

Indian



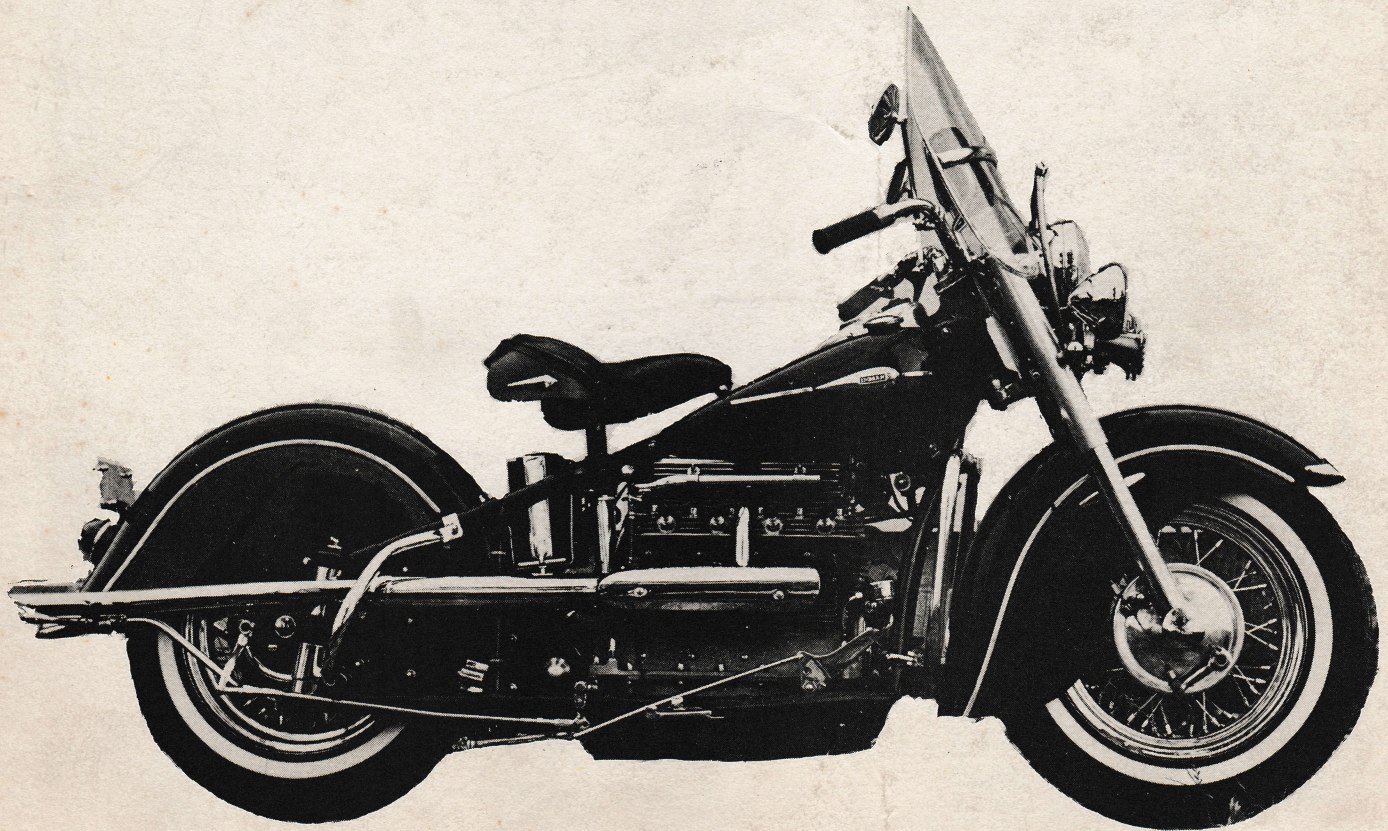
FOUR MOTORCYCLE NEWS

VOLUME 6

NUMBER 2

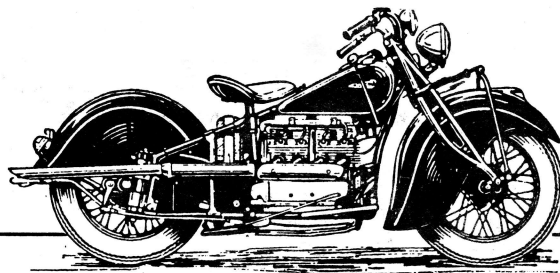
SUMMER ISSUE 1971

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

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REPORTER	DAVE SLOAN

INDIAN FOUR CYLINDER NEWS

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

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The Indian Four Motorcycle News is published 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, Casper Barnes, 23727 Second St., Grand Rapids, Ohio 43522. 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 to the Treasurer.

Cover Picture - This very beautiful black and chrome four belongs to Ed Wolski of East Detroit Michigan. Although changes somewhat from original with a different fork, this bike gets a lot of milage for Ed believes a bike such as this should be on the highway. This machine has won several trophies and ribbons at the Cobo Hall shows in Detroit. If you come to the August meet you'll see this black beauty.

INFORMATION PAGE

Constitution and By Laws ready for distribution

Included with this issue of the Indian Four News is your copy of the New Constitution and By-Laws for the Indian Four Cylinder Club Inc.

They were adopted to be printed on recommendadion of the Board of Trustees and the authority of the February Business meeting of 1971.

Although they have been a number of years in writing and some rules have been in force since the beginning of the Four Club's history, the total constitution and By-Laws were not fully framed and ready for adoption till more recently.

You will note some of the Club History is written into the Constitution. This became necessary because of the waiting process when the rules were being written.

To some of our far away members some of the rules may sound strange to you but any rules of order of an organization must be flexible yet set up to certain governing characteristics that will apply anywhere. You will also note that the constitution is amendable thus changes may come as the years go by.

We have included the booklet with this Summer Issue of the Indian Four News to save on postage and yet put a copy in the hands of all our members.

If you have any comments please write to the President, John Wickham, 751 Dayton Ave., Findlay, Ohio 45840. They will be forwarded to the trustees for consideration.

Note to Members of the Indian Four Club

At the February Business meeting Mr. Enos Leass, treasurer of the Indian Four Club resigned from that position because of a contemplated change of residence. Several names were placed in nomination for the vacancy and Mr. Casper Barnes was elected to the office. Casper had been the Club Secretary a couple years before. Due to Mr. Barnes residence at the time in Florida the resignation of Mr. Leass was made effective April 30th 1971, and Mr. Barnes took office May 1st, 1971. The treasurer's books were audited by the trustees and found to be in very good order.

Mr. Barnes gave us the following note -

I take thos opportunity to thank those who voted for me to accept the office of treasurer. Although Mr. Leass fulfilled the job very well and the treasury in very good order, I was sorry to here when in Florida, that he had resigned and wished to be relieved of the position. Since I held the office of Secretary for a few years and now I am on the retired status, I agreed to accept the job of treasurer till another person can be found to do a better job that I can. My wife an I live in Grand Rapids, Ohio as you have already noted from the change of address in the Spring issue. I'll do my best and try to preform the service of the office as faithfully as I can.

Casper Barnes

10TH ANNIVERSARY 1961 MEET 1971

AMERICAN *Indian* FOUR CLUB SATURDAY & SUNDAY AUGUST 7 & 8, 1971

TRAVELERS CLUB GROUNDS, 8940 DORR ST., TOLEDO, OHIO

WELCOME TO THE TWO DAY CELEBRATION OF THE INDIAN FOUR CLUB
NEW EVENTS - JUDGING - BIG FLEA MARKET - CELEBRATION SATURDAY NIGHT
AN ANNUAL MEET YOU WILL NOT WANT TO MISS
PLAN YOUR VACATION TO STOP IN TOLEDO AUGUST 7 & 8 AND BRING THE WHOLE FAMILY

TROPHIES FOR EVENTS AND JUDGING

MEALS AND REFRESHMENTS

Free Camping on Grounds for Both Days.

Motels Close By. Make your reservations.

Meet Starts Saturday August 7th 9 A.M.

Donation at Gate \$1.00 per day.

Children under 12 Free with Parents.

Not responsible for any accidents on grounds.

FLEA MARKET OPEN BOTH DAYS BRING YOUR EXTRA PARTS.

FOR MORE INFORMATION WRITE TO

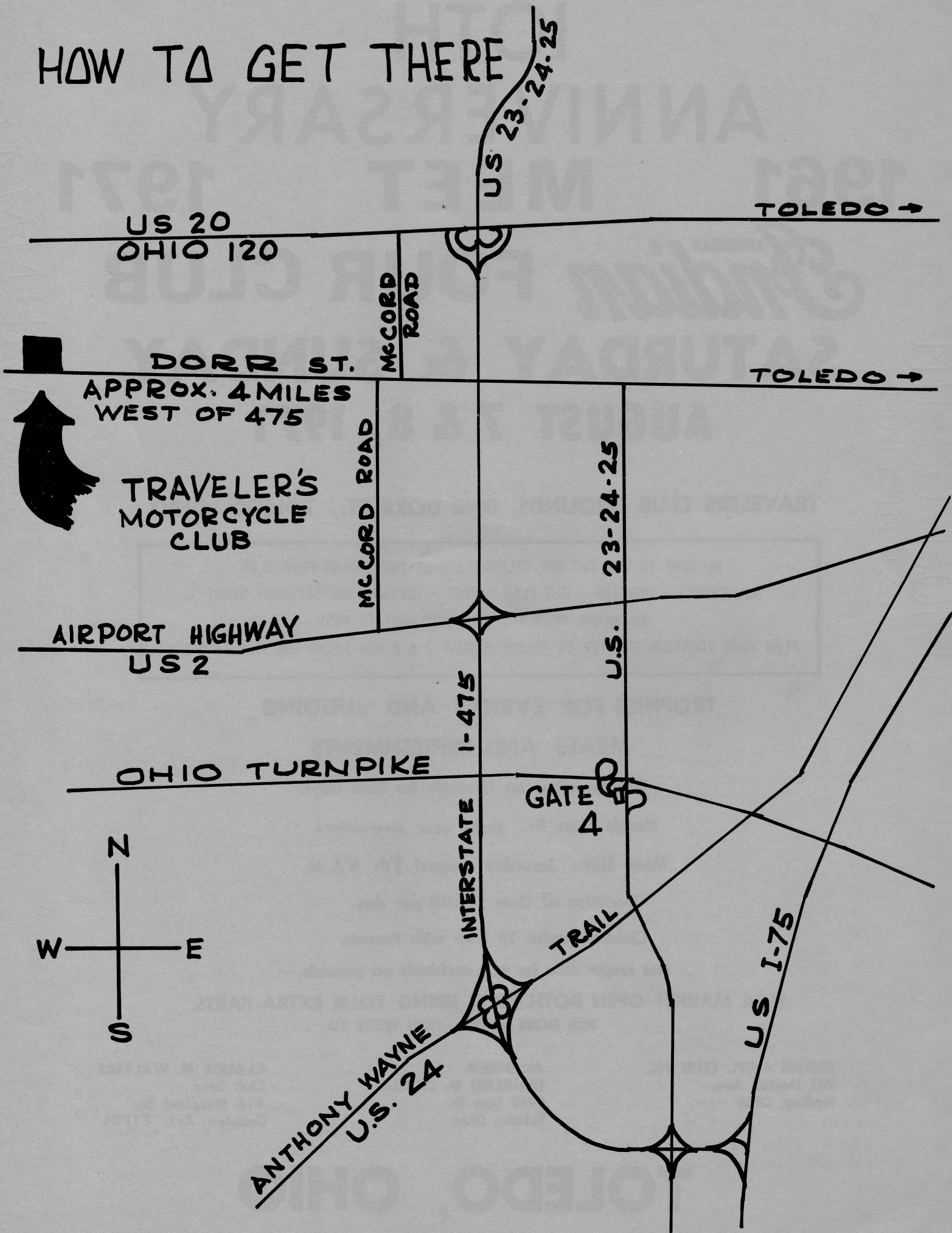
**INDIAN 4 CYL. CLUB INC.
751 Dayton Ave.
Findlay, Ohio**

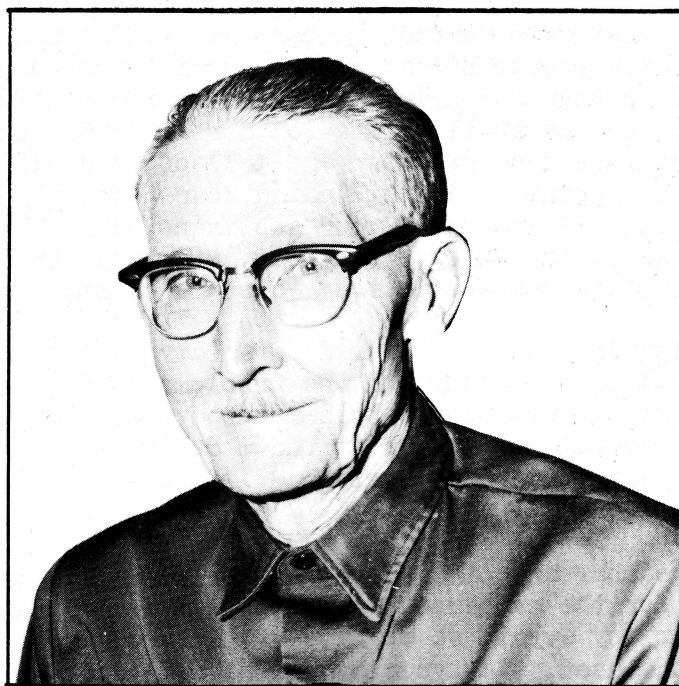
**AL. BORER
TRAVELERS M. C. CLUB
8940 Dorr St.
Toledo, Ohio**

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

TOLEDO, OHIO

HOW TO GET THERE





John E. Wickham
President and Founder
Indian Four Cylinder Club Inc.

PRESIDENT'S PAGE

Dear Fellow Members, Subscribers, Ladies and Gentlemen

It gives me great pleasure to meet all of you at this time and your tenth Anniversary of this great Indian Four Cylinder Club.

We have been associated now these past 10 years and have many good and fast friends which I am proud of. Having been the instigator of this great Club, I had no idea it would grow as it has and is still growing.

I have a good friend and fine sportsman in the field of motorcycling who has access to manufacturing of odd parts that many of us need occasionally. He is Mr. Ellis C. Evans. He called on me on July 6th, telling me that he had heard of the club and needed some other parts himself. He is visiting up this way from Port Richey Florida and while here, he joined our club and purchased a few back issues of our Four News.

He visited with Bob Paulette in Kentucky on his way and hopes to be at our August meet the 7th and 8th at the Traveler's Club.

I have received many phone calls from all over the country about the meet and parts, and although I have never met some of them it makes a person feel that you have known them for a long time. I receive many letters also from across the country of persons wanting to join the club and back issues of the magazine. I try to answer each one but my work piles up, so if I haven't answered you yet be patient or write again and I'll do my best. At present I am swamped with repair and restoration jobs. When there are finished you can stand back and admire your work for a like new machine is a beautiful bike is something to look at.

As George Hopps, one of our good Charter members has put it many times, if you expect any reasonable result from your restoration job, do it right and make every nut and bolt count. Many have written for help and advice on restorations and I impart what knowlege I have to them but we still need a lot more information and stories on restorations by you who have done your own and tell of your difficulties and accomplishments so we can print it in the Indian Four News. So lets all keep on the ball and write us even if you think your job is nothing to write home about, we'll be glad to hear about it anyhow. Remember, when you send it to the Four News, you share it with the entire membership from coast to coast.

We are still in the planning stage for our Anniversary meet in August 7-8 and we hope by that time to have all things ready and the problems ironed out. We have the awards ready to give out and events planned so this means everything should go off with a bang. We will be asking for several volunteers at the meet to help out with various aspects of the meet. You may contact the officials and I'm sure they'll find something for you to do.

