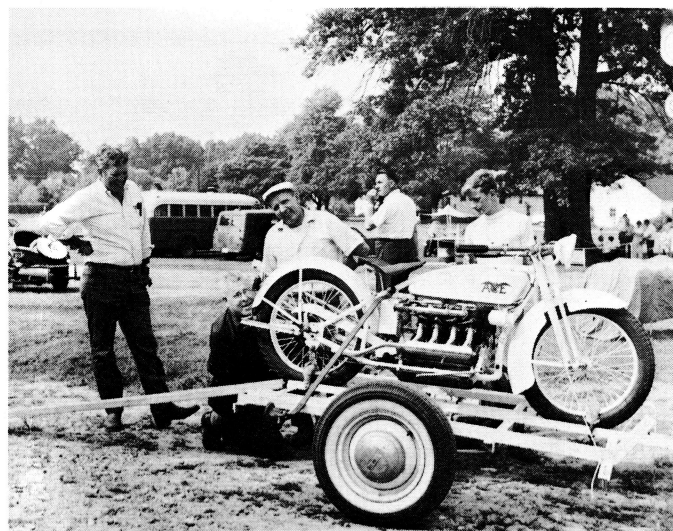
More friends meet during the annual meet - Wives and friends take it easy under the big shade tree. Wives of the Four owners have such a rough time keeping up with their husbands.



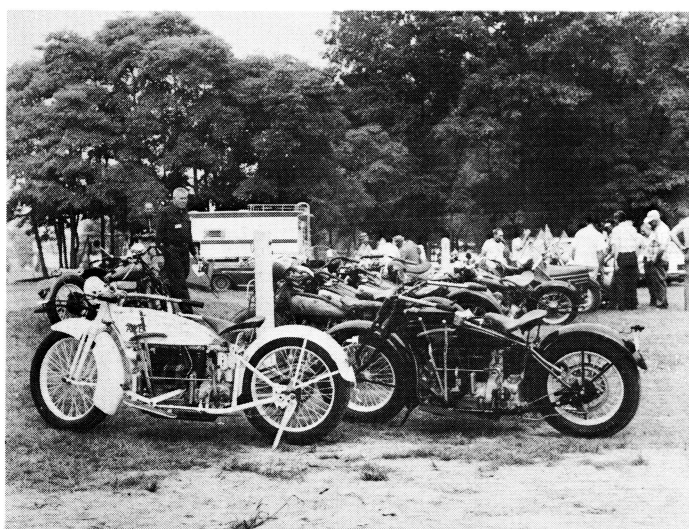
Four wives meet - L to R - Mrs. Robert Saar of Fort Madison, Iowa; Mrs. Thomas Miles of Findlay, Ohio, Mrs. Robert Aldrich of Lavonia, Michigan, and Mrs. George Young of Southfield, Michigan. And last but not least, the boy is the son of Mr. and Mrs. Robert Aldrich.



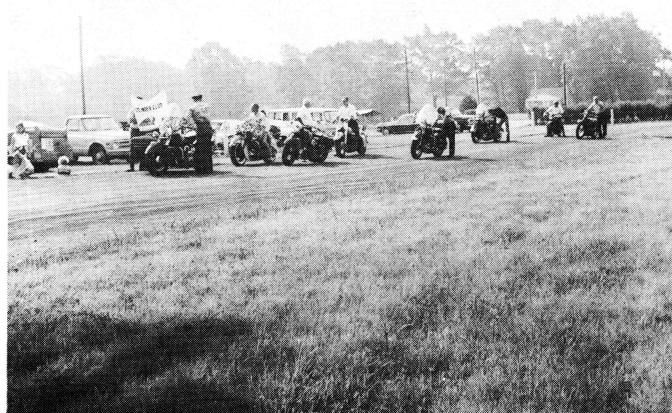
This is how the club grounds looked when the photographer arrived on Saturday morning. Bert Van Hole rides into the left of the picture warming up his four for the events.



When ya get to the meet, and ya say hi to everybody - the next thing to do is unload your bike. After nearly 600 miles from Schectady, New York, Lou Lichva removes the bolts to take his beautiful white ACE off the trailer as Jesse Clapsaddle and Gerald Wilson watch.



Machines unloaded and parked, it was off to the clubhouse for breakfast. Machines in the foreground are 1923 Ace belonging to Lou Lichva, and Henderson X belonging to Milton Mehl.



The beginning of every meet is the Grand Parade and on Saturday morning machines were assembled on the track just before the opening remarks and invocation by the Chaplain and the playing of the National Anthem.



Merv and Mary Ryan of Edinburg, Virginia take the position of lead motorcycle with the Club Banner. Immediately behind them is Allen Bozung with a passenger.



Coming up from the south turn after the first lap in the parade.



Many riders participated in the parade and photographers were everywhere.



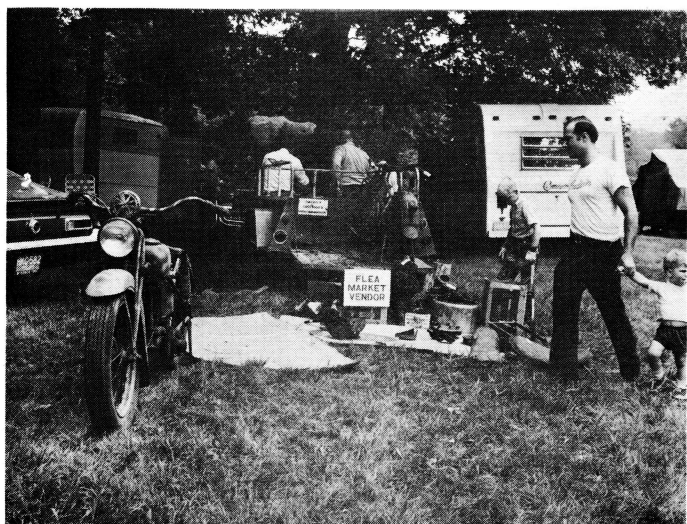
The Flea Market - always a place of activity. When ya want a part for a four or whatever, generally ya'll find it in the Flea Market and Bob Paulette (white hat) discusses parts with "Buck" Jones. Bob had his school bus loaded with goodies from his shop in Midway, Kentucky.



Bob Speck, the Decal Man of Valparaiso, Indiana, has been regular in attendance at the meets for several years, and he generally has something to sell in the Flea Market. Bob specializes in quality decals. They are as near to the original as possible to make. They are so processed that they are actually better than the original, for present day materials and printing methods are far superior to original processes. Bob also sells many parts for fours.



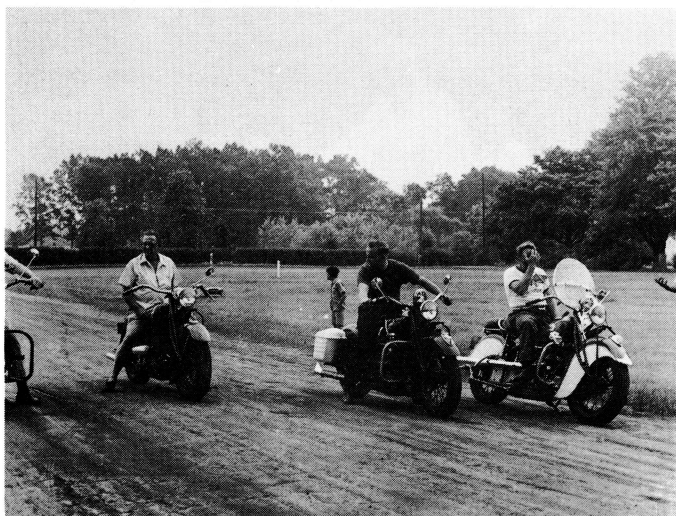
A newcomer to the annual meet is Emanuel Sperrazza of Long Island, New York. He brought a truck load of parts and goodies that attracted the attention of many. If you will recall in the Spring Issue of the Four News, he advertized the Silver Belt Buckles with the engraving of the Four on the buckle. Look close at the picture and you might see Allen Bozung right down in the parts taking a good look.



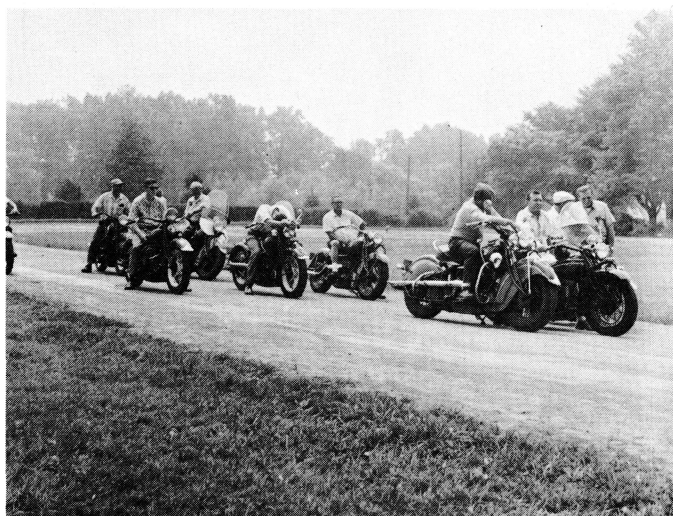
Still another Flea Market right behind the Club House.



