

Indian



FOUR MOTORCYCLE NEWS

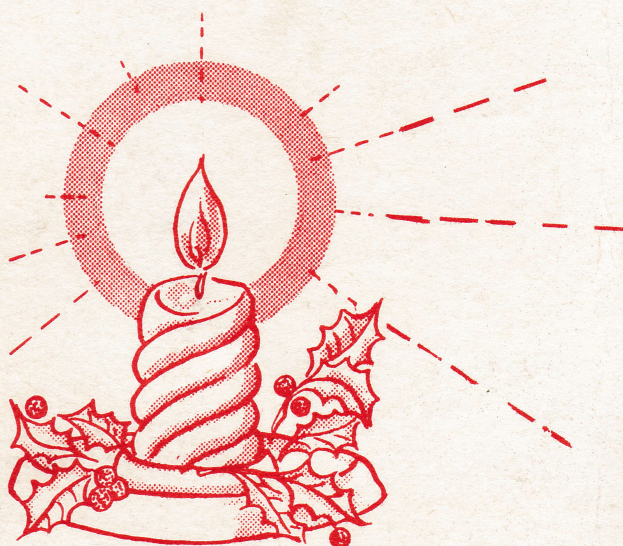
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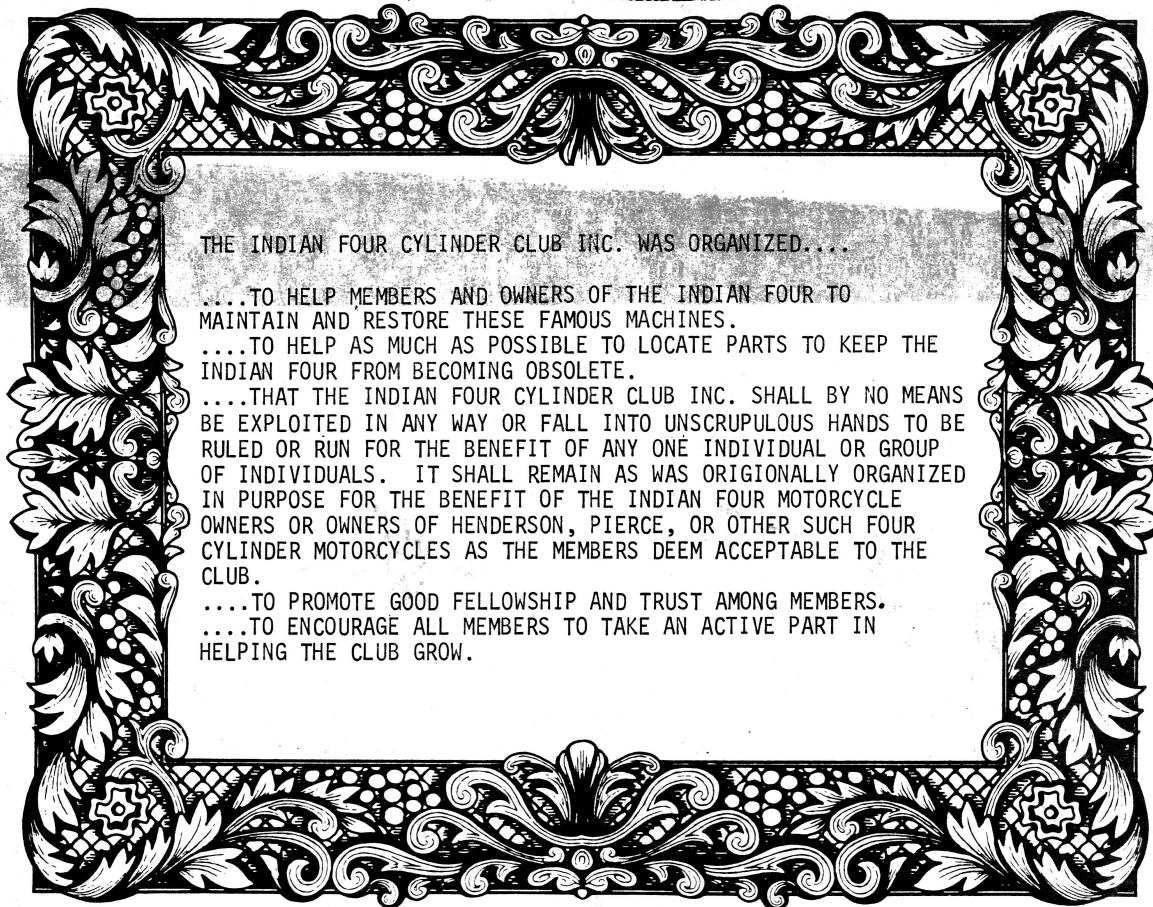
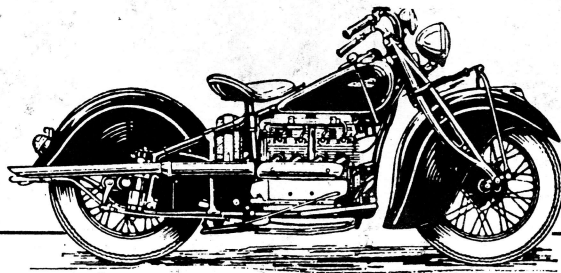
10th Anniversary Year



Season's
Greetings

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
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REPORTER	DAVE SLOAN

INDIAN FOUR CYLINDER NEWS

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

TABLE OF CONTENTS

	Page
President's Page	3 - 4
Pictures	5
Correspondence	6 - 7
Pictures	8
Special Business Meeting	9
When the Steamer Flew	10 - 11
The Indian Story	12 - 17
Pictures	18
The Case of the Cracked Case	19
Membership List	20 - 26
A Lot of Parts For Sale	27
Ads	28 - 31
The 10th Anniversary	32

The Indian Four Motorcycle News is published four times a year for the members of the Indian Four Cylinder Club Inc. Price of the magazine to the members is included in the membership fee of \$10.00 annual dues, mailed to the treasurer, Casper Barnes, 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, RR 5 Box 2, Findlay, Ohio 45840. The magazine is available to non-members for \$10.00 per year contribution or \$2.50 per single copy mailed to the treasurer. All applications for membership in the Indian Four Cylinder Club should be sent with check to the treasurer.



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

PRESIDENT'S PAGE

Season's Greetings to all our members, and friends

Its that time of year again when those joyous words come to light again and are exchanged with others around the world. So, we extend to all of you our greetings as the old year - our 10th Anniversary year comes to a close. All your help and assistance we have received has been a great help and boost for the Indian Four Club.

Almost weekly we receive in the mail an application for membership from most anywhere in the United States and Foreign countries. This proves that there are still many fours, and new members are finding them. We have, in only the past few weeks, received applications from New Zealand and Sweden, and both applicants have fours that have been restored. Through our vast grapevine and magazine, many of these applicants who are total strangers, find out about our great Club.

Our membership has not all been strictly incoming new members, for we have lost some members also. Some have just dropped their membership with no appearant reason while a few of our members have received the checkered flag. We greatly feel the loss of our devoted member Allen Bozung of Southfield, Michigan on October 6th. We still receive mail in regard to this untimely passing. We gave Allen one of our biggest and best tributes as a man who devoted a great deal of time and effort and support to our Club. His memory will long be remembered in the minds of our members and other who knew him and were closely associated with him.

Dates for business meets, June meet, and the Annual meet have been set for the entire year so I give you in this letter advance notice of the dates for you to put them on your calendar. Many members have planned their vacations to coincide with the June meet and the Annual meet, stopped for one or two days at the meet and then continued on. Our regular February business meeting is being cancelled this year for a couple of our important members, one of which is the Club Treasurer.

These men are in Florida and would be unable to attend the February meeting. An April meeting has been set up for the last Sunday in April and will be held at the Traveler's Club in Toledo, Ohio. This meeting date is April 30, 1972.

The June meet will be held this year on June 11, 1972 and as previously planned, the All American Club meets for their meeting on the day before which is Saturday at the Traveler's Club, and the Indian Four Club on Sunday. Plan to attend both days of this weekend meet of the two clubs for there will be events, trophies, and a lot of good fun and get-together for everyone there.

The Annual meet of the Four Club is set for August 12 - 13 1972 at the Traveler's Club at 9840 Dorr St, Toledo, Ohio. We especially direct these dates and place of the meets to our new members to come to the meets and get acquainted with this fine club of members dedicated to keep that fabulous four one the road.

Since we have been promoting the sale of parts that Allen Bozung left for his wife to dispose of, we have hopes that during the June meet and the annual meet to bring this large inventory of parts that Allen collected for many years. Many of these parts were purchased at the Flea Markets on the grounds during each year's annual meet. Plans are in the mill to have these parts trucked to the meet for the benefit of the members that have seen the ad in the Four News and not been able to go to Southfield to see the parts.

Now you have the dates of the meets for 1972 and we hope that you will plan your vacations accordingly. Also for the benefit of the new members, camping is permitted on the Club grounds during the June meet and the annual meet so we invite you to pack up your camper and head for Toledo for two days of Annual meet which includes events, trophies, judging, and Flea Markets, and a lot of new people to meet.

The outreach of the Four Club has been beyond expectation. When we began getting applications from Canada we felt the Club was doing a fine job interesting our Canadian friends who owned fours. Then we received applications from England and Germany. This further outreach was most gratifying when we learned that the fabulous four had survived even in these foreign countries. Well, just recently, as we stated on the 1st page of this letter, we received applications from as far away as New Zealand and Sweden. We welcome Henry Melin of Sweden and Patrick Wood of New Zealand. I am sure they realize and so should all of you that their only contact with the club is through our magazine. This means that they won't be at club meetings to hear and swap stories and look for parts in the Flea Markets. So I ask you to send in those stories, and list your parts through the magazine Ad section for their benefit and the rest of the members also. Correspondence with them, I'm sure they'll be glad to hear from you.

