

Indian



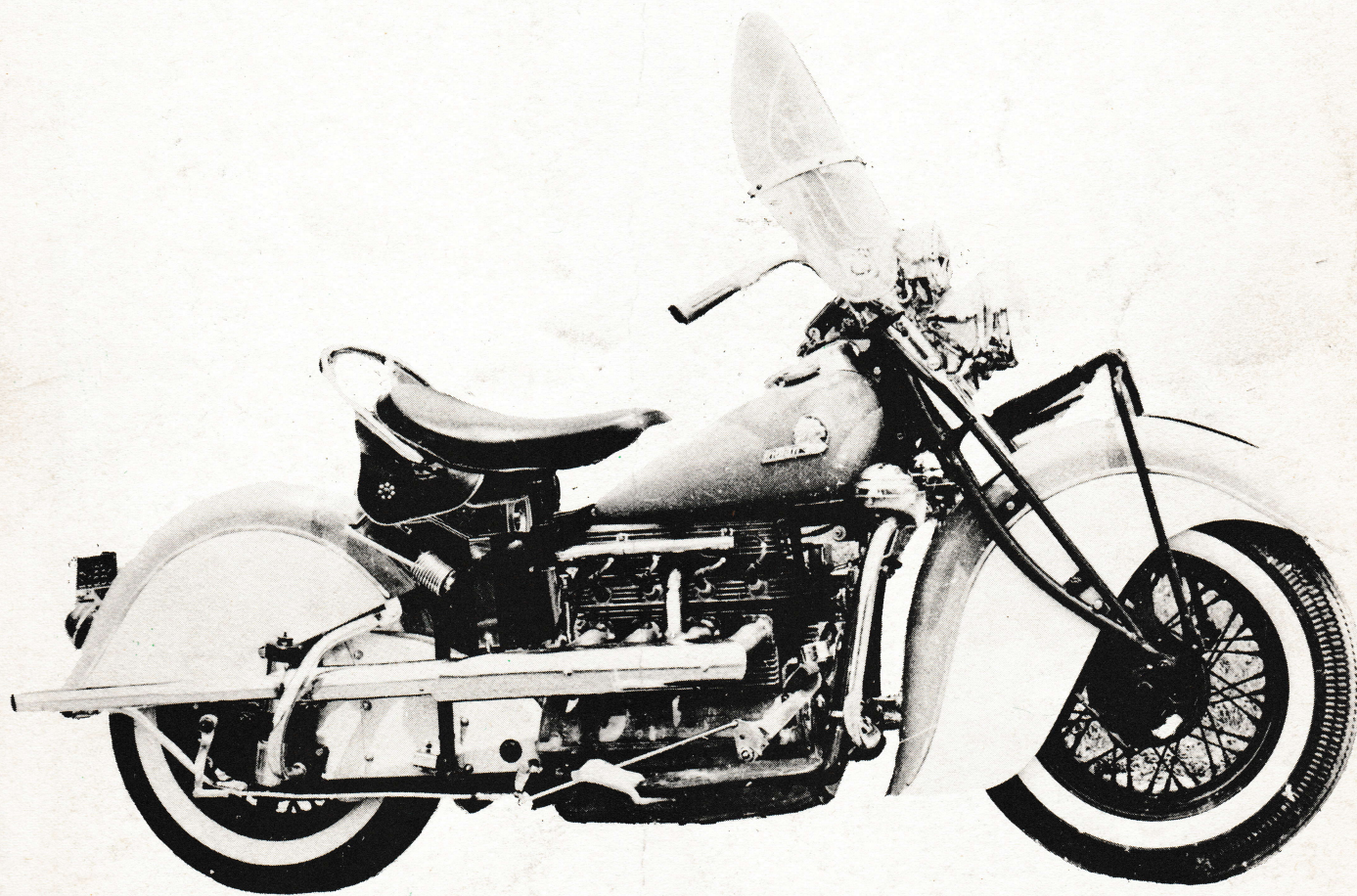
FOUR MOTORCYCLE NEWS

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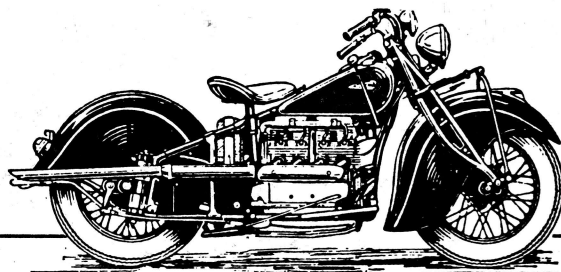
10th Anniversary Year



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
TRUSTEE FOR 3 YEARS	ALLEN BOZUNG
TRUSTEE FOR 2 YEARS	ED WOLSKY
TRUSTEE FOR 1 YEARS	ROBERT ALDRICH
SERGEANT-AT-ARMS	JACK MAURER
REFEREE	JOHN ELBER
ASSIST. REFEREE	LARRY BARNES
REPORTER	DAVE SLOAN

INDIAN FOUR CYLINDER NEWS

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

Club Creed - Officials	2
Contents	3
President's Page	4 - 5
What Came In The Mail	6 - 9
Pictures	10
February Business Meeting	11 - 12
Pictures	13
Information Page	14 - 18
Paint Standards	19 - 20
Oil System for 3 bearing crank	20
Story by Dr. Claude Walters	21 - 23
A Young Rider	23
Pictures	24
The Mysterious Four Identified	25 - 31
Membership	32 - 37
Ads	38 - 40

The Indian Four Motorcycle News is published four times a year for the members of the Indian Four Cylinder Club Inc. Price of the magazine to the members is included in the membership fee of \$10.00 annual dues, 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 News is published by Thomas J. Miles Printing and Photography, RR 5 Box 2, Findlay, Ohio 45840.

The magazine is available to non members for \$10.00 per year contribution or \$2.50 per single copy mailed to the treasurer. All applications for membership in the Indian Four Cylinder Club should be sent, with check included, to the Treasurer.

P L E A S E N O T E

After May 1st, 1971 all moneys sent to the treasurer will be sent to Mr. Casper Barnes, RR 1 Box 8B, Grand Rapids, Ohio 43522. Mr. Barnes will become treasurer filling the unexpired term of Enos Leass who resigned as of May 1st. Mr. Barnes was formerly secretary of the Club.

Remember this date - May 1, 1971, and the new Treasurer - Casper Barnes.

Our Cover picture for this first issue of 1971 is a very beautiful machine in color. This machine belongs to Allen Bozung of 24890 Lasher, Southfield, Michigan. Allen is a member of Club Board of Trustees and a Charter member of the Indian Four Club. When you attend the next annual meet look up this beautiful blue and white bike and then introduce yourself to Allen. He'll take time to talk to you.



John E. Wickham

PRESIDENT'S PAGE

Greetings Ladies and Gentlemen, Members and Subscribers

Three months of 1971 are almost gone yet we have nine months before us to enjoy riding as soon as the weather breaks and the club meets to things we didn't get done last year that we can catch up on this year. Progress in all things moves ahead more rapid in this old world and it behoves each one of us to get in there and pitch and do our part.

The year 1970 was a good year for the club and I am sure that we all benefitted in many ways from this great club of ours, and we have seen the club continue to grow adding more members as we have in the past. When the 1971 annual meet is in progress and we introduce the new members introduce yourself to them and welcome them into the club. For those who live far away and don't make it to the annual meet correspond with them, it will add to the club fellowship that is already the finest.

I have received many nice letters from our members all over the country, the new members usually seeking information, parts, or help in restoration of their bikes. Let's keep parts available or sources of parts made known so we can keep these wonderful old fours on the highway. To meet these requests it takes individuals who are willing to share these items, information and know how, and this is what the Indian Four Club is all about. It is all of you who send us your comments and enjoy the Four News and those of you who can attend the Four meets each year that help in all this sharing of these things that makes the Four Club the best yet. Let's all consider the other fellow in our deals, and the other fellow consider the one who has the item. Parts for machines are available and no machine need set idle because the item is not immediately available. We must also remember that parts for fours are not in factory production as they once were, therefore it is those members of the club and others who have taken time to produce the hard to get item. The cost of limited production can be terrific therefore the sale price must

3-31-71

return a fair profit. Remember in buying that this small manufacture has done you a real service to produce a hard to get item. By the same token or the other side of the coin there is also such a thing as a Fair price.

I urge all to make good use of our ad section of the Four News. We have received a lot of comments from various places that they appreciate this part of our Four News.

Our tenth anniversary is this year as we have stated many times and although many arrangements are complete and some still incomplete we are meeting in extra meetings to make the tenth anniversary a great time in the history of the Four Club. We believe what has been planned so far will interest everybody who attends. We again ask you to send in your suggestions for we believe this to be your meet as much as it is the responsibility of the Executive committee to figure it all out. Many have sent in ideas and we are sure there are more. Our objective other than knowing that all who plan to attend will just naturally have a good time, for they are getting together with fellow members and owners of fours, is to keep activity interesting, lots of machines and things to see to make the 71 meet the greatest yet. Thus far the interest looks very good and many from far away are planning to be present. This fact alone has a very interesting aspect, in the opportunity of meeting these long distance members and talking with them. This is the reason why I am always so overwhelmed with the many new people that I meet that I usually correspond with and here's a chance to meet them personally. If everyone applies this get acquainted psychology the club will continue to be one big happy family.

I can hardly believe that I have served you as club president for 10 years but I can't deny the facts. It all started way back in 1961 in Findlay, Ohio at the Millstream Ramblers Club House. We organized the Indian Four Club as a benefit to Indian four owners and the progress has been astounding. We now reach from boarder to boarder and coast to coast and beyond. To all this I can only say that I am proud to have been of service in the best possible way. It is a great honor to have corresponded with an individual several states away and then one day have him knock on my door and introduce himself. This is a real and rare privilege and pleasure. Of course there are many I have never seen and this becomes a real fellowship of just corresponding with other owners like the rest of us, and yet I feel that I have met the individual personally.

Don't get mistaken, the job is not an easy one, for I often get behind in my letter writing and I'm not a kid anymore, having been retired for several years. This coupled with a lot of other club work don't allow me to do all I want to do or I should say, I should do. However, don't let this prevent you from writing for information or parts or anything else you want to know. We'll do our best to answer.

In conclusion I wish to thank the officers, directors and members of the club for your fine cooperation this past year. At any of our business meetings issues are usually taken care of quickly and generally for the good of the club. However, at the annual meet and the June meet, it is the members, officers and all the rest who make the meets the friendly get togethers there are.

Mrs. Wickham and I wish to thank everybody for your consideration for our 50th wedding anniversary. We will remember your fine contributions, comments, and cards for a long time.

Sincerely

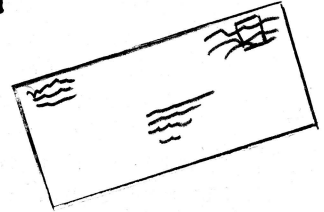
John E. Wickham President

WHAT CAME IN THE MAIL

Curtis B. Weigold
1611 S. 21st Ave.
Maywood, Illinois

writes - received the Indian Four News the other day and saw that you are celebrating your Golden Wedding Anniversary - - - congratulations - - not many I know have reached this mark. My oldest son build up a '38 four and rebuilt my '41 - - we were planning on attending the meet last August but did not get the bike finished in time - - so we decided to go to the Black Hills Rally for some excitement. My son rode the '38 all the way out there and when we arrived we learned it had been held a week earlier. We stayed in the hills for a couple of weeks vacation and had a good time. Had considerable trouble with my four - - blew a rod and decided to have all four poured - - put in oil rings - - and then had to replace the front wheel bearing - - just couldn't seem to get much riding in at all. Have a man here in Illinois who is making up fender trim for '40 - '41 fenders - - looks real good - - wish you and the Mrs. a very happy anniversary - - surely one to be proud of.

Curtis Weigold



Thanks very much for your compliments and well wishes on our Golden Wedding Anniversary. Sorry you missed our meet last year but you should be well prepared for the '71 meet this year. That would be a disgusting thing to travel a long distance and find the meet had been held a week earlier - - you no doubt enjoyed the trip though - - trouble seems to be a plague we could do without but a bike will many times be in better shape when we have to fix it to keep her running. However, when she is fixed you know her condition - - she's ready to ride A-1.

John Wickham

Gerald Kenworthy
3171 Riffle Ave.
Greenville, Ohio

writes - - was looking through my winter issue of the Four News and came across the article about the Heath Henderson aircraft accessories made by John F. Ballak and Company. This Company is still in business making motorcycle parts as they make parts for fours - - - enclosing one of their catalogs.

Gerald - we stand to be corrected on our statement that this company was long since out of business. We received other information that Mr. Ballak is still active in the business although well up in the 80s. However, when an individual works at something that is very much a part of him, age seems to be no barrier, Maybe this is another example to us younger fellows who are ready to retire to keep at it for as long as the good Lord keeps on supplying out breath. Thanks again Gerald for your information and we'll try not to make this mistake the second time.

- editor -

3-31-71

Edwin R. Johnson
RR 1 Box 135
Perkasie, Penn.

New member writes - - thank you for the prompt reply for application to the Indian Four Club - - one of your members, Mr. Connelly informed me you would like pictures of my four which I am enclosing - - understand you have overhaul manuals for the '39 four.

Edwin R Johnson

Welcome to the Indian Four Club Mr. Johnson and your request for a Manual will be taken care of. We hope you find the Indian Four Club and its magazine the Indian Four News all that we say it is and more. The man who told you of the Club must have found it so or he would not have been so helpful. If you can make it to the annual meet in August we are sure you will say that the experience and fellowship was worth it all. Welcome aboard.

- editor -

Robert A Schnaible
SS-570 07-1961
RMK - BRJ - 34.62
CMR #1 - Box 6476
APO San Francisco 96326

Home address
481 Page Street
San Jose, Calif. 95126

from Vietnam writes - you may list me as a proud owner of a '39 Indian Four - - also wish to place an ad in the Four News - - will be coming home from Vietnam sometime between now and May 1st. Things are not healthy here any longer. I did enjoy my stay here in Com Ranh Bay.

