

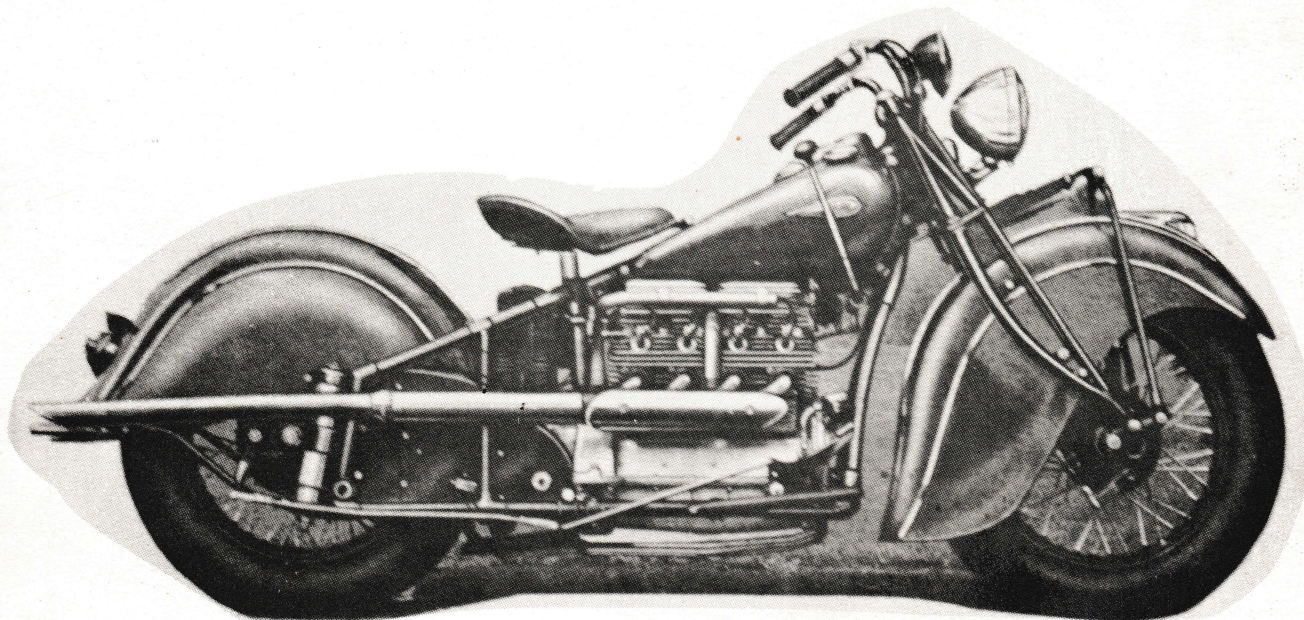
Indian



FOUR MOTORCYCLE NEWS

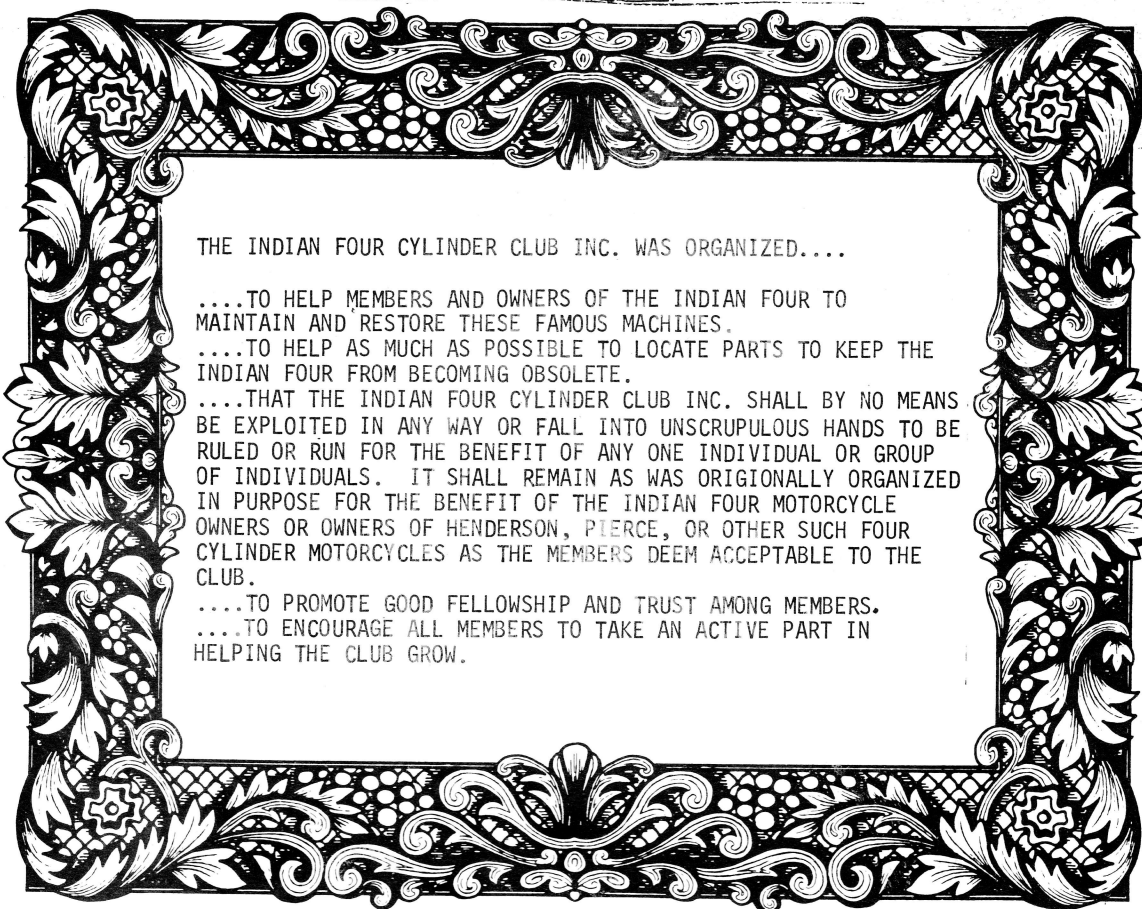
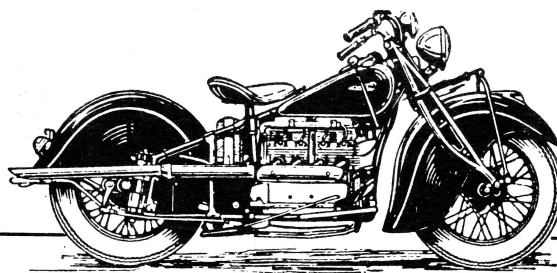
VOLUME 7 NUMBER 2

SUMMER ISSUE 1972



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.

1972

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Cover Picture

We have used many pictures of member's machines on our front cover and had one sent to us for this issue, but it was a color negative. We have had little success with pictures from these type negatives and decided to use a picture that will be familiar to the older members of the club. For the first three years of publication of the magazine a picture from the Indian factory advertizement was printed on the cover. In commoration of the Home Coming held at the famous