Our next hope is the weather and it compares with what we had last year. We hope that it is good especially for the campers. Unfortunately we had rain on our June meet and spoiled any chances for any events so we have extra trophies for the August meet. If you come early to the meet, pick your campsite, but remember there will be several others that will be looking for sites also. There should be plenty for all but a little cooperation will make it better for everyone.

Our thanks to John Blouch and others for their contributions of stories and comments for this issue of the Four News. Keep up the good work everyone, we need you all and your help.

See you at the August 7 - 8 Meet

Sincerely

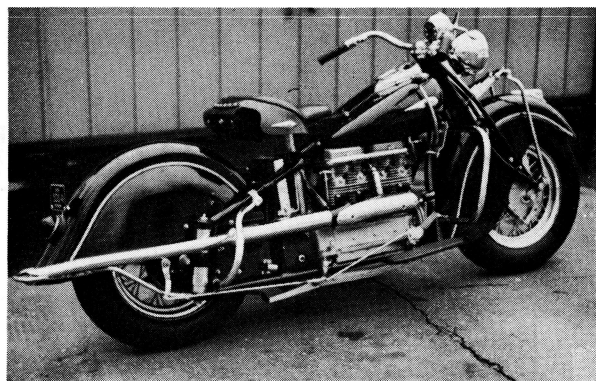
John E Wickham - President

P S - To remind you - this is election year and new officers are to be elected, so come prepared to nominate who you wish to be your Club Officers for the next 2 years. Time will be of importance so we will be holding only a short business session on Saturday.

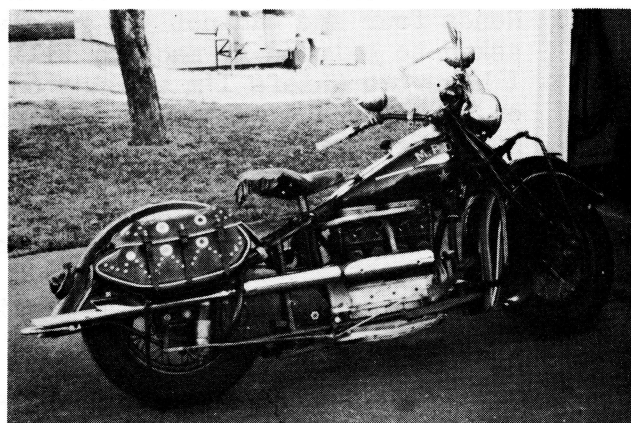
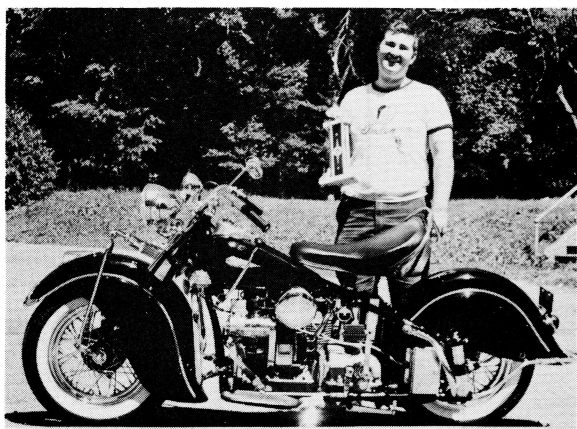
Bring your spare parts, any and all, they'll be appreciated.



Beautiful Chief 80 owned by Gari Stroh of Detroit, Michigan



Police Four owned by Gari Stroh of Detroit, Michigan



Restored 1941 Indian Four owned by Gari Stroh

Wherever our pictures come from, all across the country, the restored Indian fours make the same beautiful picture. This one owned by Vincent Jordan of West Hempstead, New York looks equally as nice as the machined owned by Mr. Ed Wolsky pictured on the front cover of our magazine this issue. Mr. Jordan is a member of the Long Island Indian Club.



1941 Indian Four owned by Mel Brewster of Tacoma, Washington.



This picture was sent to us by our Secretary Dr. Claude M. Walters and is a picture of "B" Baker. It was taken in 1915 at Muskogee, Oklahoma at a dirt track race. The machine is a 1911 or 1912 Indian single. Anyone recall this man and his racing ability in those long gone years. Write to Doc. Walters, he'll be glad to hear from you.

WHAT CAME IN THE MAIL

Irving A Hill
New Gloucester Maine

writes - - Wish to thank you for your help and suggestions regarding the 2 tone paint job over the telephone back in March. - - had started restoration on the four but had a friend who had ordered a Honda four and had not yet received it - - so he asked to help on my machine till he got his - - I have two Chiefs I'm working on so I let him work on the four - - we have made tentative plans to haul the four to the August meet but we'll have to wait till then to make sure - - will want some of that chrome stripping for for the Chief fenders and sending check for same - - anxious to see you at the meet.

Irving A Hill

Every time I hear of someone doing a restoration it makes me feel that all those beautiful four will one day be a good percent back on the road of all that Indian made. And further, it makes me feel good that all you members of the Four Club are mainly responsible for this effort. Glad we could be of help to you on the paint and hope to see you in August.

John Wickham

L H Anderman
7718 Clarendon Hills Rd
Clarendon Hills, Illinois

writes - -

Would appreciate a brochure on the A M A Insurance and a few applications to join A M A - - - have been a member of the Four Club for few years and can say from attending two of the meets it has been a lot of fun with a lot of good people. We have 5 boys and nine machines (not all Indiana) and all of just like to ride. I have a '39 four and my third son a '36 four that he purchased from Sperazza a few years ago - - look forward to each issue of the Four News and read it thoroughly and re read it. Best wishes to you and the Mrs.

L H Anderman

Good to hear from you and help you with your requests for the A M A material. The Insurance is good protection for any rider. You do have a stable of machines but with five eager riders plus yourself, I don't suppose any of them sit around to long except if they're in need of repair. Hope you and the boys can make it to the big meet.

John Wickham

Leon Slifer
561 Maplewood Rd.
Wayne, Pennsylvania 19087

writes - -

should have written sooner but have the days aren't long enough to get everything done - - got my four out of moth balls April 25th for the first meet of Perkioem Chapter of the Antique Club of which I am Secretary and Editor, and I won a trophy for the most original and best restored - - this was just the beginning of trophies, for the second antique car meet I won the best restored for post war antiques and on and on. This makes me feel pretty good for my four, and if I do say so myself she runs and looks good and runs the same.

The Antique Motorcycle Club is something rather new in Eastern Penn., and the present officers and myself worked hard to get this club off the ground. - - will be at the National meet in Cleveland of the Antique Club on July 10-11, and I'll be for sure at the Four Meet in August - - spent some time visiting our good friend Earl Chalfant and say that he certinately is well schooled in the fours but he surely don't know his weather reports. He tried to tell me when it was snowing a light snow that it wouldn't last long so I was in no hurry to leave, and in a few hours I was snowed in.

Looking forward to seeing you at the four meet.

Leon Slifer

Getting that four done for the August meet has paid off real well for you after reading about all those trophies you won.

No Club is easy to start for they'll always be problems you don't figure on in trying to get organized.

Our club was no easy task and sort of carried over from meeting to meeting till word got around and owners began wanting to belong. Then off went the rocket and she's been off ever since.

Yes we would agree that Earl knows his fours but on that weather bit we don't know, we'll ask him in August.

John Wickham

Earl McCumber
1205 Cypress
San Dimas, California 91773

writes -

been a long time since I got a letter off to you and sincerely hope your enjoying the best of health - - would like to join the Four Club again as I purchased a 1940 four that I had my eye on for several years - - bought it from the original owner who bought it in Indiana and rode it to California several years ago - - absolutely original, but I plan to repaint it and re-chrome. Will be looking forward to receiving and reading the Quarterly News.

Earl - glad to have you back in the Club and to hear that you bought another four.

Its a pretty hard bug to resist once it bites you or once a four owner always a four owner.

No need to tell you to be careful and do your best for you one of experience and know there's only one way to do it right.

Nice to have you aboard again.

John Wickham

Robert J. Armstrong

writes -

Sending in my application for membership in the Indian Four Club - - I have a fine Indian four. Doesn't seem possible for a 30 year old machine to be in such fine shape although I have to paint it and have much of the chrome redone.

Cannot send a picture at the present for its completely dis-assembled and scattered all over my garage and the town of Evansville being repainted and rechromed.

Am sending my check for club membership and the Four News. Would appreciate any literature covering my machine.

Robert J. Armstrong.

Glad to welcome you into the Indian Four Club and to read your high praise of your four that you are in the process of restoring. We have not found a four owner yet that didn't get just as enthusiastic about a restoration whether its first or second or third.

A machine all apart such as your is not uncommon among our members, for a restoration job may run a few months or even years depending on how much parts huntin has to be done. Just don't loose any parts, take your time, and you'll be proud of her.

Editor

Fred Provin
Heath, Ohio

writes -

finally got back from Florida and can report that we had good weather in Florida all winter.

While there, I went to see Jerry Wilson and he took me to a building where he has some of his bikes stored. In this building he had about 50 old cycles stored and I was right at home. I had to look at every one. Then he took me to his home and he had around 35 more there and again I had to see every one. He even had a rare one a water cooled one. John, I could hardly leave them, it was a real treat.

Sending some shots of my Henderson and Indian four for the News.

Fred Provin

Fred - that must have been a real treat in Florida - good ideal weather and a couple of buildings full of old motorcycles to egg you on. To bad you didn't have our photographer along to get us pictures of all those old bikes. Especially that water cooled one.

Just like yourself, if I were there I would have to see everyone too.

Thanks for sharing your enthusiasm about your winter in Florida.

John Wickham

W. R. Burrett
800 S. Riverside Dr
Indianapolis, Florida 32903

writes - -
received club membership card and Spring Issue of the Indian Four News and am most pleased. It appears that I'll get a lot of help from this club for my four which I will surely need.
My '31 appears to be a transition year - - before this it was almost all old Ace then later designs began to creep in - - will send photo as is. I will need more information as it seems that my '31 is the only one in the State of Florida whereas all others are '38 and later.

W. R. Durrett

Mr. Durrett
We welcome you to the Indian Four Club and if you don't think this fine Club will help you with your questions and problems on your four its because you haven't been a member very long.
If its a question or problem about a four - you ask it, and they'll answer it. They'll do their best to put your four back on the road for this Club is dedicated to this purpose.
Again - welcome aboard.

- editor -

Almost a regular contributor to the Indian Four News, one of our fine members of Schenectady New York, Lou Lichva has shared many very beautiful color photographs of machines that he has taken at the Antique Cycle meets in Pennsylvania and New Jersey. When we did the article on the unknown four motor Lou Lichva and Philip Picard both sent us very fine information to help tell the story on the Militaire. Lou sent us the very beautiful pictures of this bike which we printed in the last issue. We received a letter from him just a few weeks ago in which he sent us the color shots of the Megola Motor Wheel.

In his letter Lou wrote - that his wife had been in the hospital for 14 weeks after February 9th from a broken hip. She is presently walking with crutches and in the slow process of recovery. This time of convalescent will make it impossible for Lou and his wife to make it to the 10th Anniversary meet and that beautiful white Ace four which preformed so well on the track.

He gave us a bit of a run down of some information on the Megola Motor Wheel. It is of German manufacture that is no longer made. It is copies after the World War I French LeRone and Gnome engines used in World War I aircraft. One American car used such an engine - the Adams Farewell. In this engine the crankshaft is fixed and the cylinders spin around it. It is not a radial engine but a rotary engine instead. Pictures shown in this issue is a restoration by Dick Peterson and Ken Arewiler and these pictures were taken at the Antique Motorcycle Meet at Fort Mott New Jersey. Lou stated - think of riding this bike with no gears or clutch. When that motor started it was gone.

Our thanks to Lou for this information and telling us of his wife's illness. I'm sure that all the club members wish her the very best in recovery and hope that next year she'll be able to attend the meet. Their address is Mr. and Mrs Lou Lichva, R D 3 Box 256A, Mariaville Rd, Schenectady, New York 12306.

Irving A Hill
New Gloucester, Maine 04260

(This letter received from Mr. Hill by the Editor,
thus two letters from Mr. Hill in this issue)

writes - -

Appreciated so much the Spring Issue, Anniversary Edition of the Indian Four News. I find it very interesting and glance through it often and have read it through several times.

I hope to make it out there in Ohio in August for the big meet and will enjoy meeting you and the president. I have been riding since 1930 and then only frequently in 1941 and 1950. Got my first bike when I was 15 which was a Harley Davidson 1927 JD, at least I thought it was a '27 because 27JD was stamped on the base of the motor.

However after reading the Four News and 41 years later I now believe that my Harley was a much earlier bike a 1920 or earlier. I now believe that a later engine was put into an old frame. In the Spring Issue of the Antique Motorcycle magazine there is a picture of a 1920 Harley with Stan Soderblank ? (in Finland), which looks just like the 1st bike I had.

Thought you might like to see a list of my total collection of cycles -

1935 Harley VLD
1936 Harley with sidecar
1948 Chief
1950 Chief with sidecar
New Honda four

And an interest in a 1938 Indian four almost ready to hit the road. After a thorough overhaul, complete chroming and new striping, it's a beauty. Hope she runs as good as she looks.

Wished the Four News was published more often, it's a good magazine and very informative.

Ernest Pretor
2294 - 43 Ave.
San Francisco, California

writes - just purchased another Indian four to restore (late '36) and is the first one I ever seen with overhead exhaust - - plan to rebuild it and enter in a show. Enclosed a couple of pictures of the 741 Indian I rebuilt and my 1941.

Ernest Pretor

It is said in the advertising field that the best advertising is a satisfied customer.

Our many members and non members who compliment the club on its magazine are quite responsible for part of the growth of the Club. We're glad you find the magazine so interesting and informative. We appreciate the list of your machines and we'll want to see that restored machine. By the way your last comment - Hope she runs as good as she looks - our only comment is, if everything was checked thoroughly and put together right and you put gas in the tank, should there be any doubt in your mind that she'll fire after a couple of kicks.

This is part of the confidence of a job done right. Let us know what your success was.

- editor -

We gathered from your letter that you did mean a late '36 machine for this is about the time Indian came out with its complete major design change and put both intake and exhaust outlets on the same time. This model had dual carburetion. It lasted one year and was discontinued. You'll find more material in this issue on it.

- editor -

June Meet
 Indian Four Cylinder Club
 Traveler's Motorcycle Club
 Toledo, Ohio
 Sunday, June 6, 1971, Business Meeting

The Indian Four Club met for its closed meet at Toledo and what was planned for a day of events, business, flea market, trophies, and get together of members from the area. The day before (Saturday) the All American Indian Club met at the Travelers on a cooperative basis for the two days with the Indian Four Club. On Sunday the weather prediction was severe storms and a rain Saturday night had dampened the track making any events impossible or outside activity.

Several had come to the meets with camping equipment and camped out all night behind the club house. On Sunday afternoon they were forced to break camp early on the account of heavy rain. Around the dinner hour President Wickham called the business meeting to order and the first thing on the agenda was the acceptance of new members. This was in accordance with the new ByLaw of receiving new members as the first order of business to give them voting rights in the meeting.

New members received were:

W.R. Durrett, 800 Riverside Dr., Indiatlantic, Florida 1931- Four

Jim Cook, 3151 Royal Oak, Akron, Ohio, 1938 Four

Ed A. Latter Jr., Dunstable, Massachusetts 1938 Four

Vincent Jordan, Long Island, New York 1941 Four

Another new applicant was introduced by Harold Randall of Battle Creek, Michigan -
 Dick Rial, Sherwood, Michigan 1940 Four

All these new members were accepted in the club.