Robert Schnaible

Welcome aboard Robert and the best of luck on your venture with the '39 four. We're glad also to hear you are returning home from Vietnam. You'll get some response from your ad and that four will soon be back on the road again. Look up some of those Calif. members, they'll be glad to help you.

- editor -

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

writes - - have my '41 four about finished and want to take this opportunity to thank the club for the Indian Four News and the help I had in trying to locate hard to get parts - - - also the president for the personal advice in my job of restoring America's most beautiful motorcycle. I still need a light bulb for the instrument panel gauges and the bulb in the speedometer. Thanks again for all the help I received.

John A. Scholtens

George Taft
210 Elmwood Cres.
Milton, Ontario Canada

writes - can anyone tell me the year of manufacture of a Chief motor with the letters C A V preceeding the number? I believe it to be around 1940. Will appreciate hearing from anyone who has this information.

George Taft

John - as we have stated so many times to fine letters like yours, this is what the Indian Four Club and its publication the Indian Four News is all about.

We want all those beautiful fours that are still runnable back on the road and the only possible way to do this is to assist fellow like yourself that has the desire to apply patience and love to make her run again. But above all to maker as origional as possible. This keeps the bike a true Indian four.

- editor -

George - - We're sure that someone of the club has this information and will contact you.

Let us know if you get this information. Others may be interested also. As information is passed around and shared, The Indian Four News gains more importance among the members and non-members who rely on its information to keep their bikes running. Thanks for your inquiry.

- editor -

John Webb
2510 Tuscaloosa Trail
Maitland, Florida 32751

writes - - just finished restoring my 1940 Indian four and enclosing pictures of the bike before and after. I had a picture from the original sales catalog blown up and I tried to finish my bike as close to it as possible. Mr. Ted Hodgdon was very helpful in getting a paint match for the finish.

It might be of interest to know that this bike has only 4900 original miles on it when I purchased it last year. The original owner was killed in an airplane crash and the motorcycle sat on one of the Bahama Islands for over 25 years.

The owner's son brought it to the mainland and had it completely gone over by the Indian dealer who sold it new. It was sold to a collector who had it in preservative for over 10 years after which time I acquired it. I dismantled the engine to install a Chalfant clutch and found the engine in almost perfect condition although I did replace the valves, one piston, and valve springs as long as I had it apart. I would say, that this bike is now as close to factory condition as possible. Hope to bring it to Toledo this summer. Mr. Wickham was of considerable help while working on the motor. I am looking for a late Chief, preferably 1950 to 1953 in good restorable condition.

John Webb

John - appreciate your letter and the story on your four. Seems as there's no end to the oddities and situations on the search for fours and the places where they are found.

But what is more rewarding to the club is the fact that fellows like yourself and other members of the club want to take these old machines and put them back on the road for service.

Thanks again for the pictures and story.

- editor -

Jerry Preimesberger
Box 905
LaFeria, Texas 78559

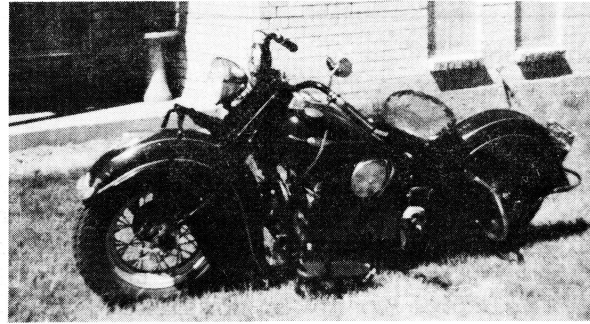
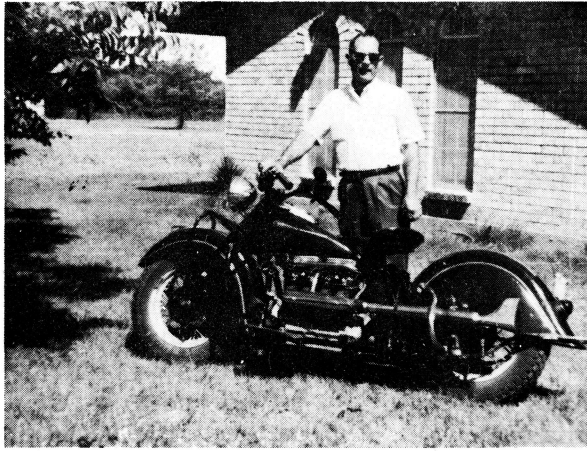
writes - - would appreciate hearing from someone on whatever happened to Floyd Clymer's idea of building new Indians in Germany with the old Scout engine. Had a catalog that told of him and a man of Germany that were going ahead at full speed to build these machines, then it sort of faded out. Who knows anything about this question.

Jerry Preimesberger

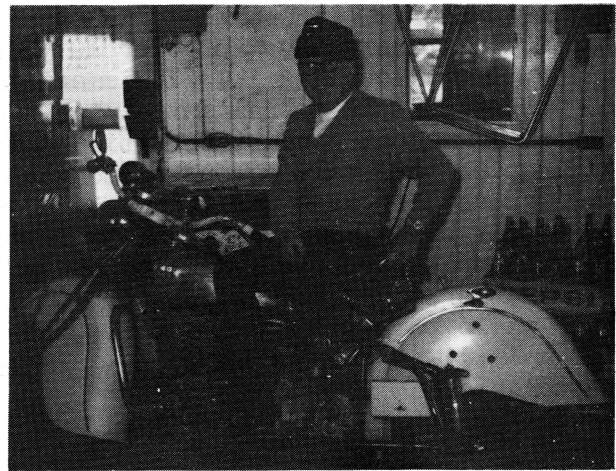
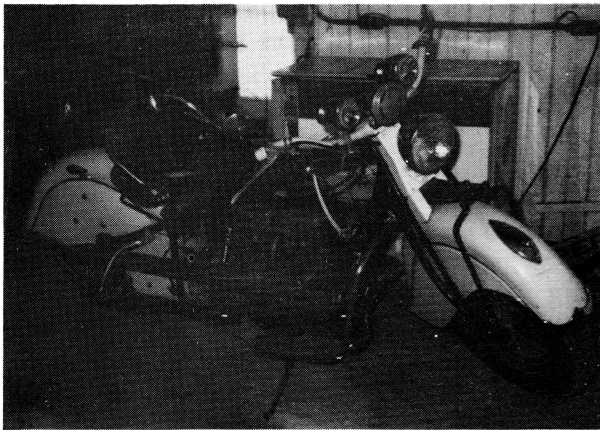
Jerry - we refer you to the Fall Issue of 1969 or Volume 4 Number 3 of the Indian Four News page 52. Mr. Kenneth Ritter of Consetoga, Penn. brought to the Annual meet of 1969 a Clymer Scout and the Club president had opportunity to ride it. He had great praise for the machine and how nice it handled. Prior to this issue we had printed a picture from adv. for this machine. The machine that was at the '69 meet was a very beautiful bike. Fellows, if you have any information forward it to us for the benefit of Mr. Preimesberger.

- editor -

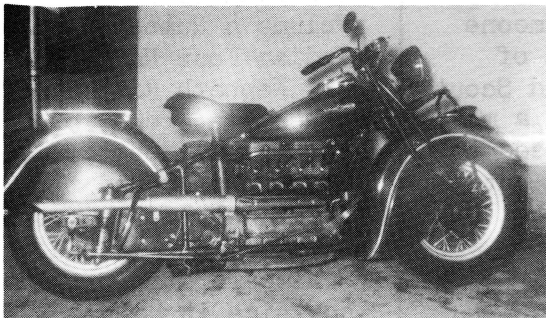
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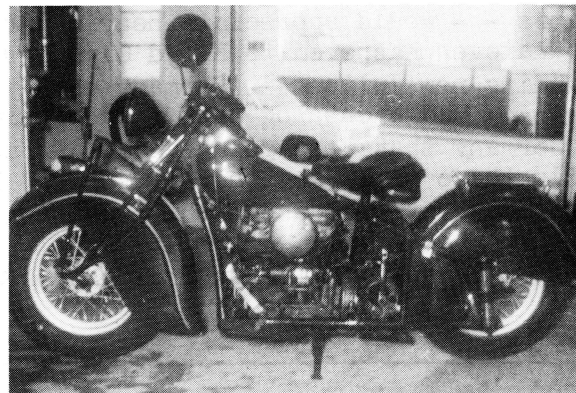
T. W. Cooper of Mansfield, Texas and his 1941 Indian Four. No matter where we receive pictures from, the owners always look very proud of their four.



Raymond Harvey of Davenport, Iowa and his all white 1941 Indian Four.



Two views of 1941 Indian Four owned by Ernest Pretor



Indian Four Cylinder Club Inc.

Business Meeting

February 7, 1971

Traveler's Motorcycle Club
Toledo, Ohio

The members of the Indian Four Club met for the regular February meeting to hear reports, receive several new members, and begin initial planning for the June meet and the annual meet in August. Since the annual meet was to be the 10th anniversary meet considerable discussion took place on items for this occasion and report of this discussion is found further on in the minutes.

President Wickham called the meeting to order and recommended the following owners of fours for membership in the club.

William Wescott
N. Chatham, Mass.
1939 four

Kenneth Austin
Los Vegas, Nevada
1933 Indian four

Edwin Johnson
Perkasie, Penn.
1939 four

Raymond Harvey
Davenport, Iowa
1941 four

Dennis Morgan
Elkajohn, Calif.
1929-1939 fours

Mark Pence
Detroit, Michigan
1940 four

Motion was made by Enos Leass to accept these members into the membership.
Seconds by Robert Donald. Motion carried.

Minutes of the October 18, 1970 meeting were read and approved.

Treasurer, Enos Leass reported all bills paid and balance in the treasury as of February 1st, 1971 \$1858.79.

Under the heading of old business, the Constitution and by-laws for the Club had been printed up in temporary form sometime ago and since that time several changes have been made in Club rules. Motion was made by Harry Maule that the temporary printing of the Constitution and By-Laws be turned over to the Trustees for consideration of changes and brought to the June meet for recommendation to the Executive committee for adoption. Motion seconded by Jack Maurer. Motion carried.

Samples of badges and ribbons were presented to those present to decide how many, what type, and how much would be spent on mementos for the 10th anniversary meet in August. A lengthy discussion followed on this and several formed a committee to design a badge and a pin. Motion was made by George Young and seconded by Jack Maurer to order 2000 celluloid badges with wording presented and printed in red background with gold lettering. Motion carried. Another group brought to the floor a motion that pins be ordered designating a member's 10 years affiliation with the Indian Four Club. These pins were to be about as large as a dime and made in the form of a piece of jewelry. They too were to be red background and gold lettering. These pins were not to be club expense but purchased by the members.

The subject of events and trophies for the annual meet was next on the agenda. The Chaplain proposed several new events to be tried out in the June meet and in the annual meet in August. All these events are to be carried out on the track with machines running and no starting and stopping. Competition for these events also allows the women to participate on a point basis. Trophies will be

3-31-71

awarded on events but on a point basis. All participating will have an equal chance to win. Events will also be held for the boys and girls. This point system and events is not connected with the judging and is completely separate in the awarding of trophies.

A new source of trophy supply was referred to the chairman at a lower cost than previously paid for trophies. It was moved and seconded that Club take advantage of this lower cost. Motion carried.

Vacancies have occurred in the appointments of Club Directors and President Wickham asked the group to nominate and elect new directors to fill the vacancies. Fran Backer of Sioux Falls, South Dakota and Mervin Ryan of Edinburg, Virginia were moved up from alternates and Don Knapko of Westland, Michigan and Robert Donald of Oxford, Michigan, were elected as Alternates.

The President reminded the group that this year is election year since the club is now on the two year tenure of office for the officers. The election of trustee must now be changed to fit the two year program. Report of the elections and trustee elections will be made in the June meeting.

For several years at the annual meet the club has enjoyed a corn roast on Saturday evening courtesy the Traveler's Club. This year being the anniversary year, the corn roast will be more variety of food for the celebration. It was moved and seconded for the club to assume the expense of the feed from here on out, and express their appreciation for the Traveler's Club efforts.

It was announced that A M A would increase to \$7.00 which would include an Insurance policy that covers the riders 24 hours a day when they are riding their machines. This policy paid up to \$10,000 on an accident. The policy is available to retired members of A M A for a \$2.00 premium. Full particulars may be obtained from President John Wickham in brochure form. The custom by A M A of giving pins for yearly participation in the organization activities as been revived again and pins will be available this year.

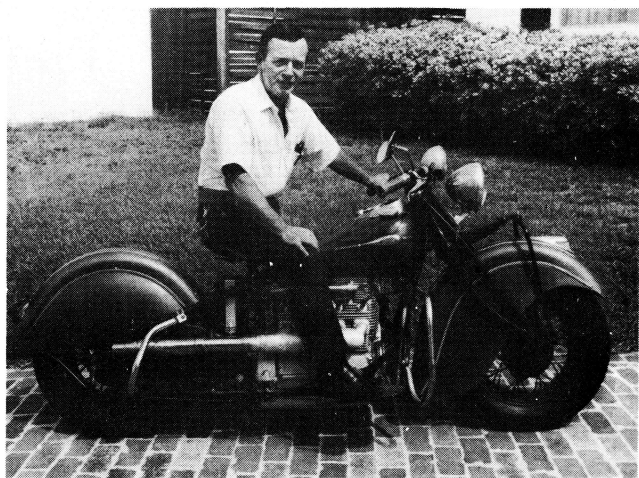
Enos Leass, Club Treasurer, tendered his resignation from the office of Treasurer as they are contemplating a move out of state and didn't feel that they wished to continue on in this office. The club accepted this resignation with regret and expressed appreciation to Mr. and Mrs. Leass on their fine work as Treasurer. The treasurer's books were in very good order.

