

Indian



FOUR MOTORCYCLE NEWS

VOLUME 6 , NUMBER 3

FALL ISSUE 1971

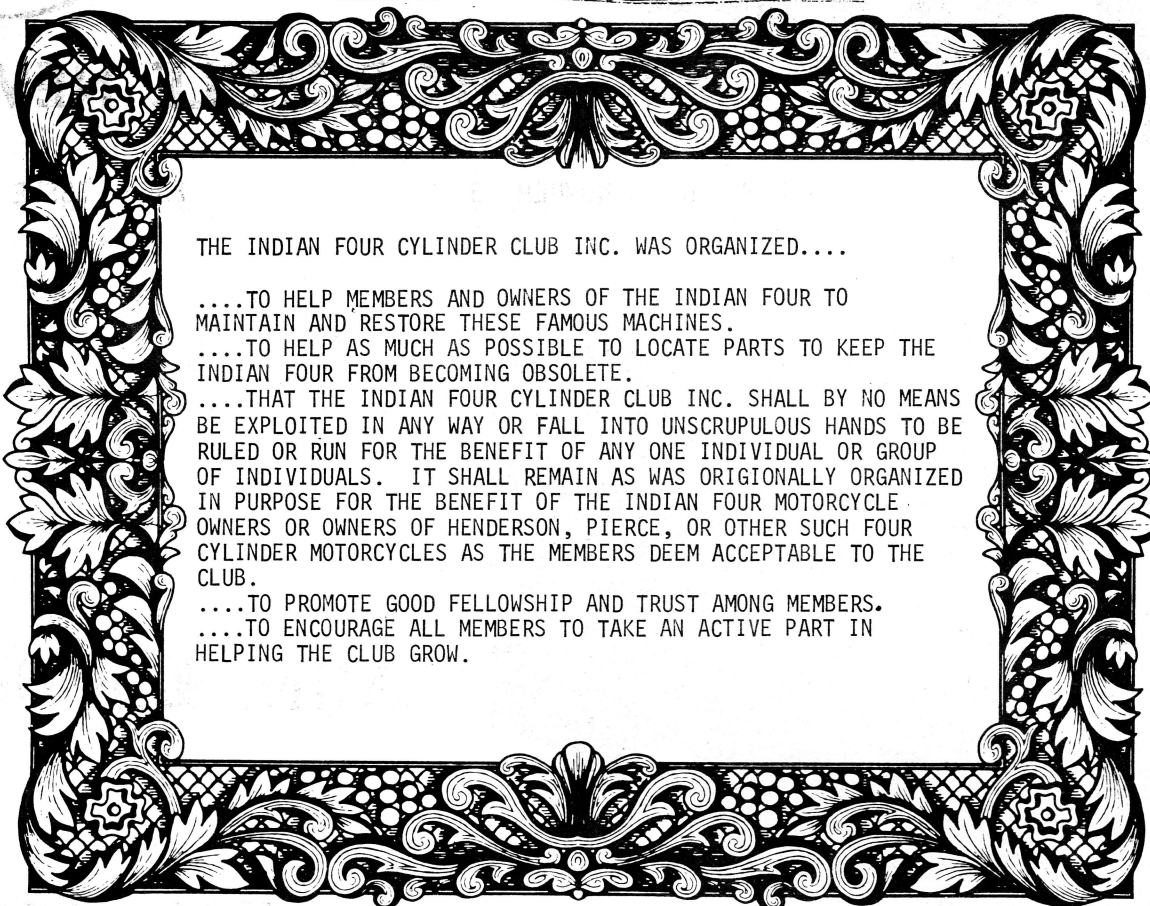
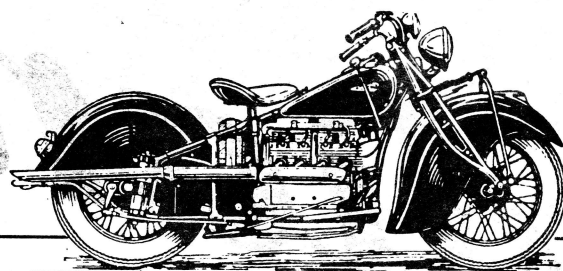


Allen Leo Bozung

1923 - 1971

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.

ELECTED AUGUST, 1971

PRESIDENT	JOHN E. WICKHAM
VICE-PRESIDENT	JACK MAURER
SECRETARY	DR. CLAUDE WALTERS
TREASURER	CASPER BARNES
TRUSTEE FOR 3 YEARS	ALLEN BOZUNG
TRUSTEE FOR 2 YEARS	ED WOLSKY
TRUSTEE FOR 1 YEARS	ROBERT ALDRICH
SERGEANT-AT-ARMS	IRVING A. HILL
REFEREE	FRED PROVIN
ASSIST. REFEREE	ENOS LEASS
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

TABLE OF CONTENTS

Officials	Page 1
Contents	2
President's Letter	4 - 5
Thank You from Bozung Family	5
A Tribute by John Wickham	6 - 7
Pictures at Funeral	8
1971 Annual Meet	9 - 12
Pictures at Annual Meet by Doc Walters	13 - 17
Incidents at Annual Meet and New Sergeant-at-arms	18
Around the Flea Market Technical Error	19
The mysterious little four comes to light again	20 - 21
The Hard Luck Trophy	22 - 24
A determined rider by the editor	24 - 25
Membership list	26 - 32
Ads	33 - 35

The sudden Passing of our Charter Member Allen Bozung merited him a special place in the Fall Issue of the Indian Four News. We selected the best pose of Allen we could find for the front cover of this issue. Many of you will remember Allen greeting you at the gate on Saturday morning in 1970 when this picture was taken. It is Allen as we all knew him. We are sure that each Club member extends to Mrs. Bozung and the family your heartfelt sympathy. Allen passed away October 6, 1971 from a sudden heart attack.

The Indian Four News is published four times a year for the members of the Indian Four Cylinder Club Inc. Price of the magazine is included in the membership fee of \$10.00 annual dues, mailed to the treasurer, Casper Barnes, Sunset Trailer Village Inn, Palm 30, Bradenton, Florida 33505. 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, RR5 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 a check for the amount of the annual dues to the treasurer.

Last Minute Corrections

Our Treasurer, Mr. Casper Barnes, who presently resides at Grand Rapids, Ohio, will be moving to Bradenton, Florida on or about November 7, 1971. By our error, we left his name out of the membership list of both Florida and Ohio members. His Florida address will be found at the bottom of the table of contents page.

Another error that we were not aware of when writing the material is found in the identification of pictures on pages 15 and 16. On page 15, the top row, center picture, we identified the girl on the left as Miss Aldrich. The same girl is in a picture found on page 16 in the bottom row, center picture. Her name should be Miss Commondy. The other girl in both pictures is Miss Ann Bozung, daughter of deceased, Allen Bozung.

Most of the photos found in this issue were taken by the Club Secretary, Dr. Claude Walters. If some may seem to be darker in some areas than should be, it is because all these photos were color pictures. We prefer black and white pictures for reprinting because color, especially red, photographs as black, and light blues and greens often go completely out. However, the color pictures Doc. sent us are very beautiful color and very sharp pictures. It was too bad that we could not print them in color, would have made a very beautiful group of pictures of the annual meet.

If we have made any further errors, and are not aware of same, please notify us and we'll be glad to make the corrections.

- editor -



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

PRESIDENT'S PAGE

Howdy Fellow Members, Friends, Ladies and Gentlemen;

It is time for another issue of our Indian Four News and a chance for me to say "howdy" to all. This issue will give the details of our wonderful Tenth Anniversary meet of the Indian Four Club and many fine pictures. The meet was well attended and I am sure that all who were there surely enjoyed every minute of the whole meet.

Many were there for the first time as well as the members that never miss a meet. I was very glad I had a chance to meet many of the new members, our old friends, the visitors, and extend to all my heart felt thanks for your fellowship and being so faithful to the club. The club has grown considerable since our last meet and more coming in. One fellow I just signed up for the club found a 1942 Indian four basket case, No. 442-122, that had been torn down and laid in pieces for 15 years. It is always surprising where and how these fours are found and how quickly those who find them, learn about the club and are eager to join. Therefore, I urge you to continue the search for there are yet more of these fabulous fours and many eager prospects for the club if they can only find a four.

Everything went along fine at our meet except a couple of incidents which marred things a little, but they were minor. Next year we will be on the lookout for such things. Since the last meet we suffered the loss of one of our charter members and staunch supporter of our Four Club. In fact he was one of the founders of the club. Allen L. Bozung died suddenly at the age of 48 on October 6th at his home at 24800 Lasher in Southfield, Michigan. He suffered a heart attack and his wife Dora found him on the floor of the bathroom when she returned home from shopping. This was a great loss to the club and the first one of the charter members to decease. Allen was also a trustee of the club. It was a great shock to me as we were very close friends. Further details on his death and funeral may be found in the Tribute to Allen Bozung on another page of this issue. We should revive our Checkered Flag Fund as none of us know when this can happen to anyone of us in this fine club. We may be a club mostly devoted to keep the beautiful fabulous fours from oblivion and instead, running and

on the highway but it is also our desire to be concerned for all our fine members and friends that we have enjoyed over the years. We would therefore ask you to always keep in mind that should you hear of any of our members or good friends of the club who pass away to get this information to one of the officers of the club that the executive committee, acting for the club, may show our respects with flowers and a representation if possible to meet the family and possibly attend the funeral.

Again I want to thank all who attended our 10th Anniversary meet, all the new members who were there for the first time, the visitors and friends and all our old friends all of whom helped make the meet a success. From now on till the next annual meet our only contact will be by letter unless some of you stop by and say hello, so drop us a line, myself or the editor of the magazine and tell us how you liked the meet. From now on till the next meet we'll talk to you mostly through the Indian Four News on the President's page so for you far away members and friends we'll depend on this communication to bring us together as a club until we can meet you in person at the 11th Annual meet of the Indian Four Cylinder Club.

John Wickham - president.

To Members and Friends of the Indian Four Club

Words cannot express my heartfelt appreciation and that of my family for the concern in flowers, the Masses said, and all the help offered during the time of loss of my dear husband and the children's father.

The dignity and respect by all who were present for the funeral services shall never be forgotten. I am sure that the entire Club would have done as much had they been able to be here.

We shall ever be indebted to this fine organization that meant so much to Allen as the honored Allen in the honor guard and leading the funeral procession in the formation of motorcycles. As they saluted farewell at the cemetery everyone was deeply touched, even the men themselves.

I am sure, that in the future our paths will cross and each one of you shall mean as much to my children and I then as you did during those trying days when the grief was almost more than we could bear.

Thank you so much for your kindness and consideration - we shall ever be grateful.

Dora Bozung and Family



Allen and Dora Bozung

A TRIBUTE
TO
ALLEN LEO BOZUNG
AND HIS FAMILY

by

John E. Wickham

Words cannot express our feelings at the moment over the loss of our beloved faithful Charter Member, Allen Bozung, who passed away on October 6, 1971 from a heart attack. Allen leaves his wife Dora and six children. He was the first of our charter members to de cease. His passing will greatly effect the club and he will be sadly missed by all who knew him or associated with him and his family. Robert Aldrich, Don Knapko and myself as well as others tried to notify everyone we could tell them the sad news. On such short notice we were able to notify about 20 members, most of whom were able to attend the funeral services.

Paul Murray and I drove to Southfield on Thursday to the Bozung home and then to the Haley Funeral Home where we met other members of the Indian Four Club as well as members of the All American Indian Club, of which Allen was an active member. Between the members of the two clubs plans were made for an escort of motorcycles for the funeral procession and as an honor guard at the Funeral Home and the Church. These arrangements were approved by Mr. Haley of the Funeral Home and the Bozung Family. Following these arrangements for the funeral on Friday, Paul Murray and I returned to his home in Temperance, Michigan where I stayed for the night. On Friday morning Paul and I drove to George Young's home where the escort was made up for the procession. There were approximately 15 machines and I doubled up with George Young and Paul Murray with Don Knapko and we rode in formation to the Haley Funeral Home. Following services there we all formed an honor guard from the door of the funeral home to the hearse as the flag draped casket was carried to the hearse. Allen was a war veteran.

As the procession moved away from the Funeral Home we rode in formation of two's ahead of the hearse to the St. Michaels Catholic Church and there again we formed an honor guard from the hearse to the doors of the church. We remained as honor guards till all the family and friends were seated in the church, then the honor guard was led into the church and down the isle to reserved seats in the front of the church. On thursday evening the Rosary was said at the Funeral Home and the body taken to the Church for the Mass as Allen was of the Catholic Faith.

Immediately following the service of the Mass the honor guard was escorted out of the Church first and again formed lines from the Church door to the hearse. Again we led the hearse in formation to St. Michaels Cemetary where we again formed an honor guard from the hearse to the grave. As the flag draped casket passed each one of the honor guard, we all held our hand in salute to Allen Leo Bozung, beloved member and friend, in farewell. Following the burial services the formation rode back to the Bozung home on Lasher Rd. where they served a buffet lunch. We visited with the

family and friends and then rode in formation back to George Young's for an informal business meeting. Plans were made for a meeting in November after which Paul Murray and I left for his home in Temperance, Michigan, in pouring rain.