In the transition of changing treasurers and the auditing of the treasurer's books all bills were authorized to be paid when the treasurer receives his books.

Ed Morrison of Whiting, Indiana asked that an item be printed in the Indian Four News requesting any of the members who have skills in sheet metal work, chroming, or other skills who would offer assistance to other fellow members, to write to the president so a list of these individuals could be printed in the Four News.

In accordance with the business of the April meeting Enos Leass was authorized to order a thousand ball point pens with the Anniversary date and name of the club. Chairmen for the August meet appointed were Don Knapko and Robert Donald. It was decided that a black board would be available for various ones to sign up for for the gate watch during the meet. It was decided that no one sign up to be on watch for more than an hour nor less than a half hour.

Due to the change in Treasurers it was necessary to audit the treasurers books which job is assigned to the trustees. They returned the books and reported to the meeting they found the books in good order and recommended they be turned over to the new treasurer. The group accepted the books and the report of the trustees and turned them over to Casper Barnes, the newly elected treasurer.

At the February meet the question was raised about lapel pins for members with 10 years club membership. From that date effort has been put into securing estimates and discussing special pins for the Charter members. A place was found in Detroit to purchase these pins and have them made up special. A lengthy discussion followed on the design and size of the pin, also the price which will be announced later.

The editor informed those present that the new bylaws have been printed and all members of the executive committee have received copies. Copies will be mailed to all members in the next issue of the Indian Four News. Posters for the Annual meet were given out to all present and the remainder will be included in the pages of the Indian Four News.

This being election year all offices are up for election or reelection which ever

case may be. The office of trustee will need one new trustee to be elected for a four year term. It was also decided that a nominating committee be appointed for the election of officers at this annual meet.

The meeting was adjourned as a storm threatened the camping site and many present had equipment to take down and get ready for the trip home.

Kathi Pence was acting secretary for the meeting.

When the Four Club held the June meet in Toledo it was good to see those members who travel several hundred miles from out of state. As we stated the June 6th meet was interrupted by a violent downpour but three of our good members from Whiting, Indiana and Chicago, Illinois braved the weather to get to the meet. We always hope that no one, whether they come from a great distance or just across town, will have any hard luck or an accident, but for sure if anyone ever was a candidate for the hardluck trophy it could be either Nick Gansinger or Ed Morrison.

Nick Gansinger lost his tailpipe while riding ahead of Ed Morrison and fortunately Ed seen it in the nick of time to avoid hitting it. On another occasion near home Ed found his bike on fire and Nick turned around right in the middle of heavy traffic to get back to Ed and put the fire out with his CO2 extingisher. Then when Ed was in the Detroit area coming to the meet a year ago, he was stopped at a stop light and was almost ready to start out and when he looked down at the fork, he saw all the ball bearings roll out onto the street. This required him to ride her slow to one of the member's home and they put in new ones. Old lady luck is not with them or they are working against her.

Last Saturday (June 5) while they were enroute to Toledo over in Michigan, Ed Morrison was again ahead of Nick as they both have side cars and must ride single file. Nick stated that they had a good trip this far but all of a sudden the back end began to fish tail, and he could no longer control it. It tipped over on his leg. Ed heard him yell and pulled his bike off the road as quick as he could and ran back to Nick falling down a couple of times. Another motorist had stopped to help Nick and had lifted the machine up before Ed reached him. When they got it into a town and got the tire off for the trouble was a flat tire, they could find nothing wrong with the tire for the machine had brand new tires on it when he bought it. But the tube was something different. It had several patches which Nick concluded that the individual of whom he had purchased the bike and put old tubes in the new tires. When Nick bought the bike he had been told differently and he told us at the meet had he known such was the case, he would have gotten new tubes long before.

When they arrived in Detroit, he was limping and someone gave him a pair of crutches to ease the weight on his leg. He also had a couple of bruise spots on his head when he fell down.

So - - as we said if anyone deserves the hard luck trophy, Gansinger and Morrison are the candidates. There is now the Annual meet in August and we want them there but without incident, so as chaplain I'll just urge all the membership to get down on its prayer bones and let the Lord do the rest.

It might be a good idea now, if you plan to ride your bike to the annual meet, to make a check list to make sure your bike shouldn't produce any problems. Remember Herman Metzger of Huntingdon Valley, Pennsylvania last year had generator problems and had to keep to daytime riding to make it to the meet. The generator is an important item to check out to make sure she's putting out for it might not be too easy to get repairs on the road with not a new piece of equipment. Remember, one year Chuck Myles slept on the mountain roads in northern Pennsylvania when his motor blew up and he had a visit by a bear. Chuck will never forget it I'm sure.

The Tenth Anniversary Meet proposes to be the best yet for a lot of planning has gone into about every phase of it. From your letters and suggestions and the plans of the Executive Committee, all want the 10th Anniversary the best meet yet. Camping at the Club Grounds will include more area this year than last for ground is available on the west side of the Club. Those who plan to come early may set up camp on Friday night and camp thru Sunday night if they wish.

Entertainment is planned for Saturday night plus a big feed. There will be plenty of food in the Club House to purchase for meals as many have eaten there before. There are many restaurants in the area where many have eaten so ask any one who has been there before and you'll be directed to meals or lodging.

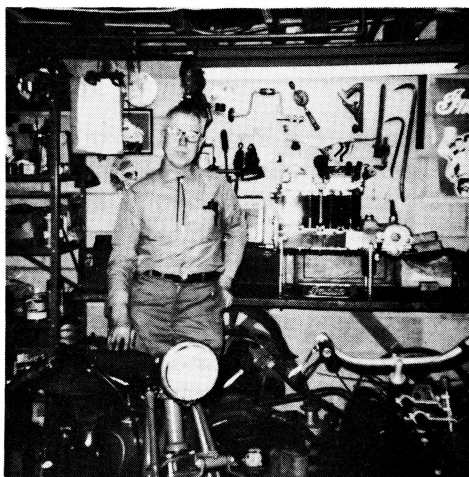
As many members and non-members as possible are encouraged to bring their machines for there will be events and judging for all to participate in. Judging for this year for the fours has been changed somewhat for at all business sessions many decisions have been made to make the judging better under some better set rules. All events, if you can recall, were often just a few participants and generally some skill to manoeuver the bikes to participate. The events have all been changed and are designed so that all ages may participate (even the women) (and the kids) and it doesn't take a lot of skill in handling the machine other than just riding. For instance, the Poker Run you have normally known as stopping at 5 stations around the track to receive from a person a card for his poker hand. There was an unsafe element in this event as one of the older men stopped his machine on the high side of the north turn to get his card from one of the women handing out cards and trying to keep his machine upright nearly lost control of it for he was on the high side and the track inclines downward. We have changed all this in the new design by putting 5 to 10 participants in two lanes on the track and they will be wearing arm numbers. They will not stop for their poker hand but as they pass the person with the cards, their number is recorded on the wrapper on the card and after 5 laps then the person with the cards takes the cards to the riders with the numbers. All the events are riding on the track and is done by a point system. Trophys will be awarded on points. All entrants have equal chance to win regardless of age.

A First Aid Station is being set up just in case of need. Such did happen last year and although one was planned it did not materialize. Two ladies have volunteered their services and palns are to have these services whether or not needed and we hope not.

The women are being asked to help in various areas this year as they did last year. This may be anywhere from judging, to help with the events and at the gate. We don't want all the women to run down the road to the rummage sale all at once for there will probably be a few going on and the meet can't go on without some of the women there.

If you don't know where the Annual Meet is held just find a map of Ohio, locate Toledo, and then turn to the front of this issue and there on the back of the poster you will find a map of how to get there by either the interstate, the turnpike, or Toledo streets. Read the Poster well and on the grounds there will be programs for the two day meet of the Indian Four Cylinder Club Inc.

Along with this factistic two day anniversary meet we believe there should be a good big flea market. We'll have plenty of room so there can be parts galore. Gather up some of those pieces you have been saving for a long time but yiu can't really remember what for and bring them along to the meet. Use your trunk to display them or set up a table. All the Four owners are looking for parts or spares for parts so bring on your merchandise and give them something to do for two days of just looking to see everything. You bring it - and let someone else haul it home.



Paul Pierce in his shop with his old and new motorcycles.



1929 Indian Four owned by Paul Pierce of Oxford, Michigan.

The Story of My 1929 Indian Four

by Paul Pearce of Oxford, Michigan

My long lifetime of motorcycles began in 1935 when I purchased my first motorcycle. It was a Harley Davidson JL, 61 cubic inches. It did not last long as the next spring in New York State the weather was still miserable and made motorcycle riding next to impossible. I had purchased this cycle to enjoy riding it on the highway and go places but the weather wouldn't cooperate so I traded it for a 1929 Chevy. I had only owned the cycle for a year and now with four wheels on the ground traveling would be less hazzardless and inside a car with protection to the weather. Although I likes motorcycle riding, luck must not have been with me, for shortly after I traded for the '29 Chevy, it turned nice. This turned me on again to look for another motorcycle hoping that I could find an even better one than the first.

One of my friends had about the same feelings that I did about the weather and he agreed to trade me his Indian Four for my '29 Chevy. The Indian four had a cracked crank case and made things a little difficult for I didn't have too much money and neither did anyone else. Getting that Four back into running order took a lot of work and time looking for parts but I finally managed to get it fixed and running. This is what I had planned for when I bought my first cycle but the bad weather forced me to buy the car instead, but now I again had a cycle and I thoroughly enjoyed riding it from 1936 thru to 1938.

The four gave me no problems but in the Spring of 1939 I decided to buy a Chief for my riding pleasure. I still had the four but I rode the chief from 1939 thru to 1947 when I went into the Service. I had to put my bikes into storage for I did not want to taken either one with me and I decided that the basement was the best storage as the safest place to keep them. Satisified that my machines would be O K should I return home from the service I was ready to go, although I would miss some good riding that I had really enjoyed.

In 1943 I came home on my first furlough and my younger brother decided to show me how to ride the Indian four. I should have known better than to let him without first making sure that he could handle the machine for the first theing he did was take a spill. He wasn't hurt in the fall but the four was left running wide open as it lay on the ground. This of course caused a lot of damage to the engine. Some of the rods came loose and damaged the crankcase. Thus again, the

four was laid up with crankcase trouble just as it was when I first bought her. I returned to the service after my furlough was over with the thought in mind that the four was again in the need of an overhaul when I returned home from the service.

My new wife and I came to Michigan on my next furlough and this was after the war and gas rationing was over. This time home we dug out the Chief which was O K except for a rusted exhaust valve and a few other minor problems. We fixed the valve and thanks to my good friend Herb Kunze, an Indian Dealer in Flint, Michigan, we managed to get some tires, a battery, and a new seat cover. Now that the Chief was back in running order we were ready for our first big trip back home to New York.

We were also planning to go to Hatfield Pennsylvania for the first motorcycle race after the war, but it was in October and the weather was cold and without a windshield on the Chief, it was cold riding without some protection. An Indian Dealer in New York, an old friend of mine helped me to get a windshield and this made all the difference in the world and made the trip much more comfortable. Once we tried riding with the windshield we decided to go to the races after all.

All this time the four is sitting back home in the basement. The first chance I had to look it over and try to start it was after my discharge from the Army and we had moved from New York to Michigan. Many of the parts had been lost and the broken ones needed replacing. So, once again I started looking and digging for parts. This time it was even harder to find parts for they had quit making fours and parts were hard to come by. I finally ended up in buying another machine and using two to make one machine. As bad as I wanted to complete this rebuilding and restoring job I got side tracked and had to forget it for a while. After some time of doing a million other things and tracking down parts I finally got back to the job of restoring the bike. Believe it or not it was 1969 before I finally finished the job. This was a total of twenty six years from the time I got out of the service till I finally had her back in operating order. That one spill that fixed things in the crankcase but good prevented me from riding one of the first fours that Indian actually built, the 1929, but today is a prized possession. The picture at the upper right is the four back in running order after 26 years. I can hardly say that I restored this one in a hurry.

Our thanks to Paul Pierce of Oxford, Michigan for this story of his experience with an Indian four.. Although, much of the time he has owned it it has laid idle in need of repair, but we have seen this bike that Paul has been telling us about and we can verify that it is a beautiful job of restoration. We're sure that others have experienced similar experiences of long processes of waiting and looking for parts and it often pays off to be so patient. When we have printed other articles by various ones describing how to restore a machine, they have usually advised taking the machine down to the last nut, bolt, washer and cotter key and cleaning them up. This cannot be done in a hurry and does the job of restoration as the workers on the assembly line must do putting together a new motorcycle. It clean throughout. Today there is one satisfaction about doing a restoration and even though it takes time and patience, many of the materials used today are better than that which the Indian Company had access to back nearly 30 years ago. So take a little time, 26 years if you like, like Paul did and you'll end up with a better than original or new machine. Editor.



The above picture was taken at the June meet of Rocky Gravelle, left and Mr. Robert McKie, right, who is the Chief Superintendent of the Ontario Provincial Police, and between them a Henderson Four motor that has been altered to what is known as a Heath Henderson. The entire transmission has been removed or cut away and a home made plate welded on with a bearing for a propeller hub. This motor is usable as an aircraft motor or a propeller powered ice sled. We refer you to the Winter Issue of the Four News in which we wrote the article on the ice sled and the motor owned by Terry Barber. The motor that Mr. Barber owns is from the Militaire Motorcycle and was so designed like the automobile motor that the transmission was detachable and an adapter put in its place with a bearing for a propeller hub.

The Henderson Four, like the Indian Four, the upper and lower case included the transmission and was strictly a motorcycle motor or whatever could use the power of a transmission. To put a propeller on it there had to be some modification, and on page 28 of that Winter Issue can be found the ad of the Ballak Company, still in business in St. Louis where the adapter plate can be purchased to convert this motor to drive a propeller. This motor will drive the propeller fine, but its Horse Power rating and R P Ms are hardly enough to power an aircraft.

We also show in that issue pictures of aircraft with the little four in the nose, but Mr. Andy Anderson of Mansfield, Missouri who owns a plane that he built with a Henderson four noted that it takes all the power the motor puts out to get into the air and fly. The motor in the picture above was brought to Toledo to sell to an individual who has several of these conversions.

Too bad more Militaire fours weren't found which could have been converted back to a motorcycle motor instead of modifying the Hendersons or Indians, or Ace's and they are no longer usable as motorcycle motors unless they can be converted again.

NON DRAG CLUTCH FOR INDIAN FOUR

By
John H. Blouch
Terre Haute, Indiana

Editor's Note - for the benefit of all our readers we thought we should give some explanation of a problem experienced by many four owners with the clutch on their Four, and new designs by some of our members to eliminate what many owners have experienced - drag, slippage, improper release, and grabbing. These new ideas in clutches states all this in one word - Non Drag Clutches.

Unlike the automobile clutch that must run dry with no oil or grease, the four clutch runs in a bath of oil. The entire pan covers the crankcase, the clutch and the transmission. The automobile clutch is independent of the oil pan and also separated from the transmission and the gear lubricant.

The four clutch is made up of several parts which are quite similar to the car clutch, yet quite different. Bolted to the transmission end of the crankshaft is the flywheel which is the main part of the clutch. It is from 10 to 12 inches in diameter and on the transmission side hollowed out for the clutch assembly. At the bottom of this hollowed out area is the inside face of the clutch where the friction of this face turns the transmission through the plates of the clutch. In the outer rim of the flywheel are six equally spaced grooves cut in the into the inside of the rim or walls of the hollowed out area. These grooves are machined in the rim as a further positive drive for the parts of the clutch. Into these grooves fit ears or six equally spaced rings with drive ears that turn with the flywheel. The first ring has a facing with an asbestos facing rivited on. The grooves do not extend to the face of the hollowed out area, but an eighth of an inch is turned out at the bottom of the grooves to allow room for the chips when cutting the grooves. Therefore the first ring does not necessarily have ears fitted into the grooves on account of the relief area.