President Wickham offered three names in nomination for the post of Treasurer - Casper Barnes of Grand Rapids, Ohio, Fred Provin of Newark, Ohio and Herbert Rolander of Mc Clure, Ohio. Motion was made by Ed Wolsky and seconded by Don Knapko to elect Casper Barnes to fill out the unexpired term of Enos Leass.

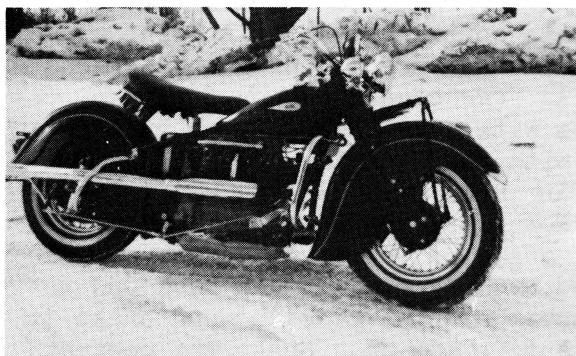
Two activity trophies from A M A were awarded for mileage driven during the year, but both recipients declined to take the trophies feeling that there were other worthy members who had contributed much to the club. It was decided to give the to Enos Leass for his faithful service as Treasurer, and the other to Bert VanHole for his efforts last year in attending the annual meet.

Thanks were expressed to the Traverler's Club for the use of the Club House and to those in the kitchen serving. The meeting was adjourned with the benediction by the Chaplain.

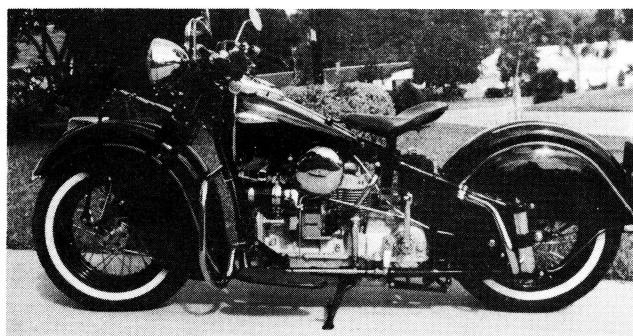
Claude Walters, Secretary



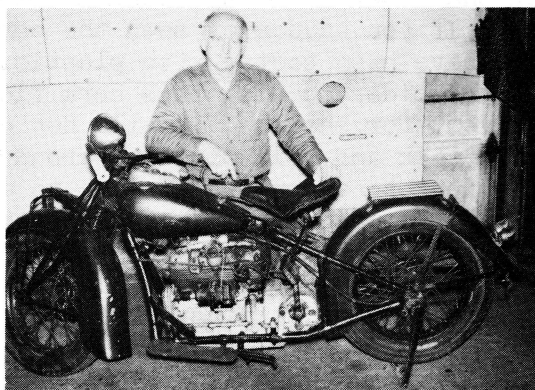
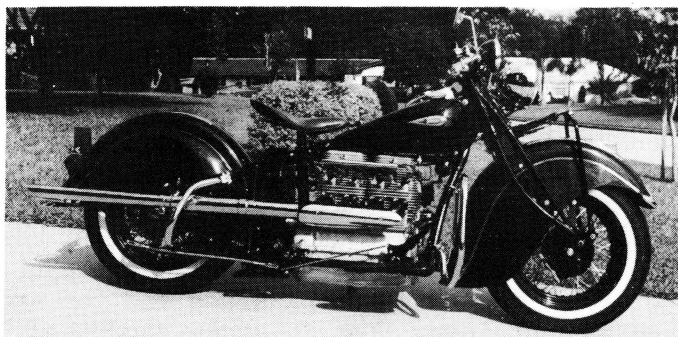
John Webb of Maitland, Florida on his 1940 red four.



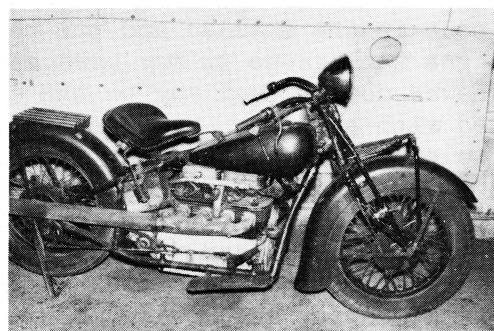
1941 Black four owned by John A. Scholten, 3561 Knapp N E, Grand Rapids, Michigan



Left and right views of the four that had only 4900 original miles on it. Original owner was killed in plane crash and the bike left to sit on one of the Bahama Islands for over 15 years. Owner's son brought it to the mainland and sold it to the original Indian dealer who sold it when new. Later sold to a collector who preserved it for another 10 years after which time Mr. Webb purchased it. Bike is now in better than new factory condition.



Edwin R. Johnson of Perkasio, Pennsylvania, a new member and his 1939 Indian four.



President Wickham often receives requests for solutions and tips on repair, maintenance, and overhaul of the fours and since the founding of the club has answered all these requests and helped many of our members with their fours plus the owners of singles and twins. Since we are now approaching spring and most of the members eager to get out again after putting the bike up for most of the winter, the president decided to write up some tips for the four owners that might be helpful for the coming riding season.

Gas Tank Repair - Some issues back we carried some proven and tried methods of sealing a leaking or rusted out gas and oil tank. These methods ranged from completely rebuilding a rusted tank that was about all gone but the seams, and the tank with a few pin holes that isn't a complete rebuilding job.

We start first with the tank with some pin holes and offer the following method of sealing off this tank without completely covering the tank with an exterior coating. Undoubtedly, if the tank has pin holes and leaking gas, there is rust in other areas of the tank. To fill in the pin holes it will be necessary to clean the inside of the tank and remove all the rust possible. The tank should be removed from the frame and the remaining oil and gas be poured into containers. At this point a decision may be made on whether to take the utmost in caution before any cleaning is done and begin the process of making sure that the tank is free of any gas or fumes. This can be done by filling it at least 10 times with hot water and emptying it. If it is decided to take a chance and go ahead with the cleaning process. Put into the tank a handful of galvanized roofing nails, or aluminum nails or plated or brass screws, whatever is on hand. Now if you took precaution to get all the gas out of the tank, pour in a quart or a gallon of water, or if you didn't de-gas the tank, pour the gas back in you poured out and put the cap back on. Pick up the tank with the nails, screws or whatever and the gasoline and shake it all vigorously as you would a can of paint you want to mix up. Shake the contents of the tank to all sides and top and bottom. Then pour out the contents into a container. Let it drain good then hold it up to the light to inspect it. You may find the pin holes right now. Maybe it will require a second application to remove more rust.

Now let the tank lay for a day with the cap off. This will allow all the gas to evaporate. We are now ready to coat the interior of the tank to plug the pin holes. Purchase a bottle or can of shellac. When the interior of the tank is thoroughly dry pour in the shellac and put on the cap. If you have ever seen the cork float on a gas tank gauge it may have appeared to have been coated with plastic. Some of the newer models such may be the case, but the older models, this cork float was coated with shellac. Gasoline is not a solvent for shellac, it will not cut it. So, we pour the shellac into the cleaned gas tank and roll the tank around slowly from end to end, side to side, in all directions to allow the shellac to coat the interior of the tank. When you think that it should be coated, pour off the excess into the bottle or can. Allow the shellac a day to dry and we would suggest a second coating if you have enough shellac. This same treatment will work for any gas tank, mower, automobile, boat motor, any gasoline container.

If there are large holes in the tank, maybe like ones you could stick your finger through or even your fist or maybe much of it is rusted away and you are restoring it, then we offer a much more complete method of filling in or rebuilding a tank. If the tank is an inbetween-the-frame-tank we suggest this also be removed from the frame to do this major surgery. First we suggest that this flushing method be a must for this tank. You should then plan to take the tank apart if it is a one piece tank. This means that the soldered seam will have to be melted to get the two halves apart. This will require a soldering gun or torch to melt the solder, and a screw driver to help pry the two pieces apart. Next, clean both halves thoroughly. With the pieces apart a wire brush will work on those rusty areas.

11-16

Once cleaned the hole areas will show how much reinforcing material will be needed to rebuild. Whole corners may be gone or even whole ends of the tank, but it is still possible to build the shape back again. For reinforcing we suggest screen wire. This may be either aluminum or regular metal. Shape the screen wire so that it fits from the inside of the tank. It should be larger than the hole so that it extends past the edge of the hole inside the tank. For a small hole it will be like a round patch on an inner tube, bigger than the hole. Now we are ready to apply a filler over the reinforcing to build a new tank. The filler is fiber glass, the liquid and the hardner. Mix up only enough of this filler as you can work into the screen from the inside first and over the other areas of the tank interior. a card like a business card or other cardboard that is flexible works very well as a spreader for the fiber glass. Once the inside is coated allow to dry.

You may want to give the inside a second coat with a brush to apply it thinner than spreading it with a card or other spreader. Next we are ready to apply a coat to the exterior and here we should be as careful as possible to avoid a lot of work-ink down with a rasp. Over the hole area it may be best to spread a thick coating to build up to the coating on the rest of the tank. Work the exterior of the tank to a good smoothness so when finish is applied it will finish as easy as a new metal tank.

With the interior of the tank coated with fiber glass rust worries are gone forever. Care should be taken however not to get the fiber glass to close to the seam of the tank for there is the necessity of soldering the seam back together. If this joint has been thoroughly cleaned of solder it should go back together as new. We suggest that no fiberglass be applied on the exterior until the tank has been seamed back together that the fiber glass may thoroughly cover the seam. With some of the tank interior exposed and not covered with fiber glass this area may still rust but covering the entire exterior with fiberglass will prevent any leaking.

If you wish the interior may be given a coat of shellac treatment to cover this seam area and protect the entire interior. If the entire exterior is not covered the seam area will be protected by the shellac to prevent rusting and leaking.

Another suggestion came to us from Robert Burke of Tallahassee, Florida quite similar to the first treatment for pin holes but with a little different materials.

He suggests the use of stones or nails in the gasoline when shaking the tank to remove the rust. Then he suggests going to the local airport where they might have a liquid called "Slushing Compound". Pour about a quart of this into the tank, shake and drain and let dry 24 hours. Results are - no loose rust and stops gas leaks.

Sprocket Drive Shaft Oil Leak

Like any other piece of machinery bearings and shaft wear will not contain lubrication and slowly the oil eases out the bearing and drips off on the ground or onto another part. Such is the case with wear on the sprocket end of the shaft and bearing of the transmission of the four. To take care of this slow leak properly the worn parts should be replaced, but some of our members have found another way to fix this minor problem without a complete tear down. First measure the diameter of the shaft, if it can be done without the removal of the sprocket, and if not, remove the sprocket to get the exact diameter. Today there are many engines on which oil seals are used on shafts to prevent oil leakage, and some of our members have found oil seals that fit snugly on the shaft and between the sprocket and the case or bearing. This space is only about $3/16$ " to $1/4$ " so armed with the shaft diameter inquire around at automobile parts dealers, or other engine service places for such an oil seal. Stopping this oil leak this way it won't bug you with the thought of having to remove the engine to do a major overhaul to fix an oil leak. It may not be original, but with spring coming on you can get on the road earlier and not have to worry about loosing transmission oil.

3-31-71

Shims On The Crankshaft

When doing a major overhaul on the motor one might feel that the shims in the mains and rod bearings are mainly to keep tolerances to allow the crank to turn in the bearings, but since all these bearings operate under pressure it is necessary for close fit to the very edge of the bearings to assure no loss of pressure when operating. The shims are numbered and care should be taken when removing the rod and main bearings caps to make sure they are kept separate to get them back in their proper place. When you are ready to fasten the rods to the shaft and the mains in place, check first every shim to make sure that when the shim is placed on the stud or bolt, that the shim is even at the bearing edge. If it is short or too long or not square with the edge it may be filed with a small file to fit it. However, we suggest that the hole be elongated to allow adjustment of the shim. If new shims are to be used make sure they fit the bearing edge evenly and if not file these holes elongated to adjust them in or out.

When all this fitting is done then put the rods in place and the mains. Put on the caps and the shims where they belong and put the nuts on finger tight. Then check each side of the bearing individually and with a pean hammer or side of the screw driver, try tapping the shims in snugly to the crank shaft bearing. If the cap is too tight to allow moving them in, loosen the nut a little but not enough to allow the shim to work free when tapped. Once they are all up snug against the crank you can now pull them all up tight. We're saying that it is important to have the shims up tight against the crank and square with the crank to help in maintaining the oil seal and pressure. Shims fit properly add one more factor in a good overhaul job.

Nuts and Bolts On The Flywheel

Generally, as tight as the nuts and bolts are put on the flywheel we would believe they would never come loose but it is possible for a bolt and nut to work loose. A loose flywheel can knock and lead us to believe something else is wrong and cause a major overhaul. We suggest a simple check of these bolts and nuts during any overhaul to make sure they are all tight. Always check them to make sure and work toward a point by point thorough overhaul and perfect operating motor.

Shifting of Slider Gear

Before putting the pan on to wrap up this part of the overhaul job check the shifting of the slider gear in both high and low gear positions to make sure they both shift equally and the same amount of tolerances between dogs on the gears. This clearance or tolerance should be approximately $1/32$ " on high and low positions. When this is checked and if any adjustment is needed to give this equal clearance, then tighten up the locking screw. Checking both high and low positions will make the second come into alignment automatically.

Proper alignment of the Cylinder Heads.