Springfield, Massachusetts we have used a reduced copy of the orignal picture that was printed on the front cover of the Indian Four News for the first three years of publication. This picture is somewhat fuzzy for it is a copy of a copy of the orignal. The orignal negative for this picture was lost and we had to resort to a copy.

The Indian Four Cylinder 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, (May thru August) RR 2 Box 131, Liberty Center, Ohio 43532 (Winter Address) 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 mailed to the Treasurer.

**11TH ANNUAL MEET
INDIAN FOUR CYLINDER
MOTORCYCLE CLUB**

AUGUST 12-13, 1972

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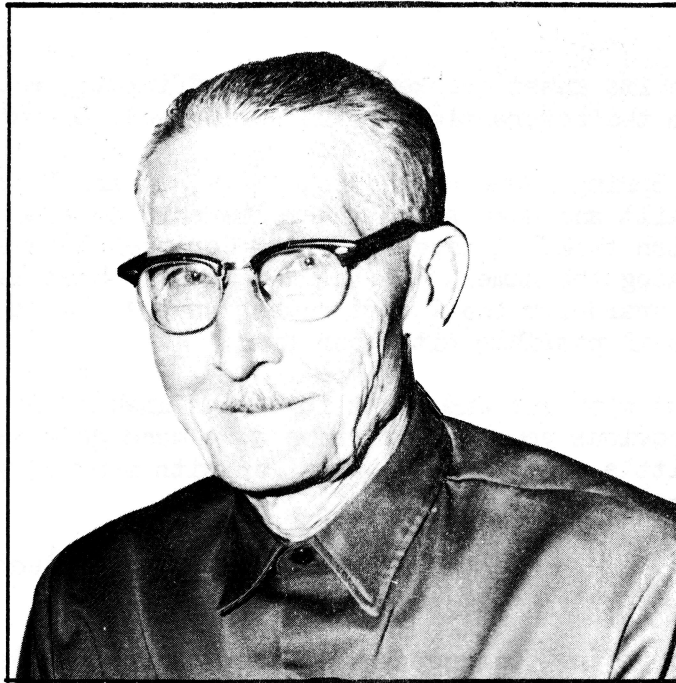
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CLUBHOUSE.