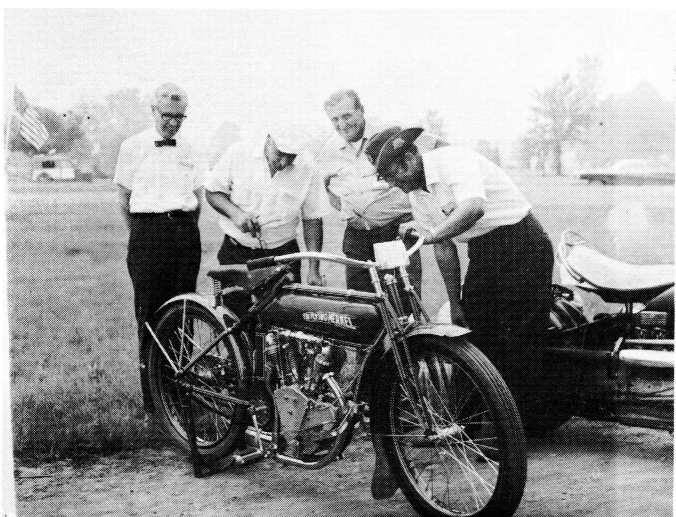
Time for the events and the bikes were moved to the infield to get started.



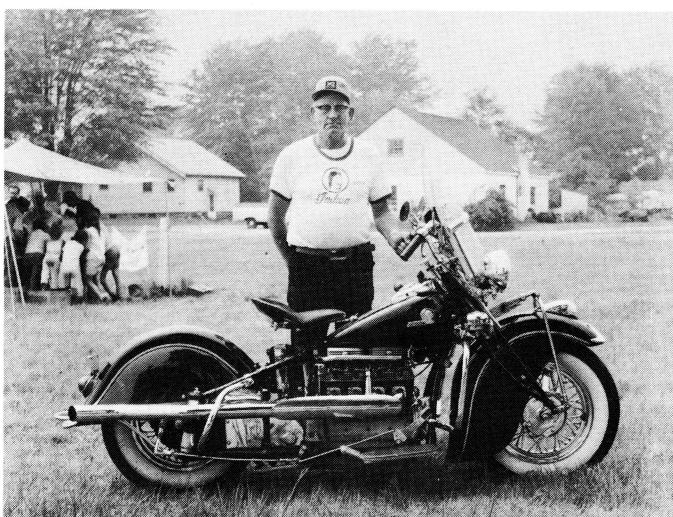
Fours ready to go in next heat - Carl Reichenbaugh in middle lane and Bob Aldrich on inside lane.



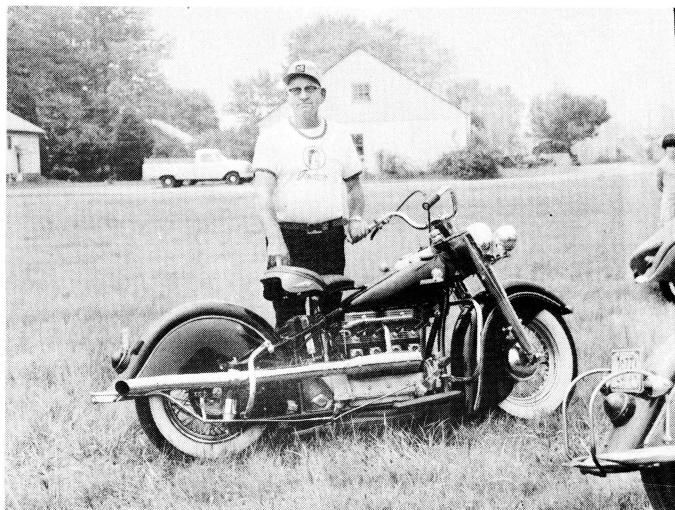
They aren't bushed - but it was hot and just waiting for another event to get started.



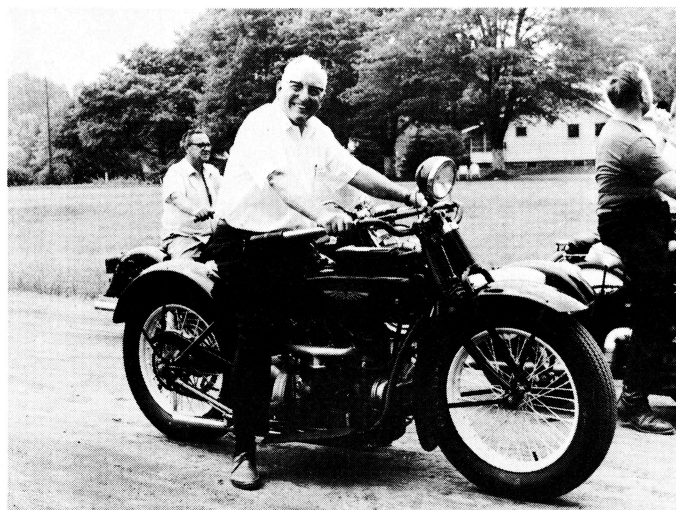
This ain't exactly a four, but the judges decided to pose right where they were at the last bike in the row. Looking like the judges they are - L to R Dr. Bill Cleveland of Cleveland, Ohio, Bob Paulette of Midway, Kentucky, and Earl Chalfant of Brookville, Penn.



Jack Maurer poses with his very beautiful black and Chrome four. Jack has been a member of the Club from its beginning and presently holds the office of trustee. This machine is pictured on the front cover of this issue.



Jack Likes black and chrome, so this restored machine he just recently completed is all black and chrome like the one he has brought to the meet for several years. This machine he sold at the annual meet.



Milt Mehl gives us a real pose on his Henderson X and the performance of this machine is every bit as good as it is beautifully restored in dark blue and cream wheels. Many who rode it praised its performance.



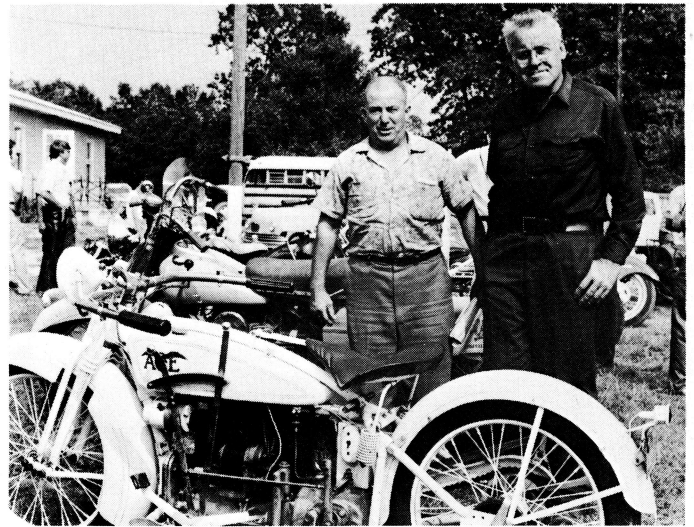
This picture wasn't intentionally of Milt from the rear, but Milt just happened to be on the track later when the machines were ready for another event. Both Milt and Bert Van Hole are ready to go.



Getting ready for the Poker Run, and Jesse Clapsaddle on his 45 Scout waits for the whistle to start out.



Ya can't very well take the turns to fast or speed up on the straight-a-way when your wife's riding in the driver's seat. Mrs. Allen Bozung riding behind her husband Allen in the Poker run.



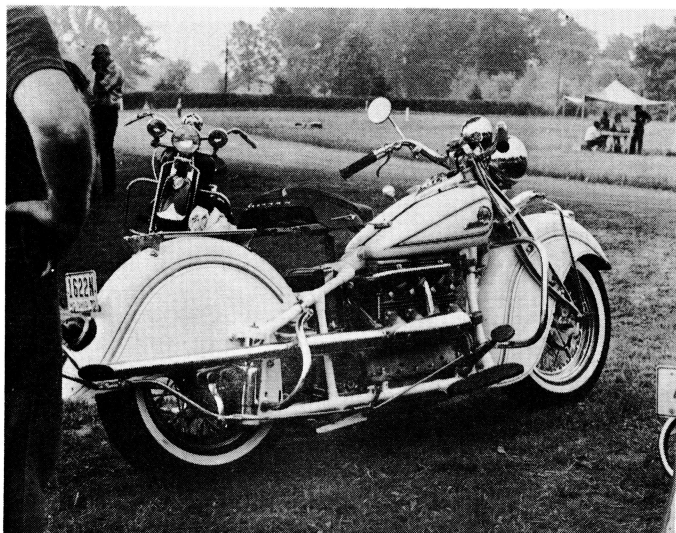
If ya wanta know anything about and ACE machine just ask either of these gentlemen - Phillip Picard of Quebec City, Canada on the left or Lou Lichva of Schnectady, New York on the right. Either is an expert in this field. Lou is the owner of this very beautiful white Ace and Mr. Picard visited the Ace Plant wher it was still in production of Ace machines at Blossburg, Penn in 1925. He is an authority on the Ace. He has a remarkable memory of the parts and their design changes and the years.



Dr. Bill Cleveland brought this 1917 Henderson to the meet and attracted a lot of attention. The machine still had the original finish but the motor ran like it had been overhauled just recently. It preformed to perfection on the track. We have pictures in closeup of this machine on another page.