Whether the motor is 4 individual cylinders or the later model with the paired cylinders, there is enough tolerance between the base studs and the holes on the bottom end to turn each cylinder slightly. If these are just put on and bolted down it is possible to put on the manifold and break off an ear trying to pull the manifold up tight. So, we offer the following procedure to do this a little more scientific to assure a correct alignment. It would be wise first to check the manifold surface that bolts to the cylinders with a straight edge to make sure these surfaces are all even and one not shorter or longer than the rest. If there is a difference it can be taken to a service shop where they have a surface grinder for auto heads and have it ground to even surface. When the manifold is ready, put the cylinders in place and the nuts on the studs. Do not tighten down. Place the

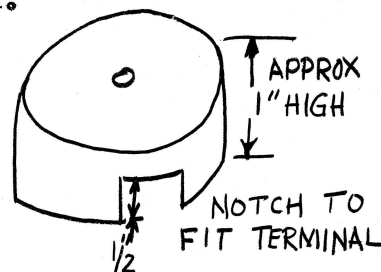
manifold on its mounting studs and screw on the nuts. Snug these up with the fingers or just tight enough with a wrench to hold the cylinders in place or square with the manifold. Now screw down the nuts on the cylinder studs. If there appears to be any problem here with a cylinder not seating on the upper case check to make sure why it is not seating. A cracked ear on the cylinder base is just as much problem as a cracked ear on the manifold. Some may prefer to use a straight edge in aligning the cylinders. Either method is O K as long as the manifold surfaces are even and the cylinder bases seat on the upper case. We suggest using aviation cement on cylinder base gaskets and aluminum paint on cylinder head gaskets (both sides) to give a tight seal of these parts.

A Clean Oil Screen

Whether it be an automobile motor or and Indian Four a plugged screen can lead to real problems in oil pressure and general oiling in the entire motor. While the pan is off the upper case and old oil has been poured out of pan, remove both big and small lines and take out screws to get at the sub oil pan. Remove the screen and clean thoroughly. Clean all the sludge, grit and all other impurities from the pan. When a clean screen is replaced in a clean pan and the lines connected, you'll ride much easier this summer knowing she is running on clean oil and last year's sludge was cleaned out.

Covers for Terminal Block

Terminals left to the elements corrode so we present to you an idea for a cover for this vital area. An Aerosol spray can cover is ideal for this cover. Its height may have to be shortened slightly, a small hole bored in the top for the screw, and a notch cut in one side to fit the block. It is of plastic and of course will not corrode or rust and you can have any color you wish.



Heater Tubes and Wire Tubes

Heater tubes and wire tubes or loom for ignition wires may be obtained providing a sufficient number are ordered to get them for a good price. The source of supply requested that at least 100 of each be ordered to make it feasible to produce these at a reasonable price. They are formed to fit but not chromed. The material is of heavier tubing and will last a lifetime of a motor. For details write to the President, John Wickham, 751 Dayton Ave., Findlay, Ohio 45840.

Problems With Clutch Release

If you should have to replace a clutch on your four many have experienced difficulty with the clutch release shaft because of the little washer on the shaft between the case and the spring. The shaft has a key way and key in it and the washer also has a cut-a-way for the key, but the problem results in trying to line up the washer and the key. Pull out the shaft as far as possible and turn the washer as much as possible till the key on the shaft is lined up with the cut-a-way in the washer. Since the key and the cut-a-way are on the bottom side of the shaft make sure the two are line up and take a small chisel and with a small hammer chisel a mark on the top edge of the washer and a like mark on the case so when lined up you are sure the key and cut-a-way are also lined up. When re-assembly is made and these marks are lined up again the throw out arms inside the case should line up as these marks put the shaft in exactly the same position they were when the shaft was removed. Also in tightening up the clutch release fingers be sure there is

3-31-71

approximately 1/64" or more between the ends of the fingers and release hub bearing. If there is not this tolerance, when the bike is in operation the release shaft will move in and out with the bearing as it rotates and there will be a grinding noise.

To the members - It is my privilege pass on these helpful hints that I have discovered over the years in working on fours. On some of these ideas or hints you may have a better way than what I have given or you may have some hints and ideas that I haven't even touched on - why don't you do as I have taken time to do? Put them down on paper and our editor will be glad to put them in the next issue. You will find his name and address on the contents page of this issue.

John Wickham

The Helmet Law

The information in this article is directed primarily to Club members who are residents of the State of Ohio for an effort is now being promoted through the State Legislature to repeal the present Helmet Law. There is a Repeal Bill (134) in Reference Committee in the House of Representatives of the Ohio State Legislature. The American Motorcycle Association Legislative Committee in cooperation with other concerned groups is making every effort to get this Repeal Bill passed. Letters of everyone concerned is the best tool we have to tell the lawmakers how we feel about this law. Other states have enacted such laws and reaction in those states is quite like it has been in the State of Ohio. To require an individual to wear a helmet while he or she is riding a cycle receives the same feeling as the proposal to require the individual driving an automobile to wear a seat belt. To require this wearing of a safety devise by Law, is in the consideration of many, to be unconstitutional or violation of human rights. Safety experts argue that people must be required to wear these devises for statistics bear out their arguments that these devises have saved lives over the unprotected riders.

A factor not always stated in connection with the enforcement of this Law is the eager reaction by officers of the law to quickly give citations instead of warnings to a rider not wearing the protective head covering. These citations have been given in all kinds of weather and many times the rider who has removed the protective face shield to have better vision in the rain, is cited because he or she is using their better judgement to ride with clear vision but the law says they must have the shield. Most riders wear the helmet because of enforcement of the law and have accepted the value of the devise regardless of any discomfort or hinderance the whole piece of headgear might be in foul weather. For those members who are resident of the State of Ohio and want to write a letter in protest of the Helmet Law or in favor of the Repeal Bill, or any others interested wherever the Helmet Law is in force, the following are members of the committee in the House of Representatives and a suggested letter to write for your signature.

Members of the House of Representatives Reference Committee, Ohio House of Representatives, Columbus, Ohio 43215. Keith McNamara, Chairman; Joseph Hiestand, Vice Chmn.; Arthur Bowers; Fred B. Hadley; Rodney Hughes; C. J. McLin Jr.; George E. Mastics; Tom Pottenger; Anthony J. Russo; Patrick A. Sweeney; Robert L. Wilhelm.

Dear Mr. Representative;

I am writing to lend support to House Bill 134 to repeal the Mandatory Helmet Law for motorcyclists. It is unconstitutional and never should have passed in the first place. It was defeated in Illinois and I am confident it will be defeated in Ohio.

Sincerely

STANDARD COLORS

All Frames and Forks Black

All models of
341, 441, 641, D-T { No. 1 Black with Chrome trim
No. 2 Brilliant Red with Chrome trim
No. 3 Seafoam Blue with Chrome trim
Indian 30:50, model 541-B..... (No. 2) Brilliant Red only

Because of the beautiful effect made possible by the use of two-color combinations on the 1941's with their skirted fenders, two-color finishes will be made available as follows:

TWO TONE COLOR OPTIONS AT \$3.00 EXTRA*

(*Except on Thirty-Fifty Model 541-B)

<i>Combina- tion No.</i>	<i>Fenders, Skirts, Chain Guards and Tool Box</i>	<i>Tanks and Fender Tops</i>
4	Black	Brilliant Red with Chrome trim
5	Black	Seafoam Blue with Chrome trim
6	Black	White with Chrome trim
7	Brilliant Red	White with Chrome trim
8	Seafoam Blue	White with Chrome trim

PRICE ON APPLICATION ON ANY COLORS OR COMBINATIONS
OTHER THAN THOSE GIVEN ABOVE

COLOR—STANDARD COLOR COMBINATIONS

In each of the following combinations the first named color will be used on frame and fork also on fenders with the second named color for the panel on top of fenders. The first named color will also be used on sides of tank and second color on front and top for V top tank designs.

- No. 1—Indian Red
- No. 2—Black and Chinese Red
- No. 3—Maroon and Orange with Green Striping
- No. 4—Mohawk Green and Seminole Cream with Gold Striping
- No. 5—Navajo Blue and Apache Grey with Gold Striping

Choice of V top or Arrow tank design except for Model 538, specify which.

Model 538 available only in Solid Indian Red.

Special colors not listed, if procurable in duPont Dulux Enamel and if their paint number is given us, or any reversal or change of any sort in our listed colors, \$5.00 list extra subject to machine discount. Standard solid colors or combinations when ordered on Police machines, ONLY, no extra charge.

Accessories—No accessories can be shipped with Model 538 because machines are already crated for immediate shipment. You can make up combinations of accessories and when ordered as original equipment can be shipped with Models 338, 438, 638.

Batteries—All models are equipped with new large Indian-Willard, 29 ampere hour battery and are shipped wet and charged.

Generators—Heavy duty, Auto-lite voltage regulated generator available for Models 338-438, when ordered with machine at \$3.00 list extra, subject to machine discount. Bosch Voltamatic Generator when ordered with Model 338, \$10.00 list extra, subject to machine discount.

We printed this page of color standards for the Indians in the Spring issue of 1968, Vol 3 No. 1, page 28, and since that time we have had requests for this information.

We would remind our readers who requested these colors that they may not be able to secure the original color but may have to do a little mixing to come somewhere near the original.

Since gold and red were well known Indian colors, the shade of red would somewhat depend on the individual taste. If he wants a very bright red which is more to the orange in brightness, or deeper red which is in the opposite direction to the blue, either paint can be matched or mixed to the owner's desire.

Also those who wish to refinish exactly, may contact the club president, Paul Murray, Librarian, Bob Paulette, George Hopps, or Earl Chalfant, any one of these men can assist you. On the following page we have printed a formula for seafoam blue paint, that was furnished the Indian Motorcycle Co. by the DuPont Co in 1940.

This chart was sent to us by Mr. Arthur P. Smith of Valparaiso, Indiana. Our thanks to Mr. Smith for sharing this material. If there is any other information anyone has for a machine color, send it on and we'll put it in the next issue.

Formula for Seafoam blue used on Indian cycles, furnished by the DuPont Company.

Our thanks to Mr. Arthur Smith of Valpariso, Indiana for this chart.

COMMERCIAL VEHICLE OR FLEET COLOR

7

"DULUX" CODE

COLOR

"DUCCO" CODE

File No. 93-5785

Seafoam
Blue

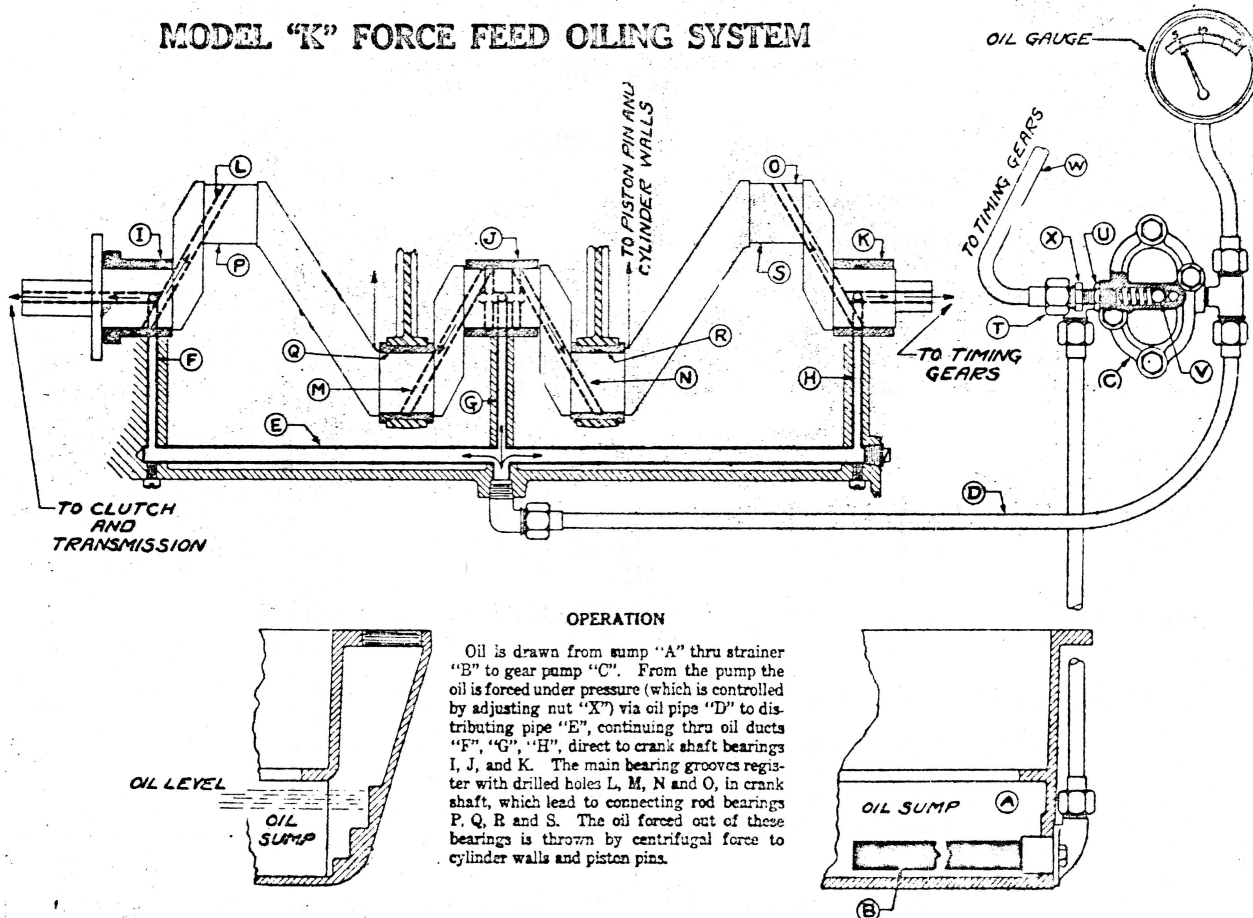
No. Match
Stock No.

