

Indian



FOUR MOTORCYCLE NEWS

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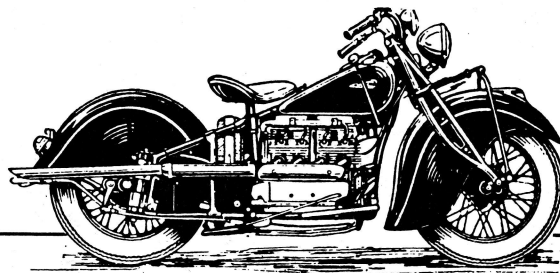
Merry Christmas



HAPPY NEW YEAR

AMERICA'S MOST BEAUTIFUL MOTORCYCLES

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



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

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

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

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

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

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

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

PRESIDENT	JOHN E. WICKHAM
VICE-PRESIDENT	GEORGE E. YOUNG
SECRETARY	DR. CLAUDE WALTERS
TREASURER	ENOS LEASS
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REPORTER	DAVE SLOAN

INDIAN FOUR CYLINDER NEWS

EDITOR, 1966 - 1967	CECIL HASSER
EDITOR, 1968 - 1970	JOHN E. WICKHAM
EDITOR, 1970 -	THOMAS J. MILES
ASSISTANT EDITOR	AL FELDMAN

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The Indian Four Motorcycle 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 Leass, 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 Motorcycle News is published by Thomas J. Miles Printing and Photography, RR 5 Box 2, Findlay, Ohio 45840.

The Indian Four Motorcycle News is available to non members for \$10.00 per year contribution or \$2.50 per single copy mailed to Enos Leass, Treasurer, 1502 North Main Street, Findlay, Ohio 45840.

Note As of the Business meeting of October 18, 1970 the price of the magazine to non members increased from \$8.75 to \$10.00 per year subscription. All present subscriptions, these subscribers will receive the issues for which they have paid. However on renewal after the present subscription expires, renewal subscriptions will be \$10.00

All applications for membership in the Indian Four Cylinder Club should be send, with check included, to the Treasurer, Enos Leass.



John E. Wickham

PRESIDENT'S PAGE

Dear Members and Friends

Greetings to all of our good friends and members and the Holiday season is almost here again. We sincere hope that each and everyone enjoys the holidays once more when familys can get together.

My wife and I wish to thank you all for the beautiful cards we received for our 50th Anniversary. We had a housefull of visitors on Sunday afternoon October 25th, from 2 - 4 pm. We received some very beautiful gifts in honor of the ocassion, one that will surely never be forgotten. Gladys and I wish to thank the Indian Four Club for the beautifully decorated three tier cake that was presented to us. We especially thank those who made arrangements with the Executive and the Executive Committee for their thoughtfullness. So, we had cake galore as our daughter presented us with a two tier cake, and the Millstream Ramblers Club invited us to a party with covered dishes of food and a large sheet cake all decorated. There was also fried chicken and pie and coffee. They surprised us at the close of the evening's entertainment with a very beautiful three tier trophy engraved with the words 50TH Anniversary and our names. It is 30" high..

I have received many fine letters congratulating me on the job I have done in the past, and I certinately thank you for these letters. I may not be able to answer them all, but they help to keep up the spirit that needed to guide a club such as this. Next August will be the Tenth Anniversary year the Club has been in existance and I feel that it has improved every year of its existance. The Anniversary year has been under a great amount of planning and there will be much more. We want this anniversary year to be something special and we want it to be attractive to all. It is not yet definately settled what all is being planned and many suggestions have come to us in helping us to plan.

Foremost in the planning is you the members and what you would like in the way of activity and program.

The Flea Market this year was our biggest yet and suggestions have come in that we promote it even bigger for next year. Many purchased parts last year and machines were available in the market.

Suggestions have been made for eliminating the events and use the money spent on trophies be used on some appropriate award or token for the anniversary to every one or members.

Also it has been suggested to have a lot more and totally different events next year for we believe that many people come as spectators and they like the events.

It has been suggested that we use the half and half money to pay for the corn roast we have been having annually for the meet.

Some have expressed desire to hire a local group of musicians and have a square dance on the concrete floor that used to be the old club house.

These are just a few of the suggestions we have received and we need to hear from more of you fine members to make the 10th anniversary meet a roaring success.

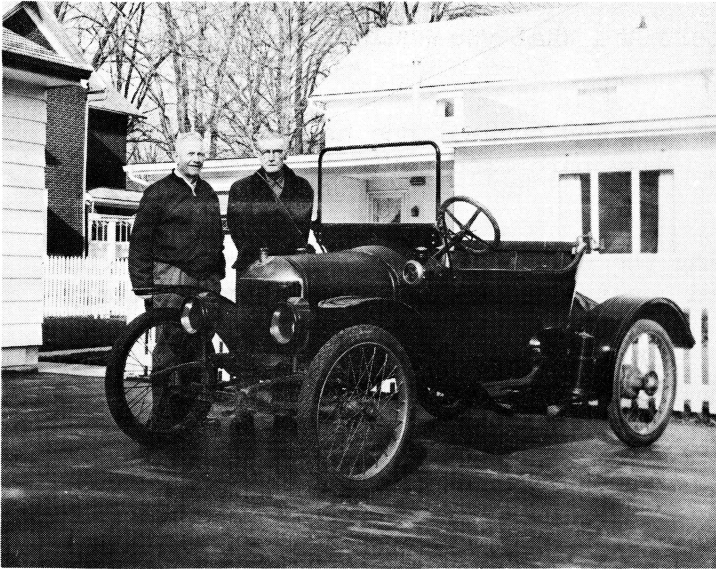
We have added a few more members since the last meet and more are writing for applications to join as they have recently acquired Indian Fours.

Again, I say that it has been really great for me to serve you as your president these 10 years, and i will continually strive to serve you to the best of my ability.

Again a great big thanks for your good wishes on our 50th anniversary. Happy holiday season to you all and may we see you all out to our 10th anniversary meet.

Sincerely

John E Wickham, President



The little four cylinder Grant Sports Roadster was built in Findlay, Ohio around 1913.

The chassis was built in the North Plant and the body put on the chassis, and the car completed in the South Plant. Mr. George C. Miles, left, the editor's father, worked at the South Plant, and John E. Wickham, right, worked at the North Plant. Much of the North Plant still exists and is the Machine shop of a local Company. The South Plant was destroyed by fire and rebuilt for storage by the Cooper Corp. The Grant Company also built a six cylinder Touring car. Less than a dozen of the little fours still exist.

of the old Grant factory and he told me that he had worked at the South Plant which I did not even know of. The company operated in what was known as the North Plant and the South Plant. The North Plant assembled the motors, wheels and axles and fabricated the frame. The cars were driven to the South Plant where the bodies were painted and assembled on the chassis, and the cars completed for shipment. My father did various jobs building cars at the south plant. In discussing this with John I was surprised to learn that he had worked at the North Plant on steering gear assemblies and frame building. I took pictures of both plant sites and then a rare thing happened. I also publish a monthly News for an Antique auto Club and mentioned to the Secretary that I had taken pictures of the Grant Factory. She informed me that there was a Grant roadster in Findlay being restored. I made contact with the owner whom I knew very well and immediately made plans to get a picture with John and my father in it. When we arrived there, neither one had seen or had any contact with any of the cars for over 50 years, and they were very much surprised. Memories began to revive, and many of the men they had worked with at the plant. Plans are for later in the spring to take the old car out to the North Plant site and try to locate some other employees that may still be living and get a picture in the original setting. Along with this, a very good history of the old plants and the cars they built may be featured in the local paper. So, for John Wickham's 73rd birthday we honor him and the others that worked on these old automobiles that is synonymous with Findlay, Ohio. By the way John also informed me that he rode to work on a motorcycle when he worked at the Grant and parked his motorcycle in the company sheds. The gentleman in Findlay, Ohio who owns this rare old machine granted us permission to take the picture and use it in our Four News. He is William W. Phillips of 119 Elm Street, Findlay, Ohio. He would appreciate hearing from anyone who may own one of the old Grants or might have parts of one of these old cars. If you have any information or know of anyone who has, write to him he'll be glad to hear.

On November 22, John Wickham celebrated his 73rd birthday and of course we all remember from the Fall Issue of the Four News, John and Mrs. Wickham celebrated their 50th Wedding Anniversary. So this has sort of been a milestone year for them.

And, now John is planning on the 10th Anniversary of the Indian Four Club which he founded. His health is still fairly good although he enjoys resting a little more than he does working. He still has a strong desire not only to work on the fours, but an even bigger desire to start one and take her out on the road.

We began this article honoring John on his 73rd birthday but the picture in the upper left confers another honor on him that your editor didn't know about him till recently.

A statement by our good friend Lou Lichva about the old Grant automobile prompted us to go to the old factory site and take some pictures of the plant where the cars were built. President Wickham and my father had worked at the Buckeye Traction Ditcher Company (later Garwood) here in Findlay for many years (now both retired) in the machine shop and were good friends all those years. I have known John since I was a boy. I mentioned to my father that I was going to take some pictures

Cream for your morning coffee

By Peg Dennis

JOHN E. WICKHAM, 751 Dayton St., lost his fight against motorcyclists having to wear helmets but he is still riding a motorcycle — as long as the weather is warm, he says.

Mr. Wickham who is 75 years old and who, two years ago, was commended by a State Highway Patrol examiner as "having the best sense of balance on a motorcyclist" of any other cyclist, man or boy, who has taken the examination. Mr. Wickham had just completed an obstacle test.

But Mr. Wickham was more incensed over the law requiring helmets than he was proud of his performance on the obstacle course. At that time he said the Glass City Northwestern Ohio Motorcycle Club, of which he is a member, was going to fight the law to the Supreme Court. Evidently it lost the fight for cyclists are still wearing helmets. So does the 73-year-old Wickham whenever he rides, even though as he said once, "I feel like a fool wearing it — and I look like one."

* * *

SUNDAY MR. AND Mrs. Wickham will celebrate their 50th wedding anniversary. Another motorcycle club of which Mr. Wickham is a member — the Mill Stream Ramblers — had a pre-celebration for him and his wife Thursday at the regular social meeting of the club.

A short motorcycle run was held with nine members participating and with Mr. and Mrs. John Tschute as winners.

After the run a lunch was served with a decorated cake honoring Mr. and Mrs. Wickham's 50th anniversary. The couple was presented with a handsome "30" trophy on which was engraved "50th anniversary, John and Gladys."

Then Mr. Wickham reminisced on the history of the club, its founding back in 1944 and its activities up to the present time. The Mill Stream Ramblers, which meets the second and last Thursday of each month, has 35 members. Its president is Robert Goeminne of Bluffton.



Mr. and Mrs. Wickham

The Wickhams Are Married 50 Years

The golden wedding anniversary of Mr. and Mrs. J. E. Wickham, 751 Dayton Ave., will be observed this Sunday with an open house from 2-4 p.m. at their home.

They were married Oct. 27, 1920, at the Monroe, Mich. Evangelical Lutheran Church by the late Rev. Henry Zapf. Their attendants were Waldo Riker of Findlay and Miss Coara Schafer of McComb, who later married.

Most of the Wickhams married life has been spent at their present address and the house next to it where they set up housekeeping.

Mr. Wickham is the son of William H. and Phoebe (Hill) Wickham. Mrs. Wickham is the daughter of Frank and Inez (Lighfoot) Fleegle.

Mr. Wickham has a brother Charles E. of Centerline, Mich., and a sister Mrs. Blanche Carpenter of Bay City, Mich.

Earl Fleegle of Findlay is Mrs. Wickham's only living brother. One brother, Jordan, is deceased.

The Wickhams have two children Jerdan, 519 Western Ave., and Mrs. Robert (Beth) McEntire, 618 Park Ave., Fostoria. There are three grandchildren and one great-grandchild, Jimmy Patterson, son of Mr. and Mrs. James Patterson, Indianapolis.

Mr. Wickham, a former employe of Garwood Industries, is an avid motorcycle fan. He spends much of his spare time in restoration and repair of Indian motorcycles. He has ridden motorcycles for 57 years and is considered by many as the oldest motorcycle rider in Findlay.

He organized the Indian Four Cyl Club and is a member of five other motorcycle enthusiast clubs.

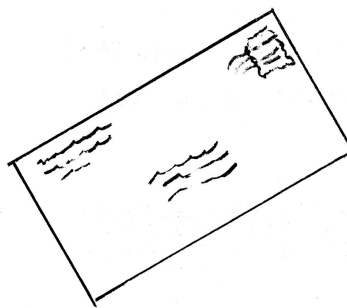
WHAT CAME IN THE MAIL

Under the heading "What Came in The Mail", our mail is generally from the members and friends of the Club, the men, but Mr. and Mrs. Robert Saar of Ft. Madison, Iowa and daughter Jennie Lea, regular visitors to the annual meet, were present again for the 1970 Annual Meet. Mr. Saar is a member of the Club.

When taking pictures last summer, we took a color shot of a group of children playing near the big tree and their daughter was in the group. Mrs. Saar wrote the following - - - really surprised and pleased to receive your letter and snapshot - - Jennie Lea was real thrilled because she can put them in her photo album - - - we made it home with no problems so it made our vacation twice as nice. Jennie Lea is really growing up fast - - she wrote BOB just as clearly as I can - - - she really startled Bob when he came home from work one night, and she recited the pledge of allegiance to the flag - - then she hummed the National Anthem - -(she's not yet started to school).

Many thanks again and hope to see you next year (1971) -

Your friends
The Saars
Bob, Galia and Jennie Lea.



Mrs. Saar we appreciate your letter and we are happy to print this first letter from the women of our club. It was our pleasure to visit with you again this year and see that little gal of yours really growing up. We're glad to read that your already planning to come back again next year which will be the 10th Anniversary meet. We'll be looking for you. Bob, drag along that four next year and enjoy the events.

- editor -



H. G. Metzger
Huntingdon, Penn.

writes - - received the Fall Issue of the Four News and was pleasantly surprised with the many pictures covering the annual meet - - have written at your request, to the T V station and thanked them for the T V coverage of the meet. Best wishes to both you and Mrs. Wickham on your 50th anniversary.

The trophies I brought home are on display, 1 at home and 1 at the office, and I now I finally have competed with my wife and her bowling trophies - - - I showed my copy of the Four News to friends at the office and with all that picture coverage to prove my claims, they don't have much to say.

I had trouble with my generator coming to the meet and trouble going home from the meet, for even though we tried to repair it at the meet, I tried to make some repairs myself on the way home but the old wire crumbled. I have since secured another generator and will replace the old one. Have had trouble losing oil so I thought it was about time for an overhaul. This brings up another question - - my four may be down for an overhaul and I thought I'd ride my '31 Scout to the meet. Is it permissible to ride the Scout in all the events for its not a four. Enclosing a list of ideas for the next annual meet, and hoe they are helpful in the planning.

Had a wonderful time and panning to attend the Anniversary meet next year.

H. G. Metzger

Appreciated your letter Herman and the many suggestions for the next meet. They will be considered one by one at the business meetings from now on till time for the meet.