Well fellow members and friends by the time you receive this winter issue you will already be started on that new year so we again wish you a happy and prosperous new year.

Sincerely - your president

John Wickham



Me and My Indians

Mervin Ryan of Edinburg, Virginia sets comfortable in his easy chair reading his copy of the Four News, and proudly in front of his two graceful Indians - the 1950 Chief 80 and his 1942 four.

Merv calls this his Indian room and there are a few indications that this is a fitting name. Its a pretty nice stable for these machines of the road - the tile floor, paneled wall, ceiling panel, painted walls, and a reliable heating plant. All the comforts of home any Indian lover would want.

This sort of set-up is just the right invitation to have a wax and polish rag handy to keep two such beauties in the finest of dress. And thats just what Merv does when he takes one of these bikes out for spin or to the annual meet.

How about some of the rest of you owners sending in shots of all your bikes like this. Show us how nice you treat your Indians to protect them from the weather. A lot of the machines that you members now own were left for a long time to the elements and it took a lot more time to put them back into show room condition than the factory spent building them. Line up your bikes, get the family around them and get a picture for us.

A million thanks to Merv for his thoughtfulness and sharing the picture with us.

- editor -

Correspondence

A letter received from Mary VanHole shortly after Bert and Mary moved to Florida from their former home and farm at Appleton, New York, stated that they were enjoying living in Florida permanently. The change in residence and climate did not prevent him from enjoying an occasional ride on his four. There is evidently not too many fours or practically none where Bert lives in Englewood, for many people there seem amazed when they see his four. Many never knew there was such an animal. Well, Bert will prove to them that his four still has plenty of go and with him on it. Bert would never pass up any chance to get in the events at the Annual meets as he thoroughly enjoyed any challenge. Well, he's got that bike in Florida now and he won't have to put her away from icy roads, but can ride year round. Mary told us she would miss the Annual meets before they left, and especially all their friends. We're sure the Indian Four News will be well read to keep in touch with club activities.

Our new member in New Zealand was extremely happy to be received as a member in the Four Club although like many of the far away members he is entirely dependent upon correspondence and the Indian Four News for his contact with the Club. Through the kindness of Ted Hodgdon in Florida, Patrick Wood received some pictures and material to help him in his restoration project. He purchased a four that had been previously restored but he did not believe it to be original. His feelings were right and he found from material he received that there were some errors. Prior to restoring the four he had restored a Henderson four which he sold. We have included some pictures that Mr. Wood sent us of his four. He owns some other bikes as will be noted in the picture of Mr. Wood on the Harley. There is an interesting note in the picture of Mr. Wood's Indian four - the name of Indian on the side of the tank and the year model painted on the tank. Indian never trimmed their bike like this, but it's not a bad idea.

Our good member Bob Speck of Valparaiso, Indiana wrote us on Dec. 3rd informing us that he had been in the Hospital and had undergone surgery and now on the road to recovery. We are naturally always happy to hear the good reports that surgery was a success and the person on the road to recovery, so Bob we wish you the best and don't try to ride one of those bikes too soon. Bob also told us that he has disposed of some of his bikes and parts but still plans to be Bob Speck The Decal Man.

We have received some fine correspondence from our good friend Lou Lichva in Schenectady, New York and in a recent letter we found a humorous bit in which Lou has a frustrating moment. It seems as though Lou's Blue Ace didn't have a true Ace motor in it. He called it half Indian and half Ace. They went to Hershey, Pa. this past summer to the big Antique meet and from all reports we have seen on this granddaddy of all meets, parking is somewhat of a premium. Lou had his grandchildren along and had left his wife and the grandchildren out of the car near to where they wanted to see some old equipment. After parking about a mile away, Lou took all the short cuts he could find even through the Flea Market, and it was here he got way-laid for a few moments and in a tense moment of frustration. He was acquainted with some of the men there and they asked him if he had brought to the meet his blue Ace four. When he informed them that he could not make it this year, the man in charge told Lou that he had just sold an Ace engine complete to a Canadian fellow. An Ace engine complete, something Lou had been hunting for and now he just missed his golden opportunity by minutes. The Canadian stated that he was buying the motor for a friend of his to make sure that he got it. Then Lou asked if this fellow's name was Philpi Picard of Quebec City, Canada. When informed that it was, Lou went on the hunt of his family and Philip Picard. After getting together with his family, Lou was engrossed in looking over the machines when up came an individual and told

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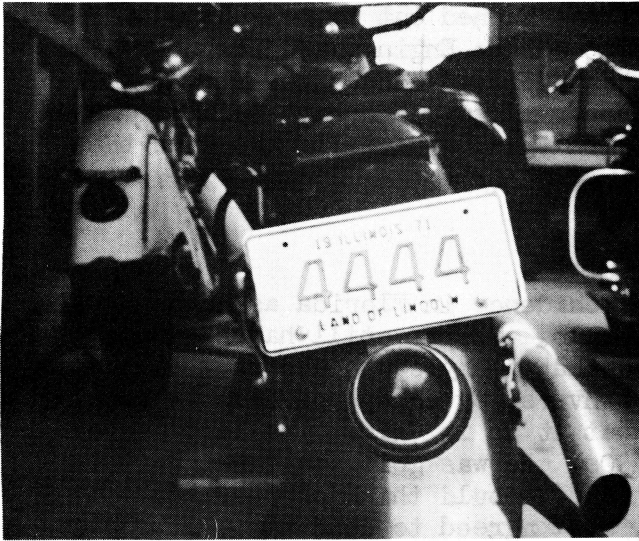
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Lou that he had a surprise for him. The individual turned out to be Philip and Lou replied that he knew the surprise - he had bought an Ace Engine and Philip was the surprised person. Such friendly acts as this has happened many times with members of the Indian four Club. Both Lou and Philip are grand guys and have been to the Annual meet. Its a ball just to sit and talk with them, especially two guys that know their fours.

Casper Barnes now has a more or less permanent residence in Florida as he and Mrs. Barnes disposed of their home in Grand Rapids, Ohio. Casper still has his bikes although he has them up for sale. They like that sunny south and many of the attractions down in Florida. Ocassionally we converse by telephone and of course I am interested in the temperature there and what it is in Ohio. The last conversation it was 75° and here in Ohio in the low 30s. He was going to take a dip in the Gulf the next day so about the only thing that I could think of that would be condusive to our more winter-time temperature, so I agreed to send him a snowball by mail. Oddly enough, here in Ohio, especially northwestern Ohio, we have had very little snow thus far and hardly enough to make a snowball. Its a little inconvenience with the treasurer 1400 miles away but the mails have been excellent. We're sure that most of you by now have sent in your dues to Casper down in Florida, but in case you haven't and they are due, in the front of this issue on the contents page is Casper's Florida address.

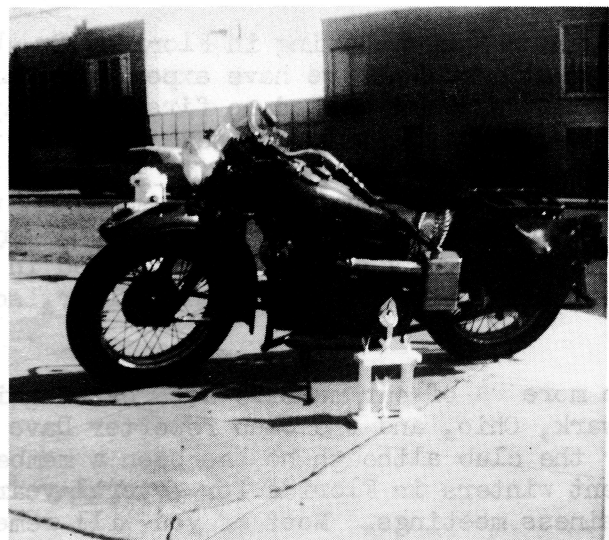
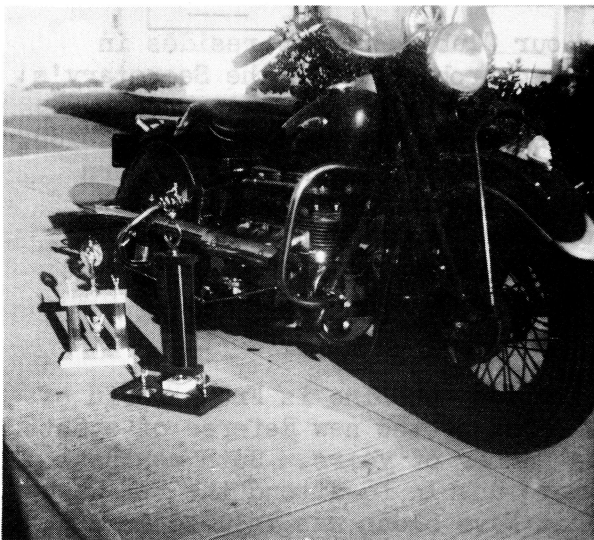
Along with Casper living in Florida, Dr. Walters our Club Secretary resides in Camdem Arkansas and we have experienced little or no problems with the Secretary's minutes which are worked up first on a tape recorder. Many of you have seen our president working with the tape recorder when the business meetings are in session. He is taping the proceedings to send the tape to the secretary who will in turn translate them to typwritten form. Doc. wrote to us the first of November and promised us another story of his early days of cycling, but we haven't received the material as yet. Doc. is involved in many things especially the Optometric Association in which he is an officer, so we just mention it here to remind him.