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

President's Page

Fellow Members, Friends and Subscribers

I hardly know where to start but first will say that I have been happy to serve as President, beginning now, our second ten years of this fine Club. A special howdy to all new members and a great big welcome into the Indian Four Club.

Being in the hospital as I now am and have been for many weeks, I feel well enough to get out and "kick over the traces", as they used to say when everyone had horses, but the doctors say no going home yet, so I just have to grin and bear it. I bought the license plates for my motors but don't suppose the doctors will allow me to use any of them this season. So, I guess I'll have a couple of sets of collectors items - the only unused set of motorcycle tags in the country.

I have hopes of being out of the hospital by the time you receive the summer issue of the magazine. Its been an ordeal to respond to all the treatment but have been able to carry on all through my stay here and keep up my correspondence and activity and planning of the meets. I certinately thank all of you for your cards and letters as it has certinately helped me pass my time away here. I've enjoyed meeting you people during our last meets and God willing, I will hope to be with you and plan as best we can for our August meet.

Hoping that a good share of you will be able to attend Dr. Cleveland's meet at Medina, Ohio, as well as the "Indian Come Home Day" for all Indian owners of all models of Indians at Springfield, Massachusetts on July 15-16. A good representation of our Club members will let those interested know we are 100% behind this move to put Indian back on the map and in production again. It would be a great thing for this country and the motorcycling public to see Indian motorcycles staging a comeback, and I am sure we have enough interested people to see that this happens.

Since the organization of these great Indian Clubs, they have stirred up more interest in Indians than when the factory was in production. I hope, that all who take part in this great homecoming at Springfield and bring to life again the spirit of Indian when the bikes and former employees go back to the plant where they were made.

From all this homecoming with its guest speakers, former officials, and employees, and Indian owners, we may see the resurrection of the Indian and its former home.

As I requested of you in the Spring issue of the Four News, we are looking for the number of the last Indians built and have asked the membership to send us their motor numbers so we can publish them. I have appointed Carl Reichenbaugh to be the secretary to receive and catalog the names. He has received to date less than 20 numbers. We plan to give an award for the latest number on a '42 at the August meet - so plan on being there if possible with your four.

I want to thank all who helped with out June meet for I was unable to be greatly involved as I have done in previous years. I'll have some more good help at the August meet and possibly a little more time to gab it up with many of you and not so much of operation of the meet.

J. E. Wickham, President

P S We're trying will all our effort to keep the Indian Motorcycles before the public but with a 30 year old and older motorcycle, unless there is a supply of parts the task would be next to impossible. Many of our members have produced parts and have made them for sale to the membership and others. Some of these parts are better than factory original for new technics and scientific advance has made available many new materials to work with.

Could you imagine a wrist pin bearing almost as hard as steel - an Indian owner used a piece of scrap bearing material at the plant where he works and machined a pair of bearings to fit. He machined up a pair of stainless steel inserts for his rod bearings on his chief that will probably give longer service than material Indian had to work with.

Even though most of the owners like to keep their bikes original, it is a great temptation to use more stainless steel, more chrome, fancier nuts and bolts, and more running lights. Many of these items are available as well as parts that are exact reproductions of the original.

My request is for all the parts makers and creators of new parts to send us your list of your line of materials so we can publish a list of parts sources in the magazine for our members and other Indian owners all across the nation. This includes all who have an inventory of indian parts. Send us a lits of your parts and we'll publish it.

Letters Of Interest

Mr. Frank Krawiec of Perth Amboy, New Jersey wrote us a most interesting story which we share with you here. Mr. Krawiec sent us information on a 1939 four he recently purchased.

He had an experience sometime ago that says much for the good that the Indian Four Club has accomplished. He has owned and ridden the fabulous Indian Motorcycles for five or six years now and presently has a stable of four Indians.

His little experience happened while he was attending a Poker Run, a favorite sport of all Indian Four riders. On a Sunday Poker Run is also a good place to get that Indian out and get her dusted off and let the public see what a beautiful bike she is. As usual, there were some Harley owners there too and our friend Frank was talking to some of these Harley owners.