The next ring in has ears fitted into the grooves. Then comes the clutch plate which is about 3/16s in thickness but has ears fitted into grooves on a plate on the transmission shaft. Then on the clutch is another ring eared into the flywheel, and finally the last ring or plate with a lining turning against the pressure plate the last part of the clutch and is eared into the grooves of the flywheel. The clutch plate is the only part keyed to the transmission shaft. Since this whole assembly runs in oil it might be seen why it could be grabby, or slow to release especially if parts are worn.

Some members have stated that this clutch will work fine if the operator is not in to big of hurry to shift gears on the highway. Especially, when the four is operated like the automatic bike of today and even then they don't want to give them time.

The flywheel that we have explained here is in the 1938 and later models. Prior to 1948 the flywheel was not grooved but all parts were put in place and the pressure plate had fixed pins equally spaced six around the outer edge. These pins lined up with holes in the rings and the flywheel. They were just outside the outer edge of the clutch plate. They worked similar to the ears in the grooves but the later design proved more efficient.

Regardless how well this clutch design worked it was considered a draggin clutch and some of the technical minds of the Four Club went to work on something new and better. Neoprene, a product of Goodyear was experimented with and the results quite satisfying. The number of parts in the clutch were simplified in number. One type of this neoprene design utilized one ring against the facing of the flywheel and the clutch and another drilled with holes, two rows around the circumference of the ring. Into these holes were forced round neoprene plugs that extended about 1/8th of an inch on either side of the ring. The ring between the pressure plate and clutch was process in the same way. However, the first ring against the flywheel was rivited to the flywheel. The clutch is plain with no facing. This clutch is a very quick acting clutch and non-drag.

A second version of this neoprene type facing is one in which the first ring is rivited to the flywheel but is left smooth with no neoprene plugs. The ring next to the pressure is eliminated for the neoprene facing is now put into the clutch itself. Instead of drilling it full of holes neoprene pads are bonded to the clutch plate. These are not round but in segment form around the face of the clutch with about a 1/4 inch spacing

Neoprene is not effected by oil and either of these designs of the non-drag clutch have been successful for those who have installed them. Now we come to a slightly different design by John Blouch and Joh is suggesting it as a do-it-yourself manufacture of a non-drag clutch.

By John Blouch-

We realize from the start that many of you will be skeptical and may, after reading further, decide what we have to offer here is no good.

Many of you have had so many bum suggestions and had so much clutch trouble that you won't even be interested.

To those of you who are not satisified with a clutch that won't release properly, grabs, slips or is terribly hard to release, read on.

There are a few Indian riders who have solved their clutch problems and perhaps some who have never had a problem.

It has bee n our experience that nearly all clutches that run in engine oil, do not release properly.

There are exceptions of course, but this article is directed to those who do not have the problem solved and would like to inexpensively.

Before we go too far we want to hasten to perhaps worrect a false impression we are making here.

This is not a new subject and much has already been written about it and, in fact, the problem has already been solved by other members of our club.

We are writing this because we have found a slightly different approach to the problem which may appeal to some of you.

Most four cylinders Indian riders are familiar with non-drag clutches which have been made available by other members.

The one we have come up with is quite simple and inexpensive. It is one nearly anyone could make for himself.

We have two which have been in operation now for about 3 years and even though they still work wonderfully we would by no means want to unequivocally say we have the answer but we can say that they sure work good.

If you have the latest type clutch which has notches or grooves in the fly wheel, you already have most of the battle won.

If you have the earlier model clutch it will be necessary to have the grooves machined in the flywheel and little lugs will have to welded onto the pressure plate so you will have the latest type flywheel and pressure plate.

From then on its simple. The first thing you do is discard all the clutch plates and linings so that you have nothing whatever except the bare flywheel and pressure plate assembly.

Next you will need two of the steel clutch plates that have the lugs on the outer edge. These lugs fit into the grooves in the flywheel.

Place one of these plates in the flywheel and press it all the way to the bottom of the grooves. Here you will notice that the lugs are no longer in the flywheel grooves, and here is the only place where you have to, maybe, use a little ingenuity.

The lugs will have to bent slightly and, perhaps, lengthened just a slight bit by welding on the ends.

Care must be taken so that the work done here will not distort the plate. Do whatever is necessary to prevent this plate from turning and still lay perfectly flat.

No comes the one part you will have to make. It's the driven plate. Here you should have one inner clutch plate from the latest model clutch. They are slightly larger on the outside diameter.

Next get a piece of 1/4" thick flat steel, lay the inner clutch plate on it and scribe around it.

What you are going to do is make an inner clutch plate just the same size as the one you have except it will be 1/4" thick.

Cold rolled steel is O.K. It will no doubt last for years because the only part that is going to wear are the inner lugs which are $1/4$ inch thick.

If you think the cold rolled lugs won't last, then have them case hardened later on.

After marking the size of the new plate it can be sawed out on a metal cutting band saw using a $1/4$ " blade.

If you are real careful you won't need to do any machining but in our case we did machine the outer circumference.

The inner part can be sawed out by first drilling a hole in the plate, cut the band saw blade, insert it through the hole and re-weld.

The inner part and the lugs should very carefully file fit so that it will slide on its hub with a good easy fit.

What you have now is one driven plate exactly the same size as your sample except it's $1/4$ " thick.

The next operation is to drill approximately $9\frac{1}{4}$ 11.32" holes equally spaced.

Spacing is approximately as follows:

Hole spacing for outside row is $1\frac{1}{2}$ "

Center of outside holes $7\frac{1}{32}$ " from rim

Center of inside holes $21\frac{1}{32}$ " from rim

Inside holes exactly centered between outside row.

We realize it may be difficult to get the spacing absolutely perfect and you may wind up with one or two holes than the $9\frac{1}{4}$ mentioned.

The point is you don't have to worry about absolute spacing because it isn't that important.

The next step is to fill up these holes with something. That something is stuff that looks like round rubber.

Its not rubber, it's a product called Viton. Its in the neoprene family but it's not neoprene.

It will stand up to 600° F. in hot oil; gasoline, acids, etc. will not effect it. It may be purchased from firms dealing in "O" rings and "O" ring material.

We purchased our from a firm called Bearings, Incorporated. They have stores all around the United States and can order this material for you.

It is manufactured by Stillman Seal Division of Sargent Industries, 5811 Marilyn Ave. Culver City, California 90230.

Just be sure it's VITON.

You are going to need about $9\frac{1}{4}$ pieces $3/8$ " in diameter by $1\frac{1}{2}$ " long which, by quick calculation would indicate 1 piece $3/8$ " in diameter 47 " long.

Better get about 50" so you will have some extra.

Rig up some way to very accurately cut into $1\frac{1}{2}$ " long pieces. Be sure edges are squarely cut.

Next insert these into the holes in the plate. This is somewhat difficult but you'll find a way. Use oil, gasoline, pliers, or some other method; chamfer the holes.

Insert them so that they protrude the same distance on each side of the plate and get them as uniform as possible.

A little unevenness will not hurt a thing but if you are finic ky you may want to find a way to machine the ends to perfection.

Don't worry about these little rubber looking things slipping or moving in the holes. They won't ever move once they are properly installed.

Now comes the assembly -

1. One steel plate is already in fly wheel.

2. The new plate goes next.

3. Use clutch plate just like the one first put in fly wheel except you don't have to do a thing to it.

4. Pressure plate use only 12 springs.

You now have a single plate clutch that will work beyond all expectations.

It will release perfectly, engage smoothly, and won't slip.

To test it for release try shifting the gears into first, second and third while standing still. If this can be done with absolutely no noise you have good release.

Very often the release is too good and you may have to momentarily engage the clutch or roll the machine forward or backward in order to get something in there to turn a little in order to get the gears to mesh.

If space will permit we will exhibit a drawing of the driven plate described in this writing or possibly a segment full scale.

Recapping -

1. Use late type flywheel with grooves.
2. Obtain 2 only, late type driving plates as a template.
3. Obtain 1 late type, driven plate to use as a template.
4. Discard all other clutch plates, linings etc.
5. Use late model pressure plate or weld lugs on earlier model.
6. Use only 12 springs.

We have hesitated to write about this before now because of the unpredictable things which pop up when one attempts to do something like this.

In spite of the fact that its been no big deal we would not recommend that you try it unless you have a pretty good idea of what a clutch is all about, because there are sure to be a few little variations peculiar to each individual clutch which might louse things up for you.

However, if you like a little challenge and are the type who only needs a hint or two without the details, you will have no problem. In fact, you will no doubt see things that we have overlooked to make it even better.

Editor's note -

We have shown on the next page a third portion of this clutch plate and the holes and on the same page a scaled down complete ring. We offer a suggestion to which we believe that Mr. Blouch won't mind that will help in laying out this clutch on the cold rolled metal. Whether you use an old plate to scribe around it or draw the entire layout on the metal our suggestion will be of tremendous help.

First secure the cold rolled steel flat piece and clean it thoroughly on both sides. Take a felt tip pen like the felt tip magic markers especiall one which states permanent ink, and rub the black ink over the entire surface. This is similar to the layout ink they use in machines shops. If your steel is sheared square draw diagonal lines from corner to corner. If it is not square but irregular in shape, find the center the best you can. Center punch the center. Then take your dividers and scribe the circles as shown on the drawings for the outside diameter, the inside diameter, the holes center line and the ears in side for the clutch spline. Scribe in all the lines and with the surface covered with the black marker ink, it is easier to read. Wherever you have to set the divider for a center mark, it is best to center punch it. When drawing the positions for the ears in the inner circle I suggest you put to practice something you did as a kid in school, draw a daisy with the dividers. this divides the circle up into six equal parts which will be at the right positions for the clutch shaft. Center punching the points of this flower or lug location helps keep the spacing accurate. It best not to make the center punch marks for the holes unless you are absolutely sure you have them fairly accurate when you step off for the 47 holes in each line of holes. If you make a scribe mark and its wrong, go over it again with the felt marker and make a clean surface for another mark.

All Holes $\frac{1}{32}$ "
Insert $\frac{3}{8}$ " round
 $\frac{1}{2}$ " long Viton
plug

47 Holes
each row
equally spaced
94 Holes both rows

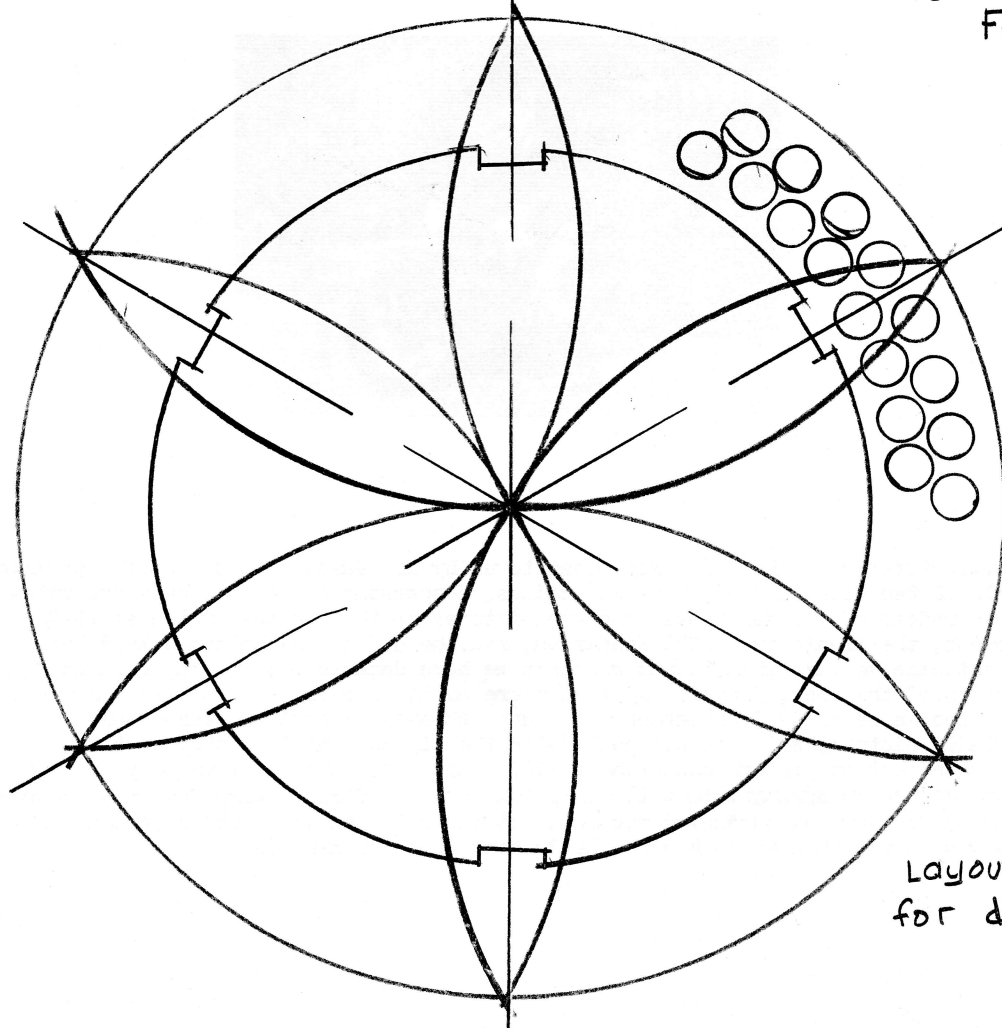
COLD ROLLED
STEEL $\frac{1}{4}$ " THICK

$6\frac{1}{8}$ " DIA.

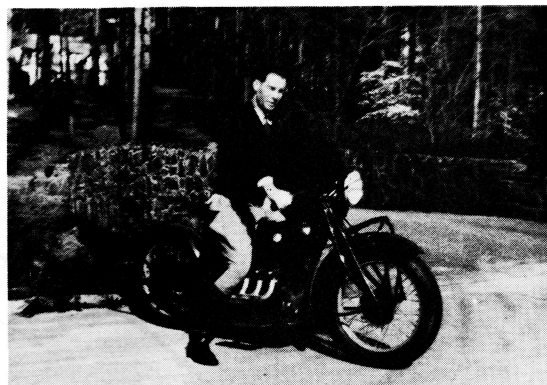
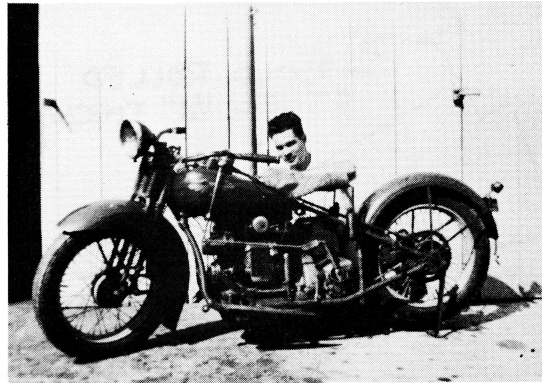
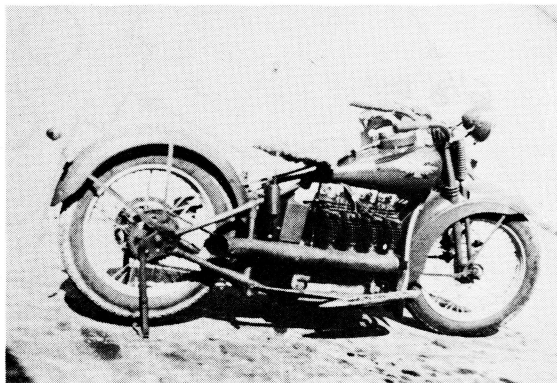
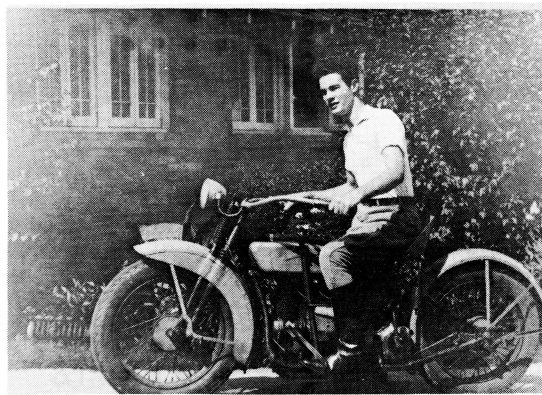
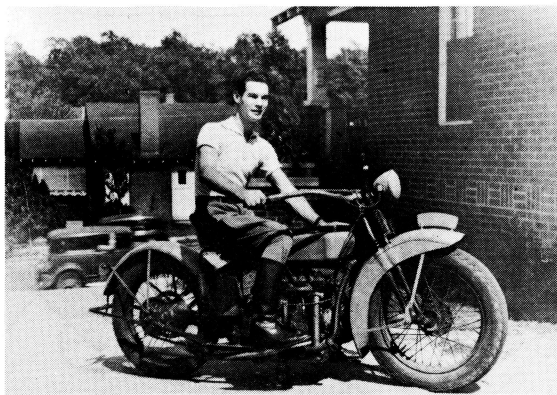
$5\frac{25}{32}$ " DIA.