Two more of our members also basking in the Florida sunshine is Fred Provin of Newark, Ohio, and the Club reporter Dave Sloan. Fred is the new Referee of events for the club although he has been a member for a number of years. Both men have spent winters in Florida for several years and were unable to attend the February business meetings. Most of you will remember that Dave Sloan was injured in a traffic accident a year ago while riding his cycle and is now about 90% recovered. Such injuries are not the easiest to recover from especially if the individual is a few years past 50 (Dave will appreciate that). Too all our Florida residents, permanent and other wise, have a good time in the sunshine and warm water swimming, but please don't do one thing to cause doub't in our minds. Don't write us and tell us about all those fish you caught and the size of them, for we have no way of telling whether you measured them from nose to the tail or between the eyes. And when you weigh them we won't know whether the weight is meat alone or the parts you threw away.



This picture sent to us by Barry Srelford of Urbana, Illinois, should be self-explanatory what this license plate is attached to. Barrys stated he got this number just to let the Honda riders behind him know "its a four".

Reminds us of the article we printed several issues back about the patches of the laughing Indian the Indian riders sewed on the seat of their pants just below the belt line for the benefit of the Harley riders. Of course the Harley riders could only see this laughing Indian when the Indian passed them.



Ernest Pretor of San Francisco, California sent us these pictures of his trophy winning 1941 Indian four and his Chief. Even from the pictures we can tell they are trophy winners. No matter where Indian bikes are entered in judging or displays, they always seem to catch the judges eye and bring home the trophy.

Special Meeting
 Indian Four Cylinder Club
 Millstream Ramblers Motorcycle Club
 Findlay, Ohio
 October 31, 1971

A special meeting of the Indian Four Club was held on the last Sunday of October, meeting at the Millstream Rambler's Club in Findlay, Ohio. Approximately 30 members of the Four Club were present to consider several items of business. Among these items was the unexpired term of Allen Bozung, trustee of the club. It had been planned, immediately following the death of Allen, to let the term stand until the next Annual meeting, and should there be a need for a meeting of the trustees, the president would appoint someone to fill the vacancy for that meeting only.

Among the members present were several of the Detroit members, and David Bozung, eldest son of Allen came to the meeting with the group. David's mother had given him his father's blue and white four that we have so often seen at the annual meet. This machine was pictured on the front cover of the Spring issue of 1971. David was now eligible for membership in the club so the first item of business was to accept David as a member of the Four Club. There was however one other item that also needed consideration, that of Allen's 1971-1972 membership in the club that was renewed in August. A motion was made to allow the transfer of the membership of Allen Bozung to David Bozung. Motion was seconded and received unanimous approval.

Membership in the club also made David eligible to hold office in the Indian Four Club. It was suggested to elect David to fill the unexpired term of his father as trustee of the Club. Motion was made to this effect, seconded and given unanimous approval. David has been involved in club activities and came to meetings with his father since the club was organized 10 years ago. He becomes the youngest trustee and the youngest member of the club.

Several other items were presented for consideration and information. Renewal of membership in the A M A for the new charter was presented. The renewal was authorized. For the benefit of the new members, the Indian Four Club is chartered by the American Motorcycle Club and must pay dues such as the individual member pays dues to receive their charter. This charter in no way effects the individual membership, as it is still the rule of the club that the individual has the right to decide if he wants membership in the A M A.

Bills were presented by the editor concerning the magazine and bills concerning club house rental. Payment of all bills were approved.

The final question to be decided was the time and place of the next meeting. Since a few of our members are now living in Florida, especially the treasurer, it was decided to dispense with the February meeting. Several of these men are planning to return to Ohio in the Spring so it was decided to hold the next business meeting the last Sunday in April, which will be April 30th, 1972. Tentative plans are for this meeting to be held at the Traveler's Club in Toledo, Ohio. The meeting should begin around 1:30 pm.

Other items were tabled till the meeting in April for a larger number of members to be present. The Executive Committee extended its appreciation to all who helped make the 10th Anniversary year the success it was. The meeting was adjourned early to allow those from Michigan to get on their way home in case bad weather set in.

Taken from the Secretary's tape recording
 of the minutes. - editor -

When The Steamer Flew

Even though the Indian Four News is primarily a Motorcycle magazine I am sure many of our readers are interested in other vehicles and more especially, stories of humor that involved the older machines and contraptions. We were all amazed at the story of the ice sled that took off and flew on Lake Erie near Cleveland, and here is nearly the same type story although it has a very different setting.

The prime objective of most early manufactures of vehicles of all types was speed, racing and performance, and speed could make a certain brand of bike or car famous overnight. This notoriety had much to do with the Indian Story and the Indianapolis Speedway got its start from those early race car builders whose ambition was a faster car and is still the goal of today.

Around the year 1907 the speed and racing craze had bitten most of the car manufactures, and believe me there were many. Anyone could buy the parts and build a car. Several of the bigger manufactures of that year got the fever to compete with each other so it was decided to hold a test speed run on a good straightway and a beach in Florida was selected. It was smooth sand and long enough for the driver to get up starting speed, then enough straight-way to pour on the coal to clock the car's top speed, and then slow-down straight-way. So, these eager beavers began putting together special cars to take to the Florida beach competition. It was decided that a speed goal of 100 mph should be set and any car or racing special that could reach this goal was one of the best. To take home such honors was not only honor for the driver but a million dollars worth of advertizing to the car manufacture.

For a gasoline powered vehicle of that era a speed of 100mph was nearly impossible. Tires were not yet the best, and sound engineering was not yet the basic practice of every manufacture. Motors were built big and many of the slow variety, and only those of overhead valves with their special ignition seemed to be the best design for speed. Never-the-less, the several manufactures were out to make a speed record that day on the Florida beach. Among these professionals with an eye for speed and some good promotion for their sales, were two brothers, twins in fact, the Stanley Brothers. Neither of the Stanley Brothers were educated engineers but they had an idea of a special type car which used steam as the power which proved its worth, yet went undeveloped for many years as a possible automotive power. They put into the design just plain horse-sense and built a steam powered car that was the best of all the steam cars built at that time. The lone principal of a steam powered car was the fact that the piston could be powered from both ends, or power was applied from the top of the piston and also the bottom, giving power in both directions. The gasoline powered motor had to depend on power from the top of the piston only. Although many early motors were of the horizontal type, the final and more common design was the vertical piston. The Stanley Steamer made use of the horizontal design and the cylinder and piston was not placed under the hood but under the car and geared directly to the rear axle. The steam was provided by a boiler or heat exchanger under the hood and like the steam locomotive had to maintain a good operating pressure for the power.

Well, the Stanleys also built a special version of their steam powered vehicle and took it to Florida with the other manufacturers. As we said, the gasoline powered racers lacked some of the precise accessories of fast motors of today so reaching 100mph was next to impossible for them. When all was ready, one at a time, the gasoline powered machines ran the course and the most of them failed to reach that 100 mph. However some did and took all the motor had to give. Then came the Stanley's

turn, and their contraption looked more like a boat on wheels than a car, but it was their entry and they got it into position for the run. The driver got in and started her out. Now many of you I am sure have seen a Stanley Steamer, at least your editor has, for there is one near Findlay in perfect operation. The steamer starts out with little more than a hiss to get the rig started and from then on there is a little blast out the rear from the exhaust steam, and then she is speed all the way. In fact there are many who have stated that the speed of the steam engine has really never been fully clocked, because they never knew what the top speed of a steam vehicle was.

The Stanley car started out and kept gaining speed. She hit 100 mph with little trouble and still going and gaining. Then if you remember what happened to the ice sled when it went full throttle. The air begins to give lift when the speed is just right in proportion to the weight of the vehicle, and since the ice sled was possibly a little lighter than this steamer, and the air was cold, it lifted at a lesser speed. The Stanley entry got its lift at around 197 mph and it took off and flew for about 100 feet. Off the ground it began to loose speed and down she came to crash and burn. Such a performance was no doubt the greatest thrill these car builders had ever seen but definitely not what they came to the Florida Beach for. The steamer had more speed in reserve but it wouldn't stay on the ground to prove it. It was sure no opportunity to go back home and admit that they were beaten by a Stanley Steamer for as far as gasoline powered car builders were concerned, there were advantages to a gasoline motor over steam, especially in the winter.

The Stanleys had it in the bag and returned home with the honors that should sell their machines better than ever. But, would they. It would be necessary now to put a metal plate on the dash board with a note of caution engraved on it stating that the driver should not exceed 100 mph to prevent the machine from flying. This was certainly no promotion for the average family buying a very dignified car. Even at 100 mph, the roads were not the best for such a speed. The Stanley's did not have formal education in engineering yet many of the points of manufacture of their famous motor was sound engineering principals. The boiler they knew had to be a safety item and protected against low water level and over heating. They wrapped the shell with steel wire as a safety precaution, and made a very intricate pilot light that helped to prevent freezing. When they built cars they were not the easiest dealers to buy cars from. One thing they absolutely never practiced was time payments to buy cars. They were purchased at the factory and if they had one ready to go it was cash on the barrel head. If they had no cars ready to go it was still cash on the barrel head to order one and wait for them to complete it.

The one Stanley Steamer that we know of is perfect but having been restored and well taken care of. We though you might like this story in-as-much as it is similar to the ice sled story and both machines became airborne by the speed factor.

-editor-

The Indian Story

If you will refer back to the Summer Issue 1971, you will find an article beginning on page 31, entitled - "From The Aircooled Single to the Indian Four", in which we followed the development of the single cylinder motors up to the year when the first four cylinder motors came into being around 1909. Our resource material was the "Golden Anniversary Story" of the Indian Company. This story began with the meeting of George Hendee, a builder of bicycles in Springfield, Massachusetts, and Oscar Hedstrom of Middletown, Connecticut, builder of Pacing Machines, meeting at Madison Square Garden in 1900. Hendee was displaying his new bicycles and Hedstrom his machines and motors of special design.

The motors attracted Hendee with their trouble free operation and that once they were started they would keep running with little or no adjustment every time to keep them running. George Hendee had visualized for some time the possibility of mounting a motor in a bicycle which he felt would bring to an end the bicycle business. This motor that Hedstrom was demonstrating was just the motor for a bicycle, and with proper designed transmission of power to drive the bicycle, there was certainly great possibility of huge production and sales for such a motor driven machine.