Sorry to hear that you had more trouble with your generator and the oil problem.

We try our best to print as many pictures as possible and have even included quite a number of them in this issue taken by Dr. Walters our Secretary. We do this for those members living so far away to give the best photographic coverage of the meet so they can see their club in action. Since you have been there, you know that the annual meet is a real time of get together, machines and parts.

- editor -



Louis "Andy" Anderson
 Mansfield, Missouri

(to President Wickham)

writes - hope you enjoyed your 50th Anniversary on the 27th of October - - - you are some years ahead of the Mrs. and I, for our will soon be the 35th.

Been wanting to write you but have been to busy - - worked at the Museum and doing a lot of traveling and just returned home a month ago - - my wife became ill but now feeling somewhat better.

John I believe I told you about my little bi-plane with a Henderson four power plant - - built this aircraft sometime in the '30s - - had planned to sell it in kit form for home builders and put a lot of time on it - - finances sort of halted the project and I turned to building a Model T Ford powered job and it flew well.

The little Henderson powered job had a lot of drag and was underpowered, but it did fly. Ran the little four wide open and it would get hot - - at that time I rode a '32 Scout - - - don't remember what I paid for it but could but the same cycle with 74 or 45 engine - - - rode it for a long time - - - in '37 I got a 74 Chief. Had a friend, Silvan Goesser, now of Dennison, Iowa, and member of the Four Club who had a four - - I rode it occasionally and worked on it - - he later got a new chief and together we thought we were pretty good. He always like the four better and now has a nice collection of them.

Sorry I missed the meet this year but could not get away - - hope to make it next year as my wife and I appreciate this Club the best of all - - tops for us. We appreciate the fellow member Bob Speck and his wife - - - they usually stop each fall for a visit and were here two weeks ago - - - we have frequent visitors that stop and talk old motorcycles and I hope that I can get the time to work over some of my old machines.

Had to fly an old antique plane around the country this year to advertize the Museum - - - one plane, a Bird, I flew up to Iowa for the 40th year celebration of Chamberlain Field, named for Clarence Chamberlain Trans-Atlantic flight.

your friend

Andy Anderson

Always nice to hear from you Andy, for we know that your experiences and travels will always be something unusual. We are running your article on your Henderson powered bi-plane along with another article in which a four was used on an ice sled, and another on a flat bottom boat. Sorry to hear the Mrs. is ill and we all wish her the very best in recovery. An "old hand" like you oughta know you'll never finish those machines till you get started, and the longer you put it off the more it will bug you. We'd like to hear more about the Museum and your flying.

- editor -



Indian Four Cylinder Club Inc.

Business Meeting

October 18, 1970

Traveler's Motorcycle Club
Toledo, Ohio

An October business meeting was held for business following the Annual Meeting in August, receiving new members and initial planning for the 10th Anniversary meet. Each one present signed the sheet for the roll call and the meeting called to order by President Wickham.

Following the invocation by the Chaplain the minutes were read by Mrs. Miles, acting secretary. One correction was made in the minutes of the annual meet business meeting. The date of the first Indian four was changed from 1926 to 1928. The minutes were then approved. New applications for membership in the club were approved - John Scholtz of Philadelphia, Penn, 1940 Indian four and M.M. Denham of Castro Valley, California, 1941 Indian four. On motion by George Young the applications were accepted and the men welcomed into the membership of the Club.

Treasurers report was given by the treasurer Enos Leass. All bills were paid up to date. Balance in treasury as of October, \$1544.

President requested the club to renew their charter from the American Motorcycle Association even though required membership in AMA is no longer required for membership in the Indian Four Club. On motion by Dave Sloan treasurer's report was approved.

Tabled from last meeting - a proposal to set up branch clubs to include Indian twins and singles became a controversy because of the existence of the All American Club which permitted membership to owners of all types of Indians. The president instructed the Club Secretary to send out a card for a mail vote on this question but just pertaining to acceptance of the twins and singles in a branch club of the Indian Four Club. A near 90% majority voted to allow the requests. However, it was felt that for the best interests of the Indian four Club that the Club remain exclusively a four cylinder club and twin and single owners be introduced to the All American Indian Club.

The Chaplain proposed that a special membership be set up for two special cases of former club members. Two of our former members are presently confined to wheel chairs on a permanent basis. It was felt that these two contributed much to the good of the club and therefore their handicapped position surely merited membership at the Club's expense. They would receive membership, the magazine, and voting privileges at the expense of the Indian four Club. Final decision was tabled till the February meeting.

Under New Business discussion was started on ideas, suggestions and proposals for the 10th anniversary meeting. Some sort of memento was proposed for several categories of those attending such as Charter Members, all club members, and the visitors. This memento could be worn on the coat or jacket, a plaque for the wall of designed for on the owners cycle. All suggestions were taken into consideration and a Committee composed of John Wickham, Dave Sloan, and Emmanuel Spirrazza to take charge of this particular project. Other mementos suggested were ash trays, drinking glasses and plates. A report on costs of the various items will be presented at the February meeting for decision and order to get production under way.

Program and activity for the anniversary meet was discussed from mainly an idea standpoint, for no definite program of activities have yet been settled on. They include, such suggestions as; big Flea Market, no machines and all get-together, and, in opposite thinking as many machines as possible, square dance, corn roast, chicken barbaque, some want track events and others don't, many contests and drawings. All items were noted and will be considered in the February meeting.

Many items and questions were discussed pertaining to the Annual meet and where improvement can be made. It was decided that for the 10th meet all members will be freed from as much responsibility as possible to permit participation in whatever activities are programed, plenty of time to browse the Flea Market, and enjoy talking to others there.

The publisher raised a question of editor of the Four News. John Wickham, who became editor in 1968, agreed to continue on the job one more year after 1969 and then wanted to turn it over to someone else. He had proposed to the publisher that he assume these duties along with publishing the magazine. The publisher agreed to assume the duties but felt that exchange of the job should be decided by the next meeting of the Club members. On motion by Enos Leass it was decided that Thomas, Miles, publisher of the Indian Four News be appointed the Editor of the News as of the Fall Issue of 1970.

Questions were raised on some of the judging that there was a need for some additional categories for machines entered. Suggestions were for - Oldest four original and best overall four. Other categories are to be added before the annual meet. Request was made for those present to help locate the AMA outstanding Achievement trophy that had been give out 2 or 3 years ago.

Question was raised about the non-members that receive the Indian Four News at the price of \$8.75 per year subscription whereas members pay only \$1.25 more for membership dues. There is a certain benefit derived from the magazine for the membership in communication and parts exchange. Thus, after consideration it was decided that all present subscriptions paid up for four issues, those subscribers will receive the four issues for which they have paid. On motion it was decided that any renewals of subscriptions, after present subscriptions expire, renewal subscription shall be increased to \$10.00 or \$1.25 more. This makes the subscription price to non-members the same price as the annual dues to the Indian Four Club.

The All American Indian Club requested of the Indian Four Club to consider again a Saturday and Sunday meeting over the second weekend of June of 1971. The Saturday meeting was conducted as the business meeting and events for the All American Club and the Sunday meeting for the benefit of the Indian Four Club. The two clubs to share the grounds rental. On motion it was decided to cooperate with the All American Club in the joint meet. On motion by Paul Pearce it was agreed to work out this cooperative meeting for the June meet.

It was decided that many items of business should be tabeled till the February meeting. At that time some initial planning will be done for the annual meet and the June meet. Several committees will be necessary for the success of both those meets, therefore contact will be made with many of the members to assume some committee responsibility and relieve just a few of much of the work load. So, be prepared for some work in program planning and responsibility at the meet. If there is illness or other reasons be sure to inform the President so other appointments can be made.

Meeting was adjourned by the Chaplain.

Mrs. Elsie Miles, acting Secretary

Information Page

The Indian Four Club has been fortunate in having contact with suppliers of most all parts for four, especially the motors. Many of our members have set up manufacturing for some needed items to keep those fours running. However there is one item that many owners and overhaulers are constantly looking for is pistons. Having pistons tailor made is quite expensive and they are not completely out of supply although we printed the articles by Paul Murray on reboring the four to utilize Scout Pistons.

A letter from Mr. John H. Jackson of Winchester, Virginia gives some information of a supplier of new pistons and quick service. The EGGE Machine Company, manufacturers of aluminum alloy pistons, 136 E. Alonda Street, Gardena, California 90247 will supply these pistons .040 oversize at the price of \$15.00 each.

Mr. Jackson states that it took 30 days including correspondence back and forth to get them, and they did a beautiful job.

He gave no information on rings and for this we would advise anyone interested to contact members such as Mr. Paul Murray of Temperance, Michigan, Robert Paulette, of Midway, Kentucky, Sylvester Price of Milan, Michigan, Earl Chalfant of Brookville Pennsylvania, or John Wickham of Findlay, Ohio.

We included an ad in the Fall Issue of the Four News for Indian Oil at 10¢ a quart. We did not give the name of the individual who had this oil for sale but directed inquiries to John Wickham. Correspondence to John has been considerable so John asked that I print the supplier's name so you may write direct to him.

Transmission Oil - Genuine Indian Oil in the original Indian Can. #90 gear lube for the "80" at the amazing price of 10¢ per quart. Have several cases of this original Indian Oil in quart cans.

Write - John Scholtz, 2208 Market St.,
Philadelphia, Pennsylvania

The February Business Meeting

The date of February 7th has been set for the February business meeting and will be held at the Traveler's Club in Toledo, Ohio. As you read the minutes of the October Business meeting, you probably noted that several items were tabled till the February meeting. We urge our members to be just as interested in the business meetings as the annual meet and the June meet. Planning and business of the club are important too. The more we put of ourselves into the planning the more acquainted each one will be with how the club works.

In the early years of the club attendance at the June meet and the annual meet was about the same as the February business meeting and other monthly business meetings held, but this is no longer the case as the many who have attended the the annual meets the last few years can testify.

The February meet will be one of several business and planning meetings prior to the 10th anniversary meet.

Members aren't expected to ride their machines to the February meet on account of the roads, so, plan a carload to be sure to attend the February business meet on February 7, 1970 at the Traveler's Club in Toledo, Ohio. New members are especially invited to attend and if you do not know the directions write us for a map.

Your New Editor

In the February 1968 business meeting your publisher agreed to accept the responsibility of publishing the Indian Four News but not the task of editor, for we were very unfamiliar with not only the club but the Indian four motorcycle as well.

To help with this task, John Wickham, your president agreed to assume the task of editor and help us to compile and print the four issues of that year.

We struggled through that year with many mistakes and criticisms which we considered very helpful in trying to familiarize ourselves with printing a book that we knew so little about its mechanics. We still accept criticism and suggestions for this is what helps perfect the publication. As the year rolled by and on into the second and the third, John received the correspondence which we printed excerpts, and the source of the ads. Other materials included features, stories sent us from members and a variety of material that we have used. Much of the writing we did to aid John in his task. He only agreed to the job of editor on a year by year basis. Toward the end of this year he asked that I assume the responsibility of editor which was finally decided in the October business meet. We still receive material from John since he still gets the bulk of the correspondence.

Thus, since the October business meet, we have assumed both roles of editor and publisher. We now realize the task Cecil Hasser had in this dual responsibility of publisher and editor. We operate a printing and photography business in our home which is evident in the many pictures we take at the annual meets. The Indian Four News has been one of our better accounts. Mrs. Miles and I both compile, print, assemble, and mail the Four News and it has been a rewarding experience. Along with the duties of editor and publisher, I was asked to assume the responsibility of Chaplain of the Four Club on my first contact with the club. John Wickham had known me since I was a boy and knew that I held a license in the former E U B Church as minister thus they thought a club chaplain would prevent the club from getting a name as some of the more violent groups. Presently I am an appointed minister in the United Methodist Church at Mc Cutchenville, Ohio. Our members are welcome to worship with us at any time.

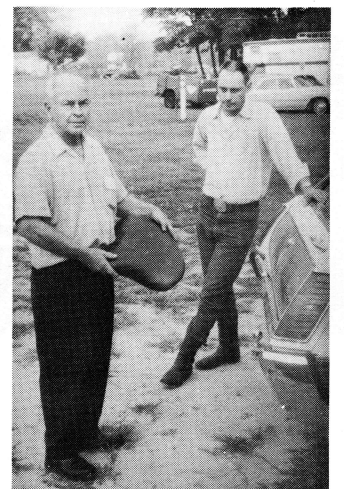
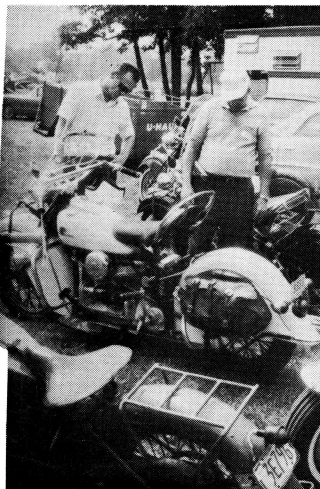
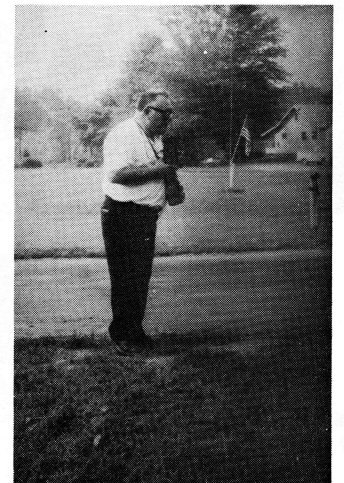
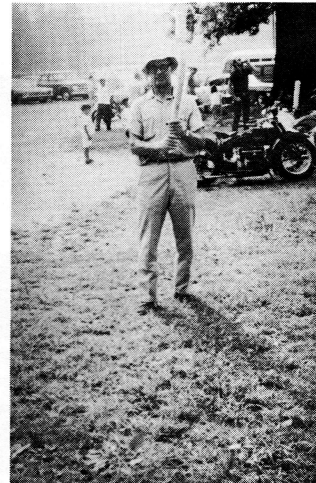
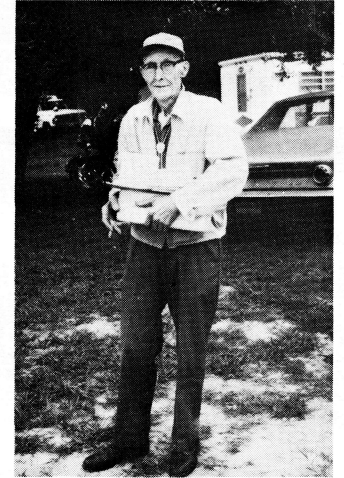
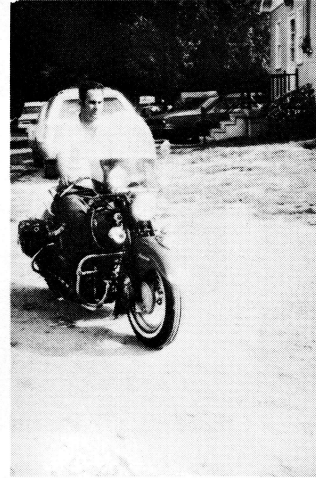
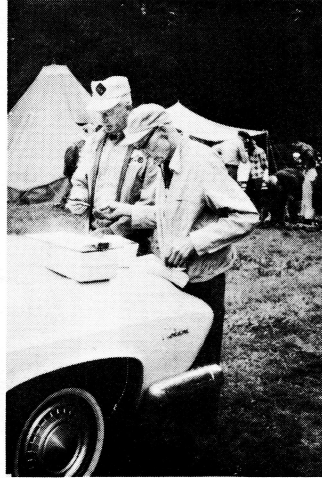
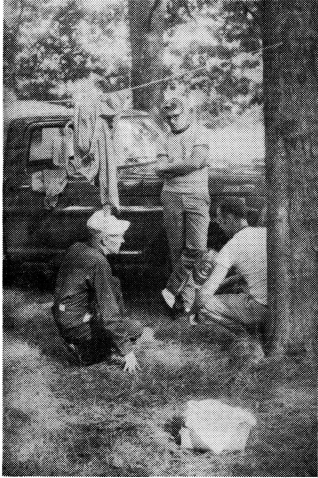
It is our pleasure to assume this responsibility with the club for in the Indian Four Club we have found a host of friends from all over the country. Some we have never seen but have corresponded with them and others we have met, thus, it is our desire through the Four News to maintain the communication on a very friendly level and build a good brotherhood through interest in the magazine and the Indian Four Club. To many of our members, the magazine is your only contact with the club. Your letters to the president are the proof that you believe the Indian Four Cylinder Club is the finest. We humbly dedicate ourselves to preserving this attitude, and believe ourselves the Indian Four Club is the finest group of people we know.