$8\frac{3}{16}$ " DIA.

$\frac{1}{3}$ Clutch segment
Full scale



Layout pattern
for dividers



The five pictures on this page were sent to us by Mr. James H. Boucher of Hapeville Georgia of two young men on some old Indians, Hendersons and on the back are dates or year models of the machines. The two pictures at the top are listed as 1927 Henderson, the middle two, 1931 Henderson, and the one at the bottom a 1927 Indian. From articles we have printed and research we have done to print a story on the evolution of the four, I would say that there could be some doubt on the two pictures on the top as being 1927 Henderson, but more probably an earlier year model. The middle pictures we would not doubt with the big Schwinn X on the gas tank. However the bottom picture cannot be a 1927 Indian, for the Ace inventory of parts did not arrive in Springfield till early 1928 and the first Indian four put together that year was just an assembled machine. It was still an Ace with an Indian decal. Now there, I've stuck my neck out - let's hear from the experts.

A DIFFERENT SET OF VALUES

Some of the older members of the Four Club can probably remember when they could walk into an Indian Dealer's Show Room and see a brand new Scout, maybe a couple of Chiefs and a Four or two, and the sale price of any one of these new bikes under \$500. Also if this dealer did any business at all he usually had a few used bikes and out in back, some junk parts that one day he would sell to the junk dealer and the whole pile might bring \$10.

Today, walk into any motorcycle dealer's show room whether it be Harley or any one of the foreign makes and the price tag are twice these amounts. Today there are a lot of used machines that can be purchased but many want to order that brand new one with no milage on it.

There is still another type motorcycle that is somewhat in demand today and according to the old saying "what is one man's junk is another man's fortune" can be stated in still another way "what is one man's junk is also his fortune". The individual that gets the bug to look for anything in the antique line whether it be cars, motorcycles, or furniture, there are those who also know they are coming and ready and willing to sell as is for a PRICE.

We read a story in another magazine of an individual who was much younger when the Four motorcycles were yet being sold and yet old enough to well remember the price and details of the deal. He saw the new owner try the machine out and had a ride or two on the back finding out how well the four could ride the highway. Then after some years he moved from that community and lost track of the friend who owned the four. Well some time later he had gone to an auction sale of farm machinery and there among the stuff was an old rusted four. He was much more interested in the machinery but when it came time for the bidding the owner threw in the old motorcycle to entice a little more interest. So our buyer bought the machine and the farm impliment and took it all home to put with some other machinery he had bought for parts. The old four was put with all the accumulation he had to rust even more.

When he saw the man from whom he had bought the four he learned that this was the same machine he had seen several years before but the owner had deceased and left the machine idle all this time sitting outside with no protection from the weather. He had no intentions of riding it but thought maybe some day someone might like to buy it and restore it.

So now our story turns to another individual that most of you well know, the motorcycle enthusiast who spends weekend hunting down all leads and rumors looking for bikes in haymows, garages and basements. He doesn't always tell his wife where he's going but when they go for an afternoon of pleasure riding, she should know by now he'll never stop looking and is always perpetually looking for a rare old bike. They may ride along looking at the countryside for hours and then all of a sudden stop in a small community and inquire about a certain individual and an old bike. She may have thought for just once, he really was pleasure riding and suddendly he was heading in a certain direction all the time. A few words may be exchanged but a promise not to be long and she's heard this before. The service station operator or other person he has contacted does remember something and directs this eager buyer to a farm a couple of miles away to our friend with the rusty bike.

Now what might have been just a few words of inquiry is now a time consuming jaunt for he must see the bike. He contacts the man and verifys the rumor.

Customer. "Sir, I understand you have a 1929 Indian Four you might sell."
Owner. "Yup."

Customer. "What condition is the cycle in?"

Owner. "Not good."

Customer. "How bad?"

Owner. "Motors missing, some parts taken off but are there, and rusted."

Customer. "Do you know where the motor is?"

Owner. "My nephew has it but I don't know what condition it's in."

Customer. "Does he live nearby?"

Owner. "About 10 mile away."

Customer. "I'd like to see the bike."

Owner. "Are you sure your interested because its back in the woods."

Customer. "Well, yes."

Owner. "O K, we'll go back in the pickup."

Customer. "You were right, she is bad and will take a lot of work."

Owner. "I try to be honest."

Customer. "The motor's been removed but is available, she'll need new tires, the seats shot and needs recovering, and the motor probably needs an overhauling."

Owner. "Mister, I seen this bike brand new and I bought it as it was and now is, so I really don't need a run down on how bad it is or how much fixin it needs".

Customer. "This is a good healthy attitude on your part, so I feel you being so honest and all, you'll probably sell as is at a very rock bottom junk price."

Owner. "Yup."

Customer. "O K, how much will you take as is"?

Owner. "\$600

Customer. after being revived with a little creek water and sort of collected in his senses, a nd in a week voice says, "I'll take it."

He tells the owner he'll return home and rent a trailer to haul it and then the owner tells him that if he'll help, he'll bring it up to the house in his pickup the next weekend, and in the meantime he'll contact his nephew about the motor. He had sold it to him a couple of years back to make a car but he doesn't think he ever did anything with it. They have consumed better than an hour so when the guy gets back to his car the wife is too a near burn and is just tired of sitting. He's real excited and wants to gab about it all the way home but she couldn't be less interested. Except, did he buy it and how much did he pay for it. Now then our story takes on a little different color for when she hears that he paid \$600 for a rusted piece of junk, he has to use some diplomacy to get her to see the value of this purchase and after he has it all restored, does she realize what he can get out of this priceless antique. Why, they're paying nearly \$2000 dollars for old Indian Fours that have been restored and this one's

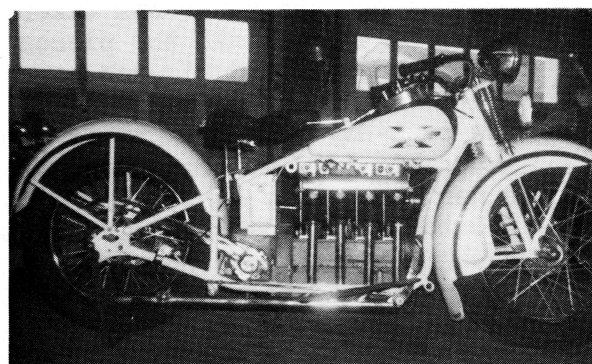
an old 1929 model the first real four that the Indian Company actually built. By this time the farmer has had a chance to think about the deal a little and has another proposition to offer. The gentleman needn't come all the way back to help load the machine for the nephew isn't too far away and they can load it. He'll bring to his home, load it and all for \$50. The buyer agrees and takes off for home. All the way home he tries to convince her of his priceless buy but without little success. Her pet peeve is that he promised this would not be a motorcycle hunting trip and they would go somewhere else for a change, but he knew all along what and where he was going. They finally get home and he agrees to consider her for the next several weeks and forget looking for parts or machines since he has now finally found one.

Since he made arrangements with the farmer for the machine to arrive the next weekend he plans to re-arrange a space in the garage to work on it, however the farmer calls before the weekend that it has rained and will prevent him from getting back in the woods for a week or so. Finally after 6 weeks or so the farmer arrives with the machine and the buyer has taken a little vacation to keep the wife happy. No one at home, he unloads all the pieces right in front of his garage door. The buyer had paid him in advance and his job was now to deliver the merchandise.

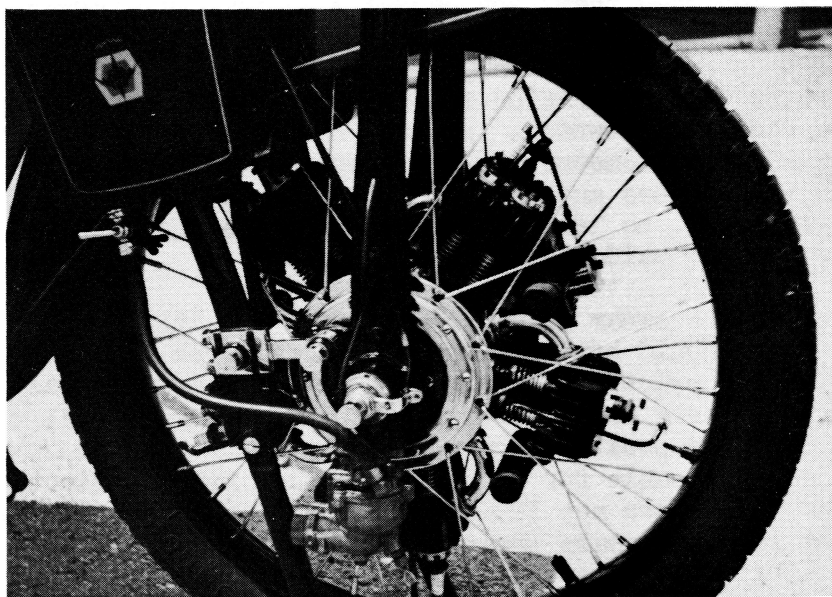
The next day the guy arrives home and there before his garage door is a pile of rusty junk, his 1929 Indian motorcycle. This is the first time his wife has seen it and a new war breaks out. Did he spend \$600 for this pile of rust and junk plus an extra \$50 to have it delivered. Did he realize that she has hounded him for new carpet in the living room and he said they couldn't afford it, and now this mess. He hadn't had time to clean the garage and rearrange it for this day of delivery so now he must do it although it laid there all the night before. He got it all in and gave himself plenty of room to begin work on this priceless antique. After he has had a chance to show her all the possibilities of this old machine and several he knew that had restored them, she became a little more agreeable if he would now spend more time at home and work on it to get it restored. For a while he surprises her and spends every spare moment brushing and cleaning right down to bare metal. This part of the restoration is the most important part if you're going to put it back to show room newness. However he has not told her that the motor will have to be worked on by someone who knows motors better than he does and there will be some parts to purchase and the price for the restoration another few hundred dollars. But remember, he tells her, this priceless antique will be worth twice to three times what he paid for it.

Possibly the moment back when he asked the owner how much he wanted for it and he fainted dead away, was the moment he should have realized the difference in the sense of values for as a new machine its price may have been under \$500 new, but as a rusty piece of junk its value was set on a re-manufacture of the machine after, he processed the raw material. Nature's deposits of rust like the impurities in the ore must be removed to make the iron usable for production. Also man's neglect had added more problems for all the parts were not 100% complete, some had been lost. This meant more search which might last for years trying to locate parts if available. What happens in this case, often interest is lost and someone else may purchase the priceless antique for the same price less the \$50 spent to get it hauled. Now the set of values will again change for the new buyer wants it to re-sell for this is his business. Some ambitious buyers go after such projects with zeal like this man did when he came too after hearing the price and states that he'll take it. Regardless who might buy this old machine - the one he actually sees the restoration in all its beauty after hours of labor to restore that showroom beauty and even more so, this man will know the value of the finish product and the wholesale price he paid for it. He will not know any loss in price or the finished value, for the reward will be what others think of it and what they will pay for it. This makes the difference in the set of values. And, it will not be such a surprise that he faints, but satisfaction that the buyer is thoroughly satisfied.

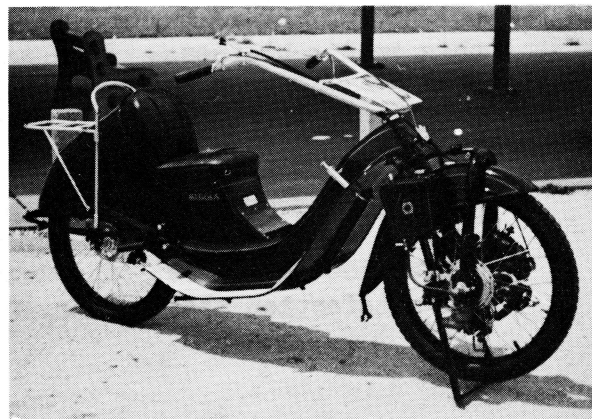
Trophy winners at the Perkiomen Chapter of the American Motorcycle Club of America meet. Mr. Leon Slifer, who is Sec. and Editor for Perkiomen Chapter is also a member of the Indian Four Club. His machine took first place in "best restored and original machine."



Super X Henderson owned by Fred Provin of Newark, Ohio.



A rare bird - 1921 MEGOLA, a German built bike. No longer built, this 5 cylinder motor wheel was not a radial engine as such, but a rotary engine in which the cylinders revolved and the crankshaft stationary. It has no gear shift or clutch. Our thanks to Lou Lichva for the very clear and detailed photos of this unusual bike



THE AIRCOOLED SINGLE TO THE INDIAN FOUR

In 1876 a German inventor named Nicolas August Otto developed the first successful internal combustion engine that we simply call the gasoline engine. Its invention and the successful production of these engines in this country led to the eventual development of the automobile and a machine in which all motorcycle riders are interested in - the MOTOCYCLE which was the forerunner of the dozens of imports of today, the Indian Four and all its predecessors, the fours, singles, and twins.

After the invention of the internal combustion engine, other inventors took the idea and designed it to a variety of types which included the single cylinders, the twins, the inlines, big and small, plus liquid cooling and aircooling. All sorts of contraptions were designed with wheels to harness the power of the one lugger, big flywheels and water cooled, to propel this machine down the road for a joy ride. Such a machine had to be large to carry the big engine and was surely not practical for power for a bicycle.