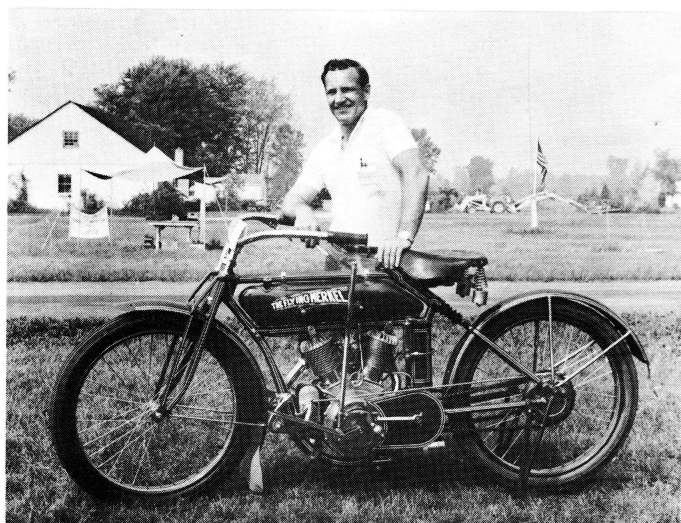
Three generations - Percy Wallace (riding back seat) has been a member of the club from its beginning. His daughter Eleanor Steinbring of Wooster, Ohio on the same bike has accompanied her dad to the meets for nearly as long. On the other bike is Eleanor's oldest son Clair Johnson, which makes three generations of motorcycle riders in the Wallace family. Actually there is another for Eleanor's husband Jim rides and there is Jim Jr. just waiting his chance to get on a bike. Percy lives at Atwater, Ohio.



White is not too often chosen for a color of a machine and neither is all black, but this very beautiful white and stripped was a remarkable finish job.



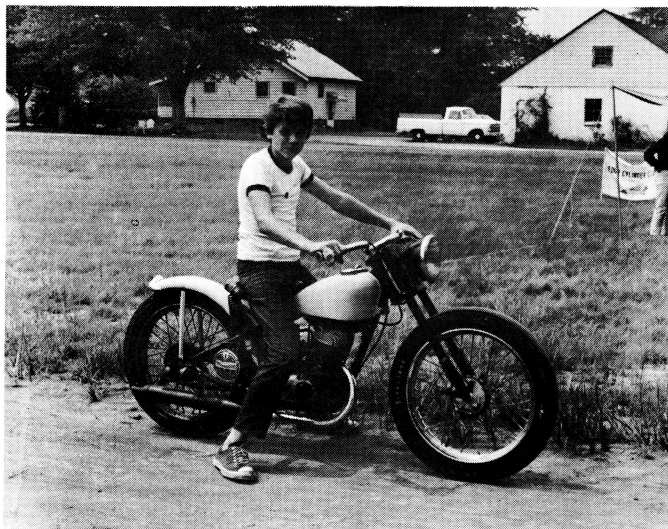
A rare three wheeler - we have had many side car machines at the meet but a three wheeler of this type is a rare appearance. Although its not a four it is a very beautiful blue finished twin. Since it wasn't completely restored the owner didn't want to unload it from the pickup so we got as much of it as possible in the picture.



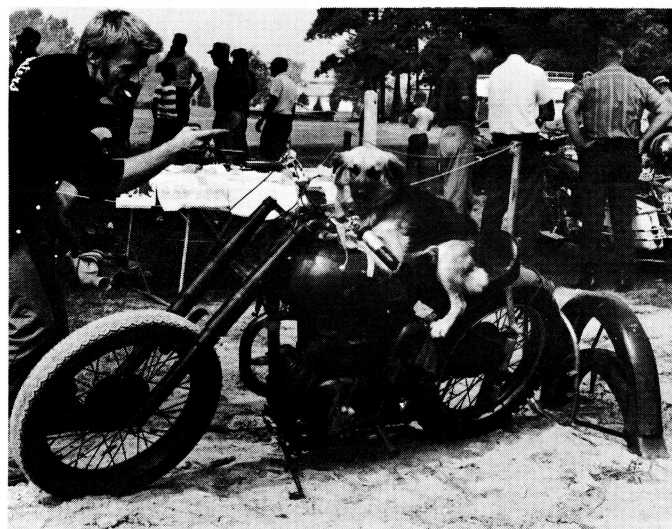
The Flying Merkle - a rare old bike is a beautifully restored machine owned by W. H. Scott of Loveland, Ohio.



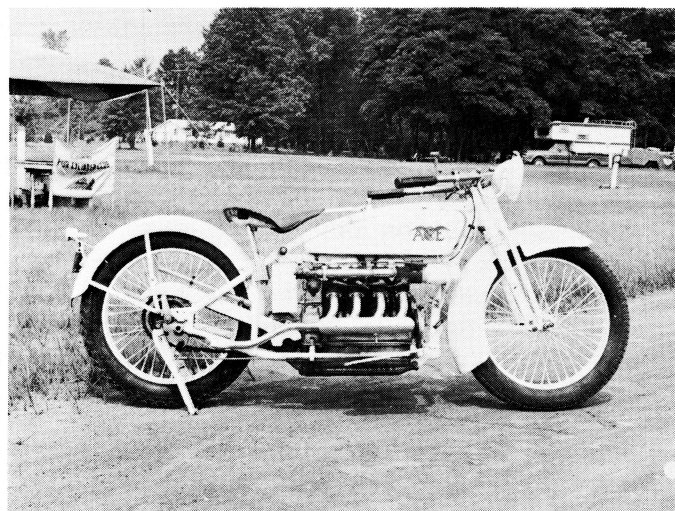
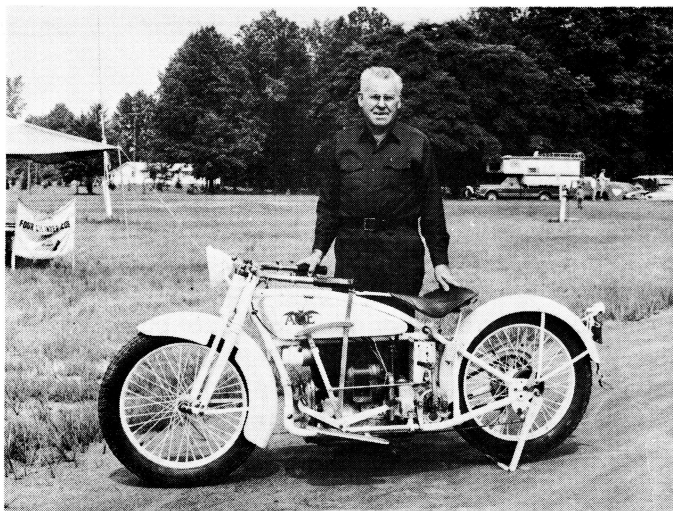
Not exactly a four but our good friend Jerry Tacoma of Livonia, Michigan and his electric start and very beautiful black and chrome Harley.



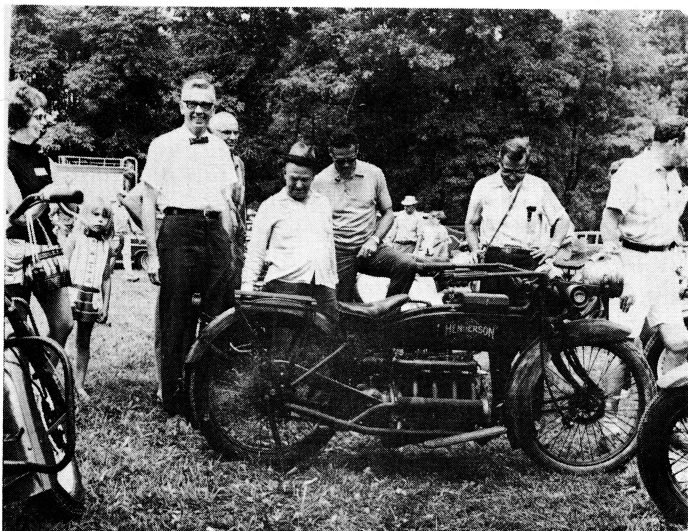
Grandson of Richard Ulreich of Hamilton, Ohio. He has been attending meets with his grandfather for several years. You may recall when grandpa Ulreich won the Honda at the annual meet and the grandson rode it most of the time. He now has his own bike and ride like a veteran.



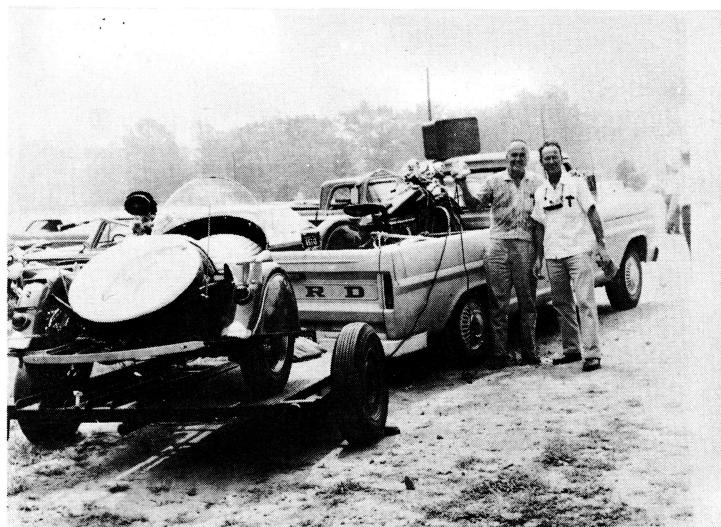
"Now Set" - Rocky Gravell's son tells his dog when he put him on his speedster bike seat. The dog had done this many times before but not in front of a lot of people.



Lou Lichva and his 1923 ACE four. Lou's machine is as fine in performance as it is in beauty. On Saturday afternoon T V Station W T O L of Toledo sent a sportscaster to the club grounds for films of activity on the track. Lou was riding his bike along with several on the track for the movie and the white Ace was the center of attraction in the news cast on the six o'clock news.