The demonstration convinced Hendee that this Hedstrom motor was just the ticket for the bike and a quick agreement was penciled out between the two. We stop this story at this point to add some further thoughts on this romantic story and meeting, and taking information from another source of material in which there are some slight differences in the details, yet enough to make it interesting to know "the other side" of this famous story of the beginning of Indian. A new publication introduced to the public this year by the name of "Old Cars", published by the Kraus Publications of Iola, Wisconsin, carried a series of articles known as Harry Pulfer's Scrapbook, and the following is a biographical sketch on Mr. Pulfer. From the Old Car Article - Many Old Car readers are familiar with Harry Pulfer as an expert craftsman and authority on radiator mascots and emblems, but for those of you who haven't met Harry, a little biographical background is in order. Harry and the Automobile industry are both 75 years old and Harry has spent most of his life in auto-related activities. He and his dad were in the auto body building business and Harry admits to doing a bit of stock car and motorcycle racing in his time. Harry worked for the Packard and Franklin dealers, the famous Don Lee Custom body firm, and "damn near everyone else around California" including famed racers Harry Hartz and Pete Depaolo, and the master car designer, Harry A. Miller. Harry Pulfer is a veteran of flying service in WW I, and has run several garages as well as serving as Deputy Sheriff of Los Angeles County for 17 years. Since 1945 he has been collecting radiator emblems and now has the world's largest collection of emblems and mascots. Still vigorous and active, and a familiar sight at swap meets throughout the country, Harry will be sharing reminiscences of the Auto industry he knows so well with Old Car readers.

Harry writes - The first practical motorcycle was built in Germany by Gottlieb Daimler in 1884 and was a crude but practical means of transportation. Besides being the first true motorcycle, the Daimler is noteworthy because it used the first high rpm engine. Prior to this, 800 rpms was tops. Daimler's engine, however could turn up to an astounding 1500 rpm. All this rpm with a compression ratio of 2 1/2 to 1. Daimler's wooden frame bike has a belt drive with a gear reduction of 10 to 1 and a rudimentary clutch. The single cylinder engine uses a wick carburetor and flame ignition and probably gave old Gottlieb a few anxious moments since there was no throttle control. To slow down, the rider had to cut off the exhaust valve action

for a few shots. Oiling was by drip feed. You pumped it up until the motor smoked and then you knew there was enough oil in the cylinder. Daimler engines were very successful and soon found use in boats and cars. Panhard, Levassor et Cie. was licensed to build them for the French Market, and it was here that motorcycle building really came into its own in terms of construction and popularity.

The name Count Albert DeDion, heir of a rich and illustrious French family, comes onto the scene although he was noted for engaging in harmless duels and chasing women, which activity was expected of young noble men, he also liked to work with greasy machinery which was not approved for noblemen of the 19th century society. He formed a partnership with a master mechanic by the name of George Bouton and together they built a steam car, then some experimental cars using the Daimler engines.

De Dion-Bouton's success was to come in 1895 when they commenced building their now famous motor tricycles. If it had not been for De Dion-Bouton, there probably not have been an Indian motorcycle, for many of the "trike's" features were incorporated into the first Indians. Some of DeDion-Bouton's advanced design features included enclosed flywheels, thru-bolts to allow for a removable cylinder head, dry cell ignition and, wonder of wonders, a real spark plug. The carburetor was part of the machine and a primitive throttle was affixed to the trike although main speed control was by spark advance. The machine was started and helped up steep hills by pedalling efforts of the rider. The little DeDion even boasted a crude brake and pneumatic tires. This very crude rig was exported throughout the world. Its engine won international fame and here in the U S, firms such as Pierce-Arrow, Autocar and Peerless bought and used De Dion-Bouton engines in their first cars.

De Dion's relationship with Indian came from bicycle racing. Huge engines built by the French Company were installed in the monstrous "pacer" motorcycles which were used to create a slipstream or draft for the racers. After pacing the track for a few laps behind the giant motorcycle, the bikes could attain speeds of up to 40 miles per hour.

We leave the article in the Scrapbook for the moment and return to the article in the Golden Anniversary Issue where we find a little more detail on the historic meeting of George Hendee and Oscar Hedstrom. It continues - Hendee persuaded Hedstrom to return to his home in Middletown and to go to work on fitting a motor in the bicycle frame and design a good positive drive to the rear wheel. Hedstrom returned to his home in Middletown, Connecticut and commenced designing the first experimental Indian. Working entirely alone and drawing basically from the knowledge gained from his experiences in building and operating his motor pacing tandems, Hedstrom finished his first machine in the Spring of 1901. After rigorous tests in the vicinity of Middletown, Hedstrom took his newly created mechanical wonder to Springfield and told George Hendee he was ready to show him the realization of his (Hendee's) dream of a motorcycle for everyday use. At this point there is a difference in the articles for it states in the Scrapbook article - In the fall of 1900 Hendee persuaded Hedstrom to move to Springfield, Massachusetts and design an engine he could install in his existing bicycle frames. While borrowing liberally from the De Dion-Bouton motor in areas such as enclosed flywheels, detachable head, battery and high tension ignition, the primitive float feed carburetor, and the double reduction gearing, Hedstrom's design was a "Natural" for Hendee's bike frames. The engine cranked out 1 3/4 HP at relatively high R P M, the entire machine weighed in at just under 100 lbs.

Back again to the Anniversary Story - On famed Cross Street Hill, Springfield's steepest slope - 19% grade with rough surface, Hedstrom performed uncanny demonstrations before a goggle-eyed crowd. From slow starts, he climbed the hill with constantly accelerating speeds. Again with deliberate slow downs where the grade was the stiffest, he showed the reserve power to pick up and go over the top without

falter. Hendee quickly let it be known that Springfield was to have a new industry for which he predicted a great future. Loft space was leased and the manufacture of Indian Motorcycles began. The name of Indian was chosen to glorify and pay tribute to the original inhabitants of America, the Indians, and the true pioneers.

Up to this point there have been some differences in the history of the first Indian and what Oscar Hedstrom actually did in originality when he put a motor in one of Hendee's bikes. Nothing is said in the Anniversary Story that it was a Hendee bike that he used, but it would only be logical to assume that he did. If the experimental work was done in Springfield as the Scrapbook article states there would be no doubt that it was a Hendee bike. The story from the Scrapbook telling of Hedstrom's familiarity with the DeDion-Bouton three wheelers definitely tells us that he did not work from scratch, and that the Anniversary Story should have credited these other early experimenters and manufacturers with their designs, and that Hedstrom benefitted from them incorporating them in the first Indian.

We find later in both accounts that Indian bought their motors from Aurora Motor Company and they built motors to Hedstrom's specifications. His own design carburetor drawn from DeDion-Bouton design, improved the Aurora's efficiency and power. The motor operating efficiently and capable of high rpm, along with the double gearing to carry that power to the rear wheel in a positive chain drive was all originally DeDion-Bouton design and made the first Indian a real performer.

There was one fault in Hedstrom's design and such was to be the case for several years till it was changed. The bike had no clutch and the operator simply killed the motor to stop it and started it by pedaling like a bicycle. A clutch was a later improvement. From the Scrapbook we continue - The Indians were a model of simplicity. The gravity feed gas tank was placed over the rear wheel, the rider reached down under the saddle to open the throttle, the spark advance was up front and also acted as a compression release so riders could pedal or run and push the rig to start it. (This would have been an ideal reason for the first machine to have a clutch) Cork handlebars were used. The Anniversary article approached some of these features a little differently - Taking today's machines as a yardstick, the first Indians were far ahead of their time. For example - the light, high speed, high compression engine; the concentric float, automatic carburetor; the simple but very reliable and weatherproof jump spark ignition system; the remarkable flexibility of the engine; its wide speed range and instant response to spark and throttle; the positive chain drive, with minimum power loss and all-weather efficiency.

Then we go back again to the Scrapbook article - Performance was impressive by those early standards. The engine was flexible, and at 98 lbs. for the entire bike, it was only obliged to move 55 lbs per horsepower. It had a foolproof ignition and most of the speed was controlled by spark advance, a feature Indian would use for many years. But, all was not perfection as the rider had to remember to control the adjustable oil feed and be careful not to hang into corners or turning too fast a clip or else the skinny 28 x 1 1/2" tires would come unglued and roll right off the rim. Since 1900 was the year in which Hendee and Hedstrom met and the next year 1901 a year of tooling up for production, just 3 bikes were built and sold in 1901. 1902 was the year of production for 143 Indians were built and sold. The name and fame of the Springfield lightweight was spreading fast. The major factor in Indian's near-instant popularity was its success in racing and at this point we turn again to the Anniversary Story - Hedstrom and Hendee recognized that the quickest way to build a big and healthy market for Indian sales was to put it into competition and meet all comers. They had seen the sales magic which track victories had given such famous bicycles as the Columbia, the Pierce, the Orient, the National and others. So in 1902, Indian plunged into competition head over heels. One of its first big clean-ups was at the New York Motorcycle Club, May 30, hill-climb on Ft. George Hill, in the Bronx. Against American and foreign makes, Indian cleaned up and made

unbelievable time over rough Belgian blocks. At this time the Ft. George climb was practically a national event in prestige for the N.Y.M.C. was the No. 1 club in U.S. Next big scalping party was in the first national endurance run, from New York to Boston, 250 miles, July 1-2-3 and we turn to the Scrapbook article for the report on this event.- in 1902 Indian entered 3 machines in the New York to Boston endurance contest and received the only perfect scores. Three Indians started and three Indians finished, and Indian went home with three gold medals. The riders just happened to be George Hendee, Oscar Hedstrom and George Holden, the Springfield, Massachusetts Indian dealer. Most early Indians were painted blue with the Indian name in gold decals on the tank. The engines were supplied by the Aurora machinery Co. of Aurora, Illinois, later producers of Thor motorcycles. Aurora also produced the first engines used in the Reading-Standard and the Denver built Apache motorcycles.