Since the big gas engine was not practical for the bicycle, such an idea was not about to go undone. But, before we get into the bringing together the aircooled single motor and the bicycle, we would like to mention some facts about the aircooled and the liquid cooled motors. The aircooled motor could be built much more compact and smaller because it needs no water jacket. In the early years of the single cylinder aircooleds a piston of about 2 inches in diameter was about as small as they were made, whereas today the very small model airplane, model boats, and small racing cars have aircooled engines that have pistons no larger than your index finger. These small engines are of the two cycle variety and turn up 12 to 20 thousand R P Ms top speed. These motors generally have a threaded cylinder that screws into the crankcase. Often the cylinder and cylinder head are one piece such as some of the rotary power mowers. The Clinton and Briggs and Stratton 4 cycle motors power practically all the rotary power mowers and have bolt on heads. The aircooled motor eliminates the expensive big machinery cost necessary for machining the complex water cooled blocks plus the intricate molds and cores necessary to cast the larger motor blocks. There is however one disadvantage of the aircooled motor with all its compactness and simplicity of design, that of the higher temperature cooling and greater expansion which means tighter nuts and bolts. The liquid cooled power plant like the automobile motor operates at a cooler temperature and although it requires design of large size and is more practical designed in 4, 6, 8, and even 12 cylinders producing more power and more speed. However, there could be some dispute at this point for many World War II aircraft with up to two rows of 9 cylinders and one experimental job of several rows, all produced a lot of horsepower to carry the tremendous loads of bombs and equipment during the war.

Getting back to our comment of a practical motor for a bicycle in those early days of bicycling, the small one cylinder aircooled motor was just right to adapt to a bicycle frame providing the motor could produce enough power and keep running at near idling speeds. A young inventor and precision machinist Oscar Hedstrom from Middletown, Connecticut was in New York with a display at Madison Square Garden. He had built a pacing machine and it had an aircooled motor that would start easy and keep running. Another gentleman, George Hendee of the Hendee Manufacturing Company, of Springfield, Massachusetts, builder of bicycles was attracted to this exhibit of Hedstrom's and was very much interested in this little power plant that seemed to offer no trouble in operation. Hedstrom had adapted a carburetor of his own design, and after a demonstration of easy starting and speed of the spunky little motor, Hendee told Hedstrom of an idea he had of putting a motor on a bicycle. A lasting friendship was formed as well as a partnership, for Hedstrom returned to his home in Middletown to design a method of adapting his small motor to a bicycle with positive drive and plenty of power.

The design was completed and the bike ready for tests. Satisfied that his motor powered bike would meet any test and with power to spare, Hedstrom packed up his new creation and headed to Springfield, Massachusetts. The news was spread of a demonstration and a crowd lined famed Cross Street, Springfield's steepest slope, 19% grade with rough surface, Oscar Hedstrom preformed uncanny demonstrations before the crowd watching from the sidelines.

From slow starts he climbed the hill easily gaining speed all the way, and with deliberate slow downs, the bike showed plenty of power to pick up and go over the top with out any motor trouble. Hendee and Hedstrom quickly let it be known that Springfield was to have a new industry with a great future. In tribute to the original inhabitants of this country, the new partners announced that the name of the new motor powered bike would be the Indian Motorcycle. The first year of the new company, 1901, The Hendee Company produced 3 motor powered bicycles. Production really got under way in 1902 with the production of 143 bikes. Hardly had a dozen of these machines been sold when a problem arose that was to be a problem for the company for many years to come. Orders flowed in so fast that the company was unable to keep up with the demand for Motorcycles. The performance of the Hedstrom design and Hendee built Motorcycle with its chain drive and positive power motor, proved it a superior machine over other makes.

The racing and competition bug hit the Indian Company from its beginning and its sole interest was to build a bike that would win all the competition. The motor used by Oscar Hedstrom was the Aurora single cylinder built to Hedstrom's specifications by Aurora Motor Company of Illinois. This little single cylinder turned up 1 and 3/4 HP. By 1906 the motor was redesigned and the horse power increased to 2 1/2 HP. By 1907 another motorcycle was added to their line - the 3 1/2 HP Twin, two cylinders. Production had increased to the point that their motor supplier was unable to keep up with their demands for motors and Indian decided to go into motor production. By 1909 the Indian Company offered a 7 1/2 HP twin and the 5 1/2 HP medium twin. All these bikes led Indian in the competition field and the more races their bike won the greater the demand for Indian Racers. Before we leave this history of the early Indian motorcycles we would make mention of a new motor design announced in 1915. When Indian announced its 1916 models in September of 1915 it rocked the industry with a sensational history making announcement. The world famous Hedstrom motor and carburetor had become obsolete with newer designs and now in 1915 Indian announced a new power plant, a side valve engine with L head cylinders, called the Power plus motor.

The new motor was the brain child of a well known motor engineer by the name of Charles Gustafson Sr. who had done some pioneering with side valve motors with Reading Standard along with other companies that had similar designs. The Power Plus engine helped Indian keep its dignity and winning record in the competitive racing field.

We leave the further developement of the Indian twins which all began with the old Aurora single cylinder motor and the many design changes in the lower all bike such as the frame. There had to be a beefing up of the frame to carry the heavier motors thus the motorcycle soon became more of a motorcycle and lost its appearance as a bicycle.

Since our title states "From the Aircooled Single to the Indian four", we must next begin to look for the developement of the four since we brought the history of the Indian Company up to around 1916. However, we must back up our history a bit to what might be termed the first air cooled four cylinder engine. One of the first completely air cooled engines was not built especially for a motorcycle but an early automobile, the Franklin. The Franklin Automobile was also quite different from the many automobile companies of that time in that the metal aluminum was used throughout this car. This was an all aluminum motor with sleeve cylinders. The first motor cycle to be designed with a four cylinder motor was not an American built machine but the F N made in Belgium. Look in the Winter issue of 1970, page 39 in which we ran the story and pictures of a F N owned by Victor Huguenin of

Galion, Ohio. The first American company to begin manufacture of a four cylinder motorcycle was the Pierce around 1909. Then somewhere between 1909 and 1911 the Militaire Company of Canada moved its operations to Cleveland, Ohio and began the manufacture of the Militaire Autocycle. In the last issue of the magazine we went into the history of the Militaire and its later machine, the Militor.

Also in 1911 another company started to build a four cylinder motorcycle which was later to have an effect on the Indian Motorcycle Company.

In Detroit, Michigan on Jefferson Street a new Motorcycle Company started the manufacture of four cylinder motorcycles, The Henderson Motorcycle Company. William Henderson was to become a well known figure in the history of four cylinder motorcycles. The Jefferson Street address could very well have been the factory for the manufacture of the machines and the downtown Elizabeth Street address, the office or sales room for Henderson Motorcycles.

The next statement we make we do not give as the gospel truth, but offering the following as items of though regarding manufacture of automobiles and motorcycles in that day gone by. Remember how Indian purchased their first motors from Aurora Motor Company in Aurora, Illinois, well many of the early automobile manufacturer's purchased semi finished parts and assembled cars from pre-manufactured parts. An old car built in the hometown of the editor, Findlay, Ohio was also the home of the old Grant Automobile. They built two cars, a four and a six. The fours had a motor that was shipped to Findlay in parts from a plant in Detroit known as Michigan motors. This was the well known Continental Red Seal motor. They later changed designs of their automobile and went to a six cylinder motor made in Waukesha, Wisconsin and known by the name of a Waukesha engine. This motor was purchased as a complete motor and assembled in the cars. Many of the early automobiles, and the list is almost endless, were more or less assembled cars and not totally manufactured as we know cars today

Now we're not saying this was the way with the motorcycle for we might stir up a heap of argument but there are certain facts that can cause us to think either way. Henderson began manufacture of his motorcycle in Detroit, Michigan, the home of many basic manufactures who sold parts to the finnish manufactures. Henderson continued the manufacture of his motorcycle till 1918 when financial troubles plagued him and he sought a buyer for his top quality motorcycle. At this time his was about the only one left of the four cylinder field. This machine was an all around bike, for it could be used for pleasure riding, racing, cross country, and even police work. But for some reason or other the racers preferred the competitive and proven Indian. The Excellsior Motorcycle Company of Chicago had also run into financial troubles and sold out their interests to the great Schwinn Bicycle Company of Chicago. This gave the Schwinn Company a good field in the two wheel vehicle business with a good bicycle business and now a single and a twin in the motorcycle field.

Then along came Will Henderson with a proposition to sell out his motorcycle company, for financial troubles were plaguing him and his machine was a four cylinder machine, different from the single and the twin. A deal was made and Schwinn moved the assets to Chicago. Since they were now marketing the former Excellsior machine and now called the Super X, the acquisition of the Henderson Four now became the Henderson X. Up in Milwaukee, Wisconsin was still another manufacture of Motorcycle known as the Harley Davidson, but it always had remained a twin cylinder machine. Schwinn now had the edge on the field with everything the motorcycle riders could ask for. Singles to fours. Indian was far away in Springfield, Massachusetts, and offered little competition to this fine line of machines by Schwinn.

When Henderson sold out to Schwinn, there was a further part in the deal. Henderson and his brother were to work for Schwinn now in the engineering department. Thus in 1919 Schwinn began its first production of Henderson bikes. This partnership was not to last long for some indifference rose between Schwinn and Henderson and Henderson left Schwinn with a thorough knowlege of the motorcycle and some new ideas that were not accepted by Schwinn. In 1920 Henderson took to the road to seek new financial backing.

Schwinn had the most complete line of motorcycles and little or no competition in the four cylinder field. Henderson evidently still strongly believed that the four cylinder machine was still the best all around machine and very determined to get back into production. Henderson would give Schwinn that competition with a bike that he would incorporate his new ideas for more speed.

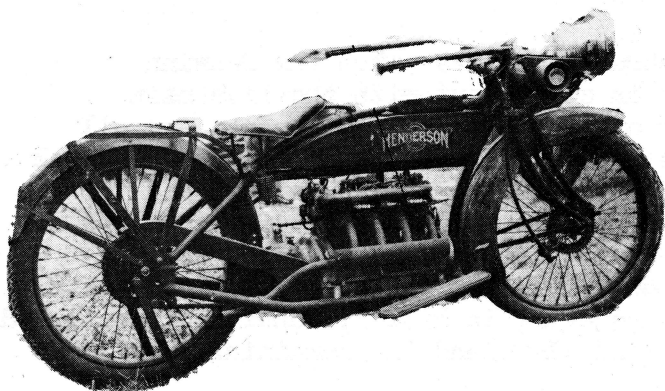
Henderson found his backing and set up a new motorcycle company in Philadelphia, Pennsylvania. The new company was the Ace Motorcycle Company and in 1920 produced the new Ace Motorcycle. It had some of the lines of the Henderson but enough difference that it was not a carbon copy. Sales of the new machine went fairly well the first year under Henderson's leadership at the Ace Company, then another plague of bad luck hit this new company. In 1921 Will Henderson was hit by an automobile while riding one of his own motorcycles, and did not survive the accident. This was a blow that the company was not to survive to much of a future. Immediately following Henderson's death present company personnel took over the operation. As we stated facts about Henderson's operation when he was in Detroit, whether or not he purchased parts and assembled a machine, there is some evidence that either there was a large inventory of purchased parts machined or unmachined, there was a large inventory of parts in Philadelphia which evidenced an expected a large sale of motorcycles. The Ace company did have a complete factory for there were departments of machine shops such as grinders, lathes, drilling and assembly. Therefore we would not say that many parts were purchased and just assembled, but that Ace did manufacture its motorcycle.

Following Henderson's death the company passed into the hands of several owners. In 1924 or 25, a move was made for less expensive quarters to set up manufacturing, and the Ace Motorcycle Company moved its assets to Blossburg, Pennsylvania in a former tanning factory. Machinery was set up and production proceeded as usual. One of our Indian Four Club Members, Mr. Phillip Picard of Quebec City Canada told us that he went to the Ace Plant to secure some parts for his Ace and at that time saw Ace machines being built. He did not get to see any machining done. This was in 1925.

As before, when Henderson found himself in financial troubles, the Ace Company was in the same trouble and filed bankruptcy with the right to reorganize for manufacturing. Another move was take place and this time it was back to the home of where Henderson began his manufacture of motorcycles. Under the reorganization under bankruptcy the Ace Company moved to Detroit, Michigan to the Michigan Motor Company and the production was resumed under the name of Ace Motorcycles. Here, it has been stated that machines were assembled from the inventory of parts.

At this point we should mention that another new comer into the four cylinder went into production in Cleveland, Ohio in 1925 known as the Cleveland Four. This production lasted till 1929 and the Cleveland Motorcycle Company ceased production of a well known four, the Cleveland Tornado. Thus up to this time from 1925 to 1929, there were three four cylinder motorcycles on the market. This included the Henderson X still produced at the Schwinn Company, the ace four and the Cleveland four. 1929 was a year for troubles of many companies for this was the year of the market crash and the bank mortorium.

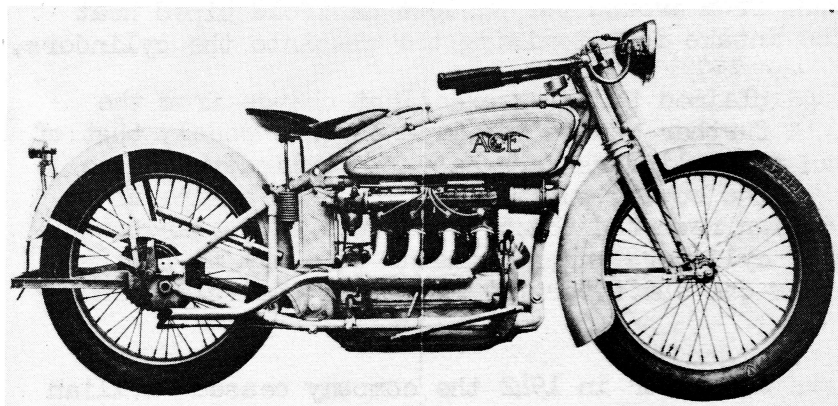
At Michigan Motors in 1927 a deal was in process which was to be a turning point in the four cylinder field. Representatives of the Indian Motorcycle Company were dealing with the owners of the Ace Company and in March of 1927 the entire inventory of Ace parts in Detroit and rumor states that an inventory of parts was still in Philadelphia, were all moved to Springfield, Massachusetts to the home of Indian Motorcycle. When this shipment arrived there were a number of completed machines which were tried out around the Indian factory. In the Spring showing of new machines the Indian Company showed for the first time in 1927, the Ace machine carried the decal of Indian Ace. This was known as the assembled machine. In 1929 a change in motor design was to take place and timing was to be of essence. From the beginning Will Henderson built a motor with a three main bearing crankshaft,



The above cycle is truly Henderson for it is a 1917 Henderson that was built when Will Henderson still was manufacturing in Detroit.

The old Excelsior Plant in Chicago where Schwinn continued Motorcycle production

Below - The 1924 Ace built at the Blossburg, Pennsylvania plant. The between the frame tank didn't change till several years after Indian made a design change.

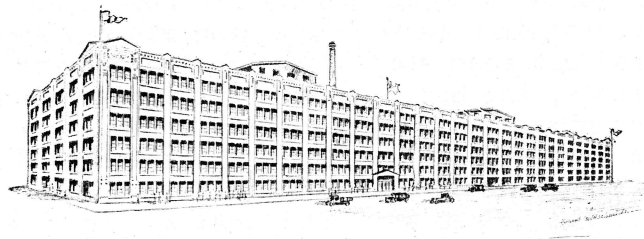


Our thanks to Lou Lichva, Philip Picard, and Paul George for materials on the Ace and Henderson.

In the picture below is the Blossburg plant where Ace moved from Philadelphia for might might be termed today as an economy move or austerity program. Shortly after the Company became bankrupt but production continued.