There's nothing wrong with an Indian owner talking with a Harley owner and Frank had struck up a conversation with a couple of these men. Naturally they are just as proud of their bikes as the Indian owners are, anyhow, Frank learned that the Harley Davidson Factory was on strike, which news surprised Frank very much. This Poker run was not being held right where Frank lived and all riders were gathered in another city. The next day some of these men who had told Frank about Harley being on strike, went to the local Harley dealer to try to get some needed parts. Then they learned that many of the parts they wanted were not available because of the strike.

Now we want to remind all our readers at this point that the Indian Factory has been out of business for nearly twenty years. Frank met up with his Harley friends the next day and they told him of their trouble in trying to get some parts. This then brought on a question directed to Frank by the Harley owners - "by the way, what do you Indian owners do for parts"?

Frank said in return to their question - "Harley goes on strike for a few months and already you are hurting for parts, Indian has been on strike, or out of business for over 20 years and I can still get parts easier than you can. The Indian Four Club has greatly helped its members to locate parts and several of the members have manufactured many parts. These parts are usually available immediately either upon receipt of a letter or a telephone call to the member who makes or sells parts.

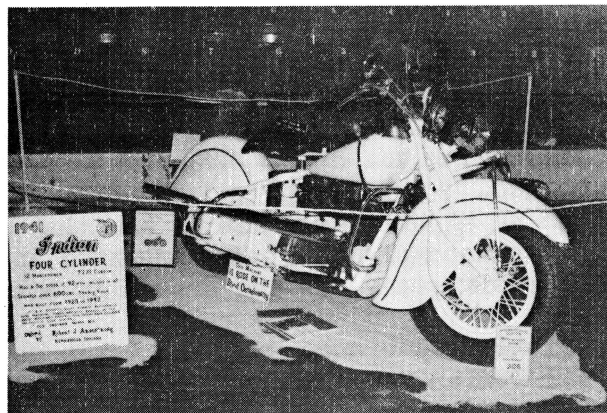
Information

As of publication date, President John Wickham has returned to his home at 751 Dayton Avenue, Findlay, Ohio 45840. He had undergone treatment since March at a hospital in Lima, Ohio and later in Toledo, Ohio. His condition has greatly improved and was well enough to go home and return for checkups and whatever medication is needed.

He was quite concerned about the August meet feeling that if he were at home he could give the planning and details better attention. He hopes to see many of you at the Annual meet. He appreciated the visits of those who came to the hospital, the many cards and the letters that helped pass those long hours in the hospital ward.

Mr. Robert Armstrong of Evansville, Indiana is the owner of the very beautiful white machine at the right which has won him many awards and honors. In the photo Mr. Armstrong sent us, the bike is on display at the International Motorcycle, Auto, Speed and Sports Car Show held in the Roberts Memorial Stadium in Evansville, Indiana.

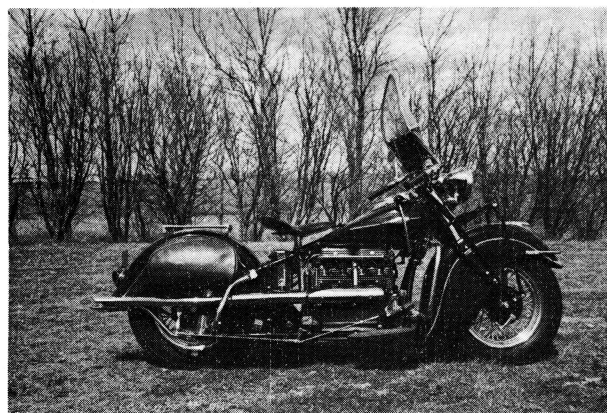
Since any of the Indian bikes usually prove the statement - American's most beautiful motorcycles, Mr. Armstrong stated that his four stuck out like a "flower in the desert". He won first place in the Antique class with no trouble. Also in the photograph, Mr.



Armstrong very proudly displayed two copies of our Indian Four News beside the machine and some very nice descriptive cards describing the display. We are sorry again that we could not print this picture in original color for we found something very unusual about this bike. Since most owners try to work toward original restorations, the general painting scheme for Indian bikes was black frame forks, cast exhaust manifold, and rear shocks part chrome and part black. Indian may have done some special paint jobs varying from the black frame, but Mr. Armstrong restored this beauty with all white wherever he could finish this bike. Frame, exhaust, forks, front spring, spokes, rim and the rest of the areas that are usually finished red or blue on factory paint jobs. The white on the Exhaust manifold is no doubt of heat resisting finish. What the rest of the bike is finished in he did not say but we're sure that this beauty would definately be an attention getter wherever it was put on display. We would surely like to see this bike on display at the annual meet.