"DULUX" MIXING FORMULA (For Use Only with Du Pont "DULUX" Mixing Enamels)

SCALE SETTINGS

MIXING ENAMEL	1 QT.	2 QTS.	3 QTS.	1 GAL.
1 P -White	511	1023	1534	2045
15 D -Blue	751	1501	2252	3002
3 D -Iron Blue	860	1720	2580	3440
2 D -Black	898	1796	2693	3591
VD-5450 Additive	935	1869	2804	3738

MODEL "K" FORCE FEED OILING SYSTEM



The forced feed oiling system for four machines. Dip and splash methods proved unsatisfactory for the crankshaft and rod bearings. The forced feed maintained constant lubrication under pressure except for when bearings were worn excessively and would not hold pressure. The forced feed system forced oil beyond the important bearings into the timing gear and cam shaft drive. Our picture is of the older three main bearing crank but the pressure system is the same the five main bearing also.

Response to our request for experiences by owners of fours has brought us two lengthy letters with details of various escapades. And, correspondence from those who read then have expressed appreciation for these stories and the enjoyment they get from reading them. This month the Four Club Ssecretary, Dr. Claude Walters of Camdem, Arkansas, took time to write down some of his experiences and escapades and we hope you enjoy it as much as we did getting it ready for the magazine.

An Unusual Swimming Trip
by
Claude M. Walters

To furnish our club members some amusements and perhaps some happy memories of yesteryear, I have been asked to relate some motorcycle incidents (and a few accidents) that happened to me. Next time I find time I'll try to put down on paper some stories of my more reckless days on motorcycles.

To tell my story there is a certain amount of rambling to get all the events that lead up to an interesting story and since I recall this story from my memory, I'll try to remember all the details.

This particular summer my good friend Don Stringer of Detroit, Michigan, and I had taken on the job of running a large public swimming pool in Evansville, Indiana. We were both single, footloose and free, and lived in quarters at the pool shelter house, so we could open the pool for swimming early each morning.

Since we were life guards at the pool, swimming was our chief ambition and whenever we could we were competing in diving, free hand events, the Butterfly breast stroke, always trying to improve our style. And, of course as you might have guessed, whenever we had a day off, we went looking for another big pool where they might be having swimming events and enter the competition. It paid off for us.

At that time I owned a 1937 Indian four cycle and a 1938 Dodge automobile. However, when summertime came around and the milage was tallied up, the dodge came out second best, for I spent a lot of time on my Indian four. Don hadn't been with me too long and consequently didn't own any machines, but he really didn't need any, for we usually went everywhere together on my four.

One Sunday when the pool we managed had to be drained and cleaned, we decided to put our swimming trunks in the saddle bags and take off for St. Louis, Missouri to enter some open events being held at the City pool there. St. Louis was only about 170 miles away, so we got up early at daylight, Don climbed on the buddy seat and off we went to the swimming meet. Leaving early as we did we knew we would have time to sign up and fool around until time for the events, and we couldn't eat anything till the meet was over anyway.

However, the good Lord must have decided that he didn't want us to do any swimming that day for thats just what happened. Enroute to St. Louis the four purred along like a kitten and the majority of the trip as smooth as silk, that was until we reached a large intersection in East St. Louis. I had stopped for a red light and was surveying the other traffic and watching for the green light when all of a sudden I noticed a car coming straight at me with a young woman driving. Right now I thought, "man I had better get out of her way fast." She wasn't going fast, just heading right for me. I turned to the right to vacate the spot where I was waiting for the light to change and drove out of the way for about 50 feet thinking I was far enough out of the way for her to miss me when out of the corner of my eye I saw that she was still going to hit me. I turned off the ignition and left the machine fast.

Poor Don didn't make it, and she hit him a glancing blow on the left side, throwing the four sideways and smashing Don's left ankle. This finally brought the car to a

3-31-71

stop and the girl quickly got out of the car along with her mother. I stood there wondering how she could have hit me when I pulled away from where I was waiting for the light and she still got me. Now I was sure the Lord didn't want us to go swimming that day. The girl and her mother came running over to us, but Don and I both were somewhat dazed and frightened. Almost immediately the Police arrived at the scene.

Don needed some quick medical attention for his ankle so they put him in the squad car and hurried him off to the hospital. I managed to collect my senses a little more and righted my four and pushed it off to the side where I felt it would be safe and out of the way. Getting a quick look at the damage and the girl's car out of the traffic lanes, the officers asked the girl and her mother and I, to go along with them down to the Police Station. The cops in East St. Louis used to be really tough and they just naturally figured the whole accident was my fault mainly because I was on a motorcycle and also because we were from out of state. However, fate was soon to change in our favor and although we had come there for a swimming meet we were none the worse off other than Don's ankle.

At the station there was a justice of the peace that stayed there over the weekends just to collect fines on Sunday. He asked the officer what had happened, and after hearing his report asked for my driver's license which I handed to him. He then asked the girl for her's, which she finally found in her purse and she laid it on the desk. I looked at it and saw that it did not have a signature on it, and it very plainly said, "if not signed in ink, the license was null and void." I called the officers attention to this and although they didn't like it, they had to charge her with driving without an operator's license. Now she was in deeper trouble for my four had been hit, and Don was in the hospital with a broken ankle.

I asked her mother if she had insurance and she said she carried State Farm Mutual. I asked her if she could contact her agent right away to pay for fixing my motorcycle, paying for my friend's hospital bill and Don's train fare back to Evansville. It probably didn't seem right to take advantage of the mother who wasn't driving, with all this liability but we had to get back to Evansville. She called her agent on the phone and he said he would be right there. When he arrived and acquainted with what had happened, he knew that Don and I were the innocent victims and his company would have to pay. Without question he took me to the hospital to see Don and we found that his ankle had been broken and they had put a cast on it. This would stop his swimming for a while and he definately would not be able to ride with me back to Evansville on the four if I could ride it.

The agent paid for the hospital bill and then we called the railroad station to find out the fare back to Evansville for Don. With this taken care of and Don released from the hospital, we both got into the agent's car and headed out to where my four was parked. We looked the four over and lucky enough only the spill bars and the handle bars were bent. We pushed her to a nearby gas station and the attendant helped me straighten them. With this taken care of I could ride it back to Evansville O K. Don was hobbling around on crutches keeping his foot off the ground, and since we had three or four hours to kill till train time we decided to go to a picture show so Don could sit down and stay off his foot.

When we got in the show we found that there were not too many people there and Don could sit in one seat and put his foot in cast on the back of the seat in from of him and it didn't hurt so much. Finally it was train time and Don boarded the train for Evansville. I gase'd up my bike and headed for Evansville on a four. I figured if I kept up a good average speed I could make it to Evansville about the same time as the train but there was traffic to contend with. It was nip and tuck all the way but I arrived a few minutes before the train did. I knew that Don couldn't ride on the cycle so I went immediately to the pool and got my car and headed for the station. The train arrived just as I did and Don didn't have to wait with his bad ankle.

Don got into the car and I started to breathe a little easier for time was not so important now as it was trying to beat the train. However, I will say this - My four made that 170 miles with no trouble at all and regardless if she had been in a wreck, only the roll bars and the handle bars took the impact and the rest of her not hurt a bit. Don and I arrived back at the pool and were now finally back at our quarters, far different that what we ever expected that morning when we left all pepped up to go to St. Louis to win some swimming events that we had practiced for.

Now Don would have to be off his leg most of the time for several weeks and no swimming at all, till the cast came off. Then, it would be quite weak. Well, that was one of my many experiences with my four and I have more. Just be patient till I get time to write more.

Claude Walters

OUR YOUNGEST RESTORER OF AN INDIAN

Your editor received a letter from a Mr. George W. Rose of Gowanda, New York who is restoring a 1904 Indian. He states in his letter that he has all the plating done except the wheel rims. He has new tires for the bike and the oil tank is dated 1902.

He asked in his letter if he could obtain the Indian red paint for his bike, and, if we have any information on the 1904 Indian motorcycle. He is the second owner and the original owner from whom he purchased the machine is still living.

Mr. Rose also owns a 1927? Harley Davidson with a side car, and the machine is like new in condition. It needs tires and an amp. coil. He wanted to know if his ownership of the 1904 Indian qualified him to be a member of the Indian Four Club.

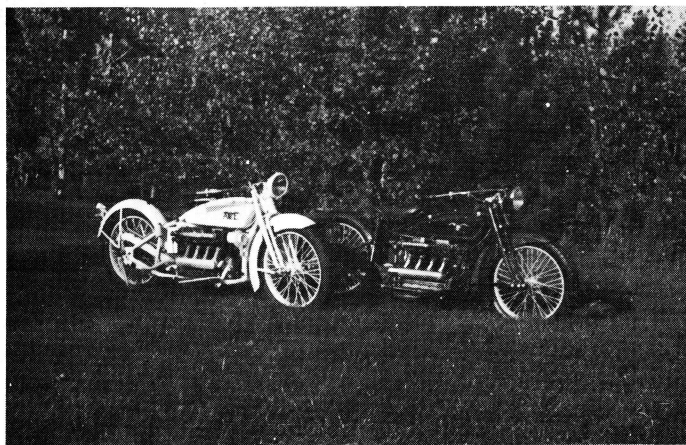
Now with all these facts here is the real surpiser - Mr. Rose is nearly 80 years old and restoring the 1904 Indian. He stated that he belongs to several clubs; The Auto and Horseless Carriage Club, License Plate Collectors Club, and Chauffer's Badge Gang.

Who among our members will write this young man and send him any information on this bike so he can get her finished and get some enjoyment out of riding it. Mr. Rose lives in west New York State in the Community of Gowanda which is at the intersection of routes 62 and 39. Route 62 runs south out of Buffalo.

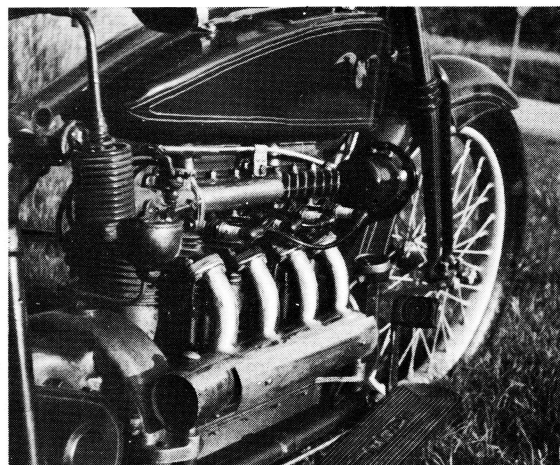
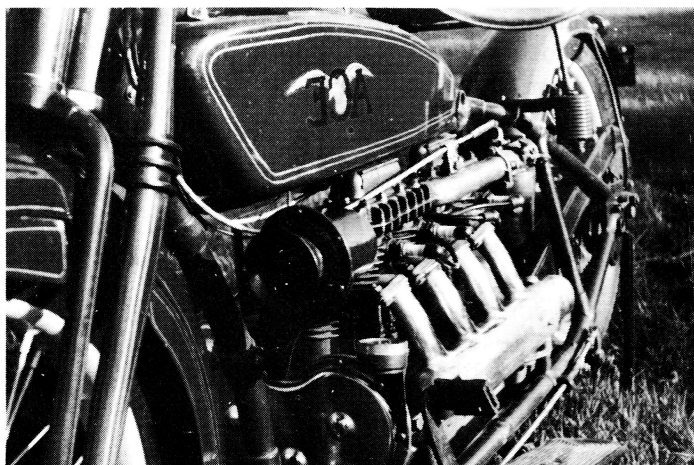
He made contact with me through a Mr. Johnson of Salamanca, New York, who gave Mr. Rose my address. I am not acquainted with either Mr. Rose or Mr. Johnson and according to our records Mr. Johnson is not a member of our Club. Mr. Rose would like to have Mr. Johnson's first name and address. Salamanca, New York is about 30 miles southeast of Gowanda. If any of you members in this area know either of these gentlemen to pass on this information please do so. Or, if Mr. Johnson reads the Indian Four News we would appreciate hearing from him and about all contacting this fine old gentleman who hasn't given up yet, restoring old bikes.

As much as I do not wish to say it and would like to say different, the 1904 single does not qualify for membership in the Indian Four Club, even to such a young man that needs no encouragement to take on a restoration job, but could be an example to the younger members of the club that you "aint never to old to try it".

3-31-71



White and blue Ace fours owned by Lou Lichva, of Schenectady, New York. Lou had the white machine at the 1970 annual meet and she performed to perfection.



Close up of the manifold on Lou's blue Ace. This was one piece manifold with large part designed to relieve back pressure and in turn increase speed. It was used on Michigan Motor's built Aces and later Indian fours. The design did not prove out as beneficial as expected. The large tank like part echoed and amplified exhaust noise so wrong doers could hear the officer a mile away and take off in another direction.

The mysterious four motor owned by Mr. Terry Barber of Bay City, Michigan that powered the ice sled, the story of which we printed in the last issue of the Indian Four News, has been identified, and the first of our members to come through with the right identity was Fred Provin of Newark, Ohio. He identified it as a Militaire (about 1917 model).

Other of our members sent in information with details on the motor, the whole machine and where it was manufactured. Philip Picard of Quebec City, Canada sent us some fine details as did Mr. Lou Lichva of Schenectady, New York. Mr. Picard stated that this motor is from a machine in the class of a motorcycle yet its design and frame construction was what was called an Autocycle. Meaning, that it had some features like an automobile yet it was actually a two wheeled vehicle.