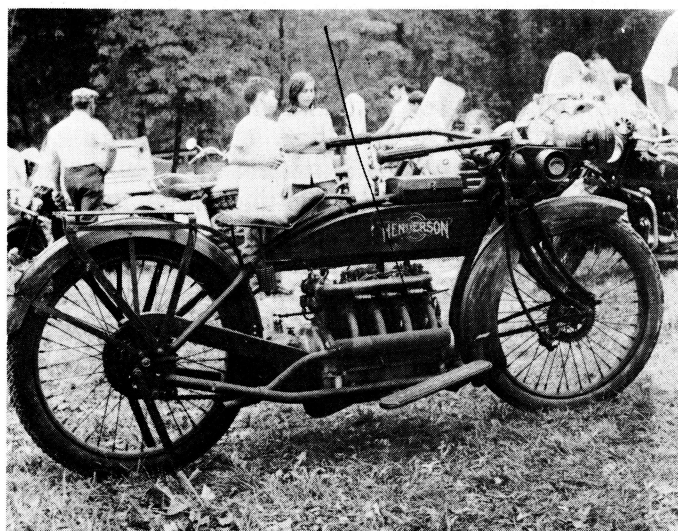
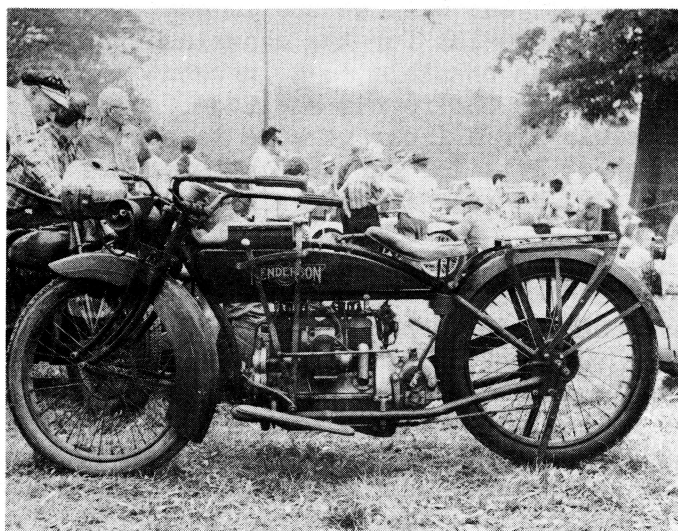
"I'll bet it won't run", the three to the left of Dr. Bill Cleveland think as they look over Dr. Cleveland's 1917 Henderson four. But Doc. knew better, for he rode her in after unloading.



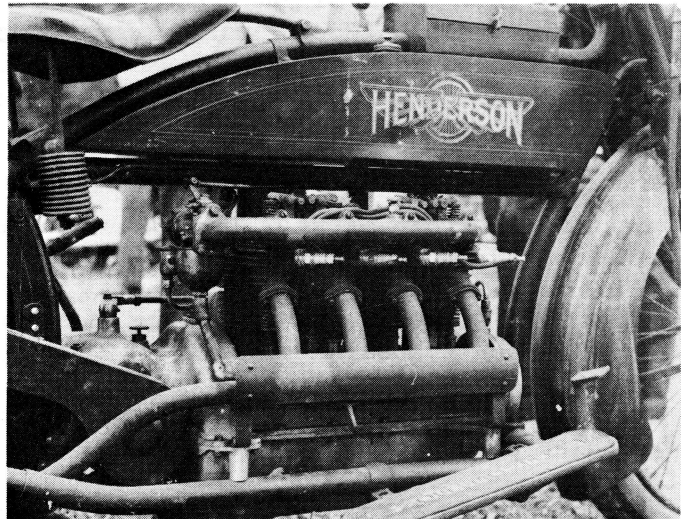
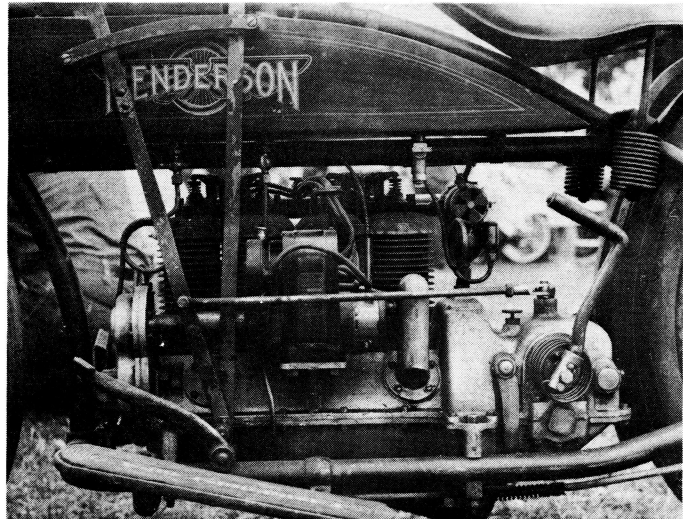
Well all good things must come to an end and so it was with the 1970 annual meet of the Four Club. Here is Don Caller of Alexandria, Virginia some 700 miles from home and all packed up ready for his return trip home. He was returning home with one more machine that he came to the meet with. Well secured in the pickup is the beautiful brown machine restored by Henry Missler which Don had purchased from Henry's son Jack, both of Dundee, Michigan. They kinda of hated to part with the four and Don was aware that he had a real good motorcycle.

Business Meeting to be held October 18, 1970

The Executive committee and members of the Four Club will meet at the Travelers Club in Toledo, Ohio for a monthly business meeting. There have been several new members make application for club membership and several business items to be acted on. Since some preliminary planning has been done for the 10th Anniversary meet in 1971, some definite plans must be made now and committees appointed to begin their work. Plans and program should be pretty well wrapped up by the time of the June publication of the Indian Four News. The business meeting will begin at 1 PM promptly, Sunday October 18th and we'd like as many of the members and friends possible to attend. This is a business meeting only and no outside activities. Any of the new members and the new applications for membership are welcome to attend for we would like to meet you. See you on the 18th. - editor



Whenever an old bike shows up at the meet there are those desiring pictures to help them in their restorations of their antiques. This 1917 Henderson owned by Dr. Bill Cleveland of Cleveland, Ohio was in good running order and all together. The following pictures show both sides and close ups of the motor.



Items of Interest

10th Anniversary meet of the Indian Four Club. Next year will be the 10 annual meet of the Club and thoughts have turned something special for the occasion. First item above all, we would like as many members as possible to be present for the celebration. Our membership reaches from Maine to California and from Canada to Texas and we realize that it has been impossible for all our members to come to Toledo for the annual meets and the June meets. But, for our 10th anniversary meet we hope that many who have never attended will be able to do so in 1971.

Almost since its founding, the annual meets have been held at the Traveler's Club Grounds in West Toledo, Ohio, but crowds the past few years have almost reached the capacity of the grounds. Suggestions have been made to hold the 10th Anniversary meet at one of the county fair grounds nearby, but there are certain characteristics about the Traveler's Club that holding a meet on a fair ground would deny some of these privileges. Beverages have always been available to the Four Club for the Traveler's Club secures a special permit for the two days that the meet is in progress, and all beverages are sold exclusively in the Club House. Moving to a fair ground would deny this to all present and they would either have to go elsewhere or bring their own. Soft drinks are also sold in the club house for anyone desiring this refreshment.

Since the club first began meeting at the Traveler's members of that club have prepared light lunches for members of the Four club and each year their work has grown. The past three years since the new club house was built more convenient and better facilities were built in the kitchen area and the workers are able to have bigger menus and more people. However, there has been the suggestion that a banquet be held for the one occasion of the 10 anniversary and there are no facilities at the club house for such. Some of the bigger motels nearby have facilities and do cater to large groups such as this and this would mean leaving the club grounds for the banquet. We thought the members might not appreciate this more formal type banquet in a motel dining room for they don't usually come to the meets prepared for other than outdoor living. Suggestion has been made for an ox roast on the club grounds and preparations be made for tables and other food items for the Saturday evening meal. It was also suggested that a square dance be held following the meal.

A part of every annual meet is the Flea Market a most important place to buy those hard to get four parts. Decisions have even been made to manufacture certain parts when there were none in the flea market. For the 10th year meet we are encouraging a large flea Market. Thus, anyone that has any parts they do not need and would like to dispose of them, you are encouraged to display these items in the trunk of your car or a special place may be set up with a number of individuals to display a few items and put a price tag on them. We of course want the regulars to return with their annual display of parts to continue to make the flea market the very popular place it is noted for.

When thoughts first began rising on the anniversary meet question was raised for some sort of momento for the 10th anniversary occasion. Several suggestions have been offered but we are still open to ideas and nothing has yet been decided. None of the above items have been decided on for no meetings have been held for planning. We give you this information to needle your thinking and ideas of what you would like to do for the anniversary celebration. There is one item that has been decided on to work toward the success of this meet and that is you members, your friends, and the visitors that live near and far away. Begin now to make plans to come to the 1971 Annual meet of the Indian Four Club and help to make the anniversary celebration a great time for the owners and lovers of Indian four motorcycles.

Mr. and Mrs. John Wickham celebrate 50 years

John and Gladys Wickham will celebrate 50 years of wedded life on October 27, 1970 and kinda feel that the 10th anniversary celebration of the club is a sort of anniversary present for their efforts. They were married on October 27, 1920 in Monroe, Michigan and have resided in Findlay, Ohio since that time. They have one son Jordan and one daughter Mrs. Betty McEntire. There are three grandchildren and one great grandchild. John was employed by the Buckeye Traction Ditcher Co. and later it became Garwood Industries in Findlay and retired from there in 1962. October 27th this year falls on Tuesday therefore they will have an open house on Sunday October 25 for friends to call. Their home address is Mr. and Mrs. John Wickham, 751 Dayton Ave., Findlay, Ohio 45840. If you can't see them in person we are sure a card would be appreciated.