Allen Leo Bozung was born January 7, 1923 in Fowler, Michigan. Allen and Dora, his wife, were the parents of 6 children; David, Dennis, Raymond, Rita, Ann, and Allen Thomas Jr., and a grandson, Jonathan Bozung.

Allen contributed much to the growth of the Indian Four Club. He led the Trustees in the drafting and approval of the club constitution. In the business meetings he was a constant promoter of good will and standing firm for what he believed was right in all business of the club. He was employed by the Ethyl Corporation of Detroit, Michigan and was a member of several clubs and societies devoted to motors, mechanics, automobiles and of course motorcycles. He was an active member of the All American Indian Club which promoted the preservation of all Indian motorcycles.

A good mechanic and machinest, he worked in the research and development Department of the Ethyl Corporation and had opportunity to work on designs and improvements on the Indian Fours to make them a safer machine on the highway.

As a father, Allen was a devoted family man. He loved the outdoors and took time to convert a school bus to a comfortable camper for fun outdoors with his family.

He brought his family to the meets so they could enjoy it too.

At the meets we'll all remember him and his beautiful blue and white four and a guy who like to have fun. He took his membership very serious, and he served several years as trustee. He usually participated in all events and a look through past issues of the Four News will give pictures of Allen in the events.

Since Allen was a member almost from the beginning, he has accumulated several bikes and numerous parts. He had in all 14 bikes and parts enough to built several more. As soon as court proceedings permit, Mrs. Bozung plans to dispose of these parts and bikes. Should she need the help of the club in this task and there is preliminary to be done beforehand of inventory and apprasial, as president of the Indian Four Cylinder Club, I ask you to be considerate of the opportunity to buy this collection, but be fair with her on the same basis of which this club was formed. She will greatly appreciate your interest and help. Members of the club of that area who were close to Allen are assisting her with the collection and they will notify us when the parts will be available.

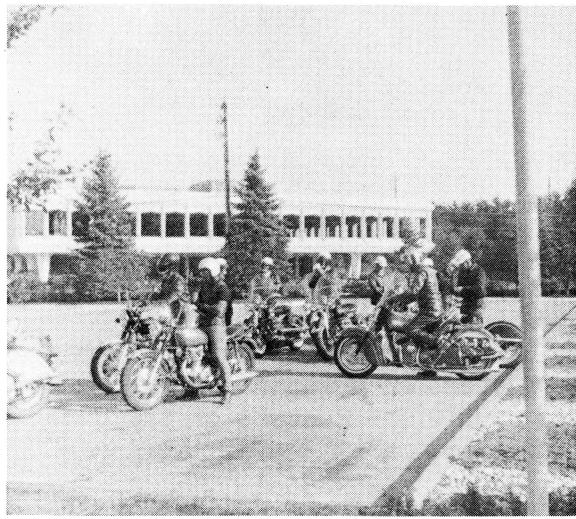
Our tribute at the present, is to continue the Indian Four Club in the spirit in which Allen Bozung worked always in the meetings, to make sure that all business and the action taken was for the good of the club. It was my privilege as president of the Indian Four Cylinder Club to attend the funeral of a close friend and fellow member, and be a part of the honor guard who laid Allen to his rest.

John E. Wickham

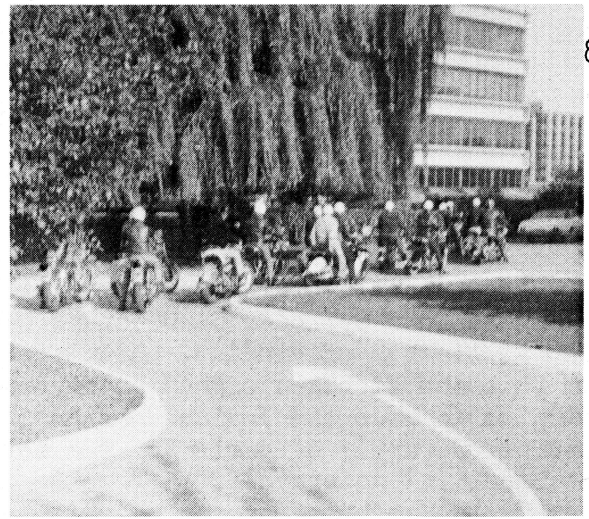
Editorial Note -

We list here all those who rode in formation and formed the honor guard in the name of the Indian Four Cylinder Club. They were; Jack Maurer, George Young, Don Knapko, Paul Murray, Bob Aldrich, Gerald Tacoma, George Woods, Paul Pearce, Fred Smith, Walter Parke, and John Wickham.

Speaking for the rest of the club, I am sure the entire membership appreciated your efforts and respect to Allen and that this respect was in the finest dignity and reverence as representatives of the Indian Four Cylinder Club.



Just after the service in the Funeral Home, mounting up for the formation to lead the funeral procession.



8

The formation rounds the curve to head up the procession to St. Michaels Catholic Church.



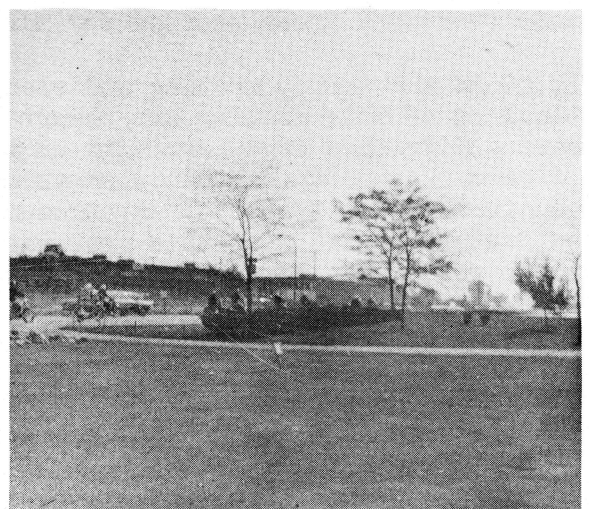
The Honor Guard stands at attention as the coffin is bore down the church steps towards the hearse.



The flag draped coffin passes the Honor Guard and put into the hearse for the Cemetary.



Allen Leo Bozung is laid to rest in St. Michaels Cemetary, and the Honor Guard mounts up for formation.



The formation rides out of the Cemetary onto the highway enroute to the Bozung home.

THE 197110th ANNIVERSARY
ANNUAL MEET

From a small beginning at the Millstream Ramblers Clubhouse in Findlay, Ohio, the Indian Four Cylinder Club became an organized club in August of 1961 with

John E. Wickham of Findlay, Ohio its founder as its first President. Nearly 15 men from Ohio and Michigan signed up on that day in '61 to start an organization of men dedicated to keep the Indian Four on the highway and provide the members of the club a source of supply of parts for the motorcycle that attained the title of America's most beautiful motorcycle.

Today that club has grown to over 230 members in nearly all the 50 states and 3 foreign countries.

This year at the annual meet recognition was given to the 21 charter members of the club. Following the organizational meeting of August 1961 a second meeting was planned for April of 1962, at which time plans were made to apply for a charter from the American Motorcycle Association. The first annual meeting was held in August of 1962 and further plans were made to incorporate the club. Decision was made to set the closing of the charter date and several attempts were made to do this in annual meetings. However, at the 10th Anniversary meet the charter date was officially closed as of September 30, 1962. All members received up to that date and still active in the club were considered Charter Members. It was also decided to have appropriate pins made to designate charter members and to be made available to such members at the 10th Anniversary meet. Other pins were also available to the other members but without charter designation.

Windshield stickers were available at the gate which designated Charter Members and other stickers for the regular members for 15¢ each. The club purchased for the 10th anniversary meet ball point pens which were given to everyone entering the gate. There are still pens, windshield stickers, historical books containing pictures of the club since its beginning by writing to the president and requesting same.

The 10th annual meeting began as usual on Saturday morning August 7th with the grand parade and invocation by the Chaplain. This year a change was made in the playing of the National Anthem. The lead cycle, with side car, paraded alone on the track with the American flag and the club banner. All other cycles were lined up on the track and the riders standing beside them as the Anthem was played. Following the anthem the bikes were started and led around the track by the lead cycle for three laps. After the opening ceremonies the Flea Market went into full operation as members and friends from many areas shopped for parts.

At 11:00 AM the Annual meeting and election of officers was convened in the clubhouse. Particulars of this meeting are reported at the end of this report.

Members and friends began arriving on the grounds on Friday to supervise the camping and the flea market setup and other areas of the two day meet. Since this was to be the big anniversary meet special arrangements had to be made for the anticipated crowd. A new feature of the meet this year was something that had been necessary during previous years, but no preparations were made till this year. A First Aid Station was set up under the big tree near the number one turn of the track, and Mrs. Elsie Miles, wife of the Chaplain, served as nurse in charge. The First Aid tent proved its worth this year as several made use of its services. With such a gathering of people such a service can be very necessary, therefore the service and suggestion of Mrs. Miles for a First Aid tent was greatly appreciated and very much needed.

After the noon lunch, activities were started on the track with some new events from the previous years. The first event was the Poker Run and was changed from the previous year's plan. There were the usual stations manned by women but the riders did not stop

for their poker hand. Each rider wore a card tied to their arm with a number on it and as they rode single file around the track the women copied the number on a card of several poker cards she had. After five laps the riders stopped at the finish line and the women gave them their cards corresponding to their number.

The second event was called the Quarter Track Run and the track was marked with a center line completely around the track. A line was drawn across the track at the starting line, and at the halfway point on the opposite side of the track, then a line across the track at each end. Machines were placed in each lane and started out for five laps and on the whistle stopped where they were in the lanes in the quarters. If a rider's arm number was the same as the quarter he was in such as 1-1 or all the way up to 8-8, he was a winner. One run was held in this event and there were two winners.

The third and final event for Saturday was the changing lanes run in which 2 machines were run in opposite directions. They passed at the starting line and again on the halfway line. To add to the confusion of the run the riders were asked to change lanes after they passed. Points were calculated as to where they crossed the finish line and the halfway line on the opposite side of the track. Crossing on the line was worth high points for both bikes, but crossing by only one rider gave points and the late rider no points. Several teams tried this event and only two were high point men.

Saturday evening brought on the usual get together of everyone present for the big corn roast. These have sort of been an annual part of the Saturday night's program and some who enjoy sweet corn more than they do steak, put away much of this delicious corn prepared by Al Borer and his crew. One of the members that comes from Detroit who takes no second place when it comes to this delicacy is Jack Maurer, so in recognition to Jack and his love for the sweet corn, he was presented with a trophy as number one member at the corn roast. See picture of trophy winners.

On Sunday morning it was a repeat of the grand parade of Saturday morning with remarks by the Chaplain. More visitors and members had arrived on the grounds plus additional parts for the Flea Market, making the attendance equal to the previous year's record. Since the Four Club annual meets have become a family camping outing, the smell of food cooking whets the appetite of anyone just walking around the ground. The food in the Traveler's Clubhouse was very much enjoyed, and reports from the ladies who served the delicious meals stated that they could hardly believe they served so many people.

Before the dinner hour on Sunday morning it was decided to hold some events because the judging of machines was to consume most of the afternoon. Three events were held making use again of the marked track and the finish line markings. However, one event that always separates the men from the boys, and the boys usually the winners, is the dizzy race. The middle age spread usually tells on some of the older members while the younger men can bend over to go around the stake three times.

Weather for both days was excellent and the weather man did a fine job of providing such for the 10th anniversary meet. We should back up at this point and go back to Saturday around noon when the sportcaster of W T O L TV in Toledo, Mr. Orris Tabner, came to the meet to film some of the action for his sportscast later that afternoon and evening. Since it was the anniversary year, Mr. Tabner was interested in the history of the club and the growth of the club to today. At this same time of the interview the annual meeting was in session and all the officials in the clubhouse, it was your chaplain's pleasure to do the interview and relate the facts for Mr. Tabner.

After the judging on Sunday afternoon trophies were awarded for all the events of Saturday, Sunday morning and the judging of the machines which ended around 4 PM. This brought the 10th annual meet to a close and campers began packing up and cleaning up for the trek home. Others who had stayed in motels began leaving to check out for home or continue on their vacation. Some had come from as far away as California, Maine, Florida,

Arkansas and Canada. Mr. Irving Hill of Gloucester, Maine, attempted to make it to the meet last year but trouble prevented him from doing so. This year his ambition was realized and he made it to Toledo. He told me that it was the finest meeting he had ever attended.

Mr. and Mrs. Cliff Cochran of California who are new members of the club were present on Saturday and enjoyed the meet very much. Also from Florida, John Webb and Gerald Wilson, and from way up Canada way, Murray Bluestone of Toronto.

John Webb will probably never forget his trip up from Florida to Toledo this year for in his letter after returning home the only thing that made his trip worth while was winning the trophy for his machine as best restored. He had trouble to no end both coming to Toledo and returning home which makes him a number one candidate for the hard luck trophy. His letter and our comments are printed in this issue.

Dr. Claude Walters the club Secretary made his annual trip all the way from Arkansas bringing his four with him.