This same information is found in the Anniversary Story material and we pose a question since we have now read this material from the Scrapbook - what sort of engine did Oscar Hedstrom use in building the first experimental model. Was it an Aurora engine with design changes by Hedstrom, or was it an DeDion-Bouton engine with the enclosed flywheels, bolt on cylinder heads and of course the Hedstrom special carburetor.

From the Scrapbook article we continue - riding control of the early motorcycles was difficult at best and downright hair-raising most of the time due to the rigid frames that transferred a great deal of the front wheel vibration right through the handle bars. (in other words, bicycles were never meant to be powered as a motorcycle for their front fork just wasn't designed for faster, rougher terrain riding. And, it is surprising that this problem wasn't tackled earlier in the history of the Indian, for Hedstrom surely had done enough testing and experimenting on that first bike to realize that something surely must be done about all that vibration and bouncing on the rider's anatomy. If you will recall a few years ago when the balloon tire bikes came on the market, many of the improvements in this bike was the appearance of the spring-shock forks that was called everything from knee-action. to shock absorbers, etc., Regardless, the lightweight bike was never built for 40 to 50 miles an hour riding, for they had foot pedals. The Whizzer Motor that was built to adapt to any bike, either shook the rider when he got off the paved highway, or the bolts on the belt pulley pulled loose and tore out the spokes.) However, the Indian bike had a built-in motor and the chain drive which, as the articles state, was a positive drive, and proved the bike an outstanding performer. So, when would Indian engineers take this problem of the fork in hand and give the riders a break. In 1905, the article goes on, Indian came to the rescue with springs forks. This cartridge spring which allowed the forks to flex abit, was enthusiastically welcomed by experienced riders. Other improvements of that year included; spark control by right hand grip, and the throttle by the left hand grip. The left hand throttle didn't happen by accident. It was dictated by the fact that most folks, including policemen, are right handed and Indian was actively seeking police department business. With their left hand throttle control, they could now include in their sales pitch the advantage of leaving the officers right hand free for signaling and if need be for firing his gun.

Not content to let demand outstrip supply in 1903 and 1904, production increased to 377 and 546 machines respectively. Indian went after a bigger chunk of the market in 1905 by further improving their engines. Indian was still buying their engines from Aurora who built the motors to Indian's specifications which included the special carburetor of Hedstrom's design. In 1905 they began making the cylinders from steel and offered a slight increase in hp. This was a first for Indian as no other cycle had them. On the gear train or chain drive, a compensating socket was added which took a lot of the jolt out of its operation. But, there was still no clutch to allow the motor to idle with the bike standing still.

The engineers at Indian were not standing idle while Aurora was building motors for production. They had been experimenting with their own version of an engine and in 1905 Hedstrom and his crew of engineers produced an experimental twin of 3.0 cubic inch displacement. Also in 1905 the cylinder capacity on production models was increased with the new steel cylinders to pump out 2 1/4 hp. Why all this improvement

if this bike was just for pleasure riding and the bike was still not exactly of total riding comfort. If any of you readers have ever tried to steer an ordinary bicycle and hang on to the handle of a moving automobile going 30 to 40 miles per hour, you know what it's like not only to steer but take all the bumps at this speed. Your editor had several experiences such as this and I am lucky to be among the living today. Again we ask, why all this H P improvement? Indian was much more interested in the racing field than it was in the field of pleasure riding. Remember no clutch had yet been designed in all this H P improvement for these racing bikes still had direct drive. One of the first things this bicycle needed if there had been no other improvements at all was a good spring front fork to take all that shock of the rough riding. It wasn't till 1905 that any attempt was made to eliminate any of this shock. For many years Indian was much more interested in the racing field and it took them time to realize that there was the pleasure riding field. It was just as important, and I believe that we can safely say that it was not until competition of many other new makes began to compete with Indian in the racing field that Indian saw the need to promote both racing and pleasure riding.

Indian maintained its lead in the racing field and although it had troubles in getting established in England for there was much competition there with British and foreign bikes. It was not until Indian decided to enter the fabulous Tourist Trophy Race held yearly on the Isle of Man and Indian made its mark. In our next installment we compare the articles on this great race.

Up to 1907 Indian built only single cylinder machines although there had been some experimenting with twin motors. This year they came out with their first production twin and as usual it had some bugs. From the Scrapbook article - 1907 saw Indian introduce its first production twin cylinder engine of 3 1/2 HP. The sometimes troublesome automatic intake valve which operated by the suction of the piston was still used. Despite the exciting addition of the twin to the Indian line, the old reliable 2 1/4 hp single continued to be Indian's best seller. 1907 Indians also had a separate oil tank with hand pump, eliminating the need for a sight feed oiler. Roller chains were now standard, replacing the block chains which had been on production Indians up till '07.

A severe slump in the economy during 1907 didn't bother Indian a bit. Day and night shifts were kept busy grinding out bike after bike. A new plant was built to expand production capacity, and Indian racing victories continued with almost predictable regularity. The new plant gave Indian the facilities to begin building their own engines as Aurora Automatic Machinery simply could not keep up with the demand. This year the single was increased to 2 3/4 hp.

In 1908 Indian's major changes included placing the gas tank between the two top frame bars between the seat and the steering post. Now Indian was going to move away from the bicycle type motorcycle frame in moving the seat back from the handle bars. Major engine changes included eliminating the automatic intake valve in favor of the more reliable mechanically operated intakes. Horse power was boosted again a whooping 3 1/2 hp on the single (better than double the first bikes), and a Bosch high tension magneto to provide the ignition thus eliminating the dry cell arrangement used previously. 1908 was also the year Indian took the engine out of the frame and bolted it into a loop frame. We leave the Scrapbook article for a moment to explain what sort of change this was. When Oscar Hedstrom first designed the single Indian with a motor in the frame, this is literally what it means. Hedstrom took a single cylinder motor and mounted it in the seat post part of the frame. A section of this tube that supports the seat post and goes down to the crank hanger bearing where it is welded into this crank hanger bearing, was removed and the short top piece of the seat post fitted into a socket in the center of the head of the motor. Most old motors that I have seen, this is where the spark plug usually went in, but not this motor. The spark plug hole was in the side of the head. The underside of the motor mounted onto the short piece of down pipe that welded into the crankhanger. We can now see how this motor was said to be a part of the frame. I have seen motors installed in bicycles by individuals that never seen an old Indian single, and none

of them ever attempted to mount an engine in this way. The old Whizzer bike motor mounted up under the lower bar on the boy's bike and another motor built in Tiffin, Ohio mounted over the rear fender, but none of them tried this "in the frame" method. Bolting the motor into a loop frame simply means that the "V" between the front down pipe from the steering post and the seat down pipe was widened out so the motor could set right in a cradle like and be bolted in. This would make it much easier to disemble if nothing else. Slinging it lower, lowered its center of gravity and balance.

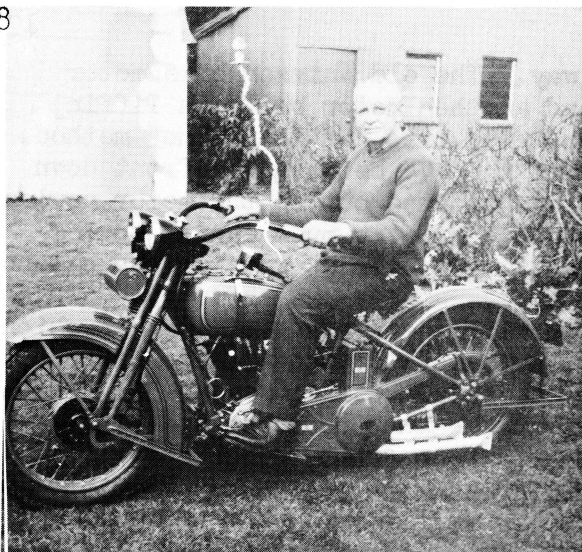
Continuing from the Scrapbook article - Still, even with their range of engines which went all the way up to 5 hp in the twin, Indian did not use a clutch - there was no way to disengage the engine on an Indian without coming to a full stall. 1910 was really the year they "got it all together", and began producing what is essentially the modern motorcycle as we know it today. Loop frame, overhead valves, spring fork, mechanical oil pump and all the other improvements previously mentioned were teamed with the one missing element - a clutch.

While Indian was competing and winning many events in the U S, it was not making any progress overseas. Britain likes their own motorcycles, and there were plenty of interesting machines built on the continent including the speedy Motosocoche from Switzerland and the highly advanced Belgian FN with its four tiny cylinders and shaft drive. The term Indian to most Englishmen meant the redskins they would read about in dime novels or, as the British called them "Penny Dreadfuls". Billy Wells the Indian agent in England arranged to have Oscar Hedstrom bring over some Indian racers and what they did to the British in 1911 Tourist Trophy Race at the Isle of Man - you'll just have to read all about it in the next issue.

We thought some of the differences between the two articles were rather interesting and how some of the information is told differently. We know we will draw some criticism and possibly some corrections, and others will express appreciation over some of the information that they too did not know.

We have agreed to state that material from the Scrapbook article was taken from Harry Pulfer's Scrapbook published in "Old Cars" by Krause Publications of Iola, Wisconsin. Our thanks also to Herman G. Metzger of Huntingdon Valley, Pennsylvania, member of the Indian Four Cylinder Club, for bringing this article to our attention.