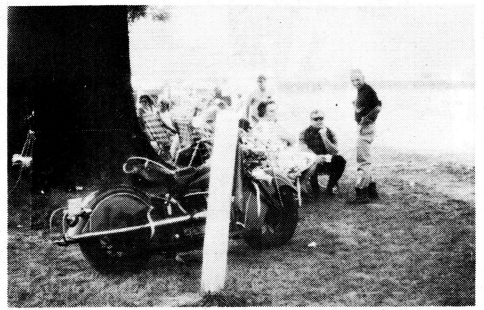
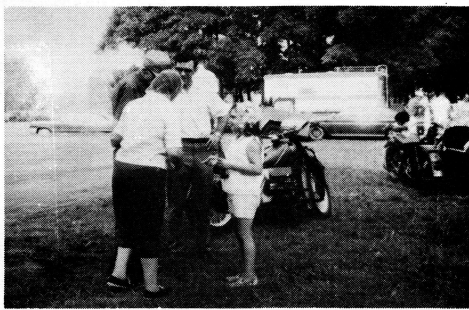
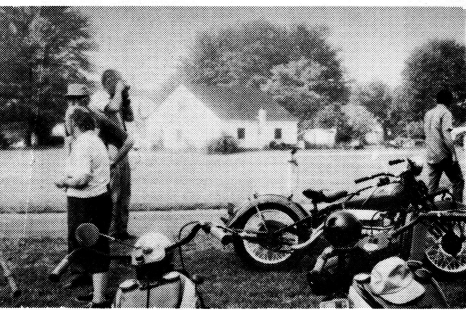
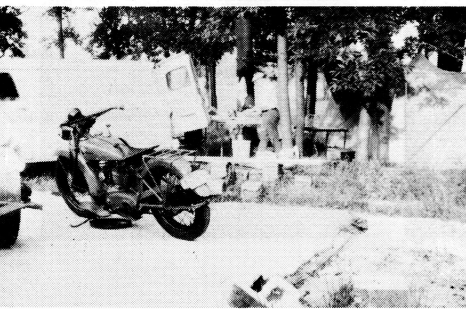
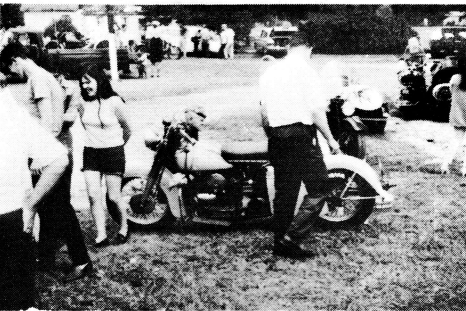
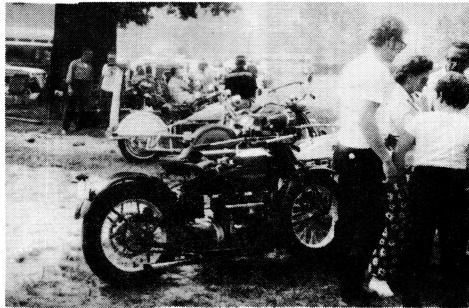
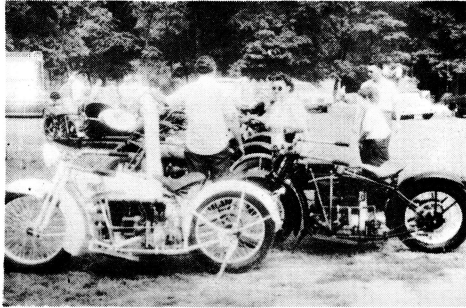
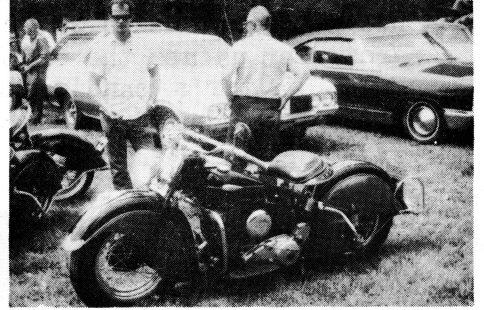
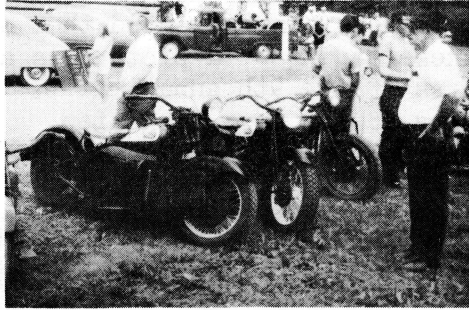
Mr. and Mrs. Thomas J. Miles
Publishers of the Indian Four News
R R 5 Box 2, Findlay, Ohio
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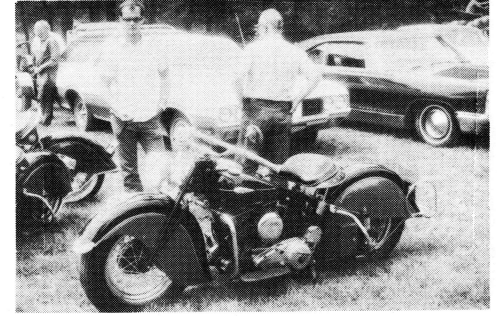
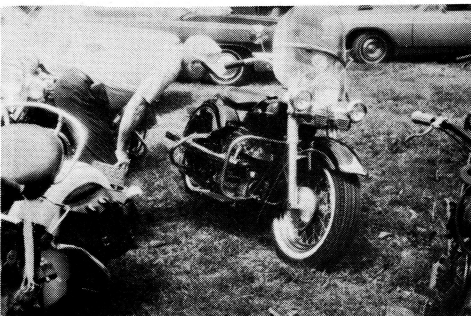
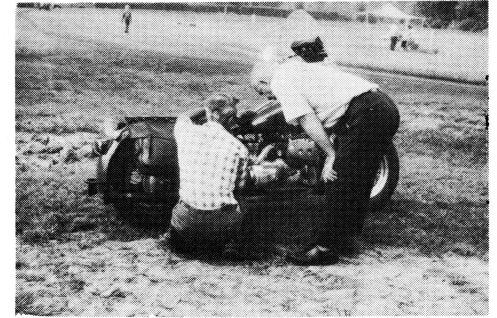
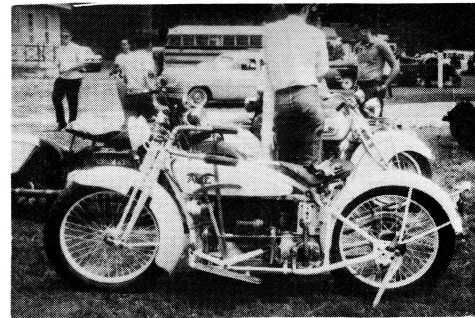
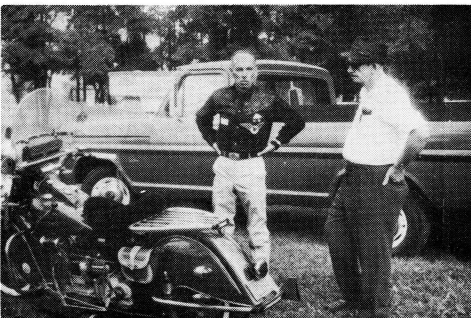
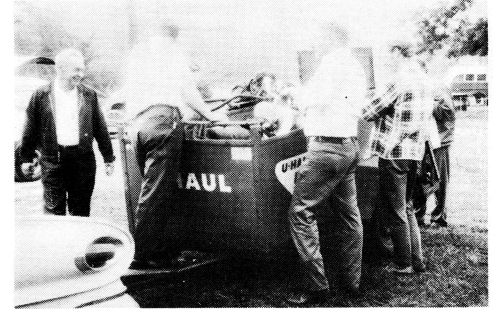
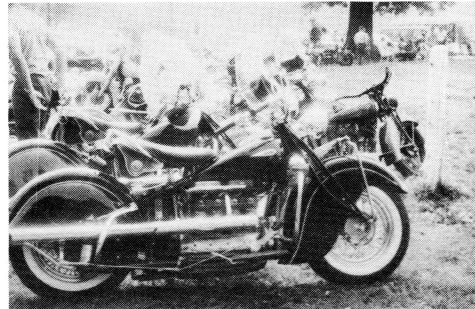
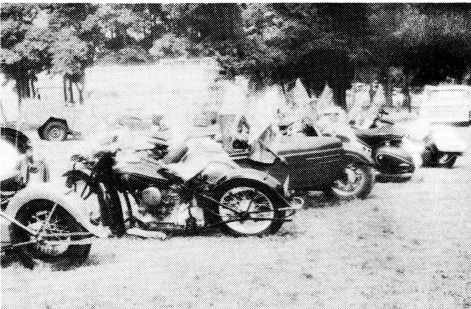
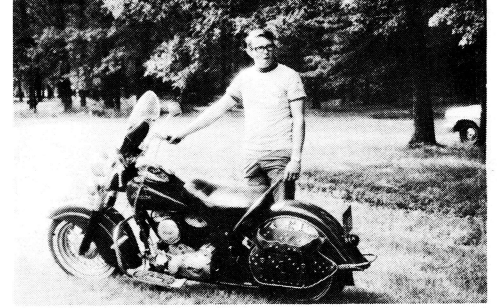
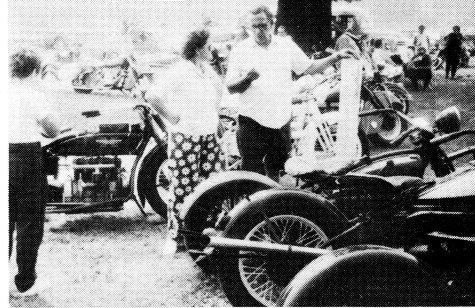
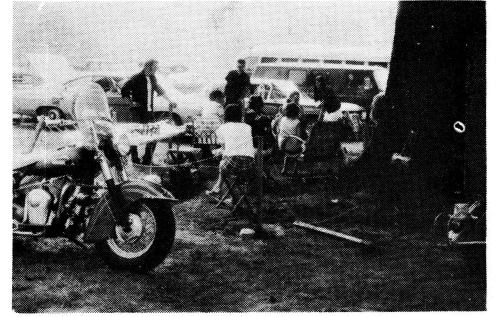
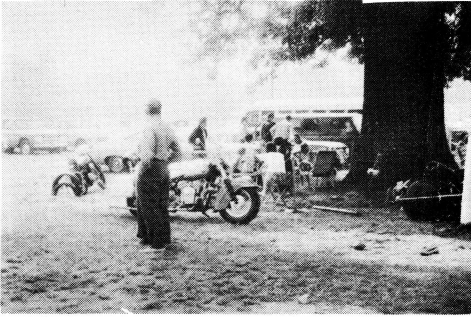
A Million Thanks to John