Dr. Bill Cleveland our member from Cleveland, Ohio has often brought older bikes with him that surprised the crowd as he rode them around the track. This year Doc. did it different and, he didn't make it to the meet, on the ground that is. He planned to fly his light plane to the Toledo Airport and have his assistant pick him up there. He was unable to land at the Toledo Airport and had to fly on to an airport some miles west of Toledo. His assistant did not know this and did not know the change in landing plans, so did not pick up Doc to bring him to the meet. As Doc buzzed the club grounds preparatory to landing at Toledo Airport most everyone there were quite surprised when they heard that it was him. We missed him this year but it couldn't be helped.

So, at 4PM, campers, members, friends, visitors, all began making their way out the gate and the tenth annual meet was over. Few remained till Monday but they too were on their way home. John Webb of Florida had to wait over till Monday for some needed repairs and then it was late on Monday afternoon before he could start out to Florida.

So, from a humble beginning of 15 men and bikes back in 1961 at the Millstream Ramblers Motorcycle Club grounds, the Indian Four Cylinder Club has proven its worth to its members, friends and visitors all across the country and at the annual meets. The 1971 anniversary meet again proved the fact that people enjoy coming together for the purpose and those who could not come were missed. The Flea Market proves the desire of the owners to keep the fabulous fours on the highway and the events the members desire to have a little fun when they get together. This year there were even events for the children. During the judging all the kids were rounded up and taken out into the infield of the track and special events were held for them. Three ten foot lengths of rope were used for the first event and one kid was asked to hold one end of the rope and one on the other end. Then six more kids spaced on either side and holding on to the rope. When three different groups were all set up the event was ready to go. They were very suspicious of what we were going to ask them to do, whether they had to run around the track and try to beat one another and some of the little ones were sure that the bigger ones would beat them. We told them to walk, not run, around the track and they were started out about twenty feet between the groups. When they crossed the finish line they were asked to hold on to the rope and each one given a pack of M and Ms and a sucker. Now the men may prize a trophy very highly for their bike, but these kids really went after those M and Ms. They were told that it was necessary to walk one lap around the track to win a prize. Not one child left go of the rope which should be a good idea for schools and church groups or anyone with a group of children walking anywhere, use a length of rope and they'll hold on to perfection.

The next event was held in the infield. Mr. Percy Wallace of Atwater, Ohio and officer of the club, had brought a sack of pennies to give to the kids. The kids were lined up in a circle holding hands and the pennies were scattered on the ground. On the whistle there was a scramble and every kid started digging and found pennies. We have printed pictures of the kids events and believe me they had fun. So did the adults watching them. The question then might be, did everyone enjoy themselves -

yes even the kids had a good time. As editor, and president Wickham well know, the mail tells us that the annual meets are everything they expected and they had a very good time. We don't especially like to hear that someone had trouble enroute but their experiences have been particaly responsible for helping to build a very close knitt club. People are concerned about others although sometimes we would wonder if anyone cared when we hear the weekend and holiday accident reports on the highways. When people reminisce experiences there's not much to talk about if their trip was no trouble coming or going although their conversation enroute builds anticipation of meeting friends and seeing new people, but should the trip be all problems such an experience will pop up in their conversation when talking to others many many times. When the trip has been very unusual then we like to make it a record in the Indian Four News. So, if you had an eventful trip write us about it and we'll print in the next issue.

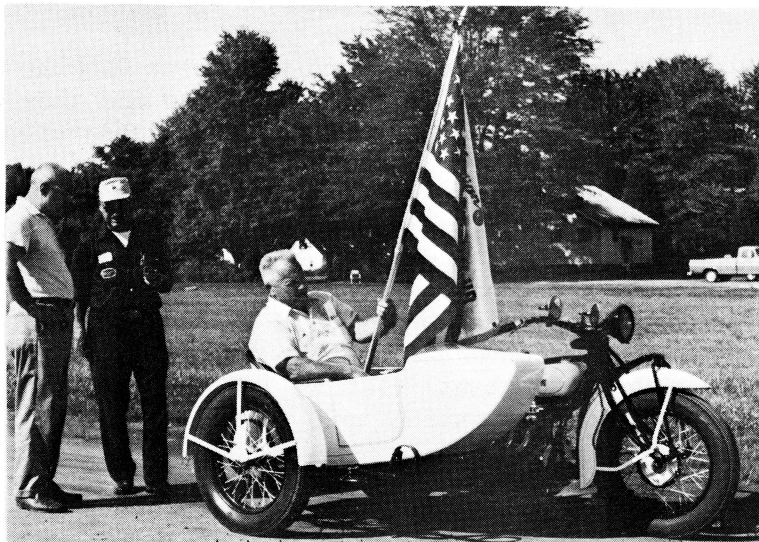
In the business meeting the following business of interest was enacted for the annual session. In accordance with the constitution the first item of business was the reciving of new members into the club to give them immediate voting status. Items of ground rental and clubhouse rental were agreed upon and other bills of minor nature. John Wickham, club president was recognized with a standing ovation for his 10 years of service to the club and outstanding job as president. It was moved and seconded that the Best Restored Trophy be called the John Wickham Trophy. This motion passed unanimously.

Other items of business were the treasurer's report by the treasurer Casper Barnes, the afternoon judging and rules applied to same. This was the time for the annual elections and nominations were taken from the floor for the various offices. By **unanimous** vote, John Wickham was re-elected president. From nominations from the floor, Jack Maurer was elected Vice President. By unanimous vote, Dr. Claude Walters was re-elected Secretary and Casper Barnes was re-elected to a full term of Treasurer. Irving Hill of Gloucester, Maine was elected sergeant-at-arms, Ed Wolski was elected to a three year term as Trustee and Dave Sloan as Club Reporter. Fred Provin of Newark, Ohio was elected Referee and Enos Leass Assistant Referee. Final subject for discussion was the Indian Four News that technical assistance be provided for the editor for proofing of articles for publication.

Discussion was also held on the establishing of rules pretaining to the annual meet on camping, the track and camping on the club grounds. These rules shall be prepared and ready for next year's annual meet. These minutes are respectfully submitted by the Secretary Dr. Claude Walters.

The 10th Anniversary meet was a success and attendance was good. Many of the new members were present for the first time and many came from long distances and were impressed with the people, the machines and the good of the annual meet. Let us continue to maintain this goodrelations. There are more men hunting fours to gain membership in the club and next year there will be further requests for membership. Through our magazine the line of communication remains open as always for the benefit of members, friends and all others interested in keeping the fabulous four on the highway. The Indian Four club is one of a kind and an exclusive for the owners of four cylinder motorcycles, however, subscribers to the magazine only are invited to receive the magazine and keep up with the activities of the Indian Four Club. You do not have to own a four to subscribe to the Indian Four News.

- editor -



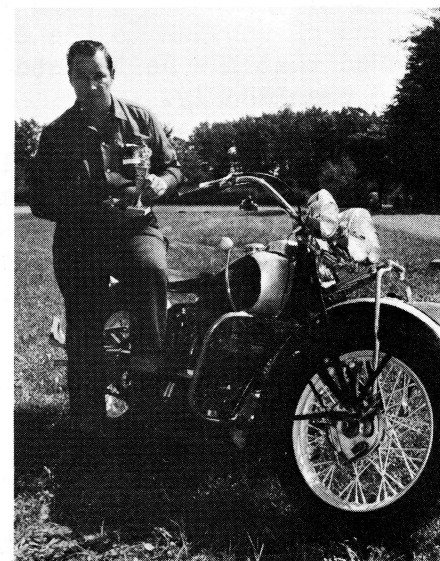
Ready to start the Grand Parade with the American Flag and the Club Banner. Ed Johnson, owner of the white four, and Casper Barnes confer on procedure.



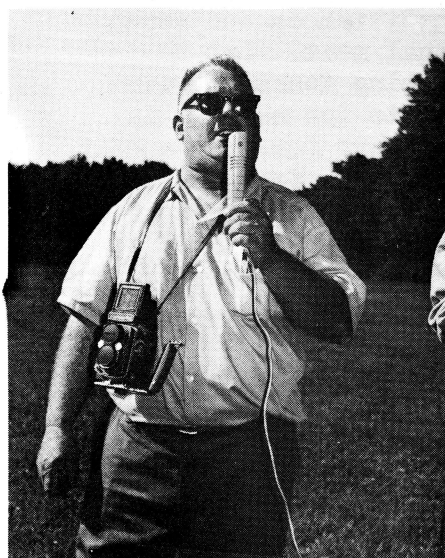
Casper Barnes
Club Treasurer



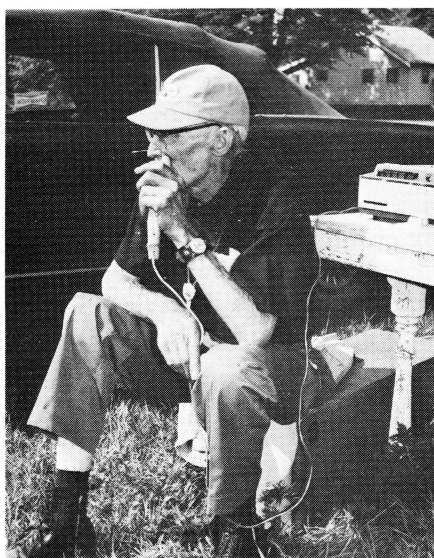
John E. Wickham
with refreshment and mike



Dr. Claude Walters
Club Secretary
1938 four and trophy



Thomas J. Miles
Chaplain and Editor



When you've had it you've
had it, but the meet must
go on.



Chaplain Miles gives the
invocation while John
Wickham controls the tape
recorder for the Anthem



Charter Members - front row L-R Ed Wolsky, Bob Aldrich, Percy Wallace, Carl Reichenbaugh, John Wickham, 2nd row L-R Sylvester Price, Fred Provin, Duke Monnet, Harry Maule, Allen Bozung. 3rd row L-R Jack Maurer, Maynard Whetstone, Dave Sloan.



Trophy Winners - 1st row L-R Jesse Clapsaddle, Herman Metzger, Jack Maurer, Carl Reichenbaugh. 2nd row Stanley Krawiec, Chuck Myles, Stephen Savory, John Webb. 3rd row L-R Joseph Karis, Paul Pearce, Enos Leass, Leon Slifer, Gerald Wilson



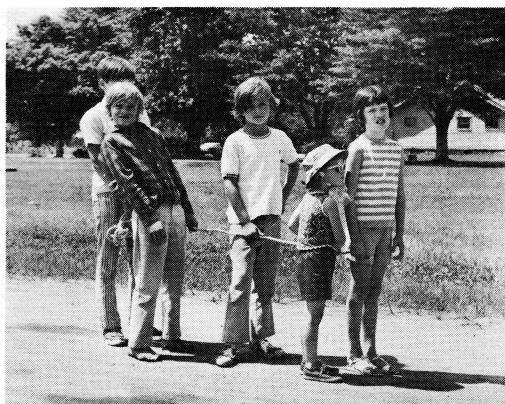
The hunt for pennies. Kids all ages found the pennies scattered on the ground and then headed for the soft drink counter.



Group one to carry the rope was the little guys. There was a prize after they walked around the track one lap - M and Ms and suckers.



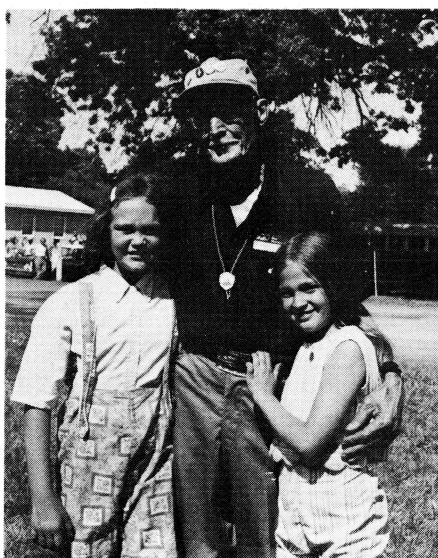
The bigger kids carried the rope. No matter how big or little the child, they were obedient all the way around. Nobody ran off and they walked so all could keep up.



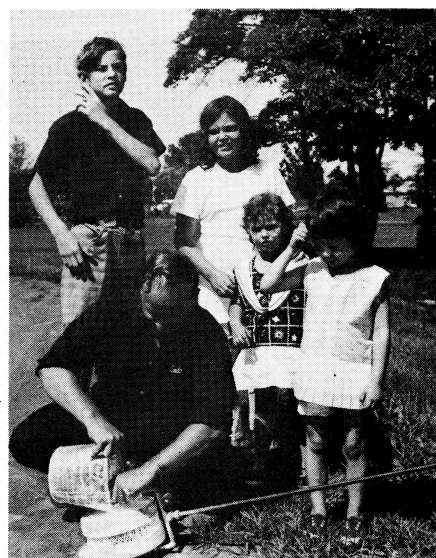
The smallest group. Size made no difference to them, they considered the short one and took their time. They brought the rope in and got their M and Ms.