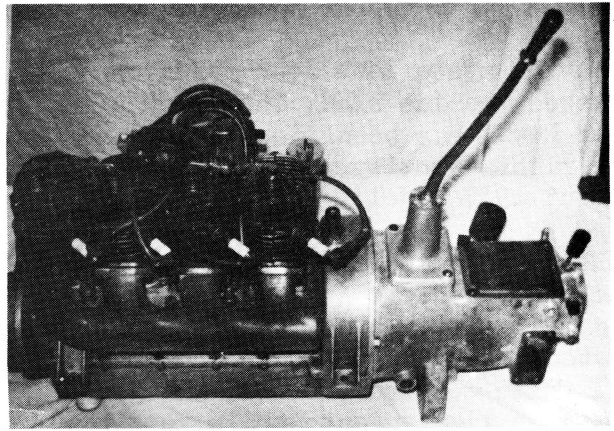
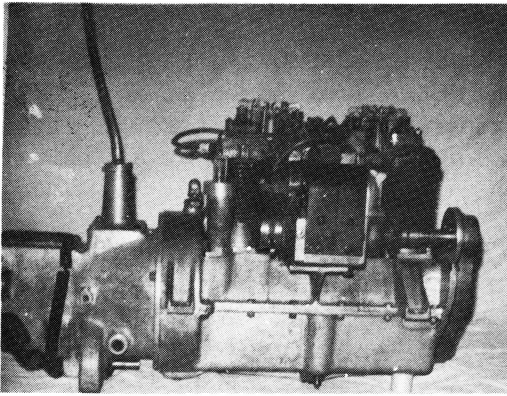
To help identify certain parts and points in support of Mr. Picard's information, we have reprinted page 25 of the last issue of the Indian Four News. Several have stated that the cylinders of this motor were Henderson cylinders of that date. Mr. Picard stated that he owned a 1919 Henderson and had worked on it many many times in overhaul and although he would agree that these cylinders are almost identical to the Henderson cylinder with the 45 degree angle spark plug holes, other points of design are not identical to Henderson cylinders.

He believed that this particular motor came from a 1913 to 1916 Militaire Autocycle. Militaire built its four cylinder motor peculiar to the Henderson, Ace, Cleveland, Pierce, and the Peerless Champion by putting the magneto and the exhaust manifold on opposite sides. The magneto is on the right and the exhaust manifold on the left. This is verified by the pictures on the page from the last issue.

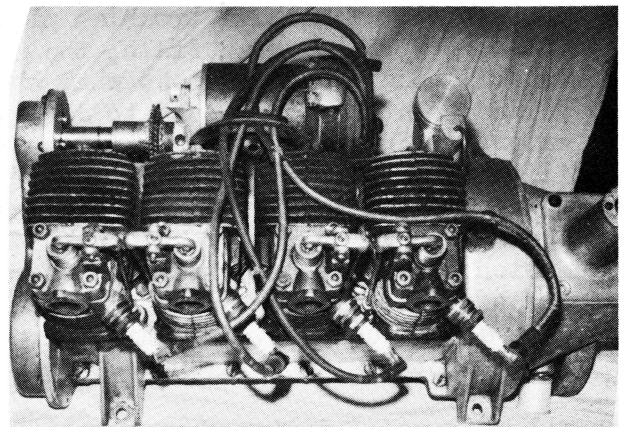
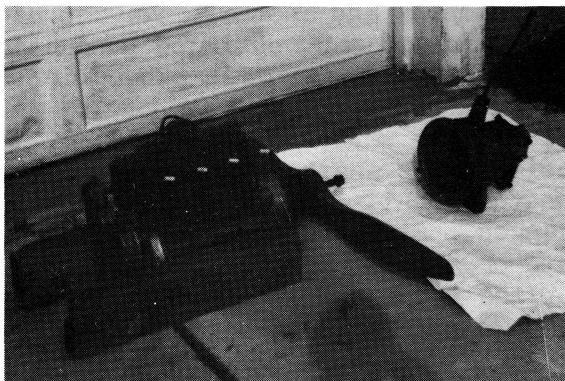
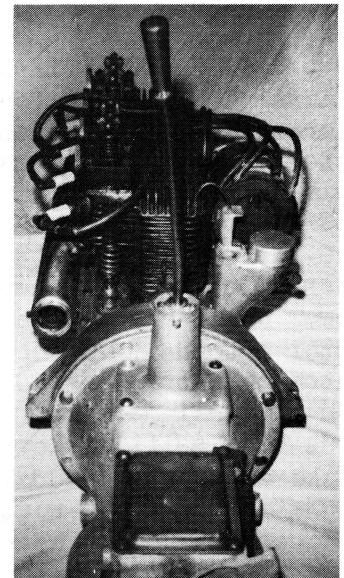
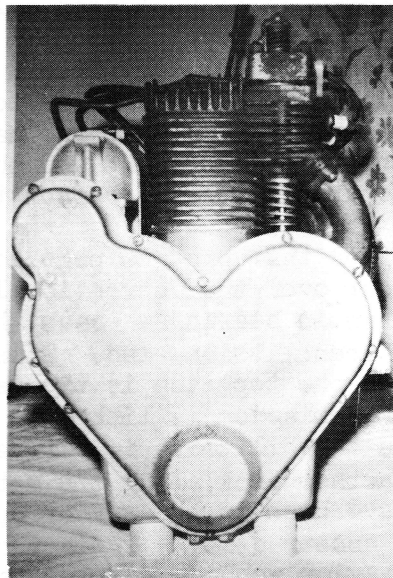
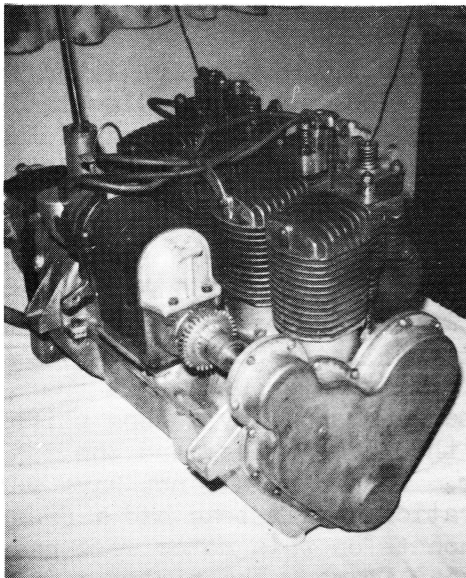
3-31-71
The two pictures at the top of this picture page show the difference in the transmission of the Militaire four over the conventional fours. On the Militaire the lower case ends at the rear main bearing whereas the lower case of the conventional motor extends to cover the transmission also. This transmission bolts on like an automobile transmission. On the top side is the gear shift lever whereas on the conventional machine the transmission is linked to the gear shift by a long shifting rod. The shifting lever on the Militaire is between the rider's legs and the brake and clutch peddals farther back along the motor. This bike did not have a top frame member which would have been in the way of operation but instead had a frame of channel iron of heavier construction. The motor mounts on this motor were heavier than other motors with a heavier webbing for the heavier frame. The timing gear cover was also thicker than those on other motors.

Mr. Lou Lichva wrote that the Militaire Company originated in Canada and moved to Cleveland, Ohio. Financial troubles plagued the company and another move was made to Buffalo, New York. In Buffalo, the company refinanced and continued production. Profits still did not come up to what the company needed to maintain production so they pulled up stakes and moved to Jersey City, New Jersey. Here they merged with the Peerless Knox Auto Company. Some radical changes were now to take place and the Militaire Autocycle emerged a whole new design. The engine was changed putting the magneto on the left side and the exhaust on the right. The same transmission was maintained but the frame underwent some changes. A side car was built into the frame which could not be detached. One picture of a restored machine of this new design shows this side car with a buggy top for the rider. With all these changes also came a name change. From Militaire the name was changed to Militor. Both the Militaire and the Militor had wooden spoke wheels.

With all this major design change profits still did not keep the company financially sound and another move took place. This time they moved into cycling territory where big scale motorcycle manufacturing was in production. They moved right across the street from the Indian Motorcycle Company in Springfield, Mass..



Close ups of the four motor taken by Terry Barber.
Can you identify it - careful now



No dates were given to us as to how long the company remained in operation or when the last cycle was built. To add to information already given to us by Mr. Picard and Lou Lichva, we found the following information on the Militaire Autocycle.

While in Buffalo, New York the company was known as the Militaire Autocycle Company of Buffalo, New York. Their sales promotion stated that this bike was the Marvel of modern motorcycles, 5 years ahead of competition. This sales promotion was put out in 1915. It was a shaft drive with reverse gear, three speeds forward and idler wheels. This autocycle (or motorcycle) was considered by the company as the Cadillac of motorcycles. Upwards of \$200,000 was spent on its development to make it the best. So well designed that it was superior to any of the others with not one design or production flaw. It had a 65" wheel base, 3" X 28" tires, four cylinder motor, 25/8" bore and 3 inch stroke, eleven horsepower, sliding gear transmission, dry plate clutch, shaft drive, self starter on left side, idler wheels controlled by foot operation, brake lever on left side for rear wheel only, transmission bolted to engine to form a more solid power unit and channel steel frame similar to the automobile.

We stated from Mr. Picard's notes that the frame was made of channel iron but we should clarify this a little. The frame of small trucks and many automobiles are stamped out in huge punch presses from a blank of 3/16s to 1/4 inch steel. It is formed into a channel taking shape according to the design of the body. At each end of the frame, especially on pick up frames are the end mountings of the springs over the axles. Over the gas tank the frame usually has a curved up area to allow room for the tank. The Militaire frame was made similar to this with the ends of the frame narrowing down, curving upward and inward. The downward curve from the wheel axle back underslung the frame to give a lower center of gravity. On the front end the frame terminated at the front fork which in itself was actually three forks to give a real cushioned ride over bumps. Like we said, this was the Cadillac of bikes, and where the other early bikes had a combination fork design with a spring loaded top end to cushion the ride, the Militaire had three distinct forks. The rear end of the underslung frame terminated beyond the rear fender at the joining of the two tubing frame for the seat and the fenders.

The idler wheels were something different than we might imagine for it would tend to make us think that they were in connection with a belt drive which this machine did not have. What they called idler wheels were more like what we would call trainer wheels put on a bicycle for a youngster learning to ride a two wheeler. These idler wheels on the Militaire would retract or go down in response to a lever worked by the foot. Militaire promoted these wheels to sell the buyer on the idea that this very sturdy built and finely constructed machine was more like an automobile than it was a motorcycle, yet they made the statement that it was the marvel of modern motorcycles.

When the bike was not being rode or just plain parked, the idler wheels were in a down position on the pavement like trainer wheels. When getting ready to go, one mounted the bike like any ordinary motorcycle but the rider did not have to steady the machine as it had four wheels on the ground. Turning on the ignition, the rider hit the starter button (and we think the electric start bike of today is something new) and the company almost guaranteed this Cadillac of motorcycles to start the first time. The rider then put into first gear if parked at the curb, or in reverse if parked in a driveway and backed or went forward which ever direction was necessary without one time, ever taking his feet from the footboards. This was an automobile, and the rider could leave the idler wheels down all the way downtown or retract them which ever he wished. When out in the country, and the rider wanted to go faster, he simply pushed the foot control and the wheels retracted just like an airplane. When he wanted that four wheel feeling he again pushed the foot control and down went two more wheels and he was on all fours again. By the way these wheels were only about six inches in diameter or compared to the trainer wheels of a youngsters bike which were in a fixed position.

The unique transmission and shaft drive gave this machine a positive smooth ride with no messy chain to throw oil on the back of the rider. This might be compared somewhat to the days when the bicycle was a common conveyance for adults and the roads more dirt than blacktop of today. Generally most bicycles had mud guards or what we would call fenders on front and rear wheels. For some reason or other some young racing enthusiasts believed they could get more speed out of those bikes by taking off both fenders for it would be less likely to fill up with mud. If it were muddy and then should ride down the main thoroughfares of that day they could expect to find a muddy streak up their backs mixed with oil drippings of the motorcars and the refuse from the horses which is a rare site on the roads of today.

As we stated from Mr. Lichva's material the company met up with many financial problems and moved several times to new areas for refinancing to keep this high classed motorcycle in production. They believed the public would finally come around to thinking fine motorcycles. When they moved to Jersey City, New Jersey and redesigned the machine as well as changed the name, this was the end of the idler wheels and a vehicle more like an automobile came into being. The Militor had a side car built right in to the frame of the motorcycle which would keep the machine on three wheels all the time. The side car was not detachable. With its buggy top the passenger kept dry but this was not always the case with the rider. The Militor had no controls on the handle bars, but all controls were foot control. We can not say for certain if such was true for the Militaire if it was fully foot control. The same transmission design prevailed for both models thus the company still maintained its perfection in building and design, the Cadillac of motorcycles.

This "perfect design" in motorcycles evidently attracted another company for Militaire licensed another company to build a similar bike. The Peerless Co. of St. Louis, Missouri was licensed by Militaire to use their designs to build a machine they called the Champion. The Champion however, built their motor with the magneto on the left side and the exhaust on the right. Another difference was the shifting lever which, on the Militaire was approximately 16 inches long whereas there is no shifting lever shown on the top of the Champion transmission. There was a shifting lever for three speeds but it may have been at the side. It too was an underslung channel type frame and sold for \$300 F O B the factory in St. Louis, Missouri. Thus here are two more American made fours that they tried to pass off as automobiles with four wheels on the ground but John Q. Public would not be fooled. It was still a motorcycle because it had one big wheel at each end and it looked like a motorcycle. Wheels on both machines were wood spokes.

We have included on the back side of the reprinted page from the last issue some pictures of a very beautiful restored Militor cycle, owned by Eddie Midurea. This is a 1919 model and was on show at Brookline, Mass. in 1969

Looking back again to the motor owned by Mr. Barber which was more or less the beginning of all this interesting search and sharing of material, when the company was located in Buffalo this is no doubt where this motor came from for Mr. Barber's motor came from that area.

This motor may have a right hand magneto and a left hand exhaust and a different transmission which was later detached, but we cannot forget that this motor laid rusting for a long time and passed from one owner to another. Had it been built into some sort of compact car it might have long since been sold for junk. When it was mounted on the ice sled and fired off for the first time after many years of not running, the Militaire Auto Cycle Company may have been justified in their advertizing this motorcycle was 5 years ahead of competition. The homemade bell housing and the propeller did not seem to hurt it for it responded with enough power to propel the sled to carry passengers. This was more than they could get out

of the old Oakland 8 cylinder motor which was three times as big and longer than the sled. The little four gave several years service in the winter on the lake, then when it was taken to Cleveland and the eager owner wanted to see how fast it would go on Lake Erie ice, the little motor responded all too well even to flying without wings. Magnetos have long been a problem with points corroding, condensers shorting and some carburetors very ticklish in adjustment and needle valves worn, and floats that get pin holes and don't float, but this motor always seemed ready to start regardless how long or where it set. Maybe it was all by coincidence that it never failed to start, but we would be more inclined to think that the Militaire Company did build an exceptionally fine machine with nothing but the best in parts and material. The beefed up areas which Mr. Picard mentioned would make a better motor and less chance for breakage.