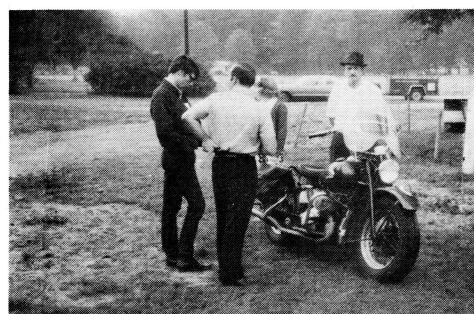
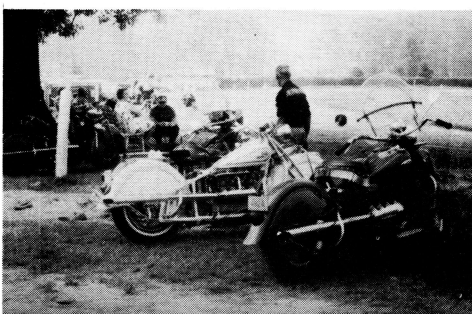
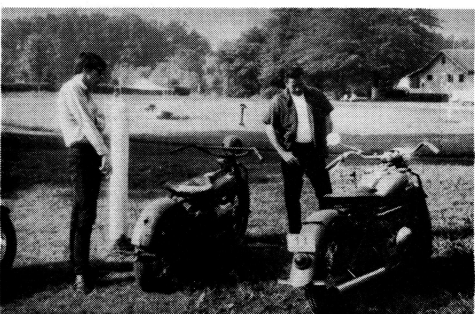
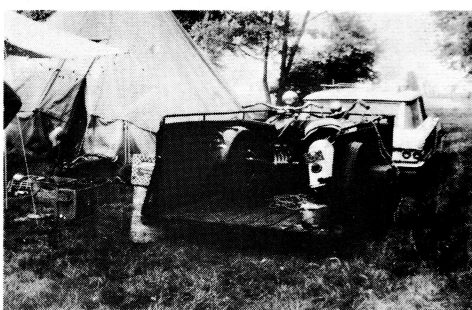
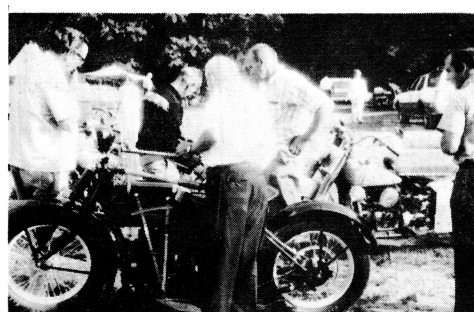
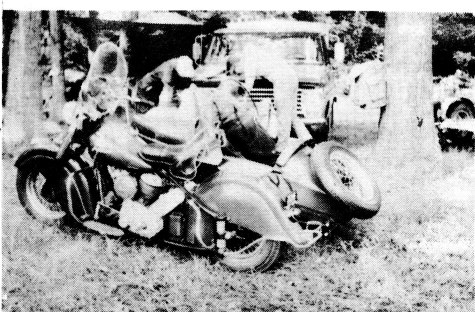
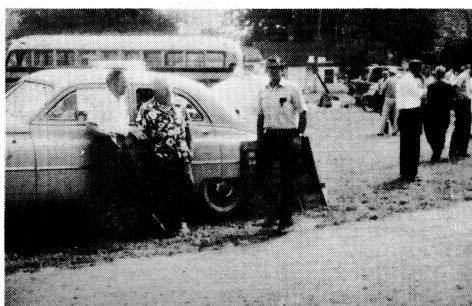
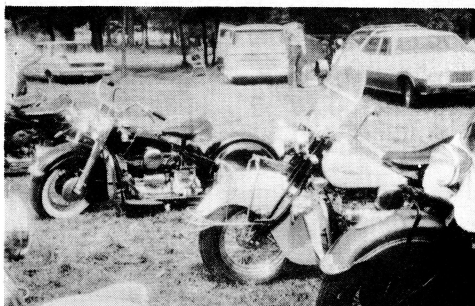
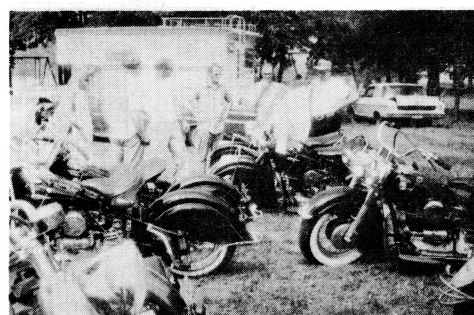
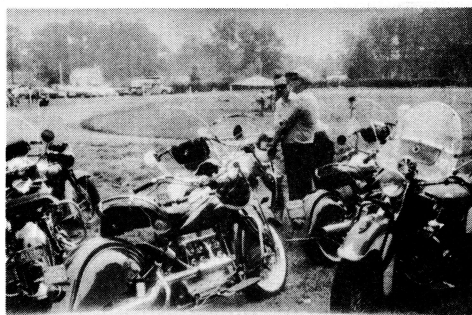
When John Wickham took over as editor of the Four News back in 1968 it was a sort of emergency measure for the job of editor was suddenly adrift and no one volunteering to take it. Along with his responsibility of president of the Club, the vast amount of correspondence, and the planning of each meet, John had plenty to do, but he knew that the magazine was vital to the life of the club. It has been our pleasure to work with John these three years and we know that he will still offer us whatever assistance we need as editor. Again - a million thanks, John.

Dr. Claude Walters of Camdem Arkansas, our Club Secretary took a number of candid pictures at the annual meet and did not get the prints to us in time for the annual meet issue which comes out the last of September. Many of these pictures duplicate some that were in the Fall Issue but maybe from somewhat different angle. We have not put captions on every picture but have printed them as candid shots which they are. Let us use the old Chinese saying - 'a picture is a thousand words' and look at Dr. Walter's candid pictures of the 9th annual meet. You might use the Fall issue for a guide to some names if you have forgotten.









Thrills With the Little Four Motor

From the beginning of the invention of the internal combustion engine man has harnessed its power to do many things from the necessary to fun and pleasure. His efforts of course in the beginning, was to harness this power from gasoline to replace the horse and the buggy to convey man faster from one place to another, and later transport merchandise with a motor with an equal amount of horsepower. Prophets of that era strongly believed that the horseless carriage would never replace old dobbin and that buggy like contraption would soon be doomed to extinction. Why would they believe this - because the designs were not yet perfected.

However, when man has tools and the raw materials, if one invention doesn't work to the perfection he desires, he'll tear her down and try it some other way. In Ohio City, Ohio, the birthplace of the automobile, a determined individual, John Lambert did just that and began perfecting the horseless carriage. We could not go on with this recognition without mentioning Henry Ford and his efforts to perfect the gasoline engine and then work on a larger effort to mass produce his automobile for everyone to afford.

The use of the gasoline engine in the beginning was mostly for pleasure, for getting enough power to move the vehicle and carry some passengers was a great accomplishment. These vehicles ranged from three wheelers to the common four wheeler.

The bicycle was also a popular conveyance of that era and around the turn of the century when interest in the gasoline engine was growing, some of the smaller single cylinder motors began attracting attention to use this compact power on the bicycle. The Hendee Company (Later Indian Motorcycle Co.) which built bicycles and an energetic young engineer, Oscar Hedstrom, assembled a small air cooled motor in the frame of a bicycle. It was a success almost from the beginning. It had power and speed and began to win fame over other early cycles as a fast hill climber.

The internal combustion was gaining popularity in many areas for propulsion. Two energetic individuals, also bicycle manufactures of Dayton, Ohio, Orville and Wilbur Wright, decided that maybe a propeller attached to a motor could possibly drive a machine fast enough to lift a man into the air and help him to fly like a bird. This experiment put the Wright brothers in the front as originators of the engine propelled aircraft. Experimenters in other countries were trying various designs of flying machines and many failed.

With many types of vehicles built by many many newly formed companies, competition was well on the way and the internal combustion engine became a common everyday, necessary piece of equipment. Their designs varied as much as there were competitors in the field. The single cylinder, the twins, the four cylinders, the six bangers, the long inline eights, and then the Vs such as the famous V-twin, the pancake sixes, and the even bigger V-8s and the V-12s for limosines. The smaller ones also went a different route than most of the bigger engines with air cooling instead of the cumbersome water cooling system.

Some early pioneers of bicycles equipped with motors decided to design moto bikes as they were called, with the V-twin motors such as Indian did and it required a heavier built frame to support the motor. With the V-twin and the heavier bike racing became the desire of most all riders. Indian became a leader in this field. Then the mechanical geniuses of that day developed a whole new power plant for the moto-bike, later to be called the moto-cycle and finally the motor cycle, the inline four cylinder air cooled motor. It had to be compact and light weight

and the bike frame into which it would be put had to be of more sturdy construction and somewhat different design. Thus there came into being a number of four cylinder motorcycle builders who were to gain some honors in the field of motorcycle building. This was a motor that had power to spare and offered the rider a very smooth and comfortable ride on this heavier and more powerful machine. Most of the original four cylinder designs had individual cylinders that bolted to the upper crank case and were designed this way for many years from the beginning of the four cylinder motor. In the late '30s The Indian Company improved on this design by designing two cylinders to a head and remained this way till the four was discontinued in 1942.

The four cylinder motor intrigued experimenters to try the motor in other types of vehicles than motorcycles for which it was originally designed. Small cars, stationary power plants, airplanes, flat bottom boats, ice sleds and many others. Some stories have come to us from members and individuals in which the four motor was used as a power plant to propel one of these types of vehicles.

Our first story comes to us from Mr. Terry Barber of Bay City Michigan, present owner of an old four motor that was originally in a motorcycle and was involved in a wreck. The motor was removed from the frame which brings us to the beginning of our first story.

It begins in the State of New York in the mid '20s where a Filling Station and Repair Shop owner purchased this motor which had been removed from the wrecked motorcycle. He bought it with the idea of building a small automobile and adapting this four motor to it for the power. The motor and transmission were still in tact. The man's intentions were good but time passed and he never did get his car built and, the four motor just accumulated dust and rust.

Sometime later a School Bus driver was in the repair shop one day and saw the motor and asked about it. The garage owner told him of his intentions but had given up the idea of building the car and using the motor. The bus driver stated that he had a friend that might be able to use the little four motor and a transaction was made. The friend intended to use the four motor as a stationary power plant and after having purchased it, decided that there would not be enough ventilation for the motor for it was air cooled. Thus, the four motor again remained out of service. Note - the editor was told a few years ago about a four motor that was connected to a feed grinding mill and had run for a number of years on this job.

A little later the bus driver conceived the idea of building an Ice Sled and planned to use for his power for the sled, a straight 8 Oakland motor. He carved out a six foot propeller with a 33 degree pitch and mounted it on this big straight 8 motor. Such a big motor required a big heavy frame for the ice sled and when started, the big motor and propeller would not move the sled. He tried other engines and the big sled still would not move for its weight.

One day the friend who had bought the little four motor came to visit with him and he showed him his ice sled. The big Oakland engine didn't have power to turn the big six foot propeller so the friend suggested that he cut off six inches off each end. This idea didn't work out either. They went over the sled and figured out several places that they might cut down on size and reduce some of the weight. Then as they were talking, both men almost simultaneously thought of the little four motor the friend still had. It was small, compact, aircooled, and just right for the sled. They both went to his house and in one corner of his garage under some other things, they found the little four.

It was uncovered and brought out where they could look it over carefully to see if it could be adapted for use on the snow sled. It had the cover plate on the front end or the timing gear, cam shaft gear, and crank gear end, and on the other end, the transmission with its straight through gear train for a shaft drive.

Their curiosity led them to remove the transmission and then the wheels in their minds started turning. With a little machine work and some adapting, they both agreed that it was possible to mount the engine with the transmission end to the front of the sled and an extension shaft would drive the propeller. Both these men were and still are pretty good machinists and began measuring the motor for an adapter for a propeller. They secured a piece of steel shafting long enough to be fastened to the end of the crankshaft, mount in a thrust bearing, extend through a new housing they would have to make, and on the end a mounting for the 33 degree, five foot propeller that had been tried on the other motors with no success.

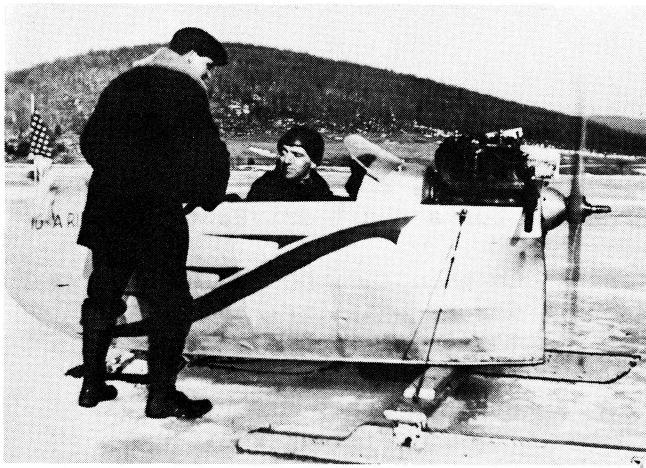
They found a thrust bearing from an old truck that would work very well, and then came the tailor made housing to replace the transmission that had been on the motor for the motorcycle. These ingenious characters decided to do some original casting work of their own so they made up a wooden pattern for their new "bell housing". They poured their molding sand into a bushel basket and set their "bell pattern" in it. Eleven pounds of aluminum were melted in a home made forge and poured into this home made arrangement of an aluminum foundry. After it cooled, the bell was removed from its bushel basket birthplace and put into the lathe to be machined for mounting on the transmission end of the motor, and for the thrust bearing for the propeller shaft.

Their efforts paid off for when the bell was bolted to the motor and the shaft in place, the little power plant looked every bit a professional job. Enthusiasm was now in high gear and then came the test of the motor with the propeller. This was the same propeller they had tried to use with the 8 cylinder Oakland motor. The other motor removed, they put the four in its place and with a few minor changes for throttle and magneto controls, they made sure that it was getting gas and then the crucial moment. One of them got out in front while the other handled the controls and they gave the prop a flip. From its long period of not running, the four came to life. They opened the throttle and adjusted the spark on the magneto. The air cooled four had as much power as the big Oakland straight 8 but still not enough to satisfy these engineers.

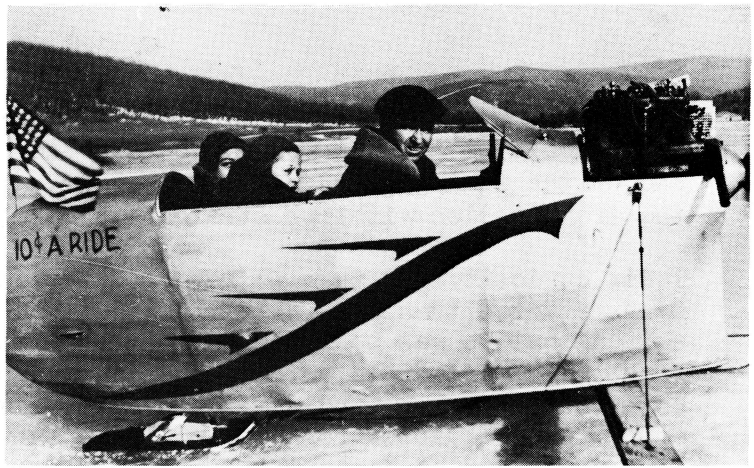
They had, however, solved one of their biggest problems. The sled had grown to big proportions for mounting the truck motors and the big Oakland 8 and now it could be altered for this much smaller light weight engine which seemed to develop as much power as any of the previous motors. Another problem now existed, that of the propeller which they believed the big 5 foot one was not suitable for their little power plant. They went to the Piper Cub Aircraft assembly plant and with the help of one of the Piper engineers, they got a rough idea how to design a propeller suitable to the little motor for driving the sled.

After several trial runs and different props they finally achieved their success with a good designed propeller. A few minor changes were made in the steering and the handling problems were solved. These two men and I am sure most of the town residents, young and old alike, began to enjoy the perfected Ice Sled on a little lake near the edge of town.

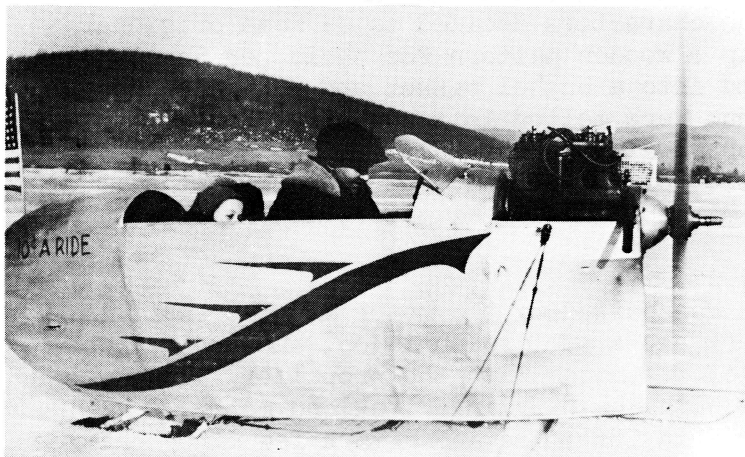
On the following page are some pictures taken of the Ice Sled with the four motor. They were taken during the winter of 1934 - 35.



The Bus Driver (standing) gives his friend(who helped build it) some instructions. The four is running ready for a fast trip across the ice on the little lake in New York State.