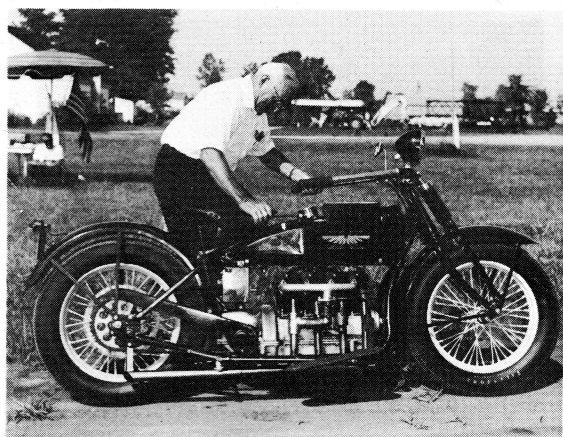
Winners of Half and Half and Gate prize - L-R Mrs. Kommondy, Mrs. William Eisele, Emmanuel Sperrazza, (unidentified)



John and friends. Two such nice young ladies made ole John feel 20 years younger. Miss Aldrich left, Miss Miss Bozung right



Carl Reichenbaugh got some help while filling the limer.



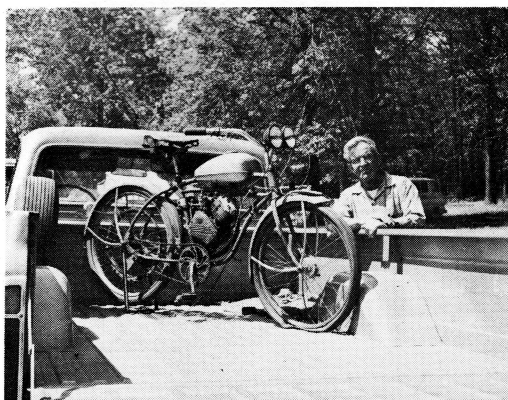
Milt Mehl winds the spring on his Henderson to take a ride on the track. This bike is a real preformer.



Mrs. Harold Randall left, Mrs. Bert Van Hole right, get right down to the business of conversation in front of the first aid tent.



Mrs. John Wickham and Mrs. Harold Randall and friends watch activities on the track.



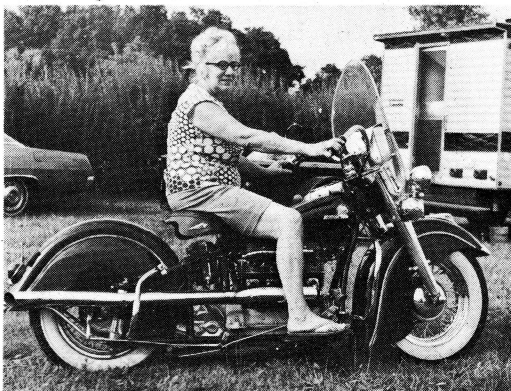
Rocky Gravelle poses with an old Whizzer motor bike. The old gent who owned it, rode it till he was 95. Sold it to Rocky and retained the license plate as a keepsake.



It was a tough job for the ladies to just sit and watch and conversation. Just kidding ladies. We're always glad to see the wives and families of all our members.



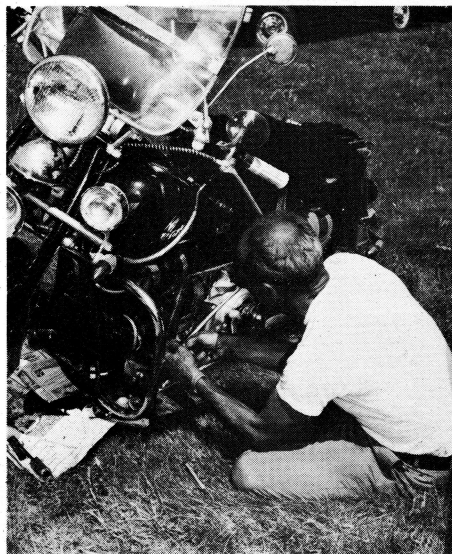
Percy Wallace and his family, Eleanor Steinbring and her two sons.



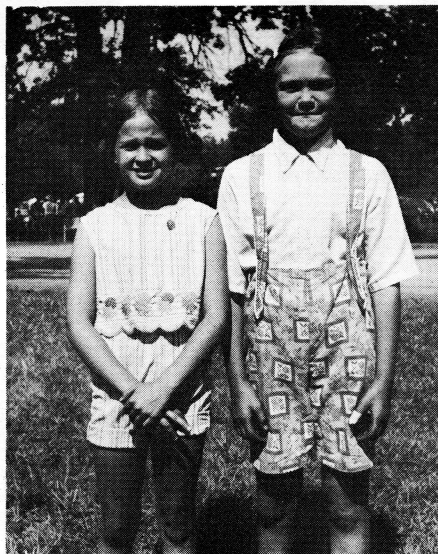
When ya see your husband having fun on his beautiful four all the time, you feel like you'd like to try it to. So, Mrs. Jack Maurer poses on Jack's four.



Riders come in all sizes. This little fellow took his all plastic cycle out on the track and believed he was just as important as the real thing. Yes, he took spills too.



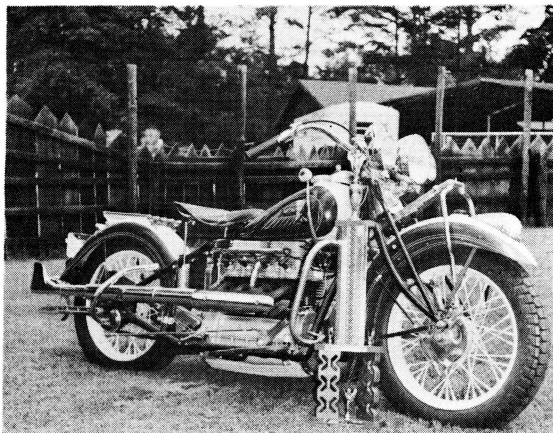
Well, if it won't run, fix it. And, that just what Bert Van Hole did. A little timing gear trouble, but Bert knew how and soon had her running again.



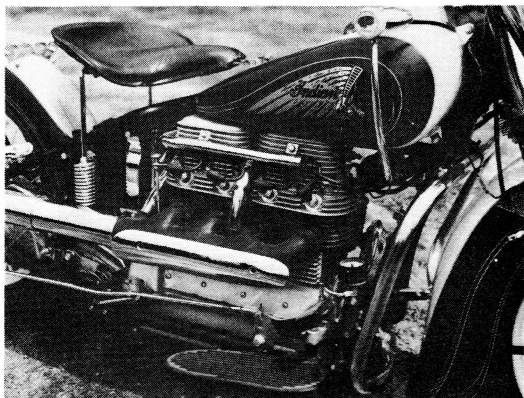
Two very nice young ladies. Miss Bozung Miss Aldrich



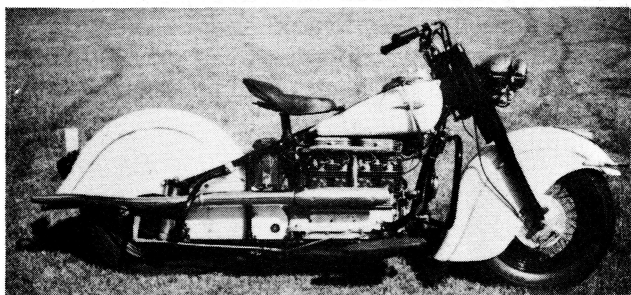
Believe it or not, this was my first ride on a motorcycle. Merv Ryan picked me up by the Club house and around the track we went. I had never owned or ridden a bike before.



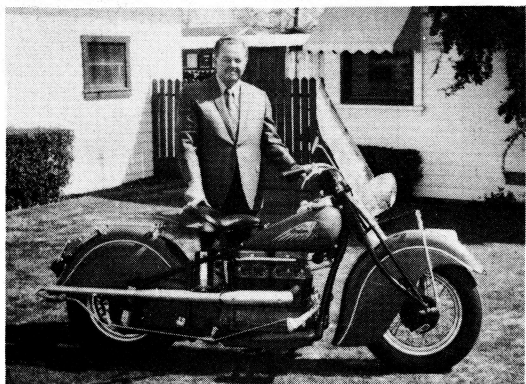
Dr. Walters trophy winning 1938 four.



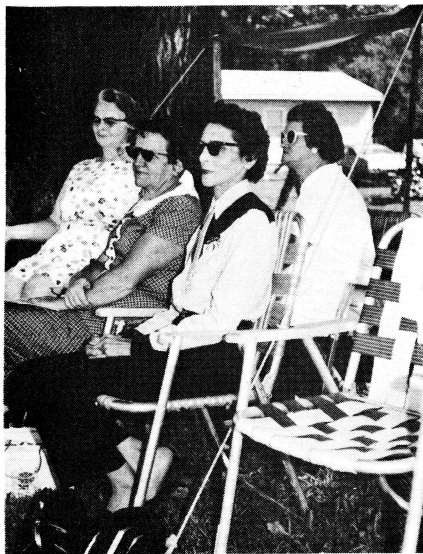
A close up of Dr. Walters 1938 Four. Its a beautiful bike from any angle.



Beautiful white four belonging to Anthony Harpster, North Royalton, Ohio



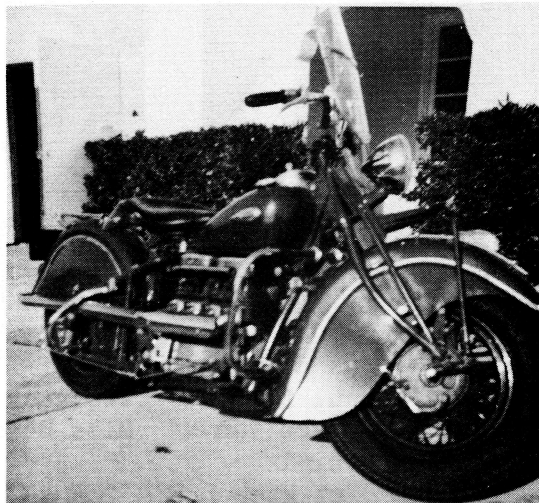
Cliff Cochran and his prized four. Cliff resides in Dinuba, Calif.



L-R Mrs. Harold Randall, Mrs. Bert Van Hole, Mrs. Merv Ryan and seated behind, Mrs. Tom Miles, the nurse.



Mr. Wickham your a real nice guy and we love you. John really ate it up. Ask him, he'll tell you.



Ernest Pretor of San Francisco, Calif owns this bike. Really inviting for a spin.

Incidents at the Annual Meet

You will find the story in this issue of John Webb's eventful trip from Florida and even more problems that occurred to him while he was staying in Toledo for the meet but there were others also that had problems. We mentioned Dr. Cleveland's problem in the story on the meet how he never made it on account of poor communications and others had their troubles.

Bert VanHole had his share of trouble coming to the meet a year ago but this year trouble tried to plague him right at the meet. In one of the pictures you will note Bert is down on the ground working on the timing gear that caused his motor to quit when he was out on the track, however, he knew what to do to get her to running so he fixed it. Bert has done a lot of work on his machine and no one enjoys riding any more than he does. This year he and his wife could not stay over for the Sunday session of the meet because their daughter was leaving for Japan on Sunday for Missionary service from their church, and they wanted to get back home for the occasion. He had received a special award trophy on Saturday so they could be on their way home. Saturday afternoon when Bert was loading his bike into the U-Haul Trailer, he had just gotten it up on some blocks to secure it in the trailer and a couple of the wires shorted against the the bike frame and began blazing. He grabbed the blazing wires and pulled them loose from the bike rather than let the fire do further damage and severely burned his hands. Mrs. Harold Randall was helping Mrs. Miles with the first aid tent and by this time Mrs. Miles had gone home to return on Sunday, so Mrs. Randall treated the burns with their first aid kit which gave him some relief from the burns. Mrs. Mary Van Hole wrote in her letter that the treatment must have worked because he had no ill effects after they returned home. The Van Holes are moving to Florida having sold their farm in Appletown, New York. We may not see them at the meet next year but it was sure a pleasure to have them each year at the past meets.

Our new Sergeant-at-arms

A few years back when Dr. Claude Walters took over the job of Secretary of the Club, this was the beginning of having officials who lived far from the annual meets. Since most of the officers from the beginning of the organization were from the Ohio - Michigan area with the exception of the directors who president Wickham appointed from all areas across the country, Dr. Walters serves as Secretary all the way from Camden, Arkansas.

This year another far away member became an officer, Mr. Irving Hill of Gloucester, Maine was elected Sergeant-at-arms replacing Jack Maurer of Detroit, Michigan who moved up to Vice President. He's a big man, very capable of the task but not especially a young man because he's been riding since 1930 and his first bike was a Harley 1927 JD. Our first contact with this fine gentleman occurred while we were liming the track for the events on Saturday and he came out and asked if I was the editor of the magazine. I looked up at him, and it was a long way up there, and introduced myself and he told me who he was. Well, we had corresponded and he decided that we would meet and meet we did. He considers the Club the finest of its kind and now as an officer will feel and even closer relationship if that is possible. Welcome in, Irving, and although you may not be able to make all the meets someone will pinch hit for you, but you are a part of the official family. Maybe Mr. Hill will send us a picture of himself on his four or of himself alone so we can introduce him to the membership. He's a fine guy, I'm sure you'll like him.