He also stated in his letter that he had a lead on a 1930 model and like any Indian lover, no leads are left to go unnoticed. He tracked it down only to find that he was a slight bit late, someone else was there before him. This causes a very unhappy Indian lover for he had developed visions of owning another very beautiful Indian of the older vintage. Our thanks to Bob Armstrong for sharing this picture and information with us.

We have printed some pictures of the 1941 four owned by Gilbert Horton of Jamestown North Dakota and now he has acquired another four, a 1942 bike shown in the picture. Gilbert likes red machines which is the color of both of his bikes. The 1942 got the same restoration treatment as did his 1941. He mentioned in his letter that he acquired an original zipper saddle bag from our good member George Hopps. He carefully made a pattern from the original bag and made two new ones that are on the bike. He wants to put the Indian name on them yet to make them complete.



Editor's note - Both Horton's and Armstrong's machines are very beautiful machines and we could put many more of our members bikes in this same category. Bob Armstrong put his bike on display where many people could see it and many of our members have put their bikes in shows, but we yet feel that there are a lot more who could get these bikes before the public so the American people will well remember that these are the most beautiful bikes in America. If you display your bike or ride it in a parade we'd like to hear from you and give us the details. You might be the only Indian in a flock of Hondas but that Indian has been around for a long time, its deserving of all the publicity it can get.

Business Meeting, April 30, 1972

Members of the Indian Four Club met at the Millstream Rambler's Club in Findlay, Ohio for a business session to receive several new members and several other matters of business before the June meet.

President Wickham opened the meeting with the reading of the previous minutes as recorded by the secretary from the tape recording.

Present for the meeting were; Paul Murray, Fred Provin, Paul Pearce, Harry Maule, Lew Maule, Enos Leass, Carl Reichenbaugh, Mrs. Fred Provin, Mrs. Paul Murray, Mrs. James Cook, Mrs. Bernard Wolfe, Bernard Wolfe, John Wickham, Mark Pence, David Bozung, Jack Maurer, Sylvester Price, Ed Wolski, and Robert Aldrich.

The first item of business was accepting the new membership applications. Bills were presented for payment and on motion bills were authorized paid.

Questions concerning the August meet were placed before the group. The President stressed the fact that all parade machines be kept at standstill during the playing of the National Anthem. Motion was made that only American made Fours be permitted in the opening parade.

During the Annual meeting all officers present were authorized by the president to help maintain order during the meetings.

It was decided that a fee of \$2.00 be paid by each camper for camping facilities during the meets.

The treasurer's report revealed the amount of \$1900 and all bills paid up to date. President Wickham announced his appointed of Carl Reichenbaugh as chairman of Research and his first project was to locate through the magazine and the mails, the oldest and newest fours. This is the task of compiling of the serial numbers. All members were asked to cooperate in this project.

The Checker Flag Fund was discussed and the president will name a committee to research the minutes to determine how much of the gate income was allocated to this fund.

Decision was made on the events for the August meet and will include; the Dizzy Race, String Race, Egg Race, Bag Race. Trophies will be awarded for the longest haul and the four ridden the longest distance to the August meet.

Other items mentioned as matter of information were - the current Helmet Law decision that will be considered by the court in Boston, Massachusetts. Efforts are still being made to declare this law unconstitutional in all states.

Members were reminded of the "Home coming" of all Indian owners, factory owners, and former employees of the Indian Company in Springfield, Massachusetts to be held in July.

Dr. Claude M Walters, Secretary
Indian Four Cylinder Club Inc.

The June 1972 Meet

June 11 was meeting time again for the Indian Four Club and in conjunction with the All American Indian Club which met on Saturday June 10th, the two clubs each met at the Traveler's Club for the two day's meetings. Events and business were held by both clubs with a good turnout present for both days.