10¢ A Ride - two children hang on for a ride around the lake with the bus driver at the controls. Old Glory on the tail and the four in the nose turning up ready to go.



At 10¢ a ride many took turns gliding across the ice and enjoying the ride



Time for a little maintenance. Looks like they are changing the oil or adding a quart. Maybe even some repairs.



Waiting for a ride - as the sled glides past with a passenger

If our story ended with the four engine powering the Ice Sled and the local people having fun riding in it on the ice we might say that the four motor was serving its owner as much if it had been put into another frame or the wrecked frame restored back to original. But, our story does not end there. There is more, much more and just as dramatic.

Sometime after the pictures were taken (2 or 3 years ?) the owner sold the complete Ice Sled, motor and all. He sold it to a man with a nick name that almost matches his experience with his newly acquired ice sled. This nick name was "Troubles". Troubles and some of his friends found that they were as eager to try out their new machine on the ice as the former owners were when they replaced the old Oakland 8 cylinder motor with the smaller light weight, air-cooled four motor. It had given its builders a lot of fun and pleasure.

Troubles and his friend's ambitions were to try her out and see how fast she it would go. What was the top speed of this craft. They had a stop watch and out on the ice they measured off the distance of one mile, marked by 2 stakes driven into the ice. Well, Troubles was all eager to get into it and start her up. Once in the driver's seat, he instructed one of his friends to give her a flip and the four motor took off. He drove the sled out past the marker stake and turned her around heading back toward the marker stake. His friend was there with the stop watch and down at the mile marker stake another friend to signal when he past the mile marker. He began picking up speed and as he passed the first marker stake his friend hit the button on the watch. In very short time he passed the mile marker and the friend waved to the man with the watch. Troubles circled around after the run and came to a stop where the time keeper was. They were amazed at what speed it made on the mile run. Then Troubles told them that he had put the throttle half on and this was not the full speed of the sled. They couldn't believe him and immediately asked him to make another run at FULL THROTTLE.

He very unwisely agreed to this suggestion or desire and headed out again to give her full throttle. He headed out again to a starting place some distance further than his first run and gave her full throttle. Across the ice he went and Whizzed by the first marker stake, gaining speed all the way. Evidently its previous owners had never tried such a test, for Troubles nickname was soon to haunt him in a near tragedy accident. About halfway on the mile course, with the motor roaring wide open and the sled gaining speed, the front end of the sled began lifting its nose to the sky and all of a sudden shot straight up into the air for some 30 to 50 feet. Troubles panicked and hit the panic button - he shut her off. The sled not having wings or tail other than the rounded fuselage and the vertical tail that had no control, when the power was shut off, the sled simply fell back to earth, passenger and all. What had happened - since Troubles had taken a longer run before he came into the mile course, the sled was acting like an aircraft and he got her up to flying speed needed for take off.

After the incident happened, his friends rushed to him and found him at the bottom of the heap with the motor on top of him. His chest crushed, broken collar bone, and many other injuries. He was taken to the hospital and believe it or not, he miraculously survived the ordeal. All that remained of the Ice Sled was the motor, not hurt in any way, and two usable runners. The rest a complete wreck. This accident ended up in a sale of the motor and what was left of the sled, two runners. The new owner's son had gone to Trouble's home after he came home from the hospital and he bought the wrecked sled. The son's name was Dewey, and he planned to make a small car and use the motor in it. This idea also never materialized like a previous owner had planned too to make

a car and use the motor to power it. Dewey, however, stamped his name on the engine and transmission. He finally sold the engine, only, to a man that planned to build a flat bottom air boat. However, do to illness he did not complete the boat. He then sold the engine to another party around 1940? (The writer was unable to find who this owner was as he passed away in 1968 or '69 or maybe even in '50 or '51.

The engine probably deserved a little rest after the escapade that Troubles gave it and the succession of owners did not make use of as they had planned. The engine somehow came to Saginaw, Michigan from New York State. A negro man from Saginaw sold the engine to Al Hoffman of Hoffman Flying Service in Bay City, Michigan. Hoffman then sold it to Walter Schultz in 1953, and I (Terry Barber), of Bay City, Michigan, bought it from Mr. Schultz in 1962.

And now after owning it for 8 years I am very curious as to what make it is. Remember, I stated in the beginning that the motor and transmission had been removed from a wrecked cycle. Also, when the bus driver and his friend removed the transmission to put on the bell housing for the prop shaft some 35 years before and they kept the transmission when they sold the sled to Troubles. I went to New York State and found by sheer luck that they still had the transmission after 35 years and purchased on October 17, 1970.

Mr. Barber sent us this story hoping to find out more about his motor that has no name. We corresponded with him to get some closeup pictures of the motor to help us better identify it. Our president, John Wickham, was in Bay City awhile back and saw the motor and propeller and bell housing. He identified the cylinders of this motor as Henderson cylinders because of the odd angle of the spark plugs. It is not a Henderson engine for the Magneto is on the right side of the engine. From the front end view we see that it does not resemble the Henderson, or the Ace or the early Indians for this arrangement of the Magneto gear. Since the cylinders so closely resemble those of the Henderson, it was seriously thought that possibly the builder of the motor might have bought Henderson parts and just had an assembled motor in the cycle with possibly just one particular part of the design that was his own. The upper case was different and the front cover, but the cylinders of another make. We have learned that many early make automobiles were built this way with motors purchased in parts and assembled by a small assembler. Wheels and axles and steering gears were purchased from a supplier as well as the bodies. Some minor design changes were usually made to make some distinction in the bodies, but other than this they were basically the same as other makes. This practice allowed for an interchange of parts from one make to another. Such could have been the same for early motorcycles. We have since learned from Mr. Barber that the year 1914 has been established for Henderson cylinders of this angle design. Mr. Barber plans to bring the motor and all to the Annual meet in August and our president has suggested that he construct a stand to mount it on so he can start it for the benefit of all. The following pictures were taken by Mr. Barber to help us identify the motor as to what sort of cycle did it come out of. She served her time in the cycle till it was wrecked, and laid idle for some years, and then she did service on the ice sled and even became airborne, so with a second wreck to her credit, all her days of propelling a vehicle have been sort of scared by foolish operation.

Mr. Barber is not a member of the Indian Four Club but he is hard at work in trying to locate the original frame that his motor was in to restore it. Many of our members know what a task this can be and will sympathize with him when information doesn't pay off and you have to start searching for new leads. Our thanks to Mr. Barber for sharing this intriguing story with us and we hope, the opportunity to see this unusual four at the meet next August.

using a Henderson four for the power plant. This was back in the '30s and he had plans to make this light bi-plane available in kit form to anyone interested in a home built aircraft. The little aircraft had considerable drag and with the Henderson four it was under powered, but it did fly. Later he sold the aircraft and lost track of it. Recently, he decided to track it down and much to his surprise he found the little aircraft stored in a basement for 35 years. in Dunlap, Iowa. Mr. Anderson bought it back and hopes to rebuild it. He requested in his letter if anyone owns or knows of a Heath Henderson engine he would like to buy it for this aircraft. The Heath Henderson will not work in a cycle. We have included a picture on the next page of this aircraft owned by Andy.

We have also included a piece of literature loaned to us by Mr. Paul George of Des Moines, Iowa which is an advertizement of a kit of parts to adapt the four motor to use in a light plane.

At one of our Annual Meets your editor was in conversation with one of the members that told us of a Henderson four motor that had removed from a wrecked cycle and put to work in a feed grinding mill. It was used on this job for a number of years and was replaced by other power. It found its way back into a cycle and restored. We have also heard of compact autos in which this little four has been used in replacing the original motor which was worn out. Today the Club is on the lookout for any of these engines for members and applicants trying to find parts to complete a machine to be eligible for Club membership.

If anyone has had a similer such experience and maybe less tragic as our first story, we would like to hear from you.

The pictures and advertizement at the bottom of this page and other material on the following pages, were circulated in the '20s for the home builders to build their own aircraft. Our thanks to Mr. Paul George for loaning us this material.

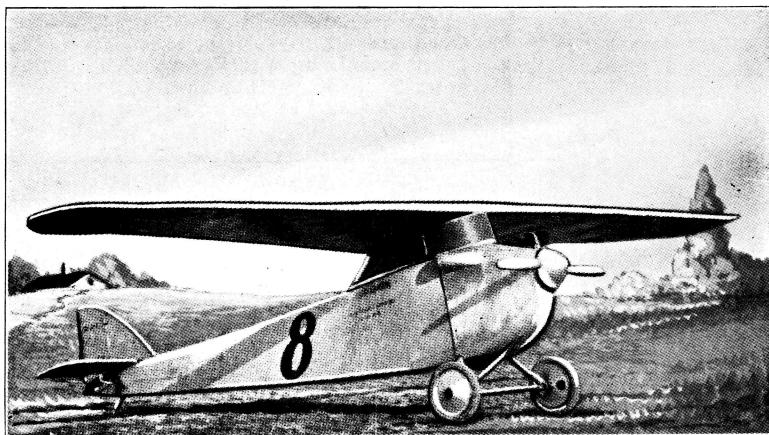
(as far as we know the company is no longer in business)

JOHN F. BALLAK & CO.
100-102 N. 12th Boulevard
ST. LOUIS, MO.

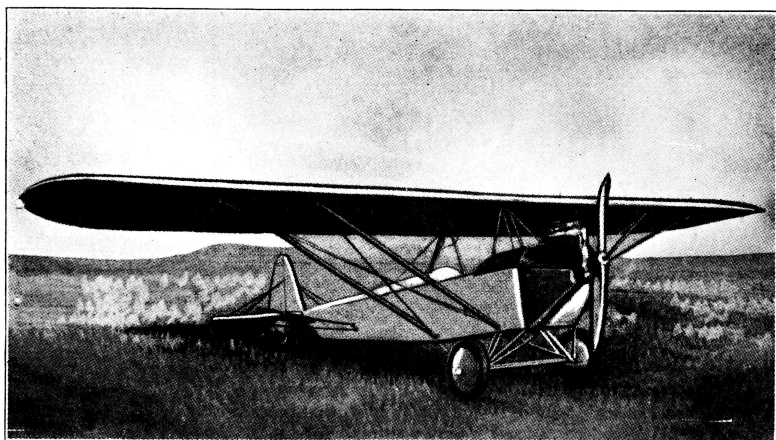


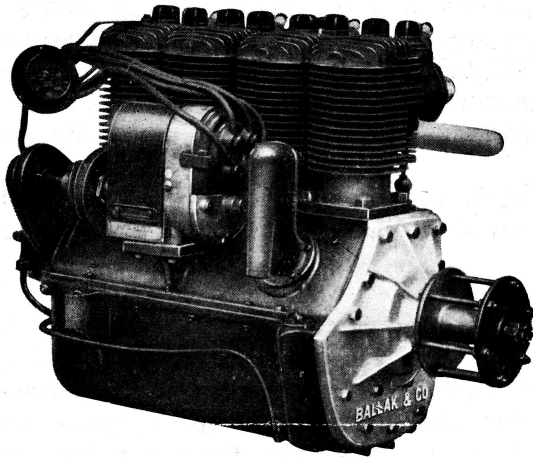
"Andy" Anderson's little bi-plane with the Henderson four in the nose

PRACTICAL LIGHT AIRPLANES
powered with Henderson converted engines.



HENDERSON POWERED AIRPLANES
are winners of many trophies.



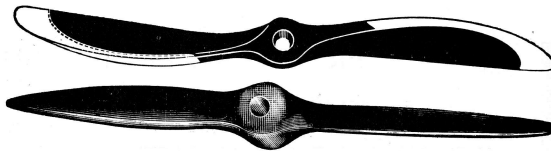


Magneto side of reconstructed
Henderson motorcycle engine

Special piston rings. Made from special formula grey iron. Particularly suited for alloy pistons. They have the correct tension and clearance for air-cooled aircraft use.

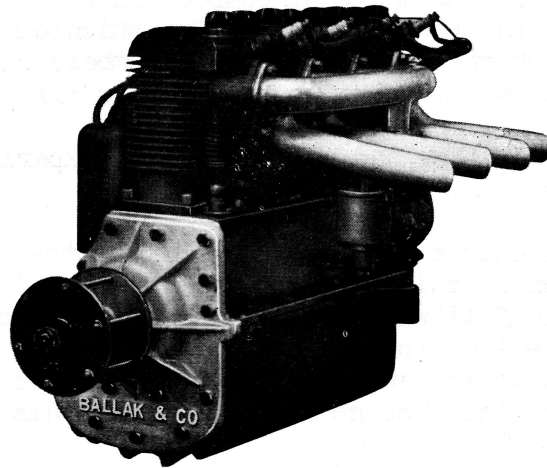
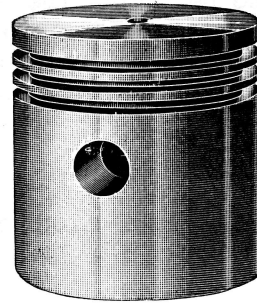


Special imported spark plugs. Heat absorbing design to suit the characteristics of aircooled aircraft motors.

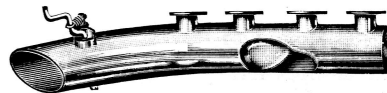


Our propellers are made by one of the leading propeller manufacturers. Each propeller is made to order for a specific requirement.

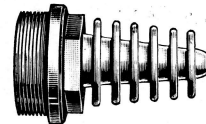
Special alloy aircraft pistons. Die cast of special formula aluminum alloy. Very light and strong. Designed for power, acceleration, balance and elimination of vibration.



Intake and exhaust side of converted Henderson motorcycle engine.



J-B special loud speaker exhaust pipe.
Short model. Nickel plated.



Special Valve hole plugs. Beehive design for quick heat radiation.

THE PRICES

HENDERSON reconstructed engine as illustrated	\$225.00
PROPELLER special for Henderson aircraft	25.00
HUB for propeller complete with bolts and nuts.....	10.00
BOLTS for propeller hub, each.....	.10
KEY for hub and crankshaft extension.....	.10
EXTENSION for crankshaft, ready machined	5.00
RIVETS for extension, each.....	.05
NUT for crankshaft extension.....	.10
COVER PLATE for end of engine, ready machined	10.00
GASKET for cover plate.....	.50
BOLTS, for cover plate, each.....	.05
THRUST BEARING for crankshaft and propeller	5.00
OIL DEFLECTOR and gasket for thrust bearing	.25
EXHAUST PIPES special for aircraft, per set of four.....	10.00
EXHAUST PIPE J-B special short model, nickeled	25.00
VALVE HOLE PLUGS special alloy, each.....	2.00
PISTONS, J-B special alloy aircraft pistons .031" oversize, each.....	5.00
PISTON RINGS J-B special for alloy aircraft pistons, each.....	.25
SPARK PLUGS, special, imported for aircraft use, each.....	1.50
WIRES, to magneto and spark plugs, long, set of four.....	2.00
PRICES on HENDERSON motorcycle parts upon application, we have very complete stock.	