-editor-

Around the Flea Market

This year there was a good turnout of the Flea Markets as various ones displayed their parts for all models of Indians. Just to the South of the Club house was Chuck Myles with his truck load of parts, Bob Paulette came with his schoolbus brimming full of new and used parts. Bob manufactures several items for the fours and they are identical to the original. Earl Chalfant brought a U-Haul trailer full and secured to the side rail inside the trailer was a 1926 ACE for which pre arrangements had been made for it to be completely restored. We had taken a picture of this bike with Earl and Bob Paulette but a malfunction in our camera clipped the bike almost completely out of the picture and all I got was Earl and Bob.

Behind the clubhouse Emmanuel Sperrazza had his tent with a whole lot of parts for all makes. Down the lane from the clubhouse were others with parts in the trunks for sale. Not always did the Flea Market have what the buyers wanted as was the case with John Webb and his need for a magneto for his bike. Fortunately Syl' Price was returning home that evening and brought the part back the next day.

Regardless, the members and friends went through the flea market carefully or like women on a bargain day sale. Merchandise soon began to change hands for the buyers found parts they wanted so next year we should see more machines in running order and restorations more complete ready for display in judging.

When the Flea Market is closed till another meet then the magazine becomes the Flea Market and here we ask you sellers of parts to advertize more of your merchandize or that you in business to sell parts. There's always several want ads and then time is consumed waiting for contact with someone to let you know they have the part. List your parts and we're sure it will be to your benefit.

Technecial Error

On page 36 of the summer issue of 1971 we made an error in the story of the developement of the four. We stated that up through 1936 all Indian fours had individual cylinders which is one of our errors and the new design of motor for 1937 which was called the up side down motor had twin carburetors. The pairing of cylinders actually was done in 1936 and the reversing of intake and exhaust manifolds was done at the same time. Since most model changes followed a pattern in the showing of new fall models, the new summer or fall models for 1936 the new paired heads and change in intake and exhaust on the same model. However, when this new model first came out in 1936 it had a single carburetor just below the intake. In 1937 a second carburetor was added as an improvement in carburetion, but the Intake and Exhaust were later returned to the former design and still retaining the paired heads. Lou Lichva sent us a picture of the 1936 showing the single carburetor. Thanks a million Lou.

On the inside of the back cover of this issue is a closeup of a four motor well known to members of the Four Club. President Wickham now owns the little four formerly owned by Terry Barber of Bay City, Michigan. This motor is the 1917 Militaire that was used to power the ice sled, the story of which you will recall we printed in the Winter Issue of 1970.

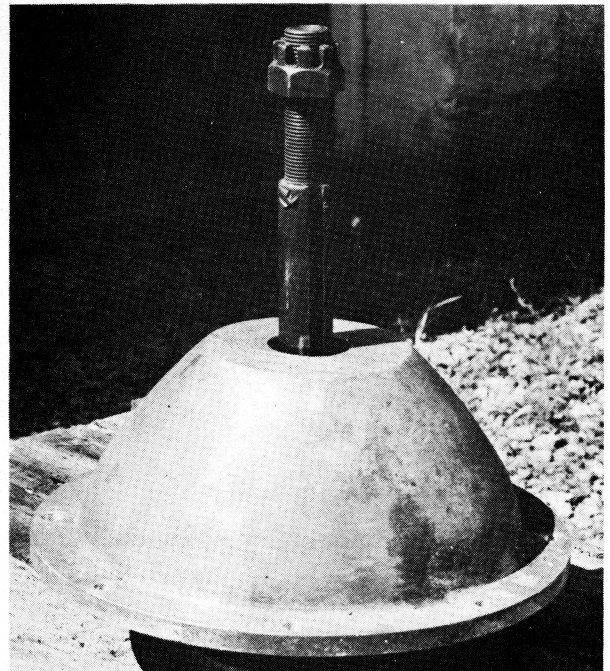
Circumstances made it impossible for Mr. Barber to bring the motor to the Annual Meet in Toledo, which he had planned to, and it was not until after the '71 meet that the president negotiated for the motor and bought it. We had hoped that it would be at the '71 meet so everyone could see the real thing and see it run. We had also planned to take some closeup pictures of it however, since it is now here in Findlay we propped it up on a box and shot some closeups.

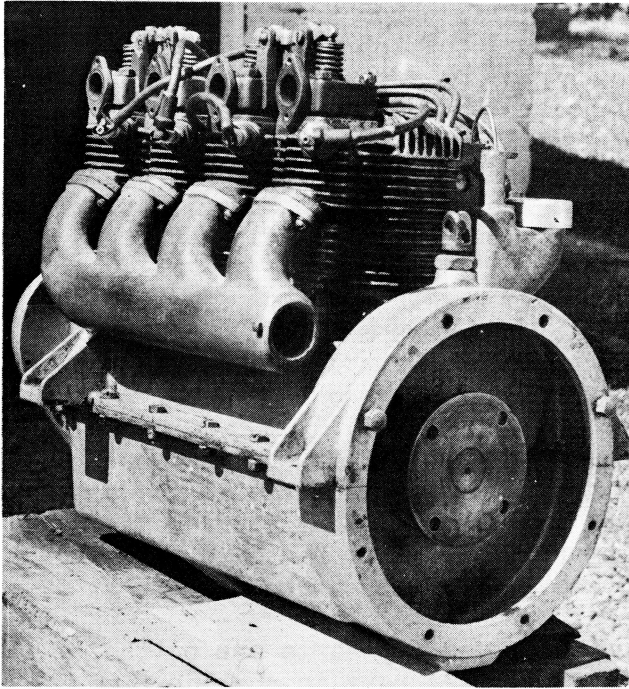
Presently it will not run because it has no flywheel, no intake manifold or carburetor all of which are vital to the operation of the motor. It is rather odd looking with the manifold and magneto different, after seeing so many fours at the meet.

We have pictured here and on the following page some closeups of the engine - both sides, one with the transmission in place, and the bell housing separate as it was not an original part of the engine. The propeller was not included that powered the sled. After writing the story on the ice sled and knowing how this motor had laid idle for many years, it was a thrill to see the real thing and know of its unusual history.

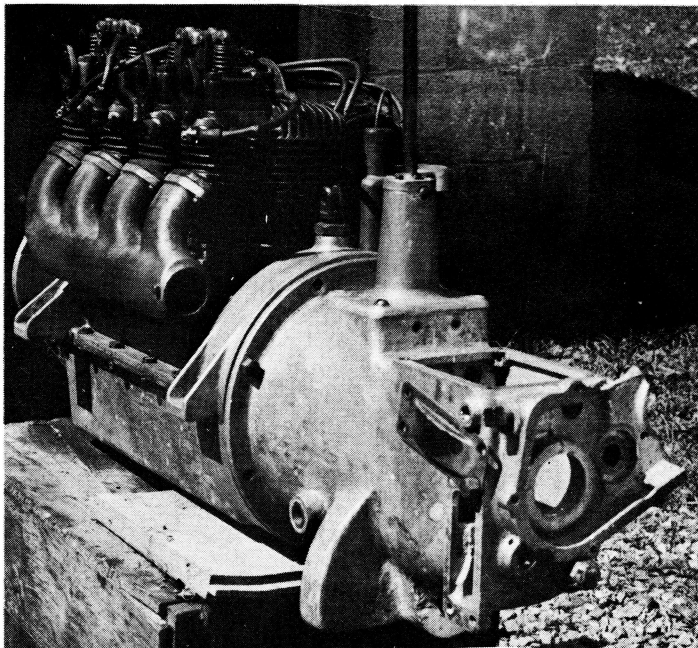
It is still in good condition and should run when the necessary parts are on the motor. One thought came to my mind as I looked at it, was the part in the Ice Sled story when the man "Troubles" purchased it and took it out on the ice at Cleveland for a trial run. He ran the mile course through once at half throttle and then they coaxed him into full throttle on the second time through, and halfway through the course it took off like an airplane flying for about 25 feet up in the air. The motor was performing to perfection and lifted both man and machine into the air, but the man was not prepared for flying and half scared to death. He might have done himself much less harm if he had eased off the throttle instead of cutting the motor completely off. The sled might have settled back on the ice instead of falling almost straight down on the ice. I tried to imagine this motor 25 feet in the air and running wide open on a cold day on Lake Erie. This motor has had more thrills than most cycle riders have in a lifetime. Its just a four cylinder motor but its been a lot of places and done a lot of things.

At the right is the bell housing which housed the front bearing for the propeller shaft. If you will recall from our original story on this motor, the two men who decided to put this Militaire four motor in the ice sled, removed the transmission and made a wooden pattern for a mold to make the bell housing. They poured it in a foundry type mold in a bushel basket. The propeller axle came from a truck axle, and the roller bearing from a truck. A flange on the axle bolted to the flywheel flange on the crankshaft. This set up put the motor rear end too but it was the only way to put a propeller on it. Using a Henderson or Indian motor to accomplish this it is necessary to break away part of the upper case and oil pan and bolt on a special plate containing a bearing for a propeller shaft. Several of these conversions have been made.





The bare hindend of the Militaire Four to which the bell housing shown on the preceeding page, was attached. The four holes in the plate are normally for the flywheel to attach to the motor. When this motor was used as an aircraft engine it would not necessarily need a flywheel as the propeller would serve the same purpose. Such an easy conversion was not so easy to convert the Henderson or the Ace or the Indian with their one piece transmission and upper case. Do you realize this motor went faster backward on the ice sled than it probably ever went forward. The same is true for any of these engines that were converted for aircraft use as it took all the R P Ms the little engines could put out to get up airspeed. Thus, the hindend became the business end instead of the timing gear end.



We put the transmission onto the bell housing to show how the transmission and shifting mechanism added length to the Militaire motor. Remember, on this bike the gear shift was between the operators legs and not up front at the tank side. The Cleveland four is built similar to this design and such design might have its arguments pro and con as to which design is the best. This transmission had its dry clutch whereas the Indian fours immerced the clutch in oil. Now there's a good argument for all of you. We hope these photographs in closeup of this four we have written about will help you to understand it better. On the inside of the back cover is an enlargement of the magneto side of this motor.

Our annual Meet usually produces some incidents when our members and friends are enroute to the meet or returning home and various ones have written us their experiences or related the story at the annual meet. Some of these experiences have been so unusual we have considered them surely eligible for a Hard Luck Trophy. Some experiences have been repeats of another individuals bad luck and had they taken time before they started out they might have avoided many problems.

This year our good member from Maitland, Florida, John Webb, experienced his share of hard luck, in fact we might say more than his share. We have printed here his story so you could be the judge.

- - - We weren't sure we would be able to go to the meet until almost the last minute, but I had acquired and rigged up a closed trailer to carry my Four, just in case. We had been looking at a motor home with the idea of renting one to try it out and, perhaps, if we liked it, we might get one some day. Just a couple days before we were ready to leave, they got one in that we liked so we made arrangements to use it on the trip. It took them to the very last minute to get it ready to go and we were up till two in the morning getting our stuff in it and took off at six towing a closed van trailer behind the motor home with the four in the trailer. From there on, very nearly everything in and on the motor home went wrong. The fan blades hit the air compressor and we had to stop three or four times to correct them. The air conditioner would start and stop intermittently and finally stopped altogether, and I found the ground wire had come off. After correcting this, the air conditioner then froze solid and continued to do so everytime we thawed it out. We finally stopped in Valdosta, Georgia and had to have the whole thing torn apart and worked on. By that time we had developed problems with the engine and had to go to a Chevrolet agency and have it worked on. It took us 7 hours to cover the distance we could have covered in 3 hours.

That night, we stopped at a camp ground just out of Atlanta, Georgia and found the refrigerator was not working and all of our food was spoiled. We had leave this campsite and continue on the highway to the next exit to get something to eat and then locate another campsite for the motor home in a driving thunder storm. We finally found another place to camp and when we thought we were finally ready to settle down for the night and get everything in working order again, we plugged into an electrical outlet for power and found that it was not working so it was move again to another campsite - still in a driving thunder storm.

After three hours sleep, I started driving and drove the rest of the night and through the day through unbelievable detours and solid fog. Just a little south of the Ohio river, after driving partime on concrete highways with a washboard effect, I found the Four that I thought was secured well in the closed trailer had broken loose and we lost another hour's time making repairs and refastening it in the trailer. Finally we arrived at the Traveler's Club grounds in Toledo on Friday, before the meet was in progress and again setting up camp we found that the factory had improperly installed the water pump in the motor home so that it was resting squarely against the water tank which was plastic and had melted a hole through the water tank. The water had gotten into the motor and burned it out causing a dead short, the result was we had no water and because of refrigerator trouble, we did not have any food with us, so after coming all that way prepared to camp on the club grounds, we had to leave the camp and go to a motel.

The next morning (Saturday) I got up real early prepared to get my motor out of the trailer and ride it to the club grounds to be there by 8:30 or 9. My four had been running perfectly since I finished the restoration several months ago, always starting on the first kick after the first kickover on choke. Once out of the trailer it started just as it always did and idled while I put on my helmet and getting ready to head for the club grounds. I got on the machine, put her in gear and headed out. It ran for about 30 feet and quit. I worked on it for several hours and found the mag. to be completely dead. I rounded up some help and loaded it back into the trailer and

puller her back to the Club grounds in the trailer. Checking around in the Flea Markets, I was unable to find anything to fix it anymore on Saturday. No one had this sort of parts at the meet.