Your editor saw an upper case with the pan removed and the crank removed. The back main was cracked and needed welding. This metal is aluminum and will not take much beating. I questioned how it became cracked and was informed that this particular bearing on fours takes all the thrust of the crank and had not been beefed up to take such thrust. At our annual meet last year there was on display a new upper case casting made from a whole new pattern for upper cases. This particular bearing was beefed up as well as all the rest and many other areas where the Indian Company had not done so.

Maybe someone can fill us in on the rest of the details of the Militor machine of when they quit production and any more interesting details for our readers. We appreciate all this information sent in by the members and we are sure the real motor will be of greater interest when Mr. Barber brings it to the annual meet in August. Again, many thanks to all of you and Mr. Barber for sharing your material and the club's help in identifying the motor.

How about a riding award?

Many of our members never get the opportunity to get to the annual meets and participate in the events or judging to win awards and annually we get two awards to give away from A M A at the Club's discretion.

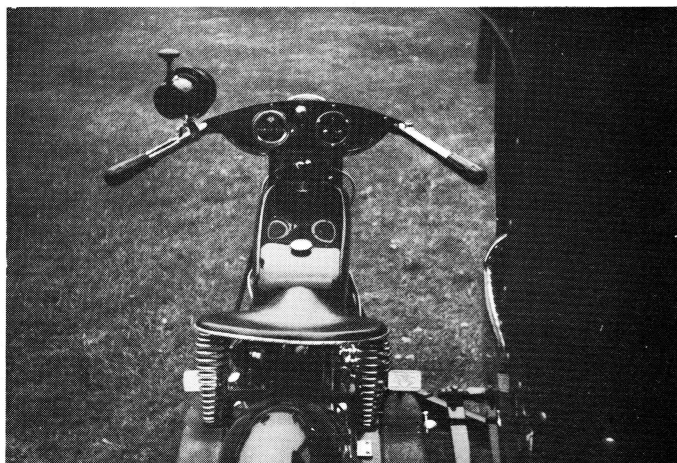
Since our events this 10th anniversary meet are to be somewhat different this year, and your editor is to be in charge of events, we have designed events that are completely track riding and all in complete safety. When the spring weather hits and the itch is on to get out on the bikes after winter storage how about each one of you who still ride keeping track of your mileage and sending us a report. In order to be fair about this for all our members living north, south, east, and west and weather has some restrictions on riding, let's begin this record of riding as of June 1st thru to September 1st and see how the competition goes across the country. Our events this year are going to be worked on the basis of laps on the track which is to be divided into two lanes and in time runs and position when stopped. Many of you have seen pictures of the short track at the Traveler's Club Grounds in Toledo, Ohio. It is about 1/16 mile dirt track and limited to approximately 25 miles per hour on the turns. All the events will be carried out on the track with variations in the two lanes and assistance along the sides of the track to keep record for the participants. There will even be competition with the women on points all of which we shall explain in the June issue. So, for a beginner to our members at large, don't forget, on June first start keeping a record of your mileage all the way to Sept. 1st. You may send in this mileage each month if you wish or the whole total after Sept. 1st. We may have some further thoughts on this mileage by the next issue for some competitive award never-the-less start keeping track.

- editor -

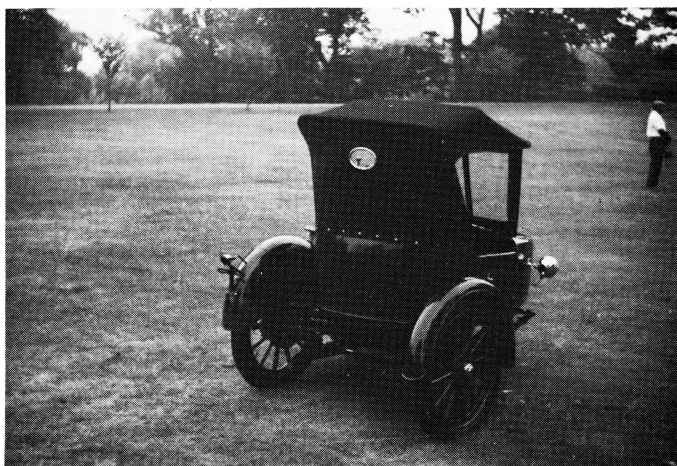
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Eddie Midura and friend with the 1919 Militor at Brookline Massachusetts in 1969.



Looking down over the seat. Note dash panel with instruments and handle grips that were fixed, and did not control gas or spark.



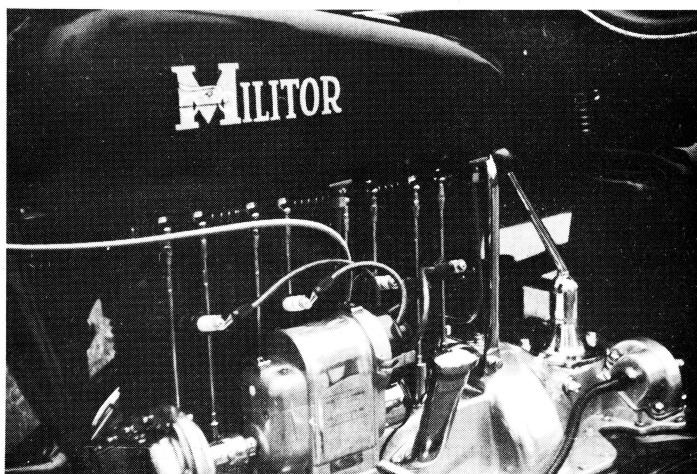
Rear view of the Militor showing the built-in side car and convertible top for the passenger.

The pictures on this page came to us through the courtesy of Mr. Lou Lichva of Schenectady, New York, and were taken at a meet held at Brookline, Massachusetts. The pictures are color shots and we must express our appreciation to Lou for a fine job of color photography. Color was near perfect and definition or focus was also perfect. We wish we could have enlarged each photo to 8 X 10 color prints and printed them in four color process for the entire club.

We also wish to express our appreciation to Mr. Mideura on the very beautiful restoration job. This too, cannot be realized until it is seen in color. Like many of our members who have put effort into perfection in finish and the bike becomes a real show piece. However, working for originality or better quality in the hidden working parts is just as important as a many coat finish and rubbed to a mirror like finish.

These pictures help us a lot to really see what the Militor looked like and somewhat its predecessor the Militaire, also looked like. No doubt there will be other comments and information that we still have not received, that will enlighten us further on this old machine. We think there are those with further information to help us write this documentary on the Militaire and the Militor.

An amusing thought on the pictures on this page is the bottom picture and the very nice convertible top, or buggy top for the benefit of the side car passenger. We recall a picture we printed in several issues back of the "wicker side car" which was nothing more than a wicker chair secured to a side car frame for the comfort of the side chair rider. Undoubtedly it was designed to give the rider "living room comfort" and arm rests to hold firm to while riding the rough roads. To this generation it was a ridiculous thing for unless this contraption had a seat belt, one good bump and the rider went sprawling out on the road and then run over by the wicker chair rig wheels.



The buggy type side car on the Militor is ideal for the rider with the protection of the metal side car, front windshield, side doors, and no doubt side curtains for rain cover. Now all this is fine for the rider but the driver of the cycle either had to have some protection from the rain like a windshield or just plain get soaked. I rather doubt that they had the water proof rain gear that is worn today for protection not only of the driving rain but the cold also.

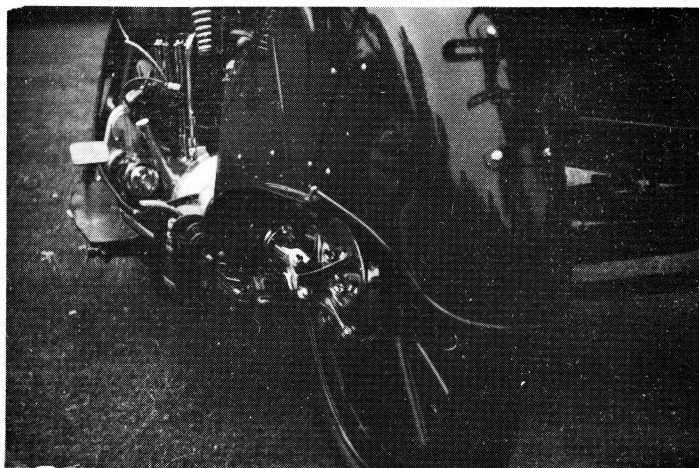
The side car gave the Militor the "auto cycle" advantage like another 3 wheeler. The rider didn't have to take his foot from the footboard to balance the bike when waiting for a stop light or traffic at a cross road. The predecessor, the Militaire, had the small retractable wheels near the back wheel, and retracted became a bike for fast riding on the good road.

Seemingly, the two wheeled cycle without any retractable wheels was more the desire of most motorcyclists, as the Henderson, Ace, Pierce, and Cleveland, all fours, and of course the Indian Scout which made its racing mark of all cycles. None of these machines had these practical features such as retractable wheels, but it was their handling qualities and their power plants that made them the desired bikes.

We cannot deny however, that the Militaire or the Militor were an exceptional machine and rugged built for its time.

3-31-71

A very beautiful restoration by Mr. Midura. Chrome in the right places and a touch of polished copper plating against a black enamel frame and a beautifully polished red finish will bring the Ohs and Ahs of any cycle fancier. Remember from our article that the Militaire Company had financial troubles trying to get enough sales of this four cylinder machine. Some of the Militaire design is still on this Militor such as the same transmission with the between the legs shifting lever, auto type frame, wood spoke wheels, and footboard gas and brake pedals. The Militor did not have the two small wheels at the rear to make this cycle more like an automobile. It may have been different from the Henderson, Pierce, Indian, Cleveland or Ace, but it shows some very outstanding design.



Rear view of this beautiful restoration job showing shaft drive and brake housing. Brake housing in color photo was copper plated. Note the overall fender skirt which most bikes of 1919 had very shallow fender. Except for wood spoke wheels, the Militor looks like it came out of the factory in 1970.

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 1941 Indian Four
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 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 Mc Cleod 333 Sumac St Wilmington Illinois 60481 1938 Indian Four
 Angelo Ranieri 2905 78th Ave Elmwood Park Chicago Illinois 60635
 E P Remstrom Jr RR 1 1660 Maple St Crete Illinois 60417
 Barry Stelford RR 1 Urbana Illinois 61801

Fred G Wacker Jr 2100 Commwealtn 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
 R E Wiechman 613 W Walnut St Fairburg Illinois 61739

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 Nick Gansinger 1 246 - 119th St Whiting Indiana 46394 1940 Indian Four
 G S Herbison Box 637 Syracuse Indiana 46567 1938 Indian Four
 Louis Kamaski 1508 Bullseye Lake Rd Valparaiso Indiana 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
 Chester W Miller Route 6 Box 276 Elkhart Indiana 46514
 Edward J Morrison 1926 Lincoln Ave Whiting Indiana 46394 1942 Indian Four
 Arthur P Smith 602 Napoleon St Valparaiso Indiana 46383
 Bob Speck Mtd Rt 35 Box 338 Valparaiso Indiana 46383 1937 Indian Four
 Luther E Sutherland 3720 Miller Dr Indianapolis Indiana 46239 1939 Indian Four
 Arther Weaver RR 2 Berne Indiana 46711 1941 Indian Four

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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 N W 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
 Raymond Harvey 3608 N Fillmore St Davenport Iowa 52806

Kansas

Donald Scott Route 3 Oberlin Kansas 67749

Kentucky

R W Paulette P O Box 401 Midway Kentucky 40347 1942 Indian Four - Trophy winner

Maine

Nathan Chapman 676 County Rd R R 1 Westbrook Maine 04092

Maryland

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

Massachusetts

Giles Adams 48 Brodley Rd No Weymouth Massachusetts 02191 1922 Ace Four
 William Fillingim 149 Green St No Weymouth Massachusetts 1936 Indian Four
 Roger A Mathieu Steerage Rock Rd Brimfield Massachusetts 01010
 William Wescott Cove Hill North Chatham Massachusetts 02650

3-31-71

Michigan

Robert H Aldrich 28616 Dover Livonia Michigan 48150 Indian Four
 Allen Bozung 24800 Lasher Southfield Michigan 48075 Indian Four
 Walter E Benjamine R 1 714 Gale Rd Morrice Michigan 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 Graville 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 Hwy Mt Morris Michigan 48458 1924 Ace Four
 A Everett Jones 23509 W River Rd Grosse Isle Michigan 48138
 Donald Knapko 31027 Elmwood Garden City Michigan 48135 1940 Indian Four
 Dennis Kniffin 7932 Auburn Detroit Michigan 48228 1937 Indian Four
 William La Porte 6254 Brace Detroit Michigan 48228
 Robert C Loomis 816 Lafayette Ave NE Grand Rapids Michigan 49503 1940 Indian Four
 Homer Mahle 28375 Schroeder Rd Farmington Michigan 48024
 Jack Maurer 14553 Coram Ave Detroit Michigan 48205 1940 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 49505 1938 Indian Four
 John Scholtens 3561 Knapp NE Grand Rapids Michigan 49505

 Gari M Stroh Jr 909 E Elizabeth St Detroit Michigan 48226 1940 Indian Four
 Ernest W Tardif 27190 Westland Detroit Michigan 48210
 Ed Wolski 16514 Toepfer Rd East Detroit Michigan 48021 1942 Indian Four
 George E Young 20640 Midway Southfield Michigan 48075 1940 Indian Four
 (Club Vicepresident)