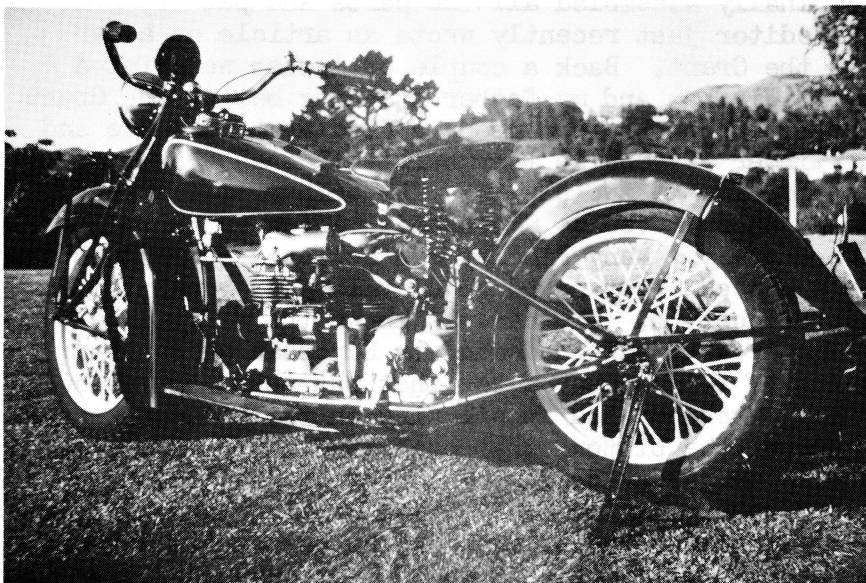
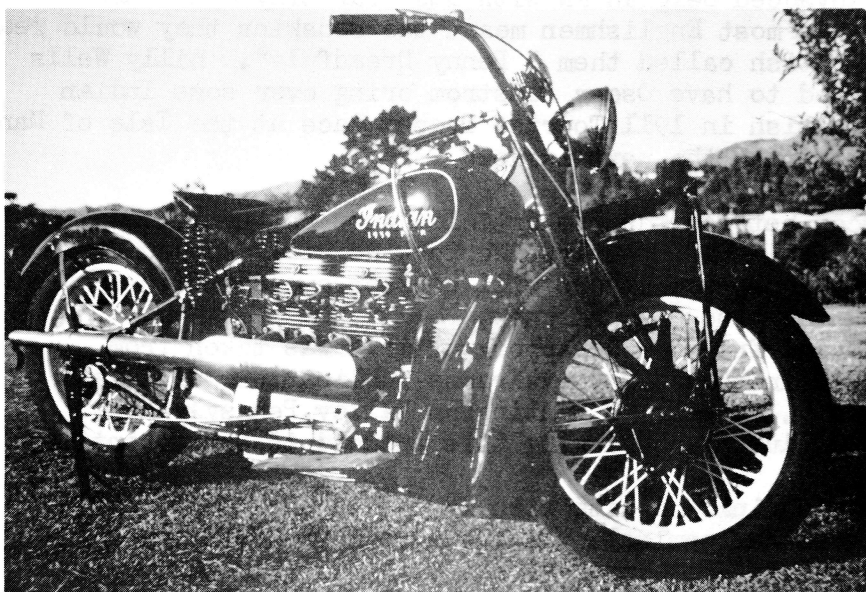
Much of the transportation history during the time when Indian began its operations in 1902 up to around the 1920s is rather comical. It was purely an era of buying parts and with any amount of capital to lease productions facilities, motor vehicles of all descriptions and types rolled off production lines. Motors by one company, wheels by another, bodies by another, front and rear axles by still another, transmissions by another, and one finally assembled all the parts and put his name on the radiator on the cowl. Your editor just recently wrote an article on a car produced in Findlay, Ohio known as the Grant. Back a couple of issues we printed a picture of the Club president John Wickham and my father standing beside the Grant 4 cylinder sport roadster. Two plant locations were used in Findlay to produce and finish the 4 cylinder and the 6 cylinder automobile they built. These cars were built of purchased parts and assembled in the two plants. The company had a very healthy growth while in Findlay and later moved to Cleveland. A few years in Cleveland and the company filed bankruptcy. Many Findlay men believed so much in this company and the product they produced, they moved to Cleveland to remain loyal and see a good automobile continue production. The car was known the world over and the 6 cylinder overhead valve motor was much in demand in European countries. Believe it or not, one of the faults of this speedy auto that put this company out of business was the motor which they purchased had an oil ring on the piston skirt. This ring was so close to the bottom of the piston, that each time the piston came down on the down stroke, if there was an variation in the bottom of the cylinder wall, this oil ring would come out of the cylinder bottom and break. They believed this ring so necessary that they scrapped a rounding edge on the bottom of the wall so the ring could be pulled back into the cylinder. It would have been much easier just to leave it off for they didn't need it anyhow.



Patrick Wood of New Zealand, sent us these pictures of his beautiful red Indian four and a picture of him astride his restored Harley Davidson. The two larger pictures are in color and taken by the previous owner.

He stated that we would probably find several places on the four that are not original parts. The previous owner was not so much concerned about originality but Pat is presently making these changes back to original. Pat is our new member from New Zealand. We noted elsewhere in this issue the lettering and striping on the side of the gas tank of the four. This of course is not original but the year printed on is a good idea.

For you members here in the states, think of the problem this man might have waiting for parts if he orders them from the states. It is a long way down there and they have to go by boat or air, but Pat has an ace up his sleeve. We know that here in the states there are still parts on hand and many being made by members, and some still not yet found. We read in the Indian Golden Anniversary brochure that there was an active dealership in New Zealand. This means that after all those years somewhere in New Zealand there are bikes stored away not yet found. They are located in the most unusual places. You'll have to be just like Indian hunters here - sniff out any lead to prove it true or untrue. Sooner or later you'll find an Indian just where you least expect to find one. This will also be true of parts. There is probably a record of how many bikes were sold in New Zealand and this should give you a lead to just where these bikes were sold. Everyone of the club wishes you the best of luck.



The Case of the Cracked Case

Some of our members have experienced the unfortunate experience to find that they have a cracked upper case on their four. Since these cases are of cast aluminum, there are certain places where the casting is more vulnerable to cracking and some of these in places where they cannot be seen until a motor overhaul.

A common place for such a crack and most un-noticeable to the owner is in the mounting for the rear main bearing. This bearing mounting is in the wall between the flywheel and number 4 cylinder. When the engine is running whether under load in shifting, high gear in riding or even idling, the thrust will vary from the flywheel forward on the crankshaft and number four main takes the initial load of this thrust. Hard use of the bike can cause excessive thrust and the result a crack in the rear mounting. This crack can go all the way down the wall webbing to the outside of the case.

Some may have experienced cracks in the transmission housing, or ahead of the flywheel in the sidewall, or should a rod go through side of the case such a problem would produce a hole in the side of the case.

Cast aluminum can be welded but the success of trying such has been a 50-50 chance to get a good weld to hold. Generally they have cracked again and the only sure way to get a good one was to buy a new one. Some have tried acetylene gas to braze or electric weld, but either way a good job was almost pure luck.

In recent years welding technics have developed called the Healy arc or in other technical terms - inert gas welding. In the area in which the electric arc is being applied to weld the crack, argon gas is blown on the area immediately around the electric ark which prevents the oxygen in the air getting at the welded area. Argon gas is imflammable is acts only as a shield against the oxygen. The welders in this area, like the crack area prepared ahead of welding so they can flow in a good weld. By preparation we mean grinding out a good Vee almost to the bottom of the case so new aluminum can fill in this area and melt the old wall into the weld making it as a solid cast piece.

We suggest in the case of the main bearing weld that some beefing up of this area such as a heavier bead under the mounting if there is room.

As a precautionary measure is case there can possibly be some warping, two long square or rectangle bas of cold rolled steel be clamped to the bottom flanges to help maintain straightness in this area. There can also be some warping when the rear main mounting is welded and cause some miss-alignment of the bearing mounting. To correct this, a shaft of the diameter of the mains without the bearings with a cutting tool in the end of this shaft will align this mounting and cap. This boring shaft would be put in the mains and the caps put on to hold the shaft in alignment.

Now, if you don't have any of this equipment available, several of our members have this service available. Robert Paulette of Midway, Kentucky can provide this service, Paul Murray of Temperance, Michigan, John Wickham of Findlay, Ohio. Should you desire to have one of these men have a case fixed, that you write one of these men and have a price understanding plus either the full amount or at least 50% of the amount paid before the case is shipped. The owner will pay all shipping charges. We would also ask those who do this repair consider a fair charge for this service so that not too great a difference exists from one shop to another.

Inspect that upper case - make sure that it ain't cracked. If it is, it can be fixed.