CAPABILITIES

HIGH SPEED.....	100	M. P. H.
CRUISING RADIUS.....	150	Miles
LANDING SPEED.....	25	M. P. H.
USEFUL LOAD.....	300	Lbs.
CEILING about.....	3000	Feet
GAS CONSUMPTION, per hour.....	1 to 1½	Gal.
HORSEPOWER at 3000 R. P. M.....	30	H. P.
WEIGHT as illustrated.....	118	Lbs.
OIL CAPACITY.....	3	Qts.
OIL PRESSURE.....	100	Lbs.
MAXIMUM SPEED of engine.....	4000	R. P. M.

SPECIAL

THE NEW HENDERSON ENGINE converted for aircraft use, brand new, including hub for propeller and exhaust pipes		\$400.00
Displacement 79.4 Cu. in.	Horsepower 40.	
Five main crankshaft bearings.	Large Connecting rod bearings.	
Large overhead intake valves.	Large exhaust valves.	

THE DAYS OF THE SIDEWINDER

(A Personal Reminiscence)(*)

It is always fun to reminisce about the old times.

I suppose people do tend to exaggerate in their memories. But I do know they were really good times in many ways.

I feel sorry for many of the young people today who seem to suffer from boredom, which to us was unthinkable. If only the days could have been a little longer!

What we got as young fellows came by good hard work ---whether mowing the lawn, shoveling the walks, spading the garden, delivering the papers, or what have you --- which certainly developed a good sense of values. For a young fellow in those days, life seemed to be one big adventure. Probably our biggest complaint was that the days were not long enough.

One always went to sleep planning tomorrow's activities and was always at it bright and early. Sleeping in the morning was unthinkable as our parents always had chores for us and the idea was to get those done so we could get to the exciting things of the day --- like fixing the old motorcycle!

How It All Started

My story would have to start in 1927 when I was 12 years old. Somehow I convinced my parents that I should take my life savings of \$25 out of the bank to buy a bicycle with a Smith Motorwheel which a friend, Glen Nolte had for sale.

A word about my parents, who were and are about the finest people in the world and without whom none of this would have been possible.

Nothing was handed to me. But if I was willing to work and apply myself I had their backing and encouragement. Looking back, however, I don't see how they went along with this Motorwheel bit!

As some of the oldtimers will remember, the Smith (or Briggs & Stratton) Motorwheel was a third wheel powered by a single cylinder engine mounted along the left side of the rear wheel on an ordinary bicycle.

Now these rigs were strictly a "stop and go" affair. When the engine was running, you were on your way --- no fooling around. No clutch on this machine! There was a throttle lever mounted on the handlebar of the bicycle connected to the engine by a conventional choke wire type cable and herein lies the hooker!

(G. ^{E.} Horton, Sunny Hills, Jamestown, North Dakota.)

When the throttle was fully closed it not only slowed or stopped the engine but also cut out the compression. The idea was that to start the engine you released the compression, pedaled the bicycle, opened the throttle giving compression and supposedly you were on your way ---if you were going downhill on a paved road.

Most of the time it was a case of running alongside and pushing. If and when it started you took a flying leap, which (if you were lucky) ended up in the saddle.

Back to the hooker! This throttle cable had a habit of breaking with the throttle going to the full open position and no way of shutting off, and no clutch. Believe me, you were in for a thrill! If you weren't going too fast and you still had brakes on the bicycle (which were all you had) you might stall the engine by jamming on the brakes. Otherwise you went, until you hit something, tipped it over, ran out of gas or somehow got stopped by other devious and violent means.

This rig was so notorious around town that my good buddy Jack Moshier was the only fellow who would ride with me. We picked a lot of gravel out of our hides, believe me. We had a top speed of about thirty-five miles per hour and on a bicycle this is moving! I remember we could never keep the spokes tight on the rear wheel of the bike because of the strain on the wheel.

I finally sold the Motorwheel, but not before we tried it on the lawn mower, wagon, and a few more contraptions. It was really quite versatile. The magneto finally went bad and the electric shop wanted five dollars to repair it ---which I didn't have. It seems that mags were the bane of our existence on the early machines and were usually something we couldn't fix for ourselves.

Well, it was a fun machine, anyway.

The Harley - Henderson Era

After the passing of the Motorwheel, an old 1917 Harley-Davidson 74 showed up in town. Where it came from or who owned it I can't remember, but somehow there was a swapping deal and I ended up with it. This was a big monster which I am sure weighed three times what I did. We painted it bright yellow. The most that can be said for this machine was that it kept us in fine physical shape --- pushing!

There was a paved street coming down from the Jamestown College hill, which was practically in our front yard and ideal for a running start --- if you had enough energy to push the brute to the top. The cycle had one of those magnetos which, if you got up enough speed, might start the engine with a lot of spitting and backfiring.

Baron Kroeze, Jamestown College President, did not always appreciate our efforts. But he was always the gentleman and suggested that this was awfully hard on our backs. We agreed, but usually kept up with the "up the hill-down the hill" routine.

What a day it was when that bike would start!

-3-

Another Professor at the College was quite vocal about our activities and became an enemy for life when he threatened to call the police. Looking back, I don't blame him. One thing we didn't want was trouble with the law. So I sold the machine (to whom I can't remember) but no tears were shed when it left.

Some time after the demise of the Harley, I was passing by Frank Liefert's Auto Wrecking establishment when I spotted a motorcycle with a side-car which was strange in town, needless to say. I was there on the double and found it was a 1925 or 1926 Henderson but with no engine.

Looking under the cover of the sidecar, I discovered the engine, totally dismantled. On checking with Frank I learned that two fellows passing through town had broken a connecting rod which went through the case, with the piston lifting the head off the cylinder and just about pushing it through the gas tank. The next few days brought some frantic negotiating with my becoming the owner of a well-used Henderson --- for twenty-five dollars.

Twenty-five dollars seemed to be the going price in those days.

Needless to say, never having seen a Henderson before (let alone fix one) presented some almost unsurmountable problems. Somehow I got the crankcase patched up, found another rod, piston and cylinder and got her going.

What a machine! Something akin to a locomotive. If this rig got lying on its side with the sidecar off, I had to find some buddies to get it up on its wheels. In spite of its size I had a lot of fun with it and drove it a long time. It was rather like a faithful old horse which very seldom failed you even though it got pretty tired at times.

I was in High School during this period and we thought nothing of piling six or eight kids aboard and going for a ride. One of the few times I really hurt myself on a motorcycle was having it loaded like this and having the sidecar connection break, sending us up over the curb and breaking my ankle.

Another thing I always remember about the old Henderson was Kenny Johnson's actually pulling two finger-nails out by the roots while adjusting the chain. We had it up on the stand and I was kicking it over with the machine in gear and somehow he got his fingers between the chain and sprocket. Kenny was a tough one and didn't pass out, although he came close. He became a very successful World War II fighter pilot --- no wonder.

Another time the old Henderson hit some bad ruts in the road, which were typical in the spring of the year. I turned the whole outfit--- sidecar and all ---against a chain link fence, dragging along the fence for 100 or 150 feet. I ended up between the fence and cycle but came out little worse for wear except for the usual scratches and bruises.

Later on, I remember turning an Indian rig, sidecar and all, on its back after a long slide in the mud and hitting a deep rut. The sidecar passenger was a little shook up! Little wonder!

The Indians

After the Henderson came the Indians, which I rode the rest of my cycle days. Indians were the motorcycle and I doubt if a more loyal Indian rider ever lived. Of course we had the perennial feud in those days between the Indian and Harley riders. There were damned few bike riders around but the arguments were loud, long and sometimes bitter.

My first Indian was a 1923 Scout, then a 1925 or 1926 Scout, a 1930 Scout, a 1932 four and finally a 1937 Scout which was my favorite.

They were all used machines and I never had a new bike in all my years of riding. Not that I didn't want one! The old cycle-riding days ended in 1939 when I got married and went to four wheels.

I shall never forget during the Depression when the construction business literally stopped and Dad, who was an Architect, suddenly had no practice or income. We had to sell our fine home, bought sixteen acres of land for \$500 on the edge of town, went into the chicken and egg business. Our sole transportation was a 1930 Scout and old delivery sidecar. Those were the days!

The old 1925 Scout was the one I converted into a hillclimb machine. While we never attained anything like a professional status, we had a lot of fun working at it. To me this is a much more exciting sport than racing. Contrary to most people's opinions about North Dakota, we had several good hills in the area for this purpose.

I recall a rather funny thing that happened after we had converted this machine. Among other things in our conversion, we had modified the frame and cut a section out of the middle of the gas tank, making it much smaller.

Probably some of the old timers can remember this; it required cutting tubes and altering the frame structure, especially at the fork head. After climbing many hills and giving this machine considerable rough treatment, two of us were riding down a rough gravel road one nice Sunday when the tubes broke loose from the fork head, except for about half of the top tube. The tired old bike folded like a sway-back horse and we plowed a lot of gravel before stopping. When it was all over I was literally holding the detached front fork by the handlebars.

There was a rather interesting story behind the Indian Four which was undoubtedly the most trouble-free machine I ever owned. One day in October, 1933 we had a very heavy, wet snowfall of probably ten or twelve inches.

Because of the snow I had left my 1930 Scout at home and was driving a 1927 Essex Speedster which I had also acquired from the local wrecking yard. This car was the boat-tailed type, a quite good-looking car for its day. I had bought it for thirty dollars.

A connecting rod finally broke and destroyed the engine, which was about SOP with those cars. A friend of mine had a big six-cylinder Chrysler engine from a wreck, which I bought and stuffed into the thing.

When I say "stuffed" I mean "stuffed", as the two rear spark plugs had to be changed from inside the car and the drive shaft was about two feet long. I also lowered the engine which made anything on a road over three inches high a hazard ---but the car went!

Dick Linn and I were at his father's farm implement store on this snowy day when two strangers, riding solo, pulled up in front of the place. Yes, they were on a beautiful Four, barely a year old. What a machine! They were wet, cold and had just about had it, as keeping the thing right side up in that wet snow was almost an impossibility.

As a jest I said to the two motorcycle boys, "How about trading for my car?"

They said, "Let's take a look." After driving around the block in the nice warm car they said, "It's a deal."

I could hardly believe my ears. Me --- an owner of a genuine Indian Four. This machine had Police Department stars on the tank and fender and I asked them where it came from. They said it was a surplus Police machine they had bought from the Chicago Police Department, and they would send the title. With that, they disappeared down the street, never to be seen again.

Needless to say, I never saw the title. Somehow (I forget on what basis) I finally did get a North Dakota title, so I legally owned the machine. (Those things were much easier in those days.) Several years later, long after I had sold the cycle, I learned that these fellows had stolen two machines in Chicago and that one had been traced and picked up in Casselton, North Dakota, about seventy-five miles east of Jamestown. Why they never caught up with my machine, I'll never know. Whew!

I kept the Four for several years but finally sold it to the local Goodyear dealer. Where it went from there I do not know. After that came the 1937 Scout which was my last machine. This was a rider's machine, light and maneuverable with excellent balance. I would like to ride one today and see how it felt.

It would bring back a lot of memories.

About Winter Riding

Winter was not time to push your machine into the shed until Spring, but it was a signal to get the old sidenack hooked up and put on the tire chains. In the real early days even a windshield was out, resulting in a lot of frozen cheeks, noses and ears. We got over that later, even going to leg guards. I guess discretion was the better part of valor.

There is no way of getting colder than by riding a motorcycle in zero weather for long distances -- with the possible exception of ice boating. You get so stiff that it's hard just to get off the machine. Many is the time I've stood under a hot shower for an hour or more, trying to thaw out. Why I didn't get pneumonia, I'll never know.

Starting the engine always presented a problem, of course. We had a standard procedure which worked, but it was one which I would not recommend today.

This was to get a big old-fashioned blow torch and go to work on the engine, heating the cylinders, heads, manifold, carburetor --- the whole works. Two blow torches were even better. To say the least, it was dangerous and we got many a fire going but we never burnt up a machine.

The oil we used on those days was much heavier than we have now, of course. Many is the time I have jumped on a kick starter without moving it a fraction of an inch. Another method of starting was pulling with another machine -- if you had a buddy who got his going and you didn't.

Skiing and tobogganing were big pastimes. Pulling skiers or a toboggan behind a sidecar rig is great sport although a little bruising at times. Also, contrary to many people's opinion, there were many good hills for skiing and we spend a lot of time doing this, particularly after work in the evening.

It was a lot of fun to load up a gang of kids, including girls when at times we tolerated them, and take off for the hills. These were great times with a big bonfire and plenty of hot soup and coffee. It may seem strange today, but booze and such we did not want or need.

I can still see, in my mind, the little old 45 Scout with a sidecar loaded down with four or five kids pulling a couple of toboggans, heading down the road to the hills. What times!

Another thing I can recall doing several times in winter was riding in the sidecar and steering the machine with one hand and nobody on the cycle. This can probably be classed as damned foolishness, but if you got cold enough you did some foolish things.

This was done out on the highway and going for some distance. It really was nice and warm in the old tub with a blanket. There was, of course, much less traffic in those days. But you sure did get a double-take from those motorists you did pass!

About Sleeping On Motorcycles

Most people will say, "You can't go to sleep riding a motorcycle." But they're wrong, as borne out by my own experience.

I shall never forget my courting days when I was going with the girl I later married, and who died recently of a tragic illness. Donna Mae lived in a small town, Wimbeldon, North Dakota, about thirty miles from home on a very rough gravel road. At the time I was working with surveying and engineering crews and putting in a pretty hard days work. This was during the Great Drouth of the '30's and the days were very hot. So by evening I was bushed.

After eating and cleaning up, I would take off for Wimbeldon. Going up was fine but coming back was another story. I always pushed the bike several blocks to the edge of town so as not to disturb the neighbors. Machines were noisy then as now and people did not appreciate the noise at 11:00 or 12:00 PM.

The first few miles back would be fine, but then drowsiness would set in. Wham! I would wake up driving down a ditch fifty or sixty miles per hour. Fortunately there were no culverts.

I tried everything, from smoking cigars (if I had a windshield) to singing, walking up and down the road or taking off my jacket, trying to get good and cold. Nothing worked.

If you did not actually fall asleep, then hallucinations were the problem. Objects such as wagons, cattle, cars and other things of all types appeared in the road. You would hit the brakes, come to a screeching halt, only to find --- nothing.

I remember one night, however, when I was not "seeing things" when I saw the road ahead completely blocked with bales of hay, except for the right hand shoulder. I made a dive for this space, but went into the ditch at about fifty miles per hour. However, I managed to stay with the machine and no damage was done. There was no problem staying awake the rest of the way home!

Those rides back were often cold, lonesome and dreary, but I wish I could do them again. That little bike with its small headlight seemed awfully lost in all that space, as there were few farms and no traffic.

A Trip Or Two To Remember

About 1931 or 1932 I decided to take a trip to my grandfather's place in Minnesota. This was about a three hundred mile journey. At this time I was riding the 1930 Scout on which I had built a box about two feet square, which was bolted to the tandem seat and used for carrying gear. Also I had an old pup tent which I folded up and fastened to the front of the box which served as a backrest. It was really not a bad setup if you were traveling solo.