Then fate made a change for once for our good member Sylvester Price of Milan, Michigan who went home on Saturday night to return on Sunday morning, came to my rescue and brought me a magneto. I had to change armature cams to adapt it to the four and worked like mad right up till just a few minutes before 1:00 PM when I had it all back together again and could take it out to the infield of the track for the judging. Fate again made a change for me - for I was extremely pleased and proud that my four won the first place award for the most beautifully restored Indian Four.

My biggest regret is that I was unable to ride in the events on Saturday and that we missed the dinner Saturday evening, and that I was unable to meet more of the members. The main reason for writing our experiences was to express my appreciation to the many who offered us help and tried to be of help to us. However, this is not all of our experiences for our return trip was almost as eventful.

The return trip was almost as bad as the trip to Toledo. We had to cancel our site seeing trip we had planned for Monday for the manufacturer of the motor home we had borrowed for the trip came to the club grounds from Indiana to replace the entire water system and replace the refrigerator all of which took them all day. We were not able to start our return trip home until about 3 PM in the afternoon and did not get very far that evening. The following event we got as far as the camp ground we stayed in the first night (3 hours) and when we arrived there the weather was so beautiful, it was beginning to feel more like camping so we decided to go buy some hot dogs for a cook out. When we returned to the camper from our buying trip we found the outside water pressure had broken the water connections inside the camper. I made some temporary repairs using wire instead of clamps on the connections. This did not prove out too well as I had to twist the wire around the second time to stop the leaks. By this time it was storming outside again so we boiled the hot dogs in a little hot water and that was it.

The water from the broken connection had once again shorted and burned out the pump motor and as we made the last lap of our trip home the following morning, the air conditioner once again started freezing up as it had in the beginning. We finally arrived back home tired and disenchanted with motor home traveling, but extremely proud of the fact that the Indian Four Cylinder Club had awarded this year's trophy to me for having the best restored Indian Four. This made the trip worth all the effort and I am looking forward to coming back again next year in which I sincerely hope I have a lot more time to get better acquainted with my fellow members. If any of you get down Florida way stop in and say hi,, we'd be happy to see you.

Very Best Regards

John Webb - Maitland Florida.

John, no one should experience so much hard luck, for your editor would had found reason enough to turn around and head back home on the first incident of trouble. However, when the owner of a four can go through all this and still keep going, he's got to be a devoted member and a four lover. To make the situation more unbelievable is the fact that a little inexpensive trophy can sooth over all the frustration and trouble such as many have experienced enroute to the meet. When the owner of a four finds that his prized beauty has won for him and all the elbow grease that it took to make her that way and then she is acclaimed the most beautifully restored machine of all the others entered, this is the ultimate goal. From the day he first saw the four, restored or unrestored, up to this very moment when he receives the trophy, all that happened inbetween may seem like a nightmare, but she won for him a trophy and thats all that matters. Well John, if we gave a hard luck trophy for this year you

would surely be a number one candidate, but no such trophy would ever begin to match your best restored trophy, as you stated in your letter - it was worth it all.

- editor -

This paragraph has no reference to the letter of John Webb of Maitland, Florida that we reprinted, but it concerns stories of previous years when members ran into trouble and had hard luck enroute to the meet or returning home.

On one occasion we printed a story that implicated another individual who was an innocent party so to speak. Some facts of the story turned out to be in error, although we as the editor had no way of knowing the error. Please do not take us wrong, we want these stories and appreciate the members and friends taking time to put them in writing or relating them at the meets, but to avoid errors in the facts we would like the facts that relate or implicate another individual to be correct. Our apologies for printing this error although we have not given enough information to state exactly what story we might be referring to. Our readers enjoy reading the magazine and have stated so many times in letters we have received. They don't list certain items they like the best, but they like it all.

A determined Rider

Since sidecars are not a common motorcycle accessory today as they once were, to tell a story that involves a sidecar it is necessary to go back to the early 1940s or before. Or, we find a couple that have restored one of the old machines with a sidehack for their pleasure riding today.

When we go back to around the year 1942, we are back to the year when the Indian Four was yet in production and sidecars too were still produced. So, to make our story realistic and fully Indian dominated, this couple have restored a 1940 Indian four that had a sidecar when they bought it to restore.

There is another fact in our story that has a more up to date characteristic even though this one fact dates back for as many years as the motorcycle is old. T V or trading stamps as they were known years ago even at the turn of the century. T V Stamps are what fits out story in an up to date version.

Our story begins with a husband and wife out for a Sunday's trip in their very beautifully restored Indian Four and sidecar. The pair decided to continue to use the sidecar for mylady to ride in instead of the up-to-date style of the spouse riding the buddy seat. The sidecar did have its comforts with three wheels on the ground making it safer on wet streets and highways but there were moments when the rider forgot and took the turns to fast forcing his sidecar passenger to hang on or fall out.

This pair had mapped out a route of a couple hundred miles on state highways, a sort of triangle route. As they rode along sort of letting the beautiful country side hypnotized them from one town to another, they hadn't watched the gas tank too well and after they had traveled around a hundred miles, they were entering a small town and the motor sputtered and died. They were out of gas. Well this was no great calamity for down the stree aways they could see a gas station and fact there were two gas stations, one a little farther than the other. But, there was one problem - the tank was dry and there was still a couple of blocks to go. So, for a husband who was a gentleman, he LET his wife get on the bike and steer while he applied muscle power on behind. Now, he could have asked her to help push while he pushed from the other side and guided the bike by one handle grip. But we said he was a gentleman, considered his wife as the weaker sex and knew that it might hurt her to push the distance of over a block, so she rode the bike and steered.

There was a slight grade ahead and then a dip onto the driveway of the first station of which the husband planned to make use of and let her coast the bike in to the pumps. Well the Indian Four with a sidecar is not the lightest machine in the world and

neither is it the heaviest, but a 145 lb. wife in the drivers seat only adds to the task, never-the-less it wasn't that far to the station, so push he did. When he hit the slight downward grade he began pushing at a trot and then one big push to give her momentum to roll to the pumps and he could slow down to catch his breath. This was not the first time she had been on the four for she had ridden it by herself and knew how to brake and stop the bike.

As the bike with the sidecar rolled toward the driveway into the station, an amazing thing happened that would cause any husband to get a very peculiar reaction - the urge to kill. What had started out to be a beautiful Sunday afternoon's ride now was coming up with all sorts of crazy incidents. As the bike was moving at speed fast enough to go into the pumps where she could apply the brakes and stop at the right pump, she instead rolled right past the driveway and on past the station almost another half block.

What was the matter with the brakes and why didn't she turn in. He did not run, he did not trot, but he simply walked step after step as he looked ahead and saw her setting on the seat and turning around looking back at him and waving for him to come on and behind her the station where she was supposed to be. As he neared the bike she was pointing at the other station and each step he took was slower. When he got there, all he said was - "Whats the matter, why didn't you turn in back there?" And her reply was one of those statements that really brings on that urge to kill especially when he's winded and frustrated after doing that which he normally does not do - pushing a motorcycle for well over a block and walking the rest of the way. To his question came a very silly answer - "they don't give T V Stamps". # % @ () & ¢ and the blue smoke became very thick between them that he could hardly see her and maybe it was a good thing. But this is not all our story, there's more.

As she continued to sit in the driver's seat the blue smoke soon cleared away and he got it off his chest, his eyes finally got clear enough to survey the distance from the bike to both stations. He decided that she had coasted nearer to the other station and the road was more level, so without saying a word he began to push on to the second station and let his anger sort of simmer in pushing and not saying a word. However, he could not help eying the bolts of the sidehack onto the frame. He thought for a moment "if I just loosened those nuts a little" and sort of let them work loose and loose her and the side car, but then he thought about the hours spent restoring the side car so he would just have to put up with this way of life and humor her. If he left her there who would get his breakfast and beside the kids would never forgive him for leaving mom a hundred miles away in another town.

Anyhow she had her way again, she got her T V Stamps and he had a Sunday's ride that he'll never forget and about the only thing that will bother him is the way she'll tell the story that it was all a great big laugh but she got her stamps. He finally got over his mad and is speaking to her again but there is one thing for sure, the next time there ever out riding again he'll keep a watchful eye on that gas tank and check it often.

MEMBERSHIP

Indian Four Cylinder Club
September 1971Arkansas

Dr. Claude M. Walters 410 Hospital Dr. Camdem Arkansas 71701 1940 Indian Four
Club Secretary

California

William T Alloway 821 Columbus Dr Capitola California 95010 1938 Indian Four
William Brewster 3604 Georgia St Vallejo California 94590
Cliff Cochran P O Box 963 Dinuba California 93618
Frank W Commins 1340 Rosewood Ave SanCarlos California 94070
William Crawford 1276 Juanita Dr Walnut Creek California 94595
Jack F 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
M M Denham 19163 Garrison Ave Castro Valley California 94546
C Walter Frick 4304 Varsity St Ventura California 93003 1941 Indian four
John L Gale P O Box 741 Ojai California 93023
P R Goetz 303 Hengenberger Rd Oakland California 94621 1941 Indian four
John F Gormley 2005 Capitola Ave Sacramento California 95814
Lee Guinn 16961 Trimmer Rd Sanger California 93657
Jack Lange P O Box 56 Kalamath River California 95050 1940 Indian Four
Earl McCumber 4708 Frieda Dr Los Angeles California 90065
Charles A Moore 2923 Poole Drive Sacramento California 95827 1938 Indian four
Dennis Morgan 961 Bradley Ave Elcaxon California 92021
Ernest Pretor 2294 43rd Ave San Francisco California 94116 1941 Indian Four
Arthur J Rumpel 349 Sparling Dr Hayward California 94544 1941 Indian four
Robert A Schnaible P O Box 5202 San Jose California 95150
G F Sousa 2861 Cypress St Napa California 94558
Harry V Sucher 8841 Garden Grove Blvd Garden Grove California 92641 1938 Indian Four
Jebb E Takasugi 12027 Rialto St Sunn Valley California 91352 1939 Indian four, 1941
Indian four
C R Williams Jr 1212 Temple Terrace Laguina Beach California 92651 1941 Indian Four
Ken Young 1051 Hoffman Ave Long Beach California 90813

Colorado

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

Florida

R A Burke 114 E College Ave Tallahassee Florida 32301
W R Durrett 800 S Riverside Dr Indiatlantic Florida 32903
Ellis C Evans 448 Pine Hill Rd Port Ritchey Florida 33568
Loren Gouldsberry P O Box 126 Intersession City Foorida 33848
Ted Hodgdon 536 Outrigger Lane Sarasota Florida 33577
Ray Munn 2720 N E 8th St Pompano Beach Florida 33062 1939 Indian Four
Bert Van Hole General Delivery Englewood Florida 33533 1935 Indian Four
John Webb 2510 Tuscaloosa Trail Maitland Florida 32751

Georgia

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

Illinois

L H Anderman 7718 Clarendon Hills Rd Clarendon Hills Illinois 60514
 Jack E Bajo 22 West 112th St Chicago Illinois 60628 1940 Indian Four
 Harry R Courtney RR 2 Lemont Illinois 60439
 Richard D Courtney RR 2 Lemont Illinois 60439
 John Dohnal Jr 3622 Blanchan Ave Brookfield Illinois 60513
 E R Eisele 215 East North Ave Naperville Illinois 60540 1936 Indian Four
 Clare G Frantz Box 27 Sugar Grove Illinois 60554
 James A Herrman RR 2 Manito Illinois 61546
 Irwin Hirsh 2849 W Gregory Ave Chicago Illinois 60625
 Stanley E Jansen 230 Sharon Dr Dundee Illinois 60118
 Thomas C McLeod 33 Sumac St Wilmington Illinois 1938 Indian Four
 Angelo Ranieri 2905 78th Ave Elmwood Park Illinois 60635
 E P Remstrom Jr RR 1 1660 Maple St Crete Illinois 60417
 Barry Stelford RR 1 Urbana Illinois 61801
 Martin Thorsen 1430 W Hunt Ave Apt 3E Chicago Illinois 60626
 Fred G Wacker Jr 2100 Commonwealth Ave North Chicago Illinois 60064 1932 Indian Four
 Curtis B Weigold 1611 South 21st St Laywood Illinois 60153 1938 Indian Four
 Louis Wille 220 Market St Momence Illinois 60954 1938 Indian Four
 R E Wiechman 613 W Walnut St Fairburg Illinois 61739
 Marvel E Wood 911 Washington St Oregon Illinois 61061 1930 Indian Four