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December 1971Arkansas

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 G S Herbson Box 637 Syracuse Indiana 46580 1938 Indian four
 Louis Kamaski 1508 Bullseye Lake Rd Valpariso Indiana 46383
 David Kitson 418 Winshester 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 Valpariso Indiana 46383
 Bob Speck Mtd Rt 35 Box 338 Valpariso Indiana 46383 1937 Indian four
 Luther E Sutherland 3720 Miller Dr Indianapolis Indiana 46239 1939 four
 Arthur Weaver RR 2 Berne Indiana 46711 1941 Indian four
 C W Crafton RR 1 Box 392 Plainsfield Indiana 46168

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

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 Hill New Gloucester Maine 04260
Sergeant-at-arms

Maryland

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

Massachusetts

Giles Adams 48 Broadley Rd N Weymouth Massachusetts 02191 1922 Ace four
William Fillingim 149 Green St No Weymouth Massachusetts 02191 1932 Indian four
Ed Larter Main St Dunstable Massachusetts 01827
Roger A Mathieu Steerage Rock Rd Brimfield Massachusetts 01010
Frank Peckham 2147 Pleasant St Fall River Massachusetts 02723 1941 Indian four
William A Wescott Cove Hill No Chatham Massachusetts 02650
Newton E Thompson Hillcrest Ave Southwich Massachusetts 01077 1939 Indian four

Michigan

Robert H Aldrich 28616 Dover Livonia Michigan 48150 1941 Indian four
Trustee
Walter E Benjamin Rt 1 714 Gale Rd Morrice Michigan 48857
David Bozung 24800 Lasher Southfield Michigan 48075
Trustee
Robert D Donald 209 W Droeliner Rd Oxford Michigan 48051 1939 Indian four
Marvin L Grahn Rt 4 Box 585 Coloma Michigan 49038 1939 Indian four
Victor A Grahn 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 No Dort Hwy Mt Morris Michigan 48458 1924 Ace four
A Everett Jones 23509 W River Rd Grosse Isle 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 48205
Jack Maurer 14553 Coram Ave Detroit Michigan 48205 1940 Indian four
Vice President
Jack Missler 14275 S Custar Rd Dundee Michigan 48131
Dimitar Miteff 3919 Detroit St Dearborn Heights Michigan 48200
Paul Murray 9010 Jackman Rd Temperance Michigan 48182
Paul Pearce 639 Pontiac St Oxford Michigan 48051 1930 Indian four
Andrew Pelc 16146 Eureka South Gate Michigan 48195 1941 Indian four
Mark D 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
Joesph 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 Tardiff 27190 Westland Detroit Michigan 48240
Ed Wolski 16514 Toepfer Rd E Detroit Michigan 48021 1942 Indian four
Trustee
George Young 20640 Midway Southfield Michigan 48075 1940 Indian four

Minnesota

Jerry Stazeberg 3220 Navarre Lane Wayzetta Minnesota 55391
 Maynard Whetstone 256 Bellevue St Winona Minnesota 55987

Missouri

Louis Anderson Box 258 Mansfield Missouri 65704

Montana

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

Nebraska

Howard P Wagner 4903 No 60th 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 LasVegas Nevada 89101
 Kenneth K Austin 2800 So Lamb Sp 6 LasVegas Nevada 89109 1933 Indian four

New Hampshire

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

New Jersey

Edgar G Skillman 39 Anderson St Trenton New Jersey 08611
 Jules W Frohlick 1175 Goffle Rd Hawthorne New Jersey 1941 Indian 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 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 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 11455
 Emmanuel Sperrazza 2339 129th St College Point Long Island New York 11356

North Carolina

Vernon Eanes Rt 5 Box 164L Salisbury No Carolina 28114

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 No Main St Findlay Ohio 45840 Volkson four

Asst Referee

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

Referee

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 Ribinson 677 N Howard St Akron Ohio 44310
 Charles Rolander P O Box 23 Coldwater Rd Mc Clure Ohio
 William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140
 Dave Sloan R F D 3 Kenton Ohio

Reporter

Waldo 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 1941 Indian four

President

Leland E Sholl 184 N Center St Pickerington Ohio 43147 1939 Indian four

Oregon

Darrel Dixon 7435 SW 4th Ave Portland Oregon 97219
 James F Cox 8805 SE Monterey Ave Portland Oregon 97266
 Errol Eshaia 14785 SW 81st Tigard Oregon

Pennsylvania

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 1929 Indian four
 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
 Robert W Hagen R F D 2 Quakertown Penn 18951
 Edwin R Johnson RR 1 Box 135 Perkasio Penn 18951
 Joseph E Karis 18 Edgmore 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 16142
 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 Stoner R D 1 Etters Penn 17319
 Fred J Wood 821 Cedar Rd Philadelphia Penn 19111

South Dakota

Fran Backer 2724 E 26th St Sioux Falls So Dakota 57103
 E McComish A & W Drive-In Brookings So Dakota 57006

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 La Feria 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 Alexandria Virginia 22302
 Mervin A Ryan R F D 1 Edinburg Virginia 22302
 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
 Frank W Commins 441 Havana Spokane Washington

West Virginia Ed Thacher French Creek West Virginia 26218

Wisconsin

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

ForeignCanada

Murray Bluestone 37 Warwick Toronto 10 Canada
Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario Canada
Mal Middlebrook 102 Rockview Gardens Concord Ontario Canada
Philip Picard 860 Calixa Lavallee Appt 1 Ouebec City Canada
George Taft 210 Elmwood Cresnet Milton Ontario Canada
Newel Taylor 2760 E 27th Ave Vancouver 12 British Columbia Canada
Frank Tucker 9204 Allison Dr SE Calgary Alberta Canada 1931 Indian four

England

Robert Sidney Powell 27 Clinque Ports Ave Hythe Kent England

New Zealand

Patrick William Wood 7 Maxwell Ave Papatoetoe New Zealand

Germany

Hans-P Arendt 1 Berlin 44 Burknerstr 24 Germany

Sweden

Henry Melin Prastgarden Akerly 755 90 Uppsala Sweden Indian four

A Lot Of Parts For Sale

Allen Bozung had accumulated a multitude of parts over the years and inventory of them all has taken considerable time. He never passed up a Flea Market or a deal to buy another bike or a buy on parts. Mrs. Bozung wants to sell them all, for, as they are now her property, their value in money is worth more to her than a lot of parts. Requests should be made directly to her for parts for she has help there identify the part if she has it and the price on the item.

It is impossible at the moment to list all the parts but we do have a list of some of the machines and incomplete machines ready for sale.

Blue Indian four frame - \$45.00

841 red and black shaft ~~SOLD~~ rear end - less motor \$200.00

Yellow Shaft ~~SOLD~~ drive frame \$15.00

'50 or '51 - 80 Chief with forks \$100.00

1941 Chief frame (aqua) \$25.00

1938 Chief frame with lower end \$75.00

Green Indian Four frame 1941 - \$150.00

1952 or '53 blue Chief - \$150.00

Indian ~~SOLD~~ four and sidecar - \$600.00

1938 Chief 4 speed - \$700.00

1937 Sports four (blue) \$350.00

1941 ~~SOLD~~ 841 Shaft drive - \$500.00

1941 Skirted 45 Sports \$375.00

101 Partly restored - \$500.00

Four cylinder engine -

Sports four -

Information on all of these items and the many other parts Mrs. Bozung has may be obtained by writing to Mrs. Dora Bozung, 24800 Lasher Rd. Southfield, Michigan 48075.

FOR SALE - WANT TO BUY

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 original.

Price - \$30.00 per pair.

Write - Jack Maurer

14553 Coram Ave

Detroit, Michigan 48205

For Sale - 1909 - 10, Spache twin engine - complete with carburetor and magneto - runs fine - \$75.00

1911 - Single Indian engine - less carburetor and magneto - clean - \$55.00.

Chrome plastic trim for Chief and Four fenders - cement on - looks like original - 11ft. 6 in needed per machine - Cement on with Plio Bond cement - looks sharp - 50¢ per foot.

Tubing for spark plug wires on battery ignition or fours - all chrome plated - \$10.00 plus postage.

Write or call John E. Wickham

701 Dayton Ave.

Findlay, Ohio 45840

413-422-2105

For Sale - Aluminum fender strips

Write I. J. Wagner

6151 S. Archer Rd.

Summitt, Illinois

For Sale - 1940 Indian Four engine - overhauled - will trade for good 1936 or 1937 engine. 1936 engine with some missing parts.

Write - Fred Provin

3714 Heath Rd.

Heath, Ohio 43055

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 - Dreyer sidecar with fiber glass body - \$125

Harley sidecar chassis - \$65.00.

Write - Louis Wille

220 Market St.

Momence, Illinois 60954

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 Indian Four Club Watch. Guaranteed 17 Jewel Swiss Incabloc movement. Stainless steel case - waterproof and shock-proof - \$30.00

Side fender strips - aluminum - front and rear fenders for Indian fours and chiefs - \$16.00 per set.

Write - Nick Gansinger

1246 - 119th St.

Whiting, Indiana 46394

For Sale - Indian Windbreakers

Limited supply - 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 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 lettering - "Old Indians Never Die". These jackets were displayed in limited quantity at the Indian Four meet in Toledo and sold out in matter of minutes. The jacket is a nice ice "ice green" color and retails for \$12.50 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 Street
Ventura, Calif. 93003

For Sale - 3 - 1953 Indian Brockhouse Braves with 250cc single cylinder - 4 stroke - flathead - Villers engine - all for \$300. Made in England.
1 - is completely original less engine - has 1955 license plate - 14,000 miles on odometer.

2nd - has new knobby tires - hill climbing sprocket - has operating power plant.

3rd - is basket case with 2 basket power plants.

This lot will build one nice complete restoration and one nice field bike with all componets to build third machine, except for the necessity of a new crank shaft or rod insert.

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

Will not crate - must pick up

For Sale - White T Shirts

29

White T shirts with same emblem as Windbreaker advertized in opposite column. T shirts \$3.00 plus 50¢ postage and handling costs.

Indian emblems - iron on type at \$1.50 each plus 25¢ postage. Emblems may be ironed on any woven material except nylon. Emblems are rubberized plastic and when ironed on, become permanently vulcanized to fabric.

Note on the Windbreaker jackets adv. in opposite column - item has been discontinued by manufacture and I have only 20 of these left.

Write - Walter Frick
4304 Varsity St.
Ventura, Calif. 93003 - if you are interested in the jackets, T shirts, or Indian emblems.

For Sale - from B O B S P E C K
The Decal Man

Indian half-moon lettering, Hendee Mfg. Co, Springfield, Mass. 1904-5-6

Indian Script Straight, Hendee Mfg. Co., Springfield, Mass., up to 1918, gold background, fine black borders.

Indian Big Face, sweeping Feathers, script Indian name in center, colored.

Indian Big Face, sweeping Feathers, Script Indian name in center, gold, for Indian Chiefs and Indian Fours.

Indian Ace

Indian Scout

Indian Eighty's

Ace

Cleveland Four

Excelsior - for square edged tanks
8 1/2 X 3 3/4.