Hard Chromed Crank Shaft

As part time editor to John Wickham, I often write much of the material in the Four News and other material that we copy questions often rise on items that we read and I find myself making inquiries on the subject to get a little understanding on a certain item or process. One such item was the hard chromed crankshaft and the question in my mind what was the difference between hard chrome and soft chrome. We have here in Findlay a Chrome Plating Shop that is owned by a gentleman that worked with President Wickham and my father all the years they worked at the Buckeye and Garwood. I asked this man's son who now operates the chroming business about this question and here is the answer. It should really be designated as hard chrome and decorative chrome but it is all the same chrome. Decorative chrome is the highly polished shinny parts on the machine. This type chrome is a more detailed process than the hard chrome or bearing chrome. Parts to be chromed and polished with the decorative chrome must first be thoroughly cleaned and free from all foreign material such as grease and corrosion. The item is first put in the tank and copper plated. Then a plating of nickel is applied. This was the extent of the process in decorative plating before chrome was used and many early Indian had nickle plated parts. Today the third plating of chrome is put on to give an even brighter and higher luster than nickle. The chrome plating in decorative plating is very thin and is purely decorative. The hard or bearing chrome is somewhat different. No elaborate cleaning other than making sure that the item is not grease or oil covered or some other foreign material. The particular area to be chromed such as the throw on a crankshaft is left exposed whereas the rest of the bare shaft is painted over with one or more coats of a plastic liquid and dried. This prevents chrome from coating any area except the throws or bearing surfaces. In the tank the chrome may be built up to 25 thousands in a longer duration plating period. Some Indian crankshafts may wear up to 25 thousands and this chrome plating will rebuild this amount to original size. Following plating the plastic coating is washed off and only the bearing surfaces are plated. Next comes the grinding process to finish off the throws to the desired dimensions and a finished bearing surface. The gentleman told me that this bearing surface is much harder than the crankshaft metal and will make the crankshaft last a lifetime. Some of our members have chromed cranks in their fours and have found no trouble with this method of preserving the crank. I asked the gentleman about chroming other parts with this hard or bearing chrome such as the cam lobes. He had done this for some race car owners and they had experienced a chipping off of the chrome for the lobe actually strikes the lifter to raise the valve and heres where the chipping occurred, thus the only chroming in the motor he suggested would be the throws of the crank and the mains. There is no striking action here and the rod and main bearings simply turn on this harder surface. With babbit or the bearing that Mr. Paul Murray uses there is simply a turning on the shaft and the hard chrome provides the best surface known for this bearing surface. If I have made any error in this elaboration I and sure that our Technical editor Mr. Murray will let me know and correct the error. Anyone desiring more information and price on this process may write to the publisher. Address may be found on the Table of Contents page.

RESTORING YOUR INDIAN FOUR PART III

BY Paul Murray

In my last article I touched upon the subject of over boring cylinders to use 2 7/8" diameter pistons and it has raised the question - "How safe is this?" I should have been more specific and explained that a standard cylinder from 1938 - 1942 has a wall thickness of 9/32" and after boring the 1/8" from the diameter of 1 1/16" on a side, you still have 7/32" wall thickness left. Plus the fact these cylinders are made of a close grained iron nickle alloy and Ace furnace blast. This means they are plenty tough. We do not recommend over boring the earlier cylinders (1928-1937) because the wall thickness is much less than the earlier cylinders.

Many of you have probably run into the problem of cam shaft and cam follower wear and if this is not properly taken care of, the end result is a noisy valve train. The cam followers can be refaced and it is very important the radius be copied as original and all alike, if it is changed it will change the valve timing and either make the engine idle badly or cause it to loose power. The cam opening and closing was specifically designed for a .9375 radius on the follower to obtain the best idle power for the engine. Here again, any good automotive machine shop can do this for you. In my shop, I have the very latest and best KWIK-Way Valve refacing machine and had to make a fixture to do this job. At the same time you have the cam followers refaced it is advisable to have the exhaust tappet screws refaced square with the follower and the tappet end of the rocker arms refaced following their original radius. All this will insure a silent, smooth valve action. It is a rule of thumb in most shops, to butt grind valve stems at the same time the valves are refaced. To take the sharp corners off the cam lobes, we use a fine india stone and carefully work the lobes into shape. This takes a little time but is well worth the effort. If you have a cam shaft that is sadly pitted or chipped on the toe of the lobes, you have two ways out; either another one or have the cam lobes reground to the original timing; then reheat treated to a case hardness of 1/24" deep and 62 to 65 points on a Rockwell "C" scale tester. After the cam shaft has been heat treated, it must be checked for straightness and trued accordingly.

We have recently completed our crankshaft and bearing assemblies. Also the necessary tooling to bore rods for our aluminum alloy insert bearings. For those of you who wish to be original as far as plating of all engine bolts, nuts, washers, crank case vent, starter pedal arm, starter bushing, clutch arm, shifter arm, oil pressure body; these were all cadmium plated. I am referring to 1938 - 1942 models. The early models (preceeding 1938) were white nickel plated. The timing gear cover was painted black as well as oil pressure gauge and mounting bracket. The cylinders were copper plated under white nickel. Since this process is nearly extinct and for technical reasons we do not like to have the cylinders stripped and replated, it simply does not do the metal any good. Normally, before anything is done, clean your cylinders thoroughly and you might be surprised that the original plating may be presentable. If not, the cylinders can be glass blasted and most of the plating removed, then the color of your choice in a good Hi-Temperature engine paint, sprayed on.

We have had many inquiries about further explanation of the alloy bearing material we use, so for the benefit of those who would like, I will go into the subject further. I was lucky enough to have talked to the engineering department and received the chief engineer's report for the company that produces magnesium, nickel, titanium, tin and aluminum, and the typical values are as follows: 25,000 PSI Tensile Ultimate, 32,000 PSI Tensile ultimate and 20,000 Compressive Yield. What does all this mean? It means the material is stronger, less galling (even on a soft shaft) will hold its shape better, is non-corrosive, and has better thermal qualities than any other bearing known to man, except possibly silver.

We buy this material in tubular form, finish machine the outer dimensions, rough bore, cut oil grooves, then finally, finish hone the clearance with a 400 finish on our latest Sunnen Honing machine. All bores are dial gauged, to insure accuracy.

Crankshaft grinding provided a problem, since there is very little shaft left when the gear is removed to chuck to and the fact that the shaft had to be indicated on the normally out of round front main bearing journal, we found out that this method left enough run-out in the crank gear to produce an annoying amount of gear noise. Thanks to club member Allen Bozung of Southfield, Michigan (now don't blush Al), who does a fine job on these engines, pointed this out to me, so we got busy and made an adaptor that screws on the gear end of the crank shaft with ample room to indicate from, thusly insuring us of absolutely no gear run-out after grinding.

In our next article, we will discuss the restoration of cylinder heads and cylinder blocks and other items of interest. Until then, work hard and have fun.

Paul Murray

Membership List of the Indian Four Cylinder Club Inc.

Arkansas

Dr. Claude M Walters 416 Hospital Drive Camdem Arkansas 71701 1940 Indian Four Sec.

California

William T Alloway 821 Columbus Drive Capitola California 95010 1938 Indian Four
 R M Brewster 77 Los Cerritos Drive Vallejo California 94594 1936 Indian Four
 Frank W Commins 1340 Rosewood San Carlos California 94070 1958 Ariel Sq Four
 William Crawford 1276 Juanita Drive Walnut Creek California Indian Four
 Jack Danvers 2840 Forest Hill Blvd Pacific Grove California 1938 Indian Four
 James E Davis P O Box 2121 Arcata California
 James E Davis Jr 659 San Miguel Ave Santa Clara California 95050 1941 Indian Four
 C Walter Frick 4304 Varsity St Ventura California 93003 1941 Indian Four
 John L Gale P O Box 741 Ojai California 93023
 John F Gonsley 2005 Capitol Ave Sacramento California 95814 1938 Indian Four
 Jack Lange P O Box 56 Kalamath River California 95050 1940 Indian Four
 Robert D McBride 2555 Oak Park Lane Campbell California 1929 Indian Four
 Charles A Moore Route 1 Box 573 Grass Valley California 95945 1938 Indian Four
 R C Pasek 3062 C Street San Diego 92102 1941 Indian Four
 Ernest Pretor 37 Quintara St San Francisco California 94116 1941 Indian Four
 Arthur J Rumpel 349 Sparling Drive Hayward California 94544 1941 Indian Four
 Robert A Schnaible P O Box 5202 San Jose California 95150
 Harry V Sucher 8841 Garden Grove Blvd Garden Grove California 92641 1938 Indian Four
 Jebb E Takasugi 12027 Rialto St Sun Valley California 91352 1939 Indian Four 1941
 Indian Four
 Roy A Tucker 3969 Marshall Way Long Beach California 90807 1940 Indian Four
 C E Williams Jr 1212 Temple Terrace Laguna Beach California 92651 1941 Indian Four

Colorado

Oliver Flury Rt 2 Box 120A Montrose Colorado 81401 1935 Indian Four
 Robert V Hoyt 1307 N College Ave Fort Collins Colorado 80521 1940 Indian Four