Indiana

Robert J Armstrong 24W Michigan St Evansville Indiana 47710
 John Blouch 1532 South 8th St Terre Haute Indiana 47802 1939 Indian Four
 Glen J Brutus RR 1 Box 37 Pine Village Indiana 47975 1929 Indian Four
 Nick Gansinger 1246 119th St Whiting Indiana 46394 1940 Indian Four
 G S Herbison Box 637 Syracuse Indiana 46580 1938 Indian Four
 Louis Kamaski 1508 Bullseye Lake Rd Valparaiso Indiana 46383
 David Kitson 418 Winchester St Decatur Indiana 46733 1938 Indian Four
 Henry A Krueger 97 W Walnut St Morocco Indiana 47963 1941 Indian Four
 Chester W Miller Route 6 Box 276 Elkhart Indiana 46514
 Edward J Morrison 1926 Lincoln Ave Whiting Indiana 46394 1942 Indian Four
 Arthur P Smith 602 Napoleon St Valparaiso Indiana 46383
 Bob Speck Mtd Rt 35 Box 338 Valparaiso Indiana 46383 1937 Indian Four
 Luther E Sutherland 3720 Miller Dr Indianapolis Indiana 46239 1939 Indian Four
 Arthur Weaver RR 2 Berne Indiana 46711 1941 Indian Four

Iowa

Neil R Dawes 2123 Scott St Davenport Iowa 52803
 Loren Flanders Rt 2 Oskaloosa Iowa 52577
 Paul George 2590 SE 52nd Ave Des Moines Iowa 50320 1935 Indian Four
 Silvan Goesser 1710 2nd Ave Denison Iowa 51442 1934 Indian Four
 Raymond F Harvey 3608 Philmore Davenport Iowa 52806
 Louis Hurt Rt 2 Grinnell Iowa 50112
 Dale Duane Pearson 122 Edgewood Rd NW Cedar Rapids Iowa 52405 1940 Indian Four
 Robert D Saar 310 23rd St Fort Madison Iowa 52627 1938 Indian Four
 Orel Young 1027 1st Ave North Esterville Iowa 51334

Kansas

Donald Scott Rt 3 Oberlin Kansas 67749

Kentucky

J E Enck 185 Delaware St Lexington Kentucky 44904
 Richard M Keenan Rt 1 Chenault Lane Mt Sterling Kentucky 40353 1940 Indian Four
 R W Paulette P O Box 401 Midway Kentucky 40347 1942 Indian Four

Maine

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 N Weymouth Mass 02191 1922 Ace Four
 William Fillingim 149 Green St No Weymouth Mass 02191 1936 Indian Four
 Ted Hodgden 867 Ridge Rd Wiboabarn Mass 01095
 Ed Larter Main St Dunstable Mass 01827
 Roger A Mathieu Steerage Rock Rd Brimfield Mass 01010
 Frank Peckham 2147 Pleasant St Fall River Mass 02723 1941 Indian Four
 William A Wescott Cove Hill No Chatham Mass 02650

Michigan

Robert H Aldrich 28616 Dover Livonia Michigan 48150 1941 Four
 Walter E Benjamin R 1 714 Gale Rd Morrice Michigan 48857
 Allen Bozung 24800 Lasher Southfield Michigan 48075
 Robert D Donald 209 W Droeliner Rd Oxford Michigan 48051 1939 Indian Four
 Marvin L Grahm Rt 4 Box 585 Coloma Michigan 49038 1939 Indian Four
 Victor A Grahm Rt 4 Box 585 Coloma Michigan 49038
 R J Gravelle 19305 Gerald Ave Box 84 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 Ile Michigan 48138
 Don Knapko 31027 Elmwood Garden City Michigan 48135
 William LaPorte 6254 Brace Detroit Michigan 48228
 Robert C Loomis 816 Lafayette Ave NE Grand Rapids Michigan 49503 1940 Indian Four
 Homer Mahle 28375 Schroeder Rd Farmington Michigan 48024
 Jack Maurer 14553 Coram Ave Detroit Michigan 48205 1940 Indian Four
 Jack Missler 14275 S Custar Rd Dundee Michigan 48131
 Dimitar Miteff 3919 Detroit St Dearborn Heights Michigan 48200
 Paul C Pearce 639 Pontiac St Oxford Michigan 48051 1930 Indian Four
 Andrew Pelc 16146 Eureka South Gate Michigan 48195 1941 Indian Four
 Mark Duane Pence 12900 Wormer Detroit Michigan 48239
 Sylvester Price 319 S Main St Milan Michigan 1941 Indian Four
 Harold Randall 231 Hopkins St Battlecreek Michigan 49017 1938 Indian Four
 Richard Rial Sherwood Michigan 49089
 Joseph Romeo 916 Rose Drive Ann Arbor Michigan 48103
 John A Scholtens 3561 Knapp NE Grand Rapids Michigan 49505
 John E Skaggs P O Box M Ida Michigan 48140
 Gari Stroh Jr 909 E Elizabeth St Detroit Michigan 48226 1940 Indian Four
 Ernest W Tardif 27190 Westland Detroit Michigan 48240
 Ed Wolski 16514 Toepfer Rd East Detroit Michigan 48021 1942 Indian Four
 George E Young 20640 Midway Southfield Michigan 48075 1940 Indian Four

Minnesota

Jerry Stazeberg 3220 Navarre Lane Wayzata Minnesota 55391
 Maynard Whetstone 256 Belleview St Winona Minnesota 55987

Missouri

Louis Anderson Box 258 Mansfield Missouri 65704

Montana

Jack Kulish P.O. Box 280 Stanford Montana 59479

Nebraska

Howard P Wagner 4903 No 60th St Omaha Nebraska 68104
 R W Peterson Peterson Mfg Co DeWitt Nebraska 68341
 Clifford E Hurst 5623 91st St Omaha Nebraska 68127
 Everett W Palser Rt 2 Scottsbluff Nebraska 69361

Nevada

Orel Young 1813 Walnut Ave Las Vegas Nevada 89101
 Kenneth K Austin 2800 So Lamb Sp 6 Las Vegas Nevada 89109 1933 Indian Four

New Hampshire

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

New Jersey

Edgar G Skillman 39 Anderson St Trenton New Jersey 08611
 Jules W Frohlich 1175 Goffle Rd Hawthorne New Jersey 1941 Four
 Arnold S Fisher 109 S Washington Ave Bergenfield New Jersey 07621 1931 Indian Four
 Joseph Poinsette 916 Garden St Hoboken New Jersey 07030 1940 Indian Four
 Leslie H Salisbury 306 Washington Place Englewood New Jersey 07631
 Stephen J Sturm 5307 Browning Rd Pensauken New Jersey 08109 1938 Indian Four
 Frank Krawiec 300 Jefferies St Perth Amboy New Jersey 08861
 L E Schoerer P O Box 189 Lebanon New Jersey 08833 1941 Indian Four
 Walter Ahlers Main St Flanders New Jersey 07836

New Mexico

Delmer E Donaldson 2460 Del Sur Dr SW Albuquerque New Mexico 87105

New York

Harry L Ellis Savage Rd Sardinia New York 14134
 Paul Freeman 14 Pelton Ave Staten Island New York 10310
 Vincent R Jordan 557 Holt St West Hempstead New York 11552
 L S Juillerat Box 488 Highland New York 12528 1935 Indian Four
 Louis Lichva Rt 3 Box 256A Mariaville Rd Schenectady New York 12306 1940 Indian Four
 Jack Liebrick 35 Balsam Dr Dix Hills New York 11746
 Leonard Moeller 2124 Grove St Baldwin New York 11510
 Allen Moore 358 S Main Rd Albion New York 14411 1930 Indian Four
 Charles Myles P O Box 180 Sloansville New York 12160
 George Pespas 501 Chestnut Lane East Meadow Long Island New York 11554
 Ira Philbrick 406 Court St Little Valley New York 14755
 Emanuel Sperrazza 2339 129th St College Point Long Island New York 11356

North Carolina

Vernon Eanes Rt 5 Box 164L Salisbury No Carolina 28144

North Dakota

Gilbert E Horton Box 1351 Jamestown No Dakota 58401 1940 Indian Four

Ohio

Richard H Adams 117 Fehl Lane Cincinnati Ohio 45230
 Larry Barnes RR 1 Box 8B Grand Rapids Ohio 43522
 Robert R Burge 5773 Centennial Rd Sylvania Ohio 43560
 W B Cleveland MD 10300 Carnegie Ave Cleveland Ohio
 Jim Cook 3151 Royal Oak Barberton Ohio 44203
 Gordon Deye 3524 Corey Rd Toledo Ohio 43615
 John O Elber RR 2 Box 55 Milan Ohio 44846
 Ralph Embler 9523 Conklin Ave Blue Ash Cincinnati Ohio
 Wally Enders 1118 Sherman St Bucyrus Ohio
 Anthony Harpster 16577 State Rd No Royalton Ohio 44133
 Thomas W Harris 800 Hazel St Akron Ohio 44305
 Max Harry 834 Santa Cruz Dayton Ohio 45410
 Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio 45324
 William L Howell 228 E Lisbon St Box 138 Waynesburg Ohio 44688
 Victor E Huguenin 706 Fairview Ave Galion Ohio 44833
 Gerald Kenworthy 317 Riffle Ave Greenville Ohio 45331
 Steve Kertez 2020 Marlow Rd Toledo Ohio 43613
 Enos Leass 1502 N Main St Findlay Ohio 45840 Volkson Four
 Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215
 Harry Maule 414 Main St Castalia Ohio 44824
 Lew Maule 405 Kansas St Green Springs Ohio 44836
 Ted McGee 2009 5th St Sandusky Ohio 44870
 Milton A Mehl 2641 Andrew Ave Hamilton Ohio 45015
 C E Monnot Sr 22413 Wallace St Alliance Ohio 44601
 Fred Provin 371 Heath Rd Heath Ohio 43055 1941 Indian Four
 Clarence F Puckett 4378 Catalina Ave Dayton Ohio 45416
 John S Rees 1795 Ridgeview Dr Wickliffe Ohio 44092
 Carl Reichenbaugh 1421 Bernard Ave Findlay Ohio 45840
 Harry W Robinson 677 N Howard St Akron Ohio 44310
 Charles Rolander P O Box 23 Coldwater Rd McClure Ohio
 William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140
 Dave Sloan R F D 3 Kenton Ohio
 Waldo D Stevick 916 Dingledine Ave Lima Ohio 45804
 Charles Thompson 103 Canton Ave Huron Ohio 44839
 Percy Wallace 302 Petrie Rd Atwater Ohio 44201
 John Wickham 751 Dayton Ave Findlay Ohio 45840

Oregon

Darrel Dixon 7435 SW 4th Ave Portland Oregon 97219
 James F Cox 8805 SE Monterey Ave Portland Oregon 97266

Pennsylvania

William J Algeo Oaks Penn 19458
 Earl Chalfant R D 1 Brookville Penn 15825
 Jesse L Clapsaddle R D 6 Herr's Ridge Rd Gettysburg Penn 17325
 Vincent J Connelly 237 W County Line Rd Hatboro Penn 19040
 Bruce Elton 2516 Windgate Rd Bethel Park Rd 15102
 George B Fisher 1051 No Fifth St Reading Penn 19601

Pennsylvania (cont)

Robert W Hangen R F D 2 Quakertown Penn 18951
 Edwin R Johnson RR 1 Box 135 Perkasio Penn 18944
 Joseph E Karis 18 Edgmoor Rd Cheltenham Penn 19012
 Otto Link 2nd and Charles Sts Coopersburg Penn 18036
 Lester J McQuade 6021 6th Ave Altoona Penn 16602
 Charles Metenkanich R D 1 Wattsburg Penn 16442
 Herman G Metzger Jr 2174 Winthrop Rd Huntingdon Valley Penn 19006
 Steven G Savory 4420 Elk Ave Oakford Penn 19047
 Ronald Scuglia 153 Birch Drive Levittown Penn 19054
 Albert P Sigmans Rt 212 Pleasant Valley Penn 18948
 Leon Slifer 561 Maplewood Rd Wayne Penn 19087
 Edgar A Stoner R D 1 Etters Penn 17319
 Fred J Wood 821 Cedar Rd Philidelphia Penn 19111

South Dakota

Fran D Backer 2724 E 26th St Sioux Falls So Dakota 57103

Texas

Thomas W Cooper Jr 1403 Palm P O Box 661 Mansfield Texas 76063
 Stacy Hart Box 766 Littlefield Texas 79339
 H J Norman P O Box 568 Weatherford Texas 76086
 James Norman P O Box 568 Weatherford Texas 76086
 Jerry Premisberger Box 905 LaFeria Texas 78559
 Leland H Sparks P O Box 13082 Ft Worth Texas 76118
 Linley S Wright Rt 3 Box 345 Grapevine Texas 76051

Virginia

Donald E Callar 1705 Fern St Alexendria Virginia 22302
 Mervin A Ryan R F D 1 Edinburg Virginia 22824
 John M Sandy Stephens City Virginia 22655

Washington

Mel Brewster 3731 N Frace Ave Tacoma Washington 98407
 Henry L Ramsey 3 No 7th Ave Suite 7 Yakima Washington 98902

West Virginia

Ed Thatcher Frenck Creek West Virginia 26218

Wisconsin

Richard Braund 1004 Academy St Elroy Wisconsin 53929
 John Giorno 3522 87th St Kenosha Wisconsin 53140
 Joseph P Larweth RR 1 Box 403 Oak Shore Club Fontana Wisconsin 53125
 Edward V Romas 10022 W Keefe Ave Wauwatosa Wisconsin 53222
 Fred R Rudolph 502 7th Ave Baraboo Wisconsin 53913
 Ervin G VanBeck 517 N Main St West Bend Wisconsin 53095

ForeignCanada

Murray Bluestone 37 Warwick Ave Toronto 10 Canada
 Michael Bryce 60 Stevenson Rd Unit 1507 Rexdale Ontario Canada
 Mal Middlebrook 102 Rockview Gardens Concord Ontario Canada
 Philip Picard 860 Calixa Lavallee Appt 1 Quebec Canada
 George Taft 210 Elmwood Crescent Milton Ontario Canada
 Newel Taylor 2760 E 27th Ave Vancouver 12 B C Canada
 Frank Tucker 9204 Allison Dr SE Calgary Alberta Canada 1931 Four

England

Robert Sidney Powell 27 Cinque Ports Ave Hythe Kent England

Germany

Hans-P Arendt 1 Berlin 44 Burknerstr 24 Germany

Late arrivalsIndiana

C W Crafton RR 1 Box 392 Plainsfield Indiana 46168

We remind you that if we have any part of your address wrong, make sure that it is legible when you sent it to the treasurer for membership for this is our source of the up to date membership. You may send your corrected address to the editor and publisher which is listed on the table of contents page.