Before I started my mother had packed a lunch which included ham sandwiches. I left home a little before noon planning

to camp somewhere in Minnesota and get to my grandfather's the next day. About 1:00 p.m. or 2:00 p.m. I stopped along the road and ate the lunch.

Everything went fine until about 3:00 p.m. or 4:00 p.m. when I started getting sick ---really sick. I later learned the ham sandwiches were the problem, as it was a hot day and they were packed in a tight box. Under certain conditions ham can spoil rapidly, leading to a severe form of food poisoning.

I managed to hang on until I got to Wadena, Minnesota, where I stopped at the public park, somehow put up my tent and crawled between a couple of blankets. That night I thought I would die with severe chills and fever and by daylight I was no better. As soon as it was light I managed somehow to get my gear together and get going again. I can recall not having the strength to pull some of the tent stakes out of the ground. How I cranked the machine I'll never know.

There is not much I can recall about the trip that morning, but about 11:00 a.m. while driving along a country road I went off the road and into a ditch filled with water. The machine ended up lying on its side half submerged.

There was very little traffic, but fortunately a farmer came along in his car and with a long rope we snaked the faithful old Scout out of the water. I did not think there was a chance of starting the engine, but that old 45 fired up about the second or third try.

By this time I was only about twenty-five miles from my grandfather's place and I suppose this experience got my mind off myself. At any rate, I finally arrived, but I was a sick boy for a couple of days. I'm still not crazy about ham!

Another trip which shall never be forgotten was one to Valley City, North Dakota, about thirty-five miles away. One evening four of us on two machines --- my Indian and a Harley 74 decided to go there to see some girls we knew. The trip going down was uneventful except for about twelve miles of road under construction, which was very rough with pot holes, gravel windrows and similar obstacles. Also it was threatening rain.

About 11:00 p.m., Odin Christianson, who was riding with me, and I decided to head for home; the other fellows on the Harley decided to come back later. Chris was riding on a tandem seat which I am sure the old timers will remember. This is a separate seat over the rear fender with separate hand grip and foot rests. Personally I liked this setup better than the buddy seat which came along later.

By this time it was raining, so we put on our old yellow slickers and started back. The rain had made the stretch of road under construction an unholy mess. Slippery, rough, with lots of obstacles such as the gravel windrows.

I told Chris to hang on as we were going to get over this terrain quick. That was a rough, wild strip, riding on my feet more than on the bike. We finally got to the end of the construction. I reached back to give Chris a poke and tell him that was over --- he was gone! There was nothing there but thin air.

Let me say I was a pretty scared guy. I made a sliding 180-degree turn and took off back down the road, on the double. Five or six miles went by, with no Chris. I was beginning to have visions of him lying dead in the road with a broken neck. Finally, about eight miles back I spotted the most welcome sight in the world --old Chris walking down the road, cold, wet and covered with mud!

In cutting through a windrow (which is done with a quick, decisive action if you want to stay right side up) he had lost his grip and gone off, hitting the windrow with his shoulder and breaking his fall somewhat. He came out with nothing worse than a few bruises.

I can still see him coming down the road in the mud-covered old yellow slicker and cloth helmet. I went slower going back.

A Trick Or Two

The stability of the old machines always amazed me, particularly the Indians. The Harleys never seemed as adaptable to trick or stunt riding. Our favorite trick was riding standing on the seat with arms outstretched and controlling the direction of the machine by shifting body weight. We had a road with several turns going up out of the valley which was ideal for this type of thing.

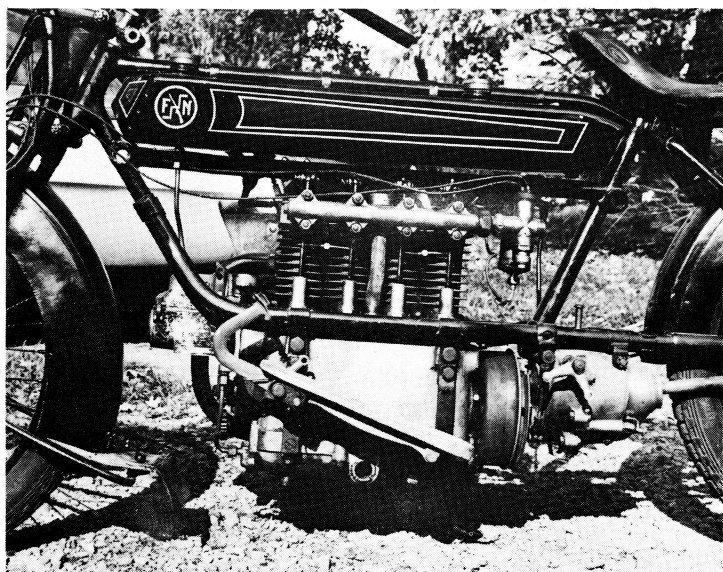
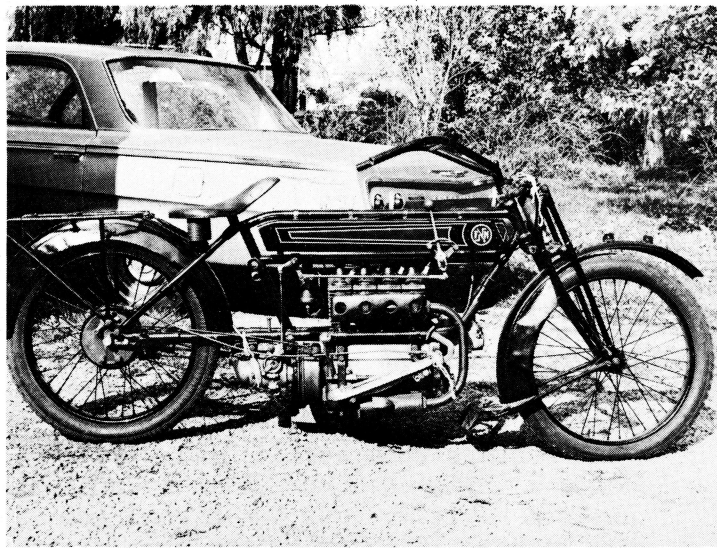
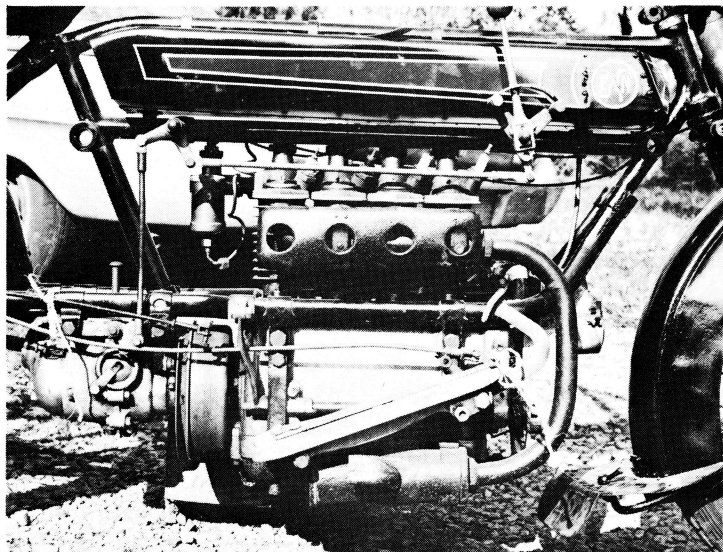
The idea was to negotiate this stretch which totaled a mile or more without getting down from the standing position. To make this more interesting we would try it with two machines and riders holding hands.

There were, of course, many variations of trick riding. Standing on one footboard and canting the machine at an angle away from you and counterbalancing with body weight while holding one handlebar was a good one. Handstand on the handlebars was possible but at least I could never achieve this. Head stand by a second rider on the luggage rack was a headache --oh, there were many of them. With a light sidecar it was possible to ride long distances with the sidecar wheel two or three feet off the ground --- if you could once get it up. These things were probably dangerous but did not seem so at the time. They were actually much less difficult than they appeared. All it took was time, patience and practice.

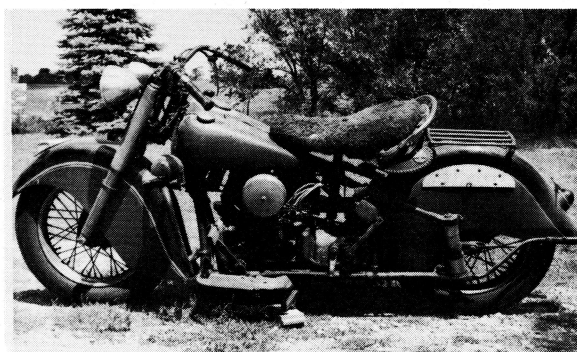
The End

Yes, it was fun and I would change very little if I had it to do over. Life was interesting and exciting. Now that I have bought an old Indian Four maybe I can recapture a little of it all. But of course it cannot be the same. Youth can never be recaptured.

And maybe --would you want to?



The early model FN pictured on this page is owned by Victor Huguenin of Galion, Ohio. Earlier this year he took a trip to France to visit some of his relatives and found this antique FN in England. We published a picture of it in the last issue. Since that time it arrived in a big wooden crate in Cleveland, Ohio by ship and Mr. Huguenin loaded it on a trailer, and brought it to Mr. Wickham's in Findlay for some repair. Being sort of odd looking compared to an Indian four, we thought you might like some close ups and a shot of the whole bike.



Pictures of both sides of Gilbert Horton's four. Pictures were taken before restoration. When the machine was finished it was a very beautiful red and Mr. Horton sent us some very beautiful near perfect color shots of this machine. Since this time, he has received two 11 X 14 colored texture surface prints of his bike that we assisted in securing. Texture prints from a distance give the appearance of an oil painting, and on his the color was beautiful.

MEMBERSHIP

INDIAN FOUR CYLINDER CLUB INC.

Arkansas

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

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 Sr Four
 William Crawford 1276 Juanita Drive Walnut Creek California 94595 Indian Four
 Jack Danvers 2840 Forest Hill Blvd Pacific Grove California 93950 1938 Indian Four
 James E Davis P O Box 2121 Arcata California 95521
 James E Davis Jr 659 San Miguel Ave Santa Clara California 95050 1941 Indian four
 M M Denham 19163 Garrison Ave Castro Valley California
 C Walter Frick 4304 Varsity St Ventura California 93003 1941 Indian Four
 John L Gale P O Box 741 Ojai California 93023
 John F Gormley 2005 Capitola Ave Sacramento California 95814 1938 Indian Four
 Jack Lange Po Box 56 Kalamath River California 95050 1940 Indian four
 Robert D McBride 2555 Oak Park Lane Campbell California 95008 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
 G F Sousa 2861 Cypress St Napa California 94558 1941 Indian four
 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 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 120 A Montrose Colorado 81401 1935 Indian four
 Robert V Hoyt 1307 N College Ave Fort Collins Colorado 80521 1940 Indian four

Florida

R A Burke 114 E College Ave Tallahassee Florida 32751
 Loren Gouldsbury P O Box 126 Intercession City Florida 33848
 Ray Munn 2720 N E 8th St Pompano Beach Florida 33062 1939 Indian four
 John Webb 2510 Tuscaloosa Trail Maitland Florida 32751
 Gerald Wilson 3521 Riverland Rd Fort Lauderdale Florida 33312
 Arthur R Woods 1855 Baywood Dr Sarasota Florida 33581

Illinois

L H Anderman 7718 Clarendon Hills Rd Clarendon Hills Illinois 60514 1938 Indian four
 Jack E Bajo 14916 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
 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 Chicago 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 Brutus RR 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 Sycracuse Indiana 46567 1938 Indian four
 Louis Kamaski 1508 Bullseye Lake Rd Valparaiso Indiana 1930 Indian four
 David Kitson 418 Winchester St Decatur Indiana 46733 1938 Indian four
 Henry krueger 97 W Walnut St Morocco Indiana 47963 1941 Indian four {285-2604
 Chester W Miller Route 6 Box 276 Elkhart Indiana 46514 {285-2533
 Edward J Morrison 1926 Lincoln Ave Whiting Indiana 46394 1942 Indian four
 Arthur P Smith 602 Napoleon St Valparaiso Indiana 46383
 Bob Speck Mtd Rt 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 - NO TELEPHONE

Louisiana

Martin Wiesendanger 502 Frenchman 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 Fillingin 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 TRUSTEE

Allen Bozung 24800 Lasher Southfield Michigan 48075 Indian Four TRUSTEE

Walter E Benjamine R 1 714 Gale Rd Morrice Michigan 48857

Robert D Donald 209 W Drahner Rd Oxford Michigan 1939 Indian four

Marvin L Grahn Rt 4 Box 585 Coloma Michigan 49038 1939 Indian 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 Ace Four

A Everett Jones 23509 W River Rd Grosse Isle Michigan 48138

Donald Knapko 7631 August Westland Michigan 48184 1940 Indian four

Dennis Kniffin 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 Schroed er Rd Farmington Michigan 48024

Jack Maurer 14553 Coram Ave Detroit Michigan 48205 1940 Indian Four

James I McGuire 3075 LaSalle St Ann Arbor Michigan 48104 1941 Indian four

Jack Missler 14275 S Custar 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 Battle Creek Michigan 49017 1938 Indian four

John 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 TRUSTEE

George E Young 20640 Midway Southfield Michigan 48075 1940 Indian four

CLUB VICE PRESIDENT

Minnesota

Maynard Whetstone 256 Belleview St Winona Minnesota 55987 1936 Indian four

Missouri

Louis "Andy" Anderson Box 258 Mansfield Missouri 65704 1936 Indian four

Montana

Floyd Garner 329 S H Livingston Montana 59047

Jack Kulisk P O Box Stanford Montana 59479

Nebraska

Clifford E Hurst 56 S 91st St Omaha Nebraska 68127

R W Peterson Peterson Mfg Co DeWitt Nebraska 68341

Everett W Palser Rt Scottsbluff Nebraska 69391 1941 Indian four

New Hampshire

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

New Jersey

Walter Ahers 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 53 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 DelSur S W Albuquerque New Mexico 87105

New York

Paul Freeman 14 Pelton Ave Staten Island New York 10310
 Harry Ellis Savage Rd Sardinia New York 14134
 L S Juillerat Box 488 Highland New York 12528 1935 Indian Four
 Louis Lichva Route 3 box 256A Mariaville Rd Schenectady New York 12306 1940 Ind. 4
 Jack Liebrick 35 Balsam Dr Dix Hills New York 11746 1959 Ariel Sr 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 1154 1939 Indian 4
 Ira Philbrick 406 Court St Little Valley New York 14755
 Emmanuel 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