Florida

Loren Gouldsberry P O Box 126 Intercession City Florida 33848
 John Webb 2510 Tuscaloosa Trail Maitland Florida 32751
 R A Burke "Vanity Boot Shop" 114 E College Ave Tallahassee Florida 32301
 Ray Munn 2720 N E 8th St Pompano Beach Florida 1939 Indian Four
 Gerald Wilson 3521 Riverland Rd Fort Lauderdale Florida 33312
 Arthur R Woods 1855 Baywood Dr Sarasota 33581

Illinois

L H Anderman 7718 Clarendon Hills Rd Clarendon Hills Illinois 60514 1939 Indian Four
 Jack E Bajo 14816 Minerva Dolton Illinois 60419 1940 Indian Four
 John Dohnal Jr 9437 Burlington Blvd Brookfield Illinois 60513
 E R Eisele 215 East North Ave Naperville Illinois 60540 1936 Indian Four
 Clare G Frantz Box 27 Sugar Grove Illinois 60554
 Irwin Hirsh 2849 W Gregory Ave Chicago Illinois 60625
 Stanley E Jensen 230 Sharon Dr Dundee Illinois 60118
 Thomas C McCleod 333 Sumac St Wilmington Illinois 60481 1938 Indian Four
 Angelo Ranieri 2905 78th Ave Elmwood Park Illinois 60635
 Barry Stelford RR 1 Urbana Illinois 61801
 Fred G Wacker Jr 2100 Commonwealth Ave North Chicago Illinois 60064 1932 Indian Four
 Curtis B Weigold 1611 South 21st Ave Maywood Illinois 60153 1938 Indian Four
 Louis Wille 220 Market St Momence Illinois 60954 1938 Indian Four
 Mervel E Wood 911 Washington St Oregon Illinois 61061 1930 Indian Four

Indiana

John Blouch 1532 South 8th St Terre Haute Indiana 47802 1939 Indian Four
 Glen J Brutus R R 1 Box 37 Pine Village Indiana 47975 1929 Indian Four
 Nick Gansinger 1246-119th St Whiting Indiana 46394 1940 Indian Four
 G S Herbison Box 637 Syracuse Indiana 46567 1938 Indian Four
 Louis Kamaski 1508 Bullseye Lake Rd Valparaiso Indiana 46383 1930 Indian Four
 David Kitson 418 Winchester St Decatur Indiana 46733 1938 Indian Four
 Henry A Krueger 97 W Walnut St Morocco Indiana 47963 1941 Indian Four
 Chester W Miller Route 6 Box 276 Elkhart Indiana 46514
 Edward J Morrison 1926 Lincoln Ave Whiting Indiana 46394 1942 Indian Four
 Arthur P Smith 602 Napoleon St Valparaiso Indiana 46383
 Bob Speck Mtd Rte 35 Box 338 Valparaiso Indiana 46383 1937 Indian Four
 Luther E Sutherland 3720 Miller Dr Indianapolis Indiana 46239 1930 Indian Four
 Arthur Weaver R R 2 Berne Indiana 46711 1941 Indian Four

Iowa

Loren Flanders Route 2 Oskaloosa Iowa 52577
 Paul George 2590 S E 52nd Ave Des Moines Iowa 50320 1935 Indian Four
 Silvan Goesser 1710- 2nd Ave North Dennison Iowa 51442 1934 Indian Four
 Louis Hurt Route 2 Grinnell Iowa 50112
 Dale Duane Pearson 122 Edgewood Rd Nw Cedar Rapids Iowa 52405 1940 Indian Four
 Robert D Saar 310 23rd St Fort Madison Iowa 52627 1938 Indian Four
 Orel Young 1027 1st Ave North Esterville Iowa 51334

Kansas

Donald Scott Route 3 Oberlin Kansas 67749

Kentucky

Richard M Keenan Rt 1 Chenault Lane Mt Sterling Kentucky 40353 1940 Indian Four
 R W Paulette P O Box 401 Midway Kentucky 40347 1942 Indian Four

Louisiana

Martin Wiesendanger 502 Frenchmen New Orleans Louisiana 70116

Maine

Nathan Chapman 676 County Rd R R 1 West Brook Maine 04092

Maryland

Harry G Shaffer R F D 1 Box 151 Hamstead Maryland 21074

Massachusetts

Giles Adams 48 Brodley Rd No Weymouth Massachusetts 02191 1922 Ace Four
 William Fillingim 149 Green St No Weymouth Massachusetts 1936 Indian Four
 Roger A Mathieu Steerage Rock Rd Brimfield Massachusetts 01010
 Sandor Nagy 116 E Haverhill St Lawrence Massachusetts 01841
 Frank Peckham 2147 Pleasant St Fall River Massachusetts 02723 1941 Indian Four

Michigan

Robert H Aldrich 28616 Dover Livonia Michigan 48150 Indian Four
 Allen Bozung 24800 Lasher Southfield Michigan 48075 Indian Four
 Walter E Benjamine R 1 714 Gale Rd Morrice Michigan 48357
 Robert D Donald 209 W Drahner Rd Oxford Michigan 1939 Indian Four

Michigan (cont)

Marvin L Grahn Rt 4 Box 585 Coloma Michigan 49038 1938 Four
 R J Gravelle 19305 Gerald Ave Northville Michigan 48167 1941 Indian Four
 John L Harrington 26103 First St Taylor Michigan 48180 1938 Indian Four
 George Hopps 7352 North Dort Highway Mt Morris Michigan 48458 1924 Four
 A Everett Jones 23509 W River Rd Grosse Ile Michigan 48138
 Donald Knapko 7631 August Westland Michigan 48184 1940 Indian Four
 Dennis Kniffen 7392 Auburn Detroit Michigan 48228 1937 Indian Four
 William LaPorte 6254 Brace Detroit Michigan 48228
 Glen Logan 221 Vass St Battle Creek Michigan 49017 1941 Indian Four
 Robert C Loomis 816 Lafayette Ave N E Grand Rapids Michigan 49503 1940 Indian Four
 Homer Mahle 28375 Schroeder Rd Farmington Michigan 48024
 Jack Maurer 14553 Caram Ave Detroit Michigan 48205 1940 Indian Four
 James I McGuire 3075 LaSalle St Ann Arbor Michigan 48104 1941 Indian Four
 Jack Missler 14275 S Custer Rd Dundee Michigan 48131
 Dimitar Miteff 3919 Detroit St Dearborn Heights Michigan 48200
 Paul Murray 9010 Jackman Rd Temperance Michigan 48182
 Paul Pearce 639 Pontiac St Oxford Michigan 48051 1930 Indian Four
 Andrew Pelc 16146 Eureka South Gate Michigan 48195 1941 Indian Four
 Sylvester Price 319 S Main St Milan Michigan 1941 Indian Four
 Harold Randall 231 Hopkins St Battlecreek Michigan 49017 1938 Indian Four
 John A Scholtens 3561 Knapp N E Grand Rapids Michigan 49505
 John Strickland R #3 Hastings Michigan 49058
 Gari M Stroh Jr 909 E Elizabeth St Detroit Michigan 48226 1940 Indian Four
 Ernest W Tardif 27190 Westland Detroit Michigan 48240
 Bruce Wilson 20506 Mada Southfield Michigan 48075 1941 Indian Four
 Ed Wolski 16514 Toepfer Rd East Detroit Michigan 48021 1942 Indian Four
 George E Young 20640 Midway Southfield Michigan 48075 1940 Indian Four V Pres

Minnesota

Maynard Whetstone 256 Belleview St Winona Minnesota 55987 1936 Indian Four

Missouri

Louis Anderson Box 258 Mansfield Missouri 65704 1936 Indian Four

Montana

Floyd R Garner 329 S H Livingston Montana 59047
 Jack Kulish P O Box 280 Stanford Montana 59479

Nebraska

Clifford E Hurst 5623 S 91st St Omaha Nebraska 68127
 R W Peterson Peterson Mfg Co DeWitt Nebraska 68341
 Everett W Palser Rt 2 Scottsbluff Nebraska 69361 1941 Indian Four

New Hampshire

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

New Jersey

Walter Ahlers Jr Main Street Flanders New Jersey 07836 Indian Four
 Arnold S Fisher 109 S Washington Ave Bergenfield New Jersey 07621 1931 Indian Four
 Joseph Poinsette 911 Garden St Hoboken New Jersey 07030 1940 Indian Four
 L E Schoerer P O Box 189 Lebanon New Jersey 08833 1941 Indian Four
 Stephen J Sturm 5307 Browning Rd Pensauken New Jersey 08109 1938 Indian Four

New Mexico

William J Daniel Jr 1306 Hendrix Ave Alamogordo New Mexico 88310 1942 Indian Four
 Delmer E Donaldson 2460 Del Sur S W Albuquerque New Mexico 87105

New York

Paul Freeman 14 Pelton Ave Staten Island New York 10310
 Harry L Ellis Savage Rd Sardinia New York 14134
 L S Juillerat Box 488 Highland New York 12528 1935 Indian Four
 Louis J Lichva Route 3 256A Mariaville Rd Schenectady New York 12306 1940 Indian Four
 Jack Liebrick 35 Balsam Dr Dix Hills New York 11746 1959 Ariel Sq Four
 Leonard Moeller 2124 Grove St Baldwin New York 11510
 Allen Moore S Main Rd Albion New York 14411 1930 Indian Four
 George Pespas 501 Chestnut Lane East Meadow Long Island New York 11554 1939 Indian 4
 Ira Philbrick 406 Court St Little Valley New York 14755
 Emanuel Sperrazza 2339- 129th St College Point Long Island New York
 Bert Van Hole 7829 West Somerset Rd Appleton New York 14008 1935 Indian Four