It is also not impossible to overlook a member's name and leave it out completely, any errors we make please notify us and we'll do our best to correct it. Due to the lateness of this issue, there will be the Winter issue published somewhere near the last of December. Corrections will be made in that issue.

SPECIALSIn the Merchandise Department

- Item 1. Ball point Pens honoring the 10th Anniversary - red barrel with Indian Four insigna and name of the club in silver. Aluminum cap. Pen FREE Send 25¢ for postage and mailing.
- Item 2. Windshield sitckers - approx. 3 X 3 inches - red ink on clear plastic background. Some of these stickers were printed with words Charter Member and rest were printed without. Send 25¢ to cover cost of mailing. Be sure to request Charter Member sticker if you are a charter member.
- Item 3. Membership Pins for the lapel. Very beautiful with gold lettering. These pins too are for charter members and regular members. \$5.00 each regardless of type. Send 25¢ for mailing.
- Item 4. There are still copies of the Historical pictorial booklet available. This book contains pictures of the Indian Four Club from its beginning at the Millstream Club Grounds up through 1968. This booklet is free and mailed 3rd class postage. Send 25¢ for mailing.
- Item 5. INDIAN WINEBREAKERS - Water repellant, close weave cotton poplin with rib knit cuffs, collar and bottoms. Full cut athletic type for unrestricted back movement. Back of jacket has rubberized plastic scroll INDIAN emblem across shoulders and below this the Indian trade mark. The Indian markings on the back are the same style as those on the front cover of the Indian Four News. Around the side of the trademark is the lettering - "Old Indians Never Die". These jackets were displayed in limited quality at the Indian Four Meet in Toledo and sold out in a metter of minutes. The jacket is a nice neutral "ice green" color and retails for 12.95 in better sporting goods stores. Now selling for only \$10.00 in sizes S*M*L*XL plus \$1.50 for postage and handling costs.
Write - C. Walter Frick, 4304 Varsity Sreet, Ventura, California 93003
- Item 5. Exclusive 10th Anniversary Indian Four Club wristwatch.
Guaranteed 17 jewel Swiss Incabloc movement.
Stainless steel case - waterproof and shockproof.
Face of the watch has red lettering of Insigna of Indian Four Club same as on front cover of Indian Four News. Price \$30.00
Write - Nick Gansinger, 1246 - 119th St., Whiting, Indiana 46394

With the exception of the Jackets and the Watches, all the above items may be ordered from the following addresses.

John E. Wickham
President
741 Dayton Ave.
Findlay, Ohio 45840

Casper Barnes
Treasurer
23727 Second St
Grand Rapids, Ohio 43522

Thomas J. Miles
Editor
RR5 Box 2
Findlay, Ohio 45840

Ads in the Indian Four News are generally run twice unless the individual requests differently. We have removed several ads from this issue therefore we direct you to the Summer issue for the older ads. We do not have information if an item has been sold or if the individual has secured the parts he wanted. There are several bike for sale but no ads were requested. If you are interested in buying a four or some parts we may be able to help you. This is your Flea Market year around in place of the annual meet. You parts men - let's catalog your parts for sale.

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 Ave.

Detroit, Michigan 48205

For Sale - Plastic Chrome stripping for fenders for Chief's and Four's. Price 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 45840

For Sale - Aluminum Fender strips

Write - I.J. Wagner

6151 S. Archer Rd.

Summit, Illinois

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 - 1940 four engine - overhauled, will trade for good 1936 or 1937 engine. 1936 engine with some parts missing.

Write - Fred Provin

3714 Heath Rd.

Heath, Ohio 43055

For Sale - Dreyer sidecar with fiber glass body - \$125.

Harley Sidecar chassis \$65.

Write Louis Wille

220 Market St.

Momence, Illinois 60954

For Sale - INDIAN WINDBREAKERS

Water repellant, close weave cotton poplin with rib knit cuffs, collar and bottom.

Full cut athletic style for unrestricted movement. Back of jacket has rubberized plastic scroll INDIAN emblem across shoulders and below this the Indian Trademark. The Indian markings on the back are the same style as those on the front cover of the Indian Four News.

Around the side of the trademark is lettering - "Old Indians Never Die".

These jackets were displayed in limited quantity at the Indian Four meet in Toledo and sold out in a matter of minutes. The jacket is a nice neutral "Ice Green" color and retails for \$12.95 in better sporting goods stores. Now selling, with emblem, for only \$10.00 in sizes S-M-L-XL plus \$1.50 for postage and handling costs.

Write - C. Walter Frick

4304 Varsity Street

Ventura, California 93003

For Sale - beautifully remolded foot boards 1940-1953 all models - must have exchange boards in good condition. Also Indian mats and grips for earlier models.

Write - Paul George

2590 S E 52nd Ave.

Des Moines, Iowa 50320

For Sale - Brand New - - - - -

Get the Exclusive 10th Anniversary Four Club Watch. Guaranteed 17 Jewel Swiss Incabloc movement.

Stainless steel case - waterproof and shockproof. Price \$30.00.

Side Fender strips - aluminum, front and rear fenders for Indian 4s and Chiefs - \$16.00 per set.

Write - Nick Gansinger

1246 - 119th St.

Whiting, Indiana 46394

Wanted - for 1941 Indian Chief - front and rear fender braces, speedometer and drive, seat bracket, tank emblems, rear brake assembly, chain guard, amp meter, engine, transmission, light, horn, shift lever.
write - Jim Cook

3151 Loyal Oak
Barberton, Ohio

Wanted - Bullet type headlamp for 1929 Indian, Super X or Henderson or Cleveland - complete or parts. Or, will trade New mid year 1930 Indian, Super X, headlamps for a bullet headlamp. Complete.

Write - Paul George
2590 S E 52nd Ave.
Des Moines, Iowa 50320

Wanted - 1938 Four to restore

Write - Charles A. Moore
2950 Routier Rd., Sp 105
Sacramento, Calif. 95827

Wanted - one pair spotlights (genuine Indian) for a 1950 or later Chief, new or used.
Looking for 1950 or later Chief, prefer one needing work at lower cost. Could use Scout frame complete without engine.

Write - Thomas W. Cooper
11403 Palm P O Box 661
Mansfield, Texas 76063

Wanted - 1940 to 1942 Indian four. Was especially interested in one that I seen at the meet (all white).

Would like to be a member of the club therefore I want a four to restore or one already restored.

Write - M. E. Baernwald
2595 Emerald Dr.
Jonesboro, Georgia 30236

Wanted - am building a 45 Scout and in need of the following-
Magneto, Speedometer, complete, exhaust pipes for 45, seat and springs, ampmeter and light and switch and panel, headlight (bullet shape) and brackets, front and rear wheels, brake and clutch peddals, handle bars (short one). Presently have - motor, frame, forks, front and rear fenders and tank.

Write - G. F. Sousa
2861 Cypress St.
Napa, Calif. 94559

Wanted - crankcase for 1933 Indian four. Have experienced trying to get my old case welded but the case cracked again in welded area.

Write - C. A. Lytle
201 Montrose Ave
Baltimore, Maryland 21228

Note - If any of you members have had success in welding and can offer this man some good advise that might save him some money, write him.

For Sale - 1947 Twin 74
Overhauled 4 years ago - 400 actual miles since overhaul. Completely repainted and restored.

Write - Casper Barnes
Sunset Trailer Village Inn
Palm 30
Bradenton Florida 33505

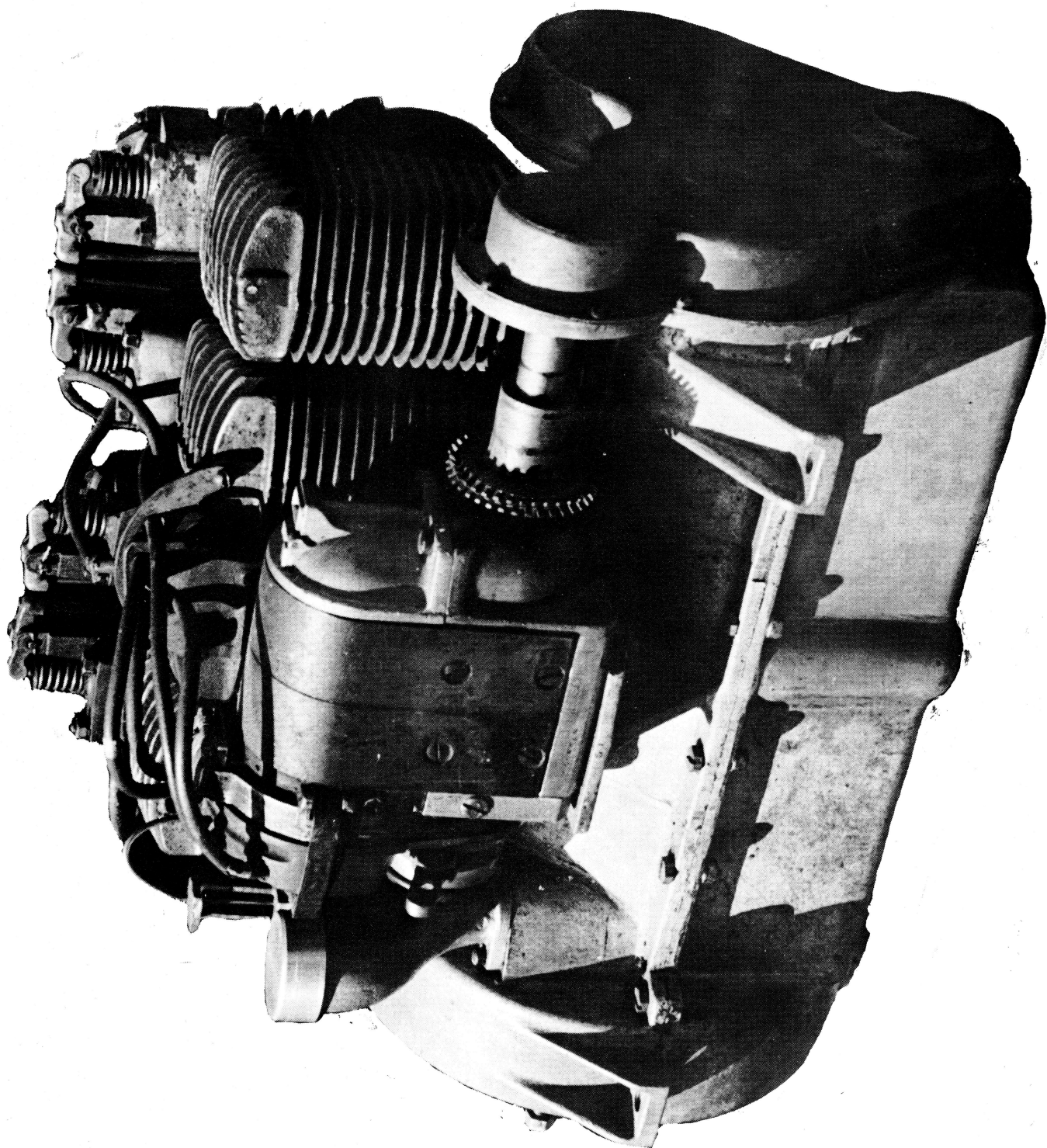
For Sale - 9 HP twin cylinder Spache motor. Complete with carbs and mag. runs good.

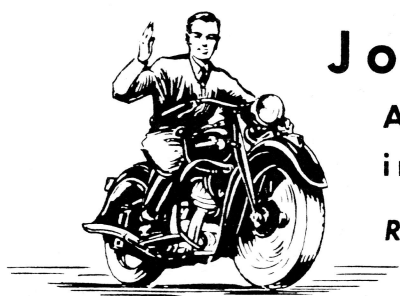
Write John Wickham, 751 Dayton Ave
Findlay, Ohio 45840

Wanted - Upper case for 1931 Four
DESPERATE

Write Newal Taylor
2760 E 27th Ave
Vancouver 12 B C Canada

Inside the back cover The magneto side of the Militaire Four motor. As we stated in the previous article it is beefed up at certain points compared to the Henderson, Ace or the Indian. Although this motor has had more service on an ice sled, it is still in very good shape and good for more service.





Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