Although often called the Henderson this bike the Schwinn built four around 1932

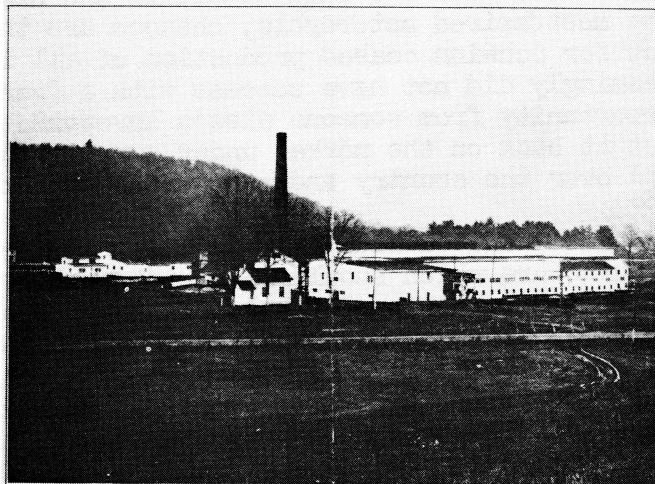
Immense Modern Factory of the Excelsior Motor Mfg. & Supply Co. located at 3701 Cortland St., Chicago, Ill., U. S. A.



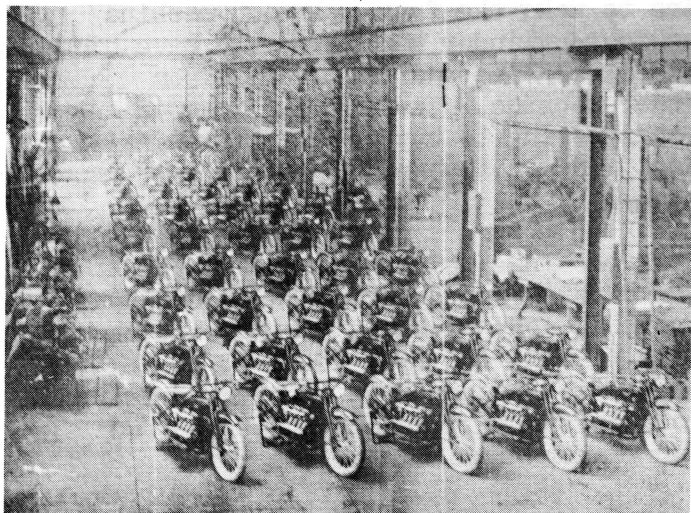
Export Department, 116 Broad St., New York City

Cable Address—"AUTOCYCLE." All codes used.

Birdseye View of "ACE" Factory at Blossburg, Pa.



Our main plant at Blossburg, Pa., has a Floor space of over 40,000 Square Feet devoted exclusively to the manufacture of "ACE" Motorcycles.



Police motorcycles made at Blossburg plant

and it remained this design till in January or February of 1929 when the Schwinn Company beat the Indian Company by about 2 months in coming out with the five main bearing crankshaft. This meant a change in upper and lower case, cam, crank, and oil system. Then later Indian did the same. For the 1928 models of the Indian four several other changes were made. The Scout fork replaced the Ace spring plunger fork and the front and rear axles. The new Indian was known as the 401 Indian. The 1928 four was the first actual production four and a continued competitor to the Henderson X. Indian still had its twins that kept it in the competition. Indian was now a real competitor with Schwinn having a complete line of machines. However, in 1932 ?, Schwinn discontinued its motorcycle manufacture and Indian and Harley, and Cleveland the remaining three.

Indian had remained in business since 1901 and made itself an outstanding record in the competition field. The old original owners had passed on and the company in new hands. They managed to live through the depression years of 1929 through 39 and produced fine machines. The four went through successive design changes to make it an outstanding machine. Indian was now the only four on the market. In 1932, after Indian had outgrown some of its racing desires and had gotten into the domestic field so to speak, the began filling multitudes of orders for police departments all across the country. The police wanted a machine with a faster motor than the common machine so a longer duration lift cam was designed for police bikes. It gave more power and thus a faster machine. In 1937 a major design change took place. From the beginning of the fours, the individual cylinder design was common on all fours. Henderson's first machine and all the Ace line had individual cylinders. Up through 1936 all the Indians had individual cylinders. Then in 1937 valve system was reversed with the intake manifold places above the exhaust manifold, somewhat similar to the automobile. Prior to this heater tubes from around the Exhaust manifold piped heat around the intake manifold to heat the intake for atomizing the gas into the cylinders.

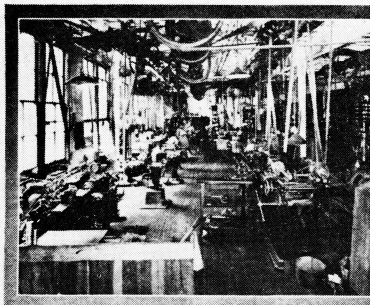
The new design had twin carburetors and claimed to be an excellent change from the former method of heating the intake. A further change was made on this model, that of paring the cylinders. By this we mean the cylinders were cast two cylinders in one unit. After a year of test running by the buying public, the inverted engine as it was called was discontinued and the design reverted back to the use of heater tubes. They continued the new design of pared cylinders and it remained this way to the end. The inverted engine also required a new cam shaft for the change in the valves and intake and exhaust system.

These were the last changes in the four motor for in 1942 the company ceased Civilian production for World War II and all fours were sold to the military. Since this article is primarily centered upon the development of the four and how the Indian Company became involved with a four cylinder machine we will not complete the history of the Indian Company till it ceased business operations. Had it not been for Will Henderson and his desire to make the four cylinder machine the most desired motorcycle, chances are that the four cylinder machine would have died out for Schwinn ceased production of all its motorcycle line and Harley Davidson seemingly did not have success with a four cylinder machine. Indian only grasped an opportunity from someone else's investment and engineering to buy a bargain and put it back on the market under a good brand name. Indian four police bikes were known all over the country and many still operating today.

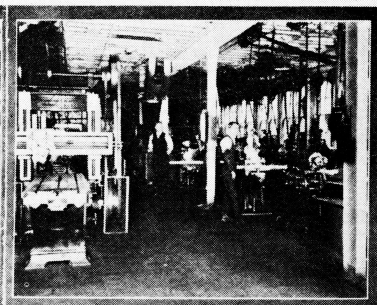
We have included with this article pictures of the machines and the places of manufacture which should be of interest. Picture credits and information credits go to the following for helping us write this article. John Wickham, our president, Enos Leass, retiring treasurer, Lou Lichva, Philip Picard, and Paul George. We do not state that somewhere in this article that we have not made an error and if you wish to write us and correct us we invite your criticism. We only hope that we have told it plain enough and correct to give our readers some history on their wonderful old fours. Tom Miles - editor -

Views of "ACE" Motor Plant

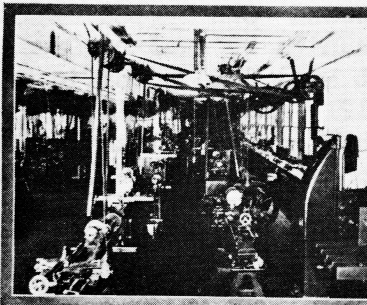
Set of pictures taken from Ace advertisement of the interior of the Blossburg plant where the Ace was built from approximately 1923 - 1925. These are pictures of the machine shop. Our thanks to Philip Picard of Quebec City Canada for this fine piece of literature.



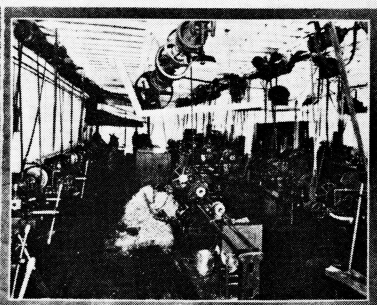
Grinding Equipment



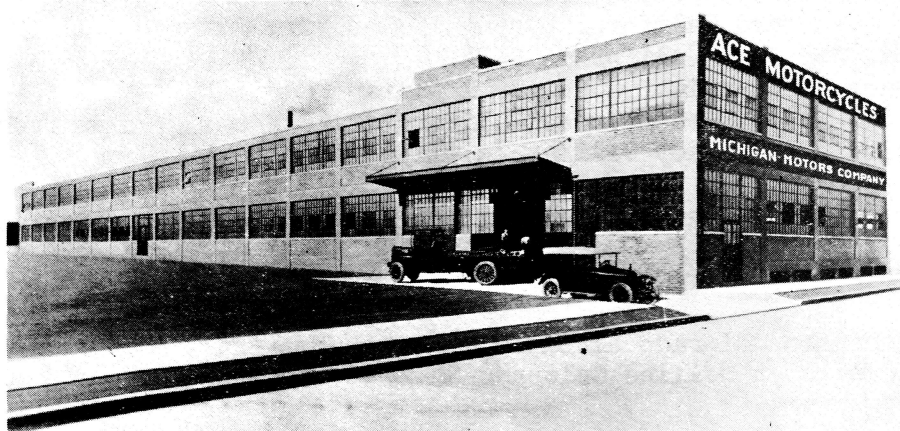
Planers, Lathes, Milling Machines



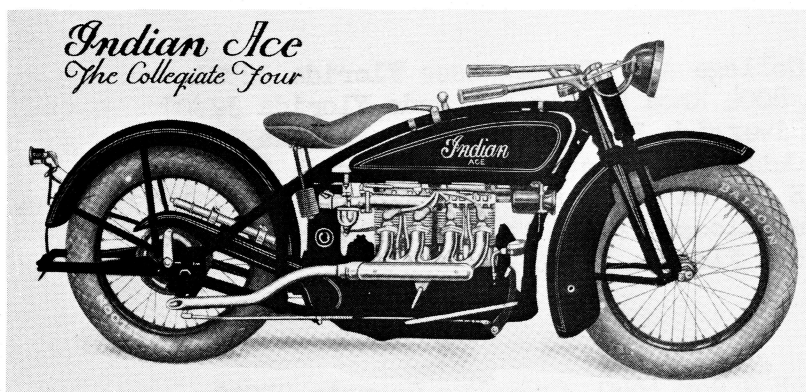
Section of Lathe Department



Screw Machine Department



The Michigan Motors plant in Detroit to where the Ace Manufacturing Co moved after bankruptcy in Pennsylvania. It was in this same city that Will Henderson started manufacturing the Henderson and now his finer designed machine the Ace was back in Detroit.



The first Indian Four, assembled from Ace parts and included in the Indian line for 1927. The only difference was the decal on the tank.

MEMBERSHIP

Indian Four Cylinder Club
June 1971

Arkansas Dr. Claude M. Walters 416 Hospital Dr. Camdem Arkansas 71701 1940 Indian Four
Club Secretary

California

William T Alloway 821 Columbus Dr Capitola California 95010 1936 Indian Four
William R Brewster 3604 Georgia St Vallejo California 94590
Cliff Cochran P O Box 963 Dinuba California 93618
Frank W Commins 1340 Rosewood San Carlos California 94070 1958 Ariel Sq Four
William Crawford 1276 Juanita Dr Walnut Creek California 94595 Indian Four
Jack Danvers 2840 Forest Hill Blvd Pacific Grove California 93950 1938 Indian Four
James E Davis P O Box 2121 Arcata California 95521
James E Davis Jr 659 San Miguel Ave Santa Clara California 95050 1941 Indian Four
M M Denham 19163 Garrison Ave Castro Valley California
C Walter Frick 4304 Varsity St Ventura California 93003 1938 Indian Four
John L Gale P O Box 741 Ojai California 93023
John F Gormley 2005 Capitola Ave Sacramento California 95814 1938 Indian Four
Leo Guinn 16961 Trimmer Rd Sanger California 93657
Jack Lange P O Box 56 Kalamath River California 95050 1940 Indian Four
Earl McCumber 1205 W Cypress Space 183 San Dimos California 91773
Charles A Moore 2950 Routier Ave Sp 105 Sacramento California 95827 1938 Indian Four
Dennis J Morgan 961 Bradley Ave El Cajon California 92021
Ernest Pretor 2294 43 Avenue San Francisco California 94116 1941 Indian Four
Arthur J Rumpel 349 Sparling Dr Hayward California 94544 1941 Indian Four
Robert A Schnaible 481 Page St San Jose California 95126
G F Sousa 2861 Cypress St Napa California 94558 1941 Indian Four
Harry V Sucher 8841 Garden Grove Blvd Garden Grove California 92641 1938 Indian four
Jebb E Takasurgi 12027 Rialto St Sun Valley California 91352 1939 Indian Four
1941 Indian Four
C. E. Williams Jr 1212 Temple Terrace Laguina Beach California 92651 1941 Indian Four

Colorado

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

Connecticut

Brian Buxton 2281 Main St Glastonbury Connecticut 060331

Florida

R A Burke 114 E College Ave Tallahassee Florida 32301
Charles F Carter 8004 Rhea Circle Orlando Florida 32807
W R Durrett 800 Riverside Dr Indiatlantic Florida 32903
Ted Hodgdon 536 Outrigger Lane Sarasota Florida 33577
Ray Munn 2720 N E 8th St Pompano Beach Florida 33062 1939 Indian Four
John Webb 2510 Tuscaloosa Trail Maitland Florida 32751
Glen Logan Old Town Florida 32680

Georgia

Allen Woodall Jr P O Box 1640 Columbus Georgia 31902
James H Boucher 735 N Central Ave Hapeville Georgia 30354

Illinois

L H Anderman 7718 Clarendon Hills Rd Clarendon Illinois 60514 1938 Indian Four
 Jack E Bajo 14916 Minerva Dolton Illinois 60419 1940 Indian Four
 John Dohnal Jr 9437 Burlington Blvd Brookfield Illinois 60513
 E R Eisele 215 East North Ave Naperville Illinois 60540
 Clare G Frantz Box 27 Sugar Grove Ave Chicago Illinois 60554
 Irwin Hirsh 2849 Gregory Ave Chicago Illinois 60625
 Stanley E Jensen 230 Sharon Dr Dundee Illinois
 Thomas C McLeod 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 Commonwealth Ave North Chicago Illinois 60064 1932 Indian Four
 Curtis B Weigold 1611 South 21st Ave Maywood Illinois 60153 1938 Indian Four
 Louis Wille 220 Market St Momence Illinois 60954 1938 Indian Four
 Mervel E Wood 911 Washington St Oregon Illinois 61061 1930 Indian Four
 R E Wiechman 613 Washington St Fairburg Illinois 61739

Indiana

Robert J Armstrong 24 W Washington St Evansville Indiana
 John Blouch 1532 South 8th St Terre Haute Indiana 47802 1939 Indian Four
 Glen Brutus RR 1 Box 37 Pine Village Indiana 47975
 Nick Gansinger 1246 119th St Whiting Indiana 46394 1940 Indian Four
 G S Herbson Box 637 Syracuse Indiana 46567 1938 Indian Four
 Louis Kamaski 1508 Bullseye Lake Rd Valpariso 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 Valpariso Indiana 46383
 Bob Speck Mtd Rt 35 Box 338 Valpariso Indiana 46383 1937 Indian Four
 Luther E Sutherland 3720 Miller Dr Indianapolis Indiana 46239 1939 Indian Four
 Arthur Weaver RR 2 Bern Indiana 46711 1941 Indian Four

Iowa

Loren Flanders Route 2 Oskaloosa Iowa 52577
 Paul George 2590 S E 52nd Ave Des Moines Iowa 50320 1935 Indian Four
 Silvan Goesser 1710 2nd Ave North Dennison Iowa 51442 1934 Indian Four
 Louis Hurt Rt 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 11027 1st Ave No Esterville Iowa 51334
 Raymond Harvey 3608 N Fillmore St Davenport Iowa 52806

Kansas

Donald Scott Rt 3 Oberlin Kansas 67749

Kentucky

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

Maine

Nathan Chapman 676 County Rd RR 1 Westbrook Maine 04092
 Irving A Hill New Gloucester Maine 04260

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
 Edward A Larter Main St Dunstable Massachusetts 01827
 Frank Peckham 2147 Pleasant St Fall River Massachusetts 02723
 William Wescott Cove Hill No Chatham Massachusetts 02650