Excelsior for rounded edge tanks
later models 6 X 2 1/4"

Excelsior Super X

Pope

Henderson - before (1918) in silver,
Big wings and wheel in center.
Henderson (1918 to 1931), for Ks and KJs.

Harley-Davidson regulars (1908-1932)

Harley-Davidson Wumpom, for (1936-1937)

Thor - larger kind, green with gold border

Thor - smaller kind, Royal Blue with silver border.

Curtiss (1905 to 1906)

Curtiss (1907 up) Write on these.

All our decals are sharp and clear, made exactly as they were years ago - the finest.

All tank decals are \$4.50 a pair in the States. Outside the U.S. \$5.50.

All small fender and tool box decals are \$1.50 each.

Write - Bob Speck - The Decal Man
Mtd. Rt. #35 - Box 338
Valpariso, Indiana 46383

For Sale - 1936 White Four.

This four was completely restored and finished a beautiful white with gold striping. Everything plated and has new tires. This machine was on display two years ago at the Annual meet of the Indian Four Club. Price - \$1500

Write - Bob Speck - The Decal Man
Mtd. Rt. 35 - Box 338
Valpariso, Indiana 46383

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

Wanted - Upper Case for 1931 Four

Write - Newal Taylor
2760 E 27th Ave.
Vancouver 12 British Columbia
Canada.

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, Henderson or Cleveland, complete or in 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 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

1403 Palm P O Box 661
Mansfield, Texas 76063

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

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

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

Wanted - for 45 Scout - magneto - speedometer complete - exhaust pipes - seat and springs - ammeter and light - switch and panel - headlight (bullet type) and brackets - front and rear wheels - brake and clutch pedal - handle bars (short one). I have the 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 weld the crack but cracked again in welded area.
Write - C. A. Lytle
201 Montrose Ave.
Baltimore, Maryland. 21228

Wanted - clear photographs and literature for 1931 Scout 101. Ready to restore my Scout. Will need many parts. Will appreciate correspondence from other Scout owners.

A. P. Smith
P O Box 489
Valpariso, Indiana 46383

Wanted - correspondence with members owning 1936 fours. I need a manual or other information on parts for this year machine. My motor number is DCF561M. Planning to rebuild engine and will need parts. Will appreciate whatever help I can get.

Write - Keith Love
RR 1 Box 370
Nineveh, Indiana 46164

For Sale - 1947 Vincent H R D series B Rapide. All original and excellent condition - many spare parts - best offer over \$1500.

Wanted for 1936 Harley 610 HV - carburetor - air horn - will trade small round air cleaner.

Write - Paul Murray
9010 Jackman Rd.
Temperance, Michigan 48182
Phone 313-847-5265

Wanted - Late model Indian Four - '38, '39, '40, '42 - restored. Will trade 1969 Harley-Davidson FLH with new sidecar - 10,000 miles on this machine.

Write Robert C. Bertolette
485 Boston St
Washingtonville, Ohio 44490
Phone 216-427-6006

Wanted to buy -
1938 to 1942 Indian four - restored or unrestored - whatever; drop me a line about it.

1928 to 1942 Harley and Indian sales catalogs.

Write Barry Stelford
RR 1
Urbana, Illinois 61801

THE SECOND TEN YEARS

The 10th Anniversary is now history and a decade which saw this Club founded and grow beyond most expectation. It was organized originally with the combined thought that the members would help one another keep those fabulous fours on the highway with a supply of hard to get parts.

It was little realized in those first few years how much this ambition would really work and how quickly the Club membership would reach far beyond the states of Ohio and Michigan and even the barriers of the oceans. Assistance with parts and information has helped most members and many non members of the club. 1972 begins the second ten years and experience of the past 10 will surely be invaluable in guiding the club to an even greater 10 years.

The Anniversary Meet at Toledo was also a success with a fine turnout and members showing up in Toledo from as far away as California, Florida, Maine, and Canada. Planning for the annual meet was calculated on a specific number and this past year it was slightly under. Since many of our members cannot make it to the annual meet this fact was included in the planning of whatever was purchased for meet. We still have a number of the ball joint pens with Indian Four Cylinder Club printed on the barrel, windshield stickers, and the historical booklet that is all pictures of the early meets of the Indian Four Club. The ball point pens and windshield stickers are available for 25¢ each. The historical booklet is free but the postage for these is also 25¢.

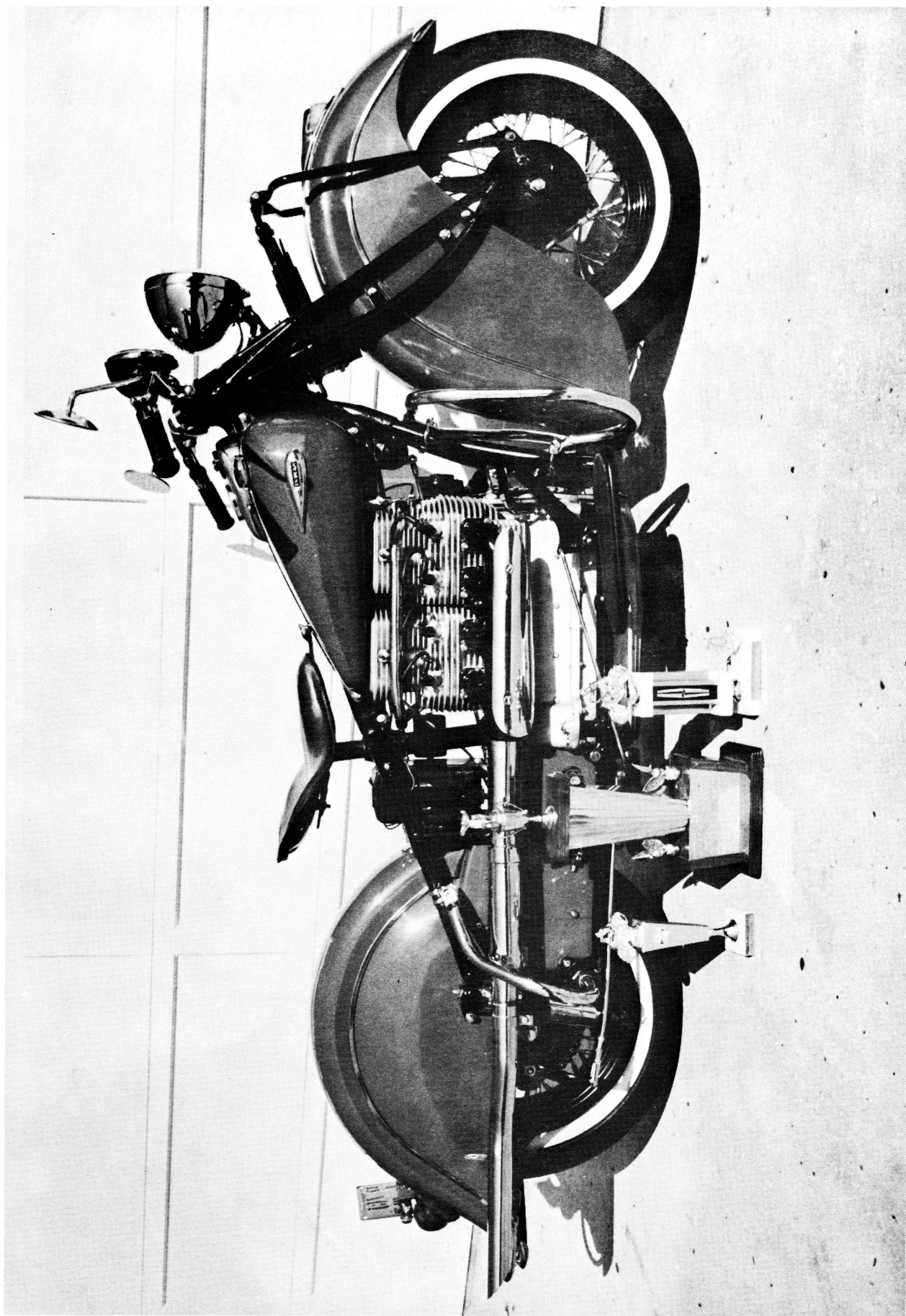
We had announced in the previous issue that a new lapel pin was available to the members for \$5.00. We were not informed that these pins are available only to members with 10 years of membership. Some have sent in for a pin but they did not have 10 years membership. Forgive us for this oversight. For those who are eligible send your \$5.00 plus about a quarter for postage to John Wickham, 751 Dayton Ave, Findlay, Ohio 45840 and orders for pens and booklets and windshield stickers and John will send you your order.

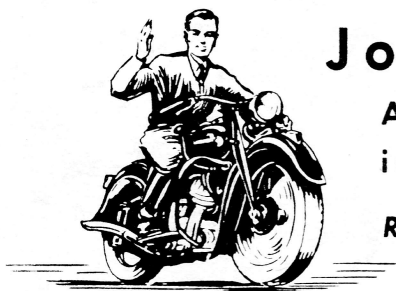
Most Beautifully Restored Four

Many of you will remember the story we printed in the last issue of the Indian Four News on the Hard Luck Trophy awarded to John Webb of Maitland, Florida. For all of John's troubles enroute to the meet, at the meet, and his return home his four won the trophy for the most beautifully restored, and John said that the trophy was worth it all.

Being quite proud of his four, he had the picture on the back page taken with the trophies it has won, and from the color shots we have seen of this bike, we quite agree with him that she is a beautiful machine.

Some time back John wrote us the story on this bike of how it was originally purchased by an airline pilot and taken to the Bahama Islands. The pilot deceased and the bike almost forgotten about. After about 10 years someone remembered and went to the islands and found the bike in sort of weathered condition. It was brought to the mainland and restored. It passed through several hands before John acquired it. He put the final finishing touches on the finish job and brought it to Toledo for the 10th annual meet. The bike made the limelight and won the trophy for the most beautifully restored.





Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