Minnesota

Jerry Stageberg 3220 Navarre Lane Wayzata Minnesota 55391
 Maynard Whetstone 256 Bellevue St Winona Minnesota 55987 1936 Indian Four

Missouri

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

Montana

Floyd Garner 329 So H Livingston Montana 59047
 Jack Kulish 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 68391 1941 Indian Four

Nevada

Kenneth K Austin 4155 Vegas Valley Dr #36 Las Vegas Nevada 89109

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 4
 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

Delmer E Donaldson Jr 2460 DelSur SW 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 Indian 4
 Jack Liebrick 35 Balsam Dr Dix Hills New York 11746 1959 Ariel Sq four
 Leonard Moeller 2124 Grove St Baldwin New York 11510
 Allen Moore S Main Rd Albion New York 14411 1930 Indian Four
 George Pespas 501 Chestnut Lane East Meadow Long Island New York 11554 1939 Ind 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 W 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 Burge 5773 Centennial Rd Sylvania Ohio 43560
 Robert J Corsmeier 227 Amity Rd Cincinnati Ohio 45237
 W B Cleveland MD 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 95 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
 Anthony Harpster 16577 State Rd North Royalton Ohio 45237
 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 St Findlay Ohio 45840 1966 Findlay Four
 Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215 1941 Indian Four
 Thomas Majestic 3273 W 129th Cleveland Ohio 45215 1941 Indian Four
 Harry Maule 414 Main Street 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

3-31-71

John Palmer 5968 319th St Toledo Ohio 43611 1940 Indian Four
 Fred Provin 371 Heath Rd Heath Ohio 43055 1941 Indian four, 1930 Henderson.
 Clarence F Puckett 4378 Catalina Ave Dayton Ohio 45416 1939 Indian Four
 John S Rees 1795 Ridgeview Dr Wickliffe Ohio 44092
 Carl 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 Mc Clure Ohio
 J V Shepherd 634 S Dewey St Lima Ohio 45804
 Dave Sloan R F D 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
 Richard Ulreich 1558 Millville-Oxford Road Hamilton Ohio 45013

Oregon

Jesse F Cox 8805 SE Monterey Ave Portland Oregon 97266 1939 Indian Four
 Darrel Dixon 7435 SW 4th Ave Portland Oregon 97219 Indian Four
 Errol Eshaia 14785 SW 81st St Tigard Oregon 97233

Pennsylvania

Earl Chalfant RD 1 Brookville Pennsylvania 15825 1938 Indian Four
 Jesse L Clapsaddle RD 6 Herr's Ridge Rd Gettysburg Pennsylvania 17325 1928 Ind.4
 Vincent J Connelly 237 W County Line Rd Hatboro Pennsylvania 19040
 Bruce Elton 2516 Windgate Rd Bethel Park Pennsylvania 15102
 George B Fisher 1051 N fifth St Reading Pennsylvania 19601
 Robert W Hangen RFD 2 Quakertown Pennsylvania 18951
 Edwin R Johnson RR 1 Box 135 Perkasic Pennsylvania 18944
 Otto C Link 2nd and Charles Sts Copperstown Pennsylvania 18951
 Charles Metenkanich RD 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
 John W Scholtz 2208 Market St Philadelphia Pennsylvania
 Albert P Sigmans Route 212 Pleasant Valley Pennsylvania 18948
 Leon Slifer 561 Maplewood Rd Wayne Pennsylvania 19087
 Edgar A Stoner RD 1 Etters Pennsylvania 17319
 Fred J Wood 821 Cedar Rd Philadelphia Pennsylvania 19111 1930 Indian Four

South Dakota

Fran Backer 2724 E 26th St Sioux Falls So 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 1940 Indian Four
 James Norman P O Box 568 Weatherford Texas 76068
 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

Mervin Ryan RFD 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

West Virginia

E D Thacker French Creek West Virginia 26218

Wisconsin

Richard I Braund 1004 Academy St Elroy Wisconsin 53929
 Martin A Thorsen 121 E Gilman St Madison Wisconsin 53703
 John Giorno 3522 87th St Kenosha Wisconsin 53140
 Edward V Romas 10022 W. Keefe Ave Wauwatosa, Wisconsin 53222
 Fred Rudolph 502 7th Ave Baraboo Wisconsin 53912 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 Crescent Milton Ontario Canada
 Newal Taylor 2760 E 27th Ave Vancouver 12 British Columbia 1941 Indian four
 Philip Picard 860 Calixa Lavallee Appt. 1 Quebec City 6 Quebec Canada
 Frank Tucker 9204 Allison Dr SE Calgary Alberta 30 Canada 19364

England

Robert Sidney Powell 27 Cinque Ports Ave Hythe Kent England

Germany

Hans-P Arendt 1 Berlin 44 Burknerstr 24 Germany

3-31-71

FOR SALE-WANTED

For Sale - 1933 Indian four - only 280 actual miles on speedometer since overhaul - completely restored by Earl Chalfant. Machine has been on display in show window of Cycle dealer. We are moving to new location and don't have the space for this bike. Price \$1800.
Write - John W. Scholtz
A & S Motor Sales Corp.
2208 Market St.
Philadelphia, Penn. 19103

For Sale - 1931 Indian four - restored - plus later extra engine - complete with mag., generator, carburetor, plugs, manifolds, plus Indian Four overhaul manual. Price \$1000
Write - Dr. A.S. Fisher
109 S. Washington Ave.
Bergenfield New Jersey 07621
Phone-210-384-0690

For Sale - Have recently acquired an inventory of Indian parts for several models of Indians. This inventory includes - 101 Scout parts - Indian Sport Scout - some Chief - Indian Four parts.
Write - Otto Link
322 S. 4th Street
Cooperburg, Penn. 18036

For Sale - Limited quantity of new, good quality leather saddle bags. Pretty as can be - are as near like the 1948 Chief saddle bags as possible to duplicate. This offer does not include the chrome hanging brackets for on the machine. Price \$67.00. Allow three months for delivery - prepaid.
Write - Jerry Preimesberger
Box 905
LaFeria Texas 78559

For Sale - 1938 Indian four, completely rebuilt to show 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 - Plastic Chrome stripping for fenders for Chiefs and Fours - 50¢ per foot. Needed per machine - 11ft. 6 inches. Cemented on with Plio Bond Cement or Weatherseal cement. Will stay on, looks sharp. Write - John Wickham
521 Dayton Ave.
Findlay, Ohio 45840

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.

For Sale - 1936 Indian four fully restored - color, refrigerator white - everything plated - new tires - \$1800 or best offer. Runs beautiful.

DECALS

The finest made, special for our members. For machines from 1908 to 1930, and 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 a pair. All small decals are \$1.50 and \$1.75 out side the U.S..
Send postal money orders or bank money orders. No personal checks.
Write - Bob Speck
Mtd. Rt #35
Valpariso, Indiana 46383

PAULETT'S INDIAN SERVICE AND PARTS MIDWAY, KENTUCKY

We service all makes of Indians, sell most parts for Indians, have our own manufacturing of many hard to get parts for Indians. Write us or come see us for Indian service or motor overhaul of which we are a specialty.
Paulett's Indian Service and Parts
Bob Paulette, P O Box 410, Midway, Kentucky 40347
We're not hard to find - come and see.

For Sale - New Cleveland Decals - \$5.00 pair. 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 MD.
2522 Norfolk Rd.
Cleveland Heights, Ohio 44106

For Sale - Skirted Fender material for sides and tops in straight solid lengths at 50¢ per foot. Easy 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

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

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

Wanted - 16" front wheel without brake drum. Two 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

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

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

Wanted - 1931 Harley Davidson 74CU in restored, or in unrestored, or restorable condition - please state. Completel 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

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

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

Wanted - Right side muffler for Indian Military Shaft Drive Model 841. Part Number 76192. Write-Robert W. Hangen
R D 2
Quakertown, Penn. 18951

Wanted - Indian 45 Scout motorcycle or parts - any year. Indian four motorcycle or parts any year. Indian pre-war side car and chasis. Write- Murray Bluestone
37 Warwick Ave.
Toronto, 347 Canada

Wanted - Parts for 1928 thru '31 Indian Scout, particularly need bullet headlight as original. Complete speedometer assembly, generator, pulleys, and belt, battery box, handlebars and grips (cleated), complete motor - also engine parts. Write Edward Romas
10022 W. Keefe Ave., Wauwatosa, Wisconsin 53222.

Wanted - Help - need for my late 1941
Indian Police four the round trim that
fits on top of the rear fender.

Write - Gary Stroh
909 E. Elizabeth
Detroit, Michigan

Wanted - for 1940 four - spark plug
loom - tool box - "80" Chief front
fender. Will trade or sell complete
front end for 1940 four, also need
some close up pictures of the four

Write - R. F. Burke
1114 E College Ave.
Tallahassee, Florida 32301

Wanted - to compile a complete list of
all the owners using my Non-Drag Clutch.
This information is desired for future
reference and service. I will pay each
owner who has the Non-Drag Clutch in
his machine \$1.00 for his address, a
picture of the four the clutch is
installed in (preferably color), and
a stamped addressed return envelope.
Will appreciate your cooperation in
this request.

Dr. Earl Chalfant
RR 1
Brookville, Penn.

Wanted - 1938-42 Indian four - must be
complete, unaltered, original cond-
ition, immaculate restoration considered.
Will pick up within 1000 miles

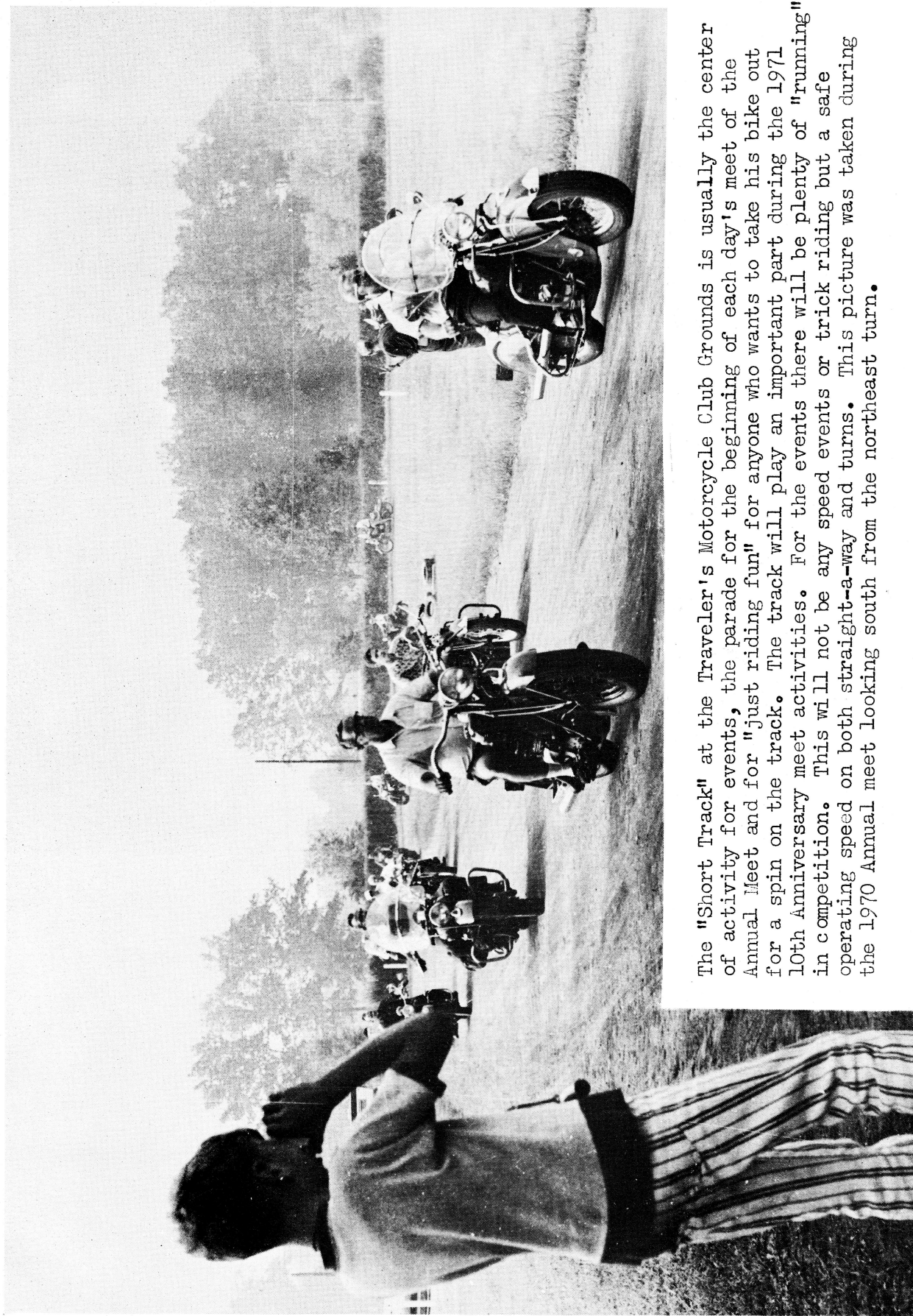
Write - Berry Stelford
RR 1
Urbana, Illinois 61801

Wanted - side car for 1948 Chief.
Please state condition and price

Write - Jim Heider
1233 Kennicott
Fairbanks, Alaska 9970

Wanted - 74 or 80 Chief. Please
state price and condition also
picture of bike if possible.

Write - F. Mc Farquhar
60 Rumsey Rd.
Toronto 352 Canada



The "Short Track" at the Traveler's Motorcycle Club Grounds is usually the center of activity for events, the parade for the beginning of each day's meet of the Annual Meet and for "just riding fun" for anyone who wants to take his bike out for a spin on the track. The track will play an important part during the 1971 10th Anniversary meet activities. For the events there will be plenty of "running" in competition. This will not be any speed events or trick riding but a safe operating speed on both straight-a-way and turns. This picture was taken during the 1970 Annual meet looking south from the northeast turn.



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