North Dakota

Gilbert E Horton Box 1351 Jamestown North Dakota 58401 1940 Indian Four

Ohio

Casper Barnes R R 1 Box 8B Grand Rapids Ohio 43522 1938 Indian Four (police)
 Larry Barnes R R 1 Box 8B Grand Rapids Ohio 43522 1938 Indian Four
 Robert R Burge 5773 Centennial Rd Sylvania Ohio 43560 Henderson
 W B Cleveland M D 10300 Carnegie Ave Cleveland Ohio 1937 Indian Four
 Gordon Deye 3524 Corey Rd Toledo Ohio 43615
 John O Elber Rural 2 Box 55 Milan Ohio 1941 Indian Four
 Ralph Embler 9523 Conklin Ave Blue Ash Cincinnati Ohio 45242
 J E Enck 185 Delaware St Lexington Ohio 44904 1941 Indian Four
 Thomas W Harris 800 Hazel St Akron Ohio 44305
 Max Henry 834 Santa Cruz Dayton Ohio 45410 1940 Indian Four
 Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio 45324 1940 Indian Four
 William L Howell 228 E Lisbon St Box 138 Waynesburg Ohio 44688
 Victor E Huguenin 706 Fairview Ave Galion Ohio 44833 1929 Cleveland Four
 Gerald Kenworthy 317 Riffle Ave Greenville Ohio 45331
 Steve Kertesz 2020 Marlow Rd Toledo Ohio 43613 1941 Indian Four
 Enos Leass 1502 N Main St Findlay Ohio 45840 1966 Findlay Four Treasurer
 Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215 1941 Indian Four
 Thomas Majestic 3273 W 129th Cleveland Ohio 44111
 Harry Maule 414 Main St Castalia Ohio 44824 1940 Indian Four
 Lew Maule 405 Kansas St Green Springs Ohio 44836 1940 Indian Four
 Milton Mehl 2641 Andrew Ave Hamilton Ohio 45015 Indian Four
 C E Monnot Sr 22413 Wallace St Alliance Ohio 44601 1938 Indian Four
 William Murphy 11 DeVille Dr Defiance Ohio 43512 1930 Indian Four
 John Palmer 5968 319th St Toledo Ohio 43611 1940 Indian Four
 Fred Provin 371 Heath Rd Heath Ohio 43055 1924 Henderson Four
 Clarence F Puckett 4378 Catalina Ave Dayton Ave 45416 1939 Indian Four
 John S Rees 1795 Ridgeview Dr Wickliffe Ohio 44092
 Carl Reichenbaugh 1421 Bernard Ave Findlay Ohio 1939 Indian Four
 Harry W Robinson 677 N Howard St Akron Ohio 44310
 Charles H Rolander P O Box 23 Coldwater Rd McClure Ohio
 J V Shepherd 634 S Dewey St Lima Ohio 45804
 Dave Sloan R F D 3 Kenton Ohio 43326
 Waldo D Stevick 916 Dingledine Ave Lima Ohio 45804
 Charles Thompson 103 Canton Ave Huron Ohio 44839
 Percy Wallace 302 Petrie Rd Atwater Ohio 44201 1940 Indian Four
 John Wickham - Pres. 751 Dayton Ave Findlay Ohio 45840 1941 Indian Four

Oregon

Jesse F Cox 8805 S E Monterey Ave Portland Oregon 97266 1939 Indian Four
 Darrel Dixon 7435 S W 4th Ave Portland Oregon 97219 194 Indian Four
 Errol Eshaia 14785 S W 81st St Tigard Oregon 97223

Pennsylvania

Earl Chalfant R D 1 Brookville Pennsylvania 15825 1938 Indian Four
 Jesse L Clapsaddle R D 6 Herr's Ridge Rd Gettysburg Pennsylvania 17325 1928 Indian Four
 Vincent J Connelly 237 West County Line Rd Hatboro Pennsylvania 19040
 George B Fisher 1051 North Fifth St Reading Pennsylvania 1938 Indian Four
 Robert W Hagen R F D 2 Quakertown Pennsylvania 18951
 Don B Kiel 215 E Sheridan Ave DuBois Pennsylvania 15801 1933 Indian Four
 Otto C Link 2nd and Charles Sts Coopersburg Pennsylvania 18036
 Charles Metenkanich R D 1 Wattsburg Pennsylvania 16442 1942 Indian Four
 Herman G Metzger Jr 2174 Winthrop Rd Huntingdon Valley Pennsylvania 19006 1941
 Indian Four
 Lester J McQuade 6021 6th Ave Altoona Pennsylvania 16602 1936 Indian Four
 Albert P Sigmans Route 212 Pleasant Valley Pennsylvania 18948
 Leon Slifer 561 Maplewood Rd Wayne Pennsylvania 19087
 Edgar A Stoner R D 1 Etters Pennsylvania 17319
 Fred J Wood 821 Cedar Rd Philadelphia Pennsylvania 19111 1930 Indian Four

Rhode Island

Anthony Ciaramello 54 Lakeview Dr Providence Rhode Island 02910 1938 Indian Four

South Dakota

Fran Backer 2724 East 26th St Sioux Falls South Dakota 57103 1940 Indian Four

Texas

Thomas W Cooper Jr 1403 Palm P O Box 661 Mansfield Texas 76063
 Stacy Hart Box 766 Littlefield Texas 79339 1940 Indian Four
 James Norman P O Box 568 Weatherford Texas 76086
 H J Norman P O Box 568 Weatherford Texas 1940 Indian Four
 Leland H Sparks P O Box 13082 Fort Worth Texas 76118 1940 Indian Four
 Linley S Wright Route 3 Box 345 Grapevine Texas 76051 1940 Indian Four

Utah

Derrell Johnson 2275 Haun Salt Lake City Utah 84121 1934 Indian Four

Virginia

Donald E Caller 1705 Fern St Alexandria Virginia 22302 1938 Indian Four
 Mervin A Ryan R F D 1 Edinburg Virginia 22824 1942 Indian Four
 John M Sandy Stephens City Virginia 22655 1939 Indian Four

Washington

Henry L Ramsey 3 N 7th Suite 7 Yakima Washington 98902

Wisconsin

Martin A Thorsen 121 E Gilman St Madison Wisconsin 53703
 John Girono 3522 87th St Kenosha Wisconsin 53140
 Joseph P Larweth R R 1 Box 403 Oak Shore Club Fontana Wisconsin 53125 1941
 Indian Four
 Edward V Romas 145 N 75th St Milwaukee Wisconsin 53213
 Fred R Rudolph 502 7th Ave Baraboo Wisconsin 53913 1933 Indian Four
 Ervin G Van Beck 517 N Main St West Bend Wisconsin 53095

Canada

Murray Bluestone 37 Warwick Ave Toronto 10 Canada
 Michael Bryce 60 Stevenson Rd Unit 1507 Rexdale Ontario Canada
 Mal Middlebrook 102 Rockview Gardens Concord Ontario Canada
 George Taft 210 Elmwood Crescent Milton Ontario Canada
 Newal Taylor 2760 E 27th Ave Vancouver 12 British Columbia Canada 1941 Indian 4
 Phillip Picard 860 Calixa Lavallee Appt 1 Quebec City 6 Quebec Canada

England

Robert Sidney Powell 27 Cinque Ports Ave Hythe Kent England

Germany

Hans-P Arendt 1 Berlin 44 Burknerstr 24 Germany

The last printing of the entire membership was in the winter issue of 1969 and it was decided that the form in which we printed the list at that time required too many pages and a complete printing in each issue wasn't necessary. However, many requests have come in for the entire list and we feel that the Indian Four News is our line of communication to the entire membership therefore we will print in each issue the entire membership in the present form. As before, we ask you to make sure your address is correct and that any time you do not receive your magazine contact the treasurer by mail and an immediate check will be made on address and if your dues are up to date. The entire list on the preceeding pages are from the treasurers records and is the club membership as of September 15, 1970

ADS

For Sale - 1941 Indian four - this machine was advertized a year ago in the Indian Four News and has not yet been sold. Would still like to sell.

Contact - Mueller Machine Co.
3117 Oliver St.
Ft. Wayne, Indiana
Phones - 219-456-8917
219-432-2057

Decals - Bob Speck, Valpariso, Indiana
See picture on page 21, this issue, shows different decals Mr. Speck sells plus special orders.

Fenders for 1936, '37, '38, '39 fours, all sand blasted and primed to sell. Frame and wheels. All these parts for \$290.

write - Tank Decals in U S A - \$4.50 pair.
Canada - \$5.00 pair. Money orders only.
Send stamped enveloped for answer.
Bob Speck, Mtd. Rt. #35, Box 338, Valpariso, Indiana.

For Sale - 1912 Thor twin with Eclipse clutch, mag. and headlight. All there and in excellent condition. No tires. Unrestored - \$450.

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

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

For Sale - new Cleveland Decals - \$5.00 pr. Will trade early Ace parts for later Ace parts. If anyone has an Ace decal I will have some reprints made and make them available to Club members.

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

For Sale - 2- Indian Motorcycles in good shape - both disassembled.
1946 complete except for pistons and valves.