Michigan

Robert H Aldrich 28616 Dover Livonia Michigan 48150 1941 Indian Four
 Allen Bozung 24800 Lasher Southfield Michigan 48075 Indian Four
 Walter E Benjamin Rt 1 714 Gale Rd Morrice Michigan 48857
 Robert D Donald 209 W Drakner Rd Oxford Michigan 1939 Indian Four
 Marvin L Grahn Rt 4 585 Coloma Michigan 49038 1939 Indian Four
 R J Gravelle 19305 Gerald Ave Northville Michigan 48167 1941 Indian Four
 John L Harrington 26103 First St Taylor Michigan 48180 1938 Indian Four
 George Hopps 7352 North Dort 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 48138
 Dennis Kniffin 7932 Auburn Detroit Michigan 48228 1937 Indian Four
 William LaPorte 6254 Brace Detroit Michigan 48228
 Robert C Loomis 816 Lafayette Ave NE Grand Rapids Michigan 49503 1940 Indian Four
 Jack Maurer 14553 Coram Ave Detroit Michigan 48205 1940 Indian Four
 Homer Mahle 28375 Schroeder Rd Farmington Michigan 48024
 Jack Missler 14275 S Custar Rd Dundee Michigan 48131
 Henry 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 1929 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 N E Brand Rapids Michigan 49505
 John E Skaggs P O Box M Ida Michigan 48140
 Gari M Stroh Jr 909 E Elizabeth St Detroit Michigan 48226 1940 Indian Four
 Ernest W Tardiff 27190 Westland Detroit Michigan 48021 1942 Indian Four
 Ed Wolski 16514 Toepfer Rd East Detroit Michigan 48075 1942 Indian Four
 George E Young 20640 Midway Southfield Michigan 48075 1940 Indian Four Vice President

Minnesota

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

Missouri

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

Montana

Floyd Garner 329 So H St 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 68391
 Everett W Palser Rural Rt Scottsbluff Nebraska 69391 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 St Flanders New Jersey 07836 Indian Four
 Arnold Fisher 109 S Washington Ave Bergenfield New Jersey 07621 1931 Four
 Joseph Poinsette 911 Garden St Hoboken New Jersey 07030 1940 Indian Four
 L E Schoerer P O Box 189 Lebanon New Jersey 08833 1941 Indian Four
 Stephen J Sturm 53 Browning Rd Pensauken New Jersey 08109 1938 Four

New Mexico

Delmer E Donaldson Jr 2460 Desur 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 Indian 4
 Ira Philbrick 406 Court St Little Valley New York 14755
 Emmanuel Sperazza 2339 129 Rd College Point Long Island New York
 Bert VanHole 7829 W Sommerset 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 23727 Second St Grand Rapids Ohio 43522 1938 Police Four Treasurer
 Larry Barnes 23727 Second St Grand Rapids Ohio 43522
 Charles L Buck 341 Beech Grove Bucyrus Ohio 44820
 Robert Burge 5773 Centennial Rd Sylvania Ohio 43560
 Jim Cook 3151 Royal Oak Barberton Ohio 44203
 Robert J Corsmeir 227 Amity Rd Cincinnati Ohio 45237
 W B Cleveland MD 10300 Cleveland Ohio 1937 Indian Four
 Gordon Deye 3524 Cory 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

Ohio Cont

Max Harry 834 Santa Cruz Dayton Ohio 45410 1940 Indian Four
 Cecil 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 Ohio
 Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215 1941 Indian Four
 Thomas Majestic 3273 W 129th Cleveland Ohio 44111 1941 Indian Four
 Harry Maule 414 Main St Castalia Ohio 44824 1940 Indian Four
 Lew Maule 405 Kansas St Green Springs Ohio 44836 1940 Indian Four
 Milton Mehl 2641 Andrew Ave Hamilton Ohio 45015 Indian Four
 C E Monnot Sr 22413 Wallace St Alliance Ohio 44601 1938 Indian Four
 William Murphy 11 DeVille Dr Defiance Ohio 1930 Indian Four
 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 McClure Ohio
 William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140
 J V Shepherd 634 S Dewey St Lima Ohio 45804
 Dave Sloan R F D Kenton Ohio 43326
 Waldo 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 Rd 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 four
 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 R F D 2 Quakertown Pennsylvania 18951
 Otto C Link 2nd and Charles Sts Cooperstown Pennsylvania 18951
 Charles Metenkanich P O Box 4 1978 Ankorage Alaska 99503
 Herman G Metzger Jr 2174 Winthrop Rd Huntingdon Valley Pennsylvania 19006 1941 Ind Four
 Lester J McQuade 6021 6th Ave Altoona Pennsylvania 16602 1936 Indian Four
 John A Scholtz 2208 Market St Philadelphia Pennsylvania
 Albert P Sigmans Rt 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 South Dakota 57103 1940 Indian Four

Texas

Thomas W Cooper Jr 1403 Palm P O Box 661 Mansfield Texas 76063
 Stacy Hart Box 766 Littlefield Texas 79339 1940 Indian Four
 H J Norman P O Box 568 Weatherford Texas 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 Rt 3 Box 345 Grapevine Texas 76051 1940 Indian Four

Utah

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

Virginia

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

Washington

Mel Brewster 3731 N Frace Ave Tacoma Washington 98407
 Henry L Ramsey 3 N 7th Suit 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 Cresnet Milton Ontario Canada
 Newal Taylor 2860 E 27th Ave Vancouver 12 British Columbia 1941 Indian Four
 Philip Picard 860 Calixa Lavallee Appt 1 Quebec City 6 Canada
 Frank Tucker 9204 Allison Dr SE Calgary Alberta 30 Canada 19364

England

Robert Sidney Powell 27 Clinque Ports Ave Hythe Kent England

Germany

Hans-P Arendt 1 Berlin 44 Burknerstr 24 Germany

Additional

Ronald Scuglia 153 Birch Dr Levitown Pennsylvania 19054 1936 Four
 Howard Wagner 4903 60th St Omaha Nebraska 68104
 Ellis C Evans 448 Pine Hill Rd Port Ritchey Florida 1939 Four, 1941 Four
 Harry Courtney RR 2 Lemont Illinois 60439 1940 four
 Richard Courtney RR 2 Lemont Illinois 60439 1939 four
 P R Goetz 303 He genberger Rd Oakland California 94621 1941 four

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. Have moved to new location and don't have room for this bike. Price \$1800

Write John 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 - and Indian Four parts.

Write - Otto Link

322 S. 4th Street

Cooperstown, Penn. 18036

For Sale - Limited quantity of new, good quality 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 the machine. Price \$67.00. Allow three months for delivery - prepaid.

Write Jerry Preimesberger

Box 905

PaFeria, Texas 79559

For Sale - New Heat Riser tubes for Indian Fours. Made of 1 1/8 inch heavy steel tubing, chrome plated, ready to install. These tubes fit and look like original. Price \$30.00 per pair.

Write - Jack Maurer

14553 Coram

Detroit, Michigan

For Sale - Plastic Chrome stripping for fenders for Chiefs and Fours.- 50¢ per foot. 11ft 6 inches needed for a machine. Cemented with Philo Bond cement or weatherseal cement. Will stay on - looks sharp.

Write John Wickham

751 Dayton Ave.

Findlay, Ohio

For Sale - Finest made decals - special for Indian Four Club members.

For machines from 1908 - 1930, and

Indian fours up to 1939. Also for

Henderson fours from 1914 up to 1931.

All tank decals are \$4.50 a pair.

All small decals are \$1.50 and \$1.57 outside the U S.

Send postal money orders or bank money orders. No personal checks.

Write Bob Speck

Mtd. Rt. #35

Valpariso, Indiana 46383

PAULTEE'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 - Aluminum Fender Strips

Write - I. J. Wagoner

6151 S. Archer Rd.

Summit, Illinois

Don't forget - bring those extra parts to the August meet for the big Flea Market. Makes no difference if its one part or a dozen, someone will want to look at it and maybe someone will buy it.

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 them available to Club members. Write Bill Cleveland MD
2522 Norfolk Rd
Cleveland Heights, Ohio 44106

For Sale - Skirt 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 wanted. Will cut and ship in these lengths.

Write Chuck Myles
P O Box 150
Sloansville, New York 12160

For Sale - 1954 Nimbus Danish four cylinder, inline, overhead cam, domed cylinders, new seats, headlight and carburetor, good shape \$650. 1912 Yale twin Eclipse, clutch belt drive, new tires, beautiful restoration. \$1500.

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

For Sale at August meet of the Four Club. Foot boards 1940 - 1953 all models Must have exchange boards in good condition Also Indian mats and grips for earlier models.

See at the August meet or write -
Paul George
2590 S E 52nd Ave
Des Moines Iowa 50320

Wanted - '31 Harley Davidson 74 gear shift knob, buddy seat spring set, exhaust headers, pipes and muffler, battery case and cover, horn (HD), front fender light, ignition coil and ammeter. Complete side car, restored, unrestored, or restorable condition to fit 1941 Four. Front fender for 1931 Indian Four or Scout. Pair of fenders for 1943 Harley Davidson Military 45, muffler, and exhaust pipe for 1940 Indian Four. And 1940-42 Military Shaft Drive 45 Cu in., restored, unrestored, or restorable condition.

Write H. G. Metzger
2174 Winthrop Rd.
Huntingdon Valley, Penn. 19006
Phone WL - 7-0843

Wanted - Right side muffler for Indian Military Shaft Drive 841. Part No 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 - the round trim for top of rear fender on 1941 police four. Write - Gari Stroh
908 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
114 E. College Ave.
Tallahassee, Florida 32301

Wanted - to complete a list of all owners using my non-drag clutch. Information desired for future reference and service. Will pay each owner using my non-drag clutch \$1.00 for his name and address, a picture of his four in which the clutch is installed (preferably color), and a stamped addressed return envelope. Your cooperation in this request will be appreciated. Write - Dr. Earl Chalfant
RR 1
Brookville, Penn.

Wanted - 1938-1942 Indian Four - must be complete, unaltered, original condition, immaculate restoration considered.
Will pick up within 1000 miles.
Write - Berry Stelford
RR 1
Urbana, Illinois 61801

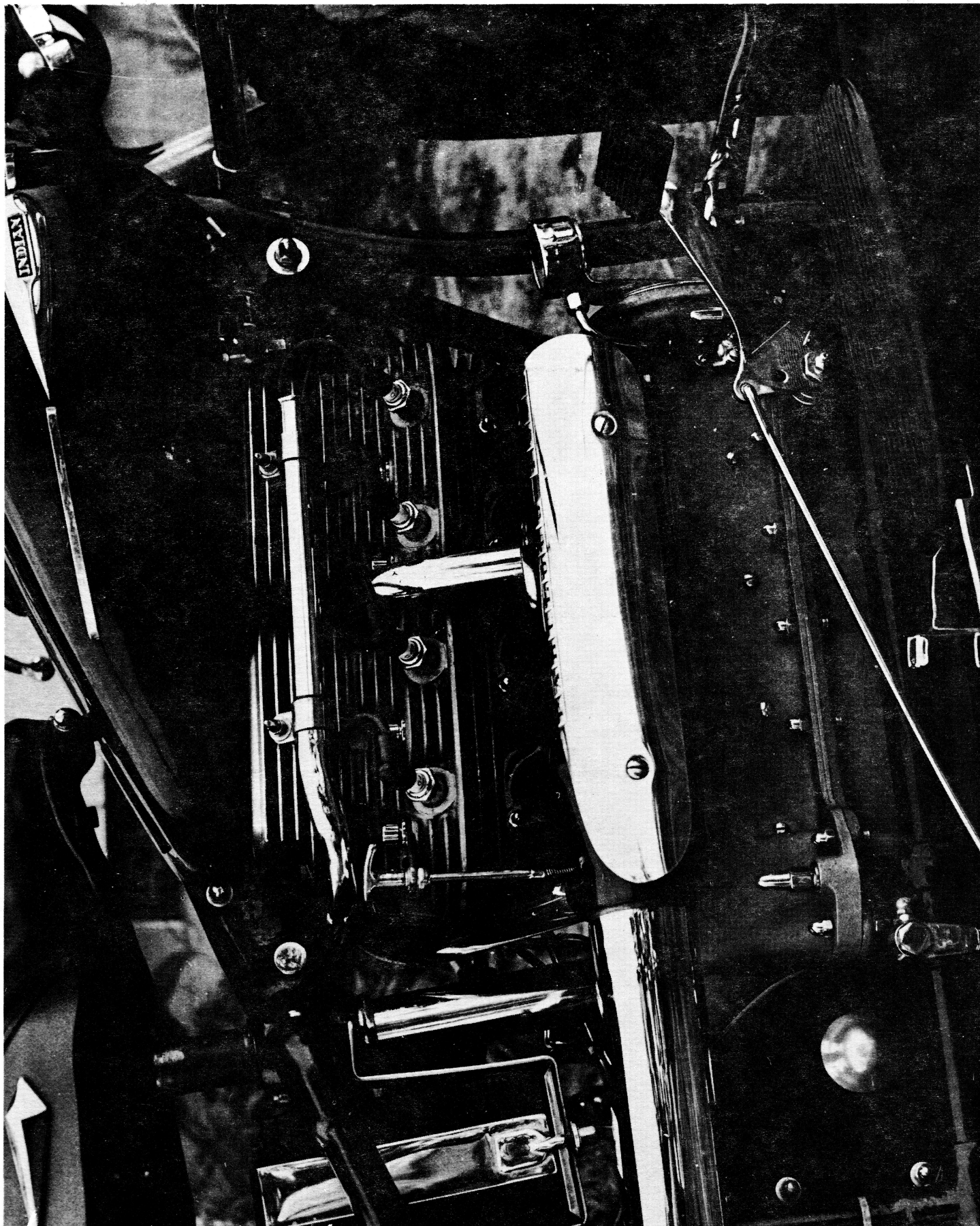
Wanted - Side car for 1948 Chief. Please state condition and price.
Write - Jim Heider
1233 Kennicott
Fairbanks, Alaska

Wanted - 74 or 80 Chief. Please state price and condition also picture of machine if possible.
Write - F. McFarquhar
60 Rimsey Rd
Toronto 352 Canada

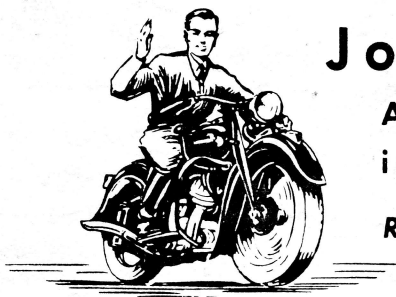
Wanted - Bullet type headlamp for 1929 Indian, Super X, Henderson, or Cleveland, or any parts for bullet type headlamp. Or, will trade NEW mid year 1930 Indian or Super X headlight for bullet headlight complete.
Write - Paul George
2590 S E 52nd Ave.
Des Moines, Iowa 50320

P.S.

WE'LL SEE YA AT THE MEET IN AUGUST -
MEMBERS OF THE EXECUTIVE - EDITOR
AND CHAPLAIN. MEETING ALL OF YOU WILL
BE OUR PLEASURE.



Here's a little puzzle for you experts and sticklers for originality. We don't want to take anything away from this very beautiful 1942 Indian four owned by Ed Wolsky and the full machine as pictures on the front cover, but just in the area pictured here how would you judge the originality of this machine. This bike has won Ed several trophies at the Indian Four Annual meet and in the antique shows in Cobo Hall in Detroit Michigan. This machine isn't put in a plastic bag and stored away from one meet to the next, but with Ed in the saddle sees a lot of milage each summer.



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