Richard H Adams 117 Fehl Lane Cincinnati Ohio 45230
 Casper Barnes R R 1 Box 8B Grand Rapids Ohio 43522 1938 Indian four
 Larry Barnes RR 1 Box 8B Grand Rapids Ohio 43522 1938 Indian four
 Robert R Burge 5773 Centennial Rd Sylvania Ohio 43560
 W B Cleveland M D 10300 Carnegie Ave Cleveland Ohio 1937 Indian four
 Gordon Deye 3524 Corey Rd Toledo Ohio 43615
 John O Elber RR 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 Harry 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 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 Findlay Ohio 45840 1966 Findlay four CLUB TREASURER
 Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215 1941 Indian four
 Thomas Majestic 3273 W 129th Cleveland Ohio 44111
 Harry Maule 444 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 Ohio 45416 1939 Indian four
 John S Rees 1795 Ridgeview Dr Wickliffe Ohio 44092
 Carl R Reichenbaugh 1421 Bernard Ave Findlay Ohio 45840 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 751 Dayton Ave Findlay Ohio 45840 1941 Indian four CLUB PRESIDENT

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 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 Ind, 4
 Vincent J Connolly 237 West County Line Rd Hatboro Pennsylvania 19040
 Bruce Elton 2516 Windgate Rd Bethel Park Pennsylvania 15102
 George B Fisher 1051 North Fifth St Reading Pennsylvania 19601
 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 Cooperstown 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 Ind 4
 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 Ind 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
 H J Norman P O Box 568 Weatherford Texas 76086 1940 Indian four
 James Norman P O Box 568 Weatherford Texas 76086
 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 Giorno 3522 87th St Kenosha Wisconsin 53140

Joesph P Larweth R R 1 Box 403 Oak Shore Club Fontana Wisconsin 53125 1941 Ind 4

Edward V Romas 145 N 75th St Milwaukee Wisconsin 53213

Fred Rudolph 502 7th Ave Baraboo Wisconsin 53913 1933 Indian four

Ervin Van Beck 517 N Main St West Bend Wisconsin 53095

Canada

Murray Bluestone 37 Warwick Ave Toronto 10 Canada

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario Canada

Mal Middlebrook 102 Rockview Gardens Concord Ontario Canada

George Taft 210 Elmwood Cresnet Milton Ontario Canada

Newall Taylor 2760 E 27th Ave Vancouver 12 British Columbia Canada 1941 Ind 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

Editor's Note

In many of the issues of the Indian Four News the Ad section has carried ads of For Sale and Want Ads for machines other than Indian fours. This has included machines outside the Indian make such as Harleys, Ariels and other older machines. From the cooperative effort with the All American Indian Club we encourage the owners of singles and twins to send in ads for parts or machines wanted or machines for sale. Many of our club members own Chiefs and Scouts and are interested in others not members of the Four Club who own Scouts and Chiefs. We will be happy to print the requests and for sale items in the Four News that has a circulation of 230 copies. If there are questions or mechanical problems there are men in the Four Club equally qualified to work on the Chiefs and Scouts as well as answer answer your questions. At our annual meets and the June meets there are always Chiefs and Scouts on the grounds and they receive as much attention as do the fours. We would like this cooperative effort with the All American Club to apply to the communication outreach of the Four News. So, send your ads to the new editor, Thomas J. Miles, RR 5 Box 2, Findlay, Ohio. John Wickham lives close by and what we can't answer, he can. And if Wickham can't do it, Murray can, and if Murray can't do it Paulette can, and if Paulette can't do it Chalfant can, and if Chalfant can't do it, just bring it to the annual meet and they all can.

ADS

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 - 1947 Chief engine - rebuilt, all painted.
write - Gary Swartz
Toledo, Ohio
Phone 1-419-531-9881

For Sale - 1927 Excellsior motor-cycle, Super X gas tank.
write - Emannual Sperrazza
2339 129th St.
College point Long Island
New York 11356

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 OVH single 95% complete, very good running, rideable, easy to restore, 1934 Harley twin 90% complete, easy to restore, running, rideable, pictures of any one, 50¢ each.
write Fred Rudolph

502 7th Ave.
Baraboo, Wisconsin

For Sale - 1933 Indian four completely restored, Chalfant Clutch, driven only 175 miles since restoring. Indian red, ivory wheels, looks and runs like new - \$1500
write - D. B. Kiel
215 E. Sheridan Ave.
Du Bois, 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 - Watch Fobs -
Indian Four brass watch fobs, shaped like
Indian arrow head.
write - William Howell
P O Box 138
Waynesburg, Ohio 44688

For sale - New Indian 30-50 twin engine
complete with transmission \$195.
Harley Davidson sidecar with all fittings,
sheet metal rusted, year unknown, make an
offer.
I am interested in trading for Indian 101
parts, wheels, gas tank etc.
Wanted - rear wheel for Whizzer 300 series.
Write - A.R. Woods
4211 26th Ave.
Bradenton, Florida 33558

For Sale - 1936 Indian four fully restored,
color - refrigerator white, everything plated,
new tires, price \$1800 or best offer. Runs
beautiful.
Decals, the finest made, special for our
members. For machines from 1908 to 1930,
and for Indian fours up to 1939. Also for
Henderson fours from 1914 up to 1931.
All tank decals are \$4.50 a pair, outside
the U. S. \$5.50. All small decals are
\$1.50 and outside the U.S. \$1.75.
Send U.S. Postal Money orders or Bank
Money Orders. Personal Checks rejected.
write - Bob Speck
Mtd. Rt #35
Box 338
Valpariso, Indiana 46383

For Sale - Plastic chrome stripping for
fenders for Chiefs and Fours - 50¢ per Ft.
11 ft. 6 inches needed per machine.
Cemented on with Plio Bond Cement or
Weatherseal. Will stay on and looks sharp.
write - John Wickham
521 Dayton Ave.
Findlay, Ohio 45840

PAULETT'S INDIAN SERVICE AND PARTS MIDWAY, KENTUCKY

For Sale - Transmission oil - genuine
Indian Oil in original Indian can.
90# gear lube for the "80" at the amazing
price of 10¢ per quart.
Write - John Scholtz
2208 Market Place
Philadelphia, Penn.

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 speciality.
Paulett's Indian Service and Parts
Bob Paulette, P O Box 401, Midway,
Kentucky 40347
We're not hard to find.

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

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 available
to Club members.
write - Bill Cleveland
2522 Norfolk Rd.
Cleveland Heights, Ohio 44106

For Sale - 1953 Indian Chief in sound restorable condition \$250

1943 Indian Military Chief in sound restorable condition \$200

1941 Indian Chief - needs a loving restoration \$100

write - Earl Chalfant

R D 1

Brookville, Penn. 15825

(814) 849-7418

For Sale - 1938 Indian four, completely rebuilt to sho condition with new 1941 fenders, 16 inch wheels etc. Black and chrome finish

write - Jack Danvers

2840 Forest Hill Blvd

Pacific Grove Calif 93950

For Sale - Skirted Fender Material for sides and tops in straight, solid lengths at 50¢ per ft. Easily bendable to contour. Please specify exact number of inches per piece. We will cut and ship in these lengths.

write - Chuck Myles

P O Box 150

Sloansville, New York 12160

For Sale - Belt Buckles

Indian four machine engraved in metal and mounted on silver belt 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 - Emmanuel Sperrazza

Long Island, New York 11356

phone 212-FL-93909

For Sale - New Pistons, manufactured by Egge Machine Company, manufacturers of aluminum alloy pistons. For the Indian four. \$15.00 each machine to your size.

write - Egge Machine Co.

136 E. Alondra St.

Gardena, California

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, \$10.00

1931 Indian folder, 4 pages - 13 pictures, including the 1931 Indian four, \$4.00

1915 Indian four 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, \$7.50.

Other reprints available.

Sebd stamped addressed envelope for list. write - Ted Hodgdon

536 Outrigger Lane

Sarasota, Florida 33577

Wanted - front fender running light for 1948 "74", have Chief light to trade. Also need front fender running light for 1941 four.

write - Jack Kulish K7YNY

Box 280

Stanford, Montana 59479

Wanted - 1931 Indian four motor only, needed to complete 1931 restoration.

write - John Girono

ACE Cycle Shop

5128 6th Ave.

Kenosha, Wisconsin

Wanted - parts for 1941 four - Magneto coil for Edison Splitdorf, tool box, foot boards, (new or recovered) heat shield, Indian horn, kick peddal spring, spark plug loom, Indian tank insigna, need right side, have two lefts, speedometer cable complete.

write John A. Scholtens

3561 Knapp NE

Grand Rapids, Michigan 49505

Wanted - generator mounting bracket for distributor - Indian four.
 write - John Wickham
 521 Dayton Ave.
 Findlay, Ohio 45840

Wanted - 45 Scout, 1930-38 Chief, 45 Scout up to 1932.
 write - Johnny Sousa
 2861 Cypress St.
 Napa, Calif. 94558

Wanted - a Henderson Heath engine to replace the motor in the little bi-plane I built and plan to restore (article in this issue about it). This would be a Heath Henderson B-4 engine. Will not work in a motorcycle.
 write - "Andy" Anderson
 Box 258
 Mansfield, Missouri 65704

Wanted - pipes and muffler for '36, 45 Indian Scout.
 write - Clifford Hurst
 5623 S. 91st St.
 Omaha, NE 68127

Wanted - frame, wheels, fenders or complete running gear for 1917-19 Henderson. Has motor and extra engine parts.
 write - Fred Rudolph
 502 7th Ave.
 Baraboo, Wisconsin 53913

Wanted - Horn cover for rear of 1941 Indian horn, and one ammeter. Muffler and tailpipe for 1941 four. Wants to know is anyone is now making these parts.
 write - Charles Tallas
 Rt 3
 Taylortown, Texas 75560

Wanted - 16" front wheel without brake drum. 2 sections of chain guard from motor to fender, tool box, rear wheel axle, and lug bolts for front wheel. All for 1940 four.
 write - Henry L. Ramsey
 3 N 7th Suite 7
 Yakima, Washington 98902

For Sale - 1958 Sunbeam motorcycle with Volkswagon built Portia flat four cylinder aircooled motor. This machine was a trophy winner at the Indian four meets and winner of many ribbons at other meets.

1960 Volkswagon camper

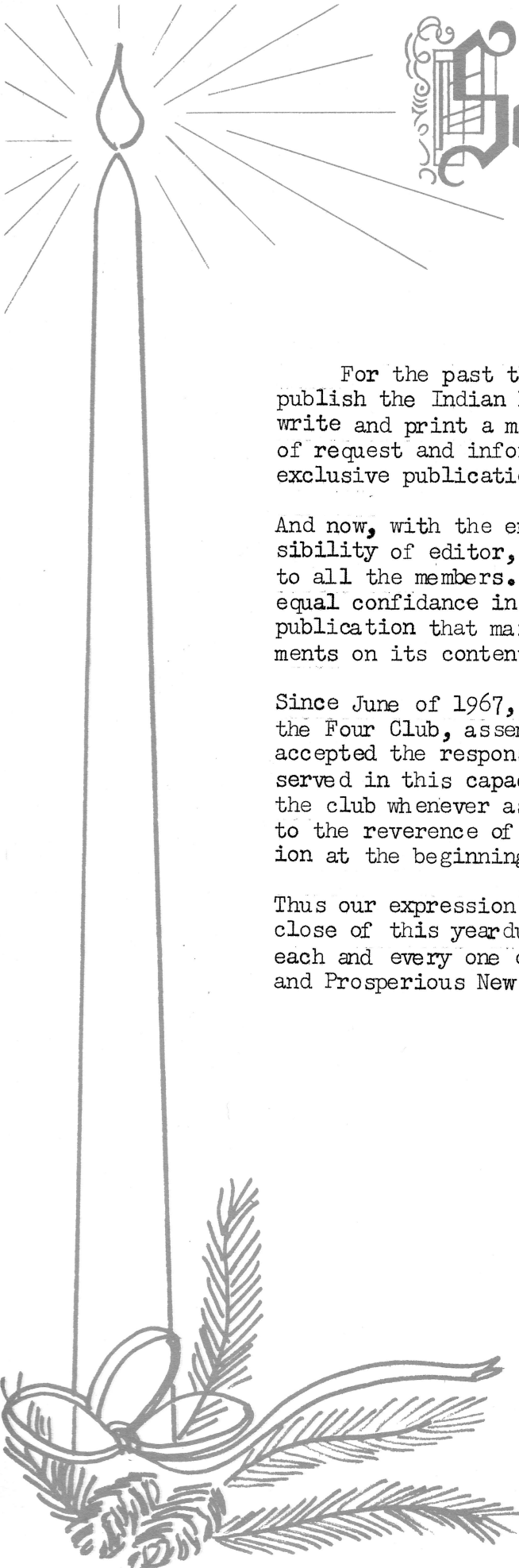
Wanted - 1931 Harley Davidson 74cu in restored or unrestored or restorable condition. Complete side car restored, unrestored or restorable condition to fit 1941 four. Front fender for 1931 Indian four or Scout. Pair of fenders for 1943 Harley Davidson Military 45; muffler and exhaust pipe for 1940 Indian four, 1940-42 Indian Military shaft drive 45 cu in restored, unrestored or restorable condition.
 Write - H. G. Metzger
 2174 Winthrop Rd.
 Huntingdon Valley, Penn. 19006
 Phone - W1-7-0843

1965 Notch back 2 door Volkswagon sedan

All in good running condition
 write - Enos Leass
 1502 N. Main St.
 Findlay, Ohio

Wanted - 1930 to 36 45 Scout in good condition. Would like to see picture of machine and details on condition.
 write - Fred G. Wacker Jr.
 2100 Commonwealth Ave.
 Chicago, Ill 60064

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



Season's Greetings

For the past three years it has been our pleasure to publish the Indian Four Cylinder News and try our best to write and print a magazine that contains interesting items of request and information to make the Four News the exclusive publication of the Indian Four Club.

And now, with the end of 1970 we have assumed all responsibility of editor, publisher and the mailing of the News to all the members. To this task we trust you will have equal confidence in us as we do our best to continue the publication that many of you have expressed many compliments on its contents.

Since June of 1967, before a small groups of members of the Four Club, assembled for a June Closed Meet, we accepted the responsibility of Club Chaplain and have served in this capacity since. Members and friends of the club whenever assembled, have responded to the finest to the reverence of an invocation, devotions or a benediction at the beginning or close of every meeting.

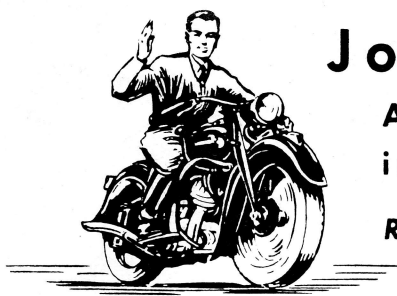
Thus our expression of gratitude and appreciation at the close of this year during the season of expression - we wish each and every one of you a very Merry Christmas and a Happy and Prosperious New Year.

Mr. and Mrs. Thomas J. Miles

New Year's Prayer

I know not what the year may bring
that now before me lies
of unexpected wealth or want
of black or brilliant skies.
the future is a mystery
to great for me to know
but all my time is in thy hands
for happiness or woe
And all my hope is in thy grace
so on the way untried
Thy spirit and thy blessed word
shall be my guide and strength
and so before thine altar, Lord
I face the year to be
and as thy priest I consecrate
its unborn days to thee.

Lon Woodrum



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