1947 Complete - \$200

2 frames and few spare parts.
write - Fielding Harley Davidson
Highway 31 North
Athens, Alabama 35611
Phone -1-205-232-8546

For Sale - 1940 Indian four, restored complete, solo seat, side car, trophy winner - \$1500

1936 Indian four - unrestored, 90% original, needs wiring - \$200
write - C. O. Morgan
22W 235 Burdette
Glenallen, Illinois 60137
phone 1-312-469-0847

For Sale - 1947 Chief, engine rebuilt, all painted.

call - Gary Swartz
1-419-531-9881
Toledo, Ohio

For sale or trade -1912-13 Henderson parts engine, 1910-11 Harley single belt drive engine, 1922 Harley twin engine, 1936-37 Indian four engine parts, 1940 Indian 45 engine and transmission with carb, and mag., 1928 Harley O H V single 95% complete, very good, running, rideable, easy to restore, 1934 Harley twin 90% complete, easy to restore, running rideable, pictures 50¢ each.

write - Fred Rudolph
502 7th Ave
Baraboo, Wisconsin 53913

For Sale - 1927 Excellsior motorcycle, Super X gas tank.

write - Emmanuel Sperrazza
2339 129th St
College Point Long Island
New York 11356

For Sale - 1933 Indian four completely restored, Chalfant clutch, driven only 175 miles since restoring. Indian red, ivory panels and wheels, looks and runs like new - \$1500.

write - D.B.Kiel
215 E Sheridan Ave.
DuBois, Penn. 15081

Will trade - 1947 Indian Chief, all new parts, for 1940, '41, '42 complete four, mag. job.

write - Gary M Stroh
909 East Elizabeth St.
Detroit, Michigan 48266

For sale - New Indian 30-50 twin engine complete with transmission \$195 Harley Davidson side car with all fittings, sheet metal rusted, year unknown, make an offer.

I am interested in trading for Indian 101 parts, wheels, gastank etc.

Wanted - rear wheel for Whizzer 300 series.

write - A. R. Woods
4211 26th Ave.
Bradenton, Florida 33558

For sale - Plastic chrome stripping for fenders for Chiefs and Fours - 50¢ per foot. 11 ft.-6in. needed per machine. Cemented on with Plio Bond Cement or Weatherseal. Will stay on and looks sharp.

write - John E. Wickham
751 Dayton Ave
Findlay, Ohio 45840

For Sale - Transmission Oil - Genuine Indian oil in the original Indian can. 90# gear lube for the "80" at the amazing price of 10¢ per qt.

Have several cases of this original Indian Oil in quart cans.

Write - the president for information on where to buy this oil.

John E. Wickham
751 Dayton Ave.
Findlay, Ohio 45850

For Sale - Instruction Manuals - sharp 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 - 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 tires 4.50X18 Goodyear and tubes.. Machine is in show 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 - Watch Fobs - Indian four brass watch fobs shaped like Indian Arrow Head

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

For Sale - Belt Buckles
 Indian four machine engraved in metal
 and mounted on silver plated buckle.
 measures 2 1/2 X 3 3/4 inches
 Buckle only - \$3.50
 Buckle with black or tan western style
 belt, sizes 32 to 44 - \$5.00
 write to Emmanuel Sperazza
 Long Island, New York
 11356
 phone 212-Fl-93979

PAULETT'S INDIAN SERVICE AND PARTS
 MIDWAY, KENTUCKY

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

For sale - 1942 Indian four. serial
 DDB135M. Completely restored with
 new quick release clutch.
 New chrome and paint, hand tooled
 leather seat - price \$1700 or will
 consider trading for 1951 or 52
 Chief in mint condition, plus
 \$1100 for my Indian four.
 write Wm. J. Daniel Jr.
 1306 Hendrix Ave.
 Alamogordo, New Mexico 88310
 phone 505-437-2708

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

Wanted - 1931 Indian four motor only.
 needed to finish my 1931 job.
 write - John Girono
 ACE Cycle Shop (no relation to)
 5128 6th Ave (ACE Motorcycle)
 Kenosha, Wisconsin 53140

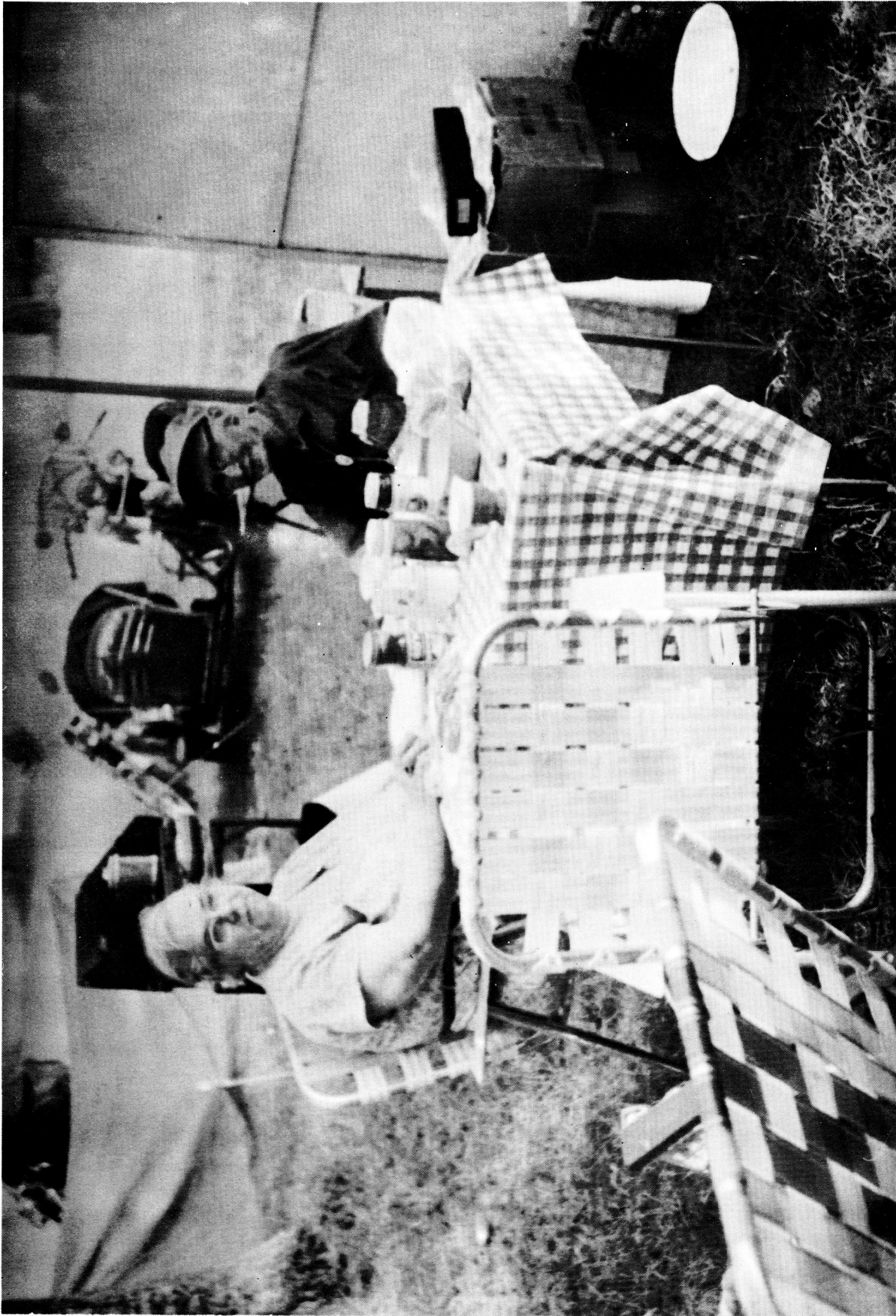
Wanted - part for 1941 four
 Mag. coil for Edison-Splitter Mag.
 Tool Box, Foot boards, new or rec-
 overed, heat shield, Indian horn,
 kick peddal spring, spark plug loom,
 Indian tank insigna, need right side,
 have two left sides, speedometer cable
 complete. Also 6 wheel lugs.
 write - John A. Scholtens
 3561 Knapp N.E.
 Grand Rapids, Michigan 49505

Wanted - 1 rear cylinder head, aluminum,
 deep fins, 7 bolt holes for 45 Scout.
 Also 5 regular gas caps for Indian twins.
 One marked oil for oil tank on Scout or
 Chief.
 write - John E. Wickham
 751 Dayton Ave.
 Findlay, Ohio 45840

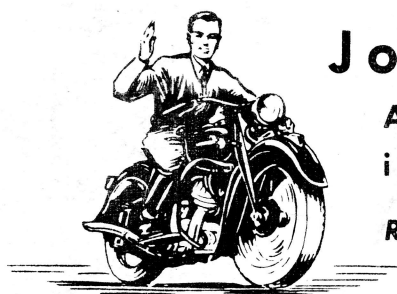
Wanted - ACE - CLEVELAND - HENDERSON-
 INDIAN - POPE - EMBLEM - FLYING MERKEL -
 PIERCE - ARROW motorcycles or any parts.
 write Fred Rudolph
 502 7th Ave.
 Baraboo, Wisconsin

Wanted - Tail pipe and muffler,
 speedometer, inner cable, right side
 gas tank, insigna, chain shield from
 transmission to rear fender, chrome
 tube for spark plug wires.
 write M. M. Denham
 19163 Garrison Ave.
 Castro Valley, California

For the benefit of the new members
 Ads are free to members whether selling
 or buying. Your ad will be run in
 two issues unless you request more
 times. If no indication is made we
 remove the ad automatically.
 Business ads are printed upon contact
 with the president for price and
 frequency of the ad.



This Picture, last but not least, was taken at the 9th annual meet of President John Wickham and Mrs. Wickham eating a meal in front of their camper parked behind the Traveler's Club house. October 27, 1920 was a very important date to the president and his wife for 50 years ago on that date they were married. October 27, 1970 is their 50th wedding anniversary but the open house observance of this occasion will be Sunday, October 25, 1970 (credit to Doc Walters for getting this photo)



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