The June meet for the Indian Four Club is considered a closed meet which means that only fours are permitted to participate in the events of the Four Club meet. The term "closed meet" is actually no longer necessary for both the annual meet and the June meet are closed meets to other bikes except for a couple events on Saturday of the August meet which allows other bikes to participate. The term "closed meet" came about when the president secured sanctions from A M A for the events held at the August meets past. Since it was required that a member of the four club had to be a member of A M A also, any event held in the August and sanctioned by A M A had to be open for anyone who rode into the meet off the highway had to be permitted to participate in the events because they were sanctioned by A M A. Events sanctioned by A M A had to be open to any make of machine and to anyone whether he belonged to the club or not. Then a few years back it was decided that Indian Four meets were an exclusive meet and all their events took place right on the grounds. The poker runs were not of the cross country type, thus it was decided that it was no longer necessary to secure sanctions because this was an exclusive club and all events took place right on the track and sanctions were not needed due to the nature of the club.

Sanctions were no longer secured for the meet but the June meet remained closed to any bikes but fours.

Approximately a dozen fours were on hand for the events which included the Dizzy Race, the Poker Run, Economy run, and the Boot Race.

Winners of these events were -

Dizzy Race - 1st - Mark Pence, 2nd Jim Cook, and 3rd Dave Bozung
 Poker Run - 1st - Mark Pence, 2nd Don Knapko, and 3rd Paul Pearce
 Economy Run - Dave Bozung, 2nd Nick Gansinger, 3rd Harry Maule
 Boot Race - 1st Mark Pence and 2nd Jim Cook.

Pictures of some of these events can be found on the picture pages of this issue.

Flea Markets were set up in the usual spots and of course attracted most of the members and others who came hoping to find a part for their bike or just looking to see what new goodies were available. There was no judging of machines which is generally limited to the August meet. Since Saturday was the meeting day for the All American Club, most of the bikes were Chiefs belonging to members of that club.

Around 11 AM President Wickham ordered the Sergeant-at-arms to call members of the Indian four Club to the Clubhouse for a business meeting. Of importance to this particular meet was the fact that President Wickham had been confined to the Hospital in Toledo for several months prior to the meet and still was a patient. He received permission to leave the Hospital for the two day meet and returned there on Monday. During the presentation of trophies a trophy received by one of the members was returned and requested that it be given to President Wickham who has labored with the task of operating the club, keeping up with the volume of correspondence, all while confined to the hospital. After the presentation of trophies members of the All American Club posed for a picture which is printed on the inside of the back cover of this issue.

Treasurer's Report

July 1, 1972

After expenses of June 1972 meet were paid balance in treasury was \$1920.75.

Dues have been coming in very well with few delinquents.. As per the rule in our by-laws, the dues notice is sent out 30 days prior to the dues date and following 30 days after the dues date they are not yet paid, a second reminder is sent.

Our new memberships have also been growing very well as there has been from one to two applications for membership each week containing their check and motor number. They usually state that they have heard about our club through one of our members. This an indication that our club is an active club and eager for all four owners to join this great club.

Casper Barnes, Treasurer
Indian Four Cylinder Club

Our Research Chairman

Our efforts to get motor numbers has gained some success. Several that we knew that owned 1942 fours were contacted - Cedric Gearing, Charles Metenkanich, R W. Paulette DDB-148, Mervin Ryan S 6143, Ed Wolski DDB 136, Steven Jones, Ed Morrison DDB-16M, Neil R. Dawes DDB-137M, and Gilbert Horton DDB 135M. We appreciate the response from these few but we're sure there are many others.

We also list here name of owners who motor numbers we would like to have - Richard Adams, Louis Anderson, Kenneth Austin, Alden Brookens, Fran Backer, S. Boyachek, John Blouch, Robert Blane, Casper Barnes, David Bozung, Jack E Jajo, George E Burnham Jr., Earl Barron, Glen Brutus, J. Kellogg Clarke, Jesse Cox, Earl Chalfant, Gordon Deye, Maynard Doxie, Ralph Embler, Jules W Frohlick, Mel Falbo, Oliver Flury, Lyle V. Finley, George T. Garcia, Cedrick Gearing, Peter Gagen, Gohn W Groves, John Giorno, Nick Gansinger, Cecil F Hasser, Max Harry, Charles S Hoke, William Howell, Norman Heimbecker, George Hopps, Robert V Hoyt, Victor E Huguenin, R. J. Hicketier, Merle Izer, L. S. Juillerat, Bill Kimball, David Kitson, Donald Knapko, Steve Kertez, Earl Luedeke, Jack Lange, Dick Lada, Louis Lichva, Claude E. Lewis Sr., James Mann, Chuck Myles, Allen Moore, Homer Mahle, Ray Munn, Milton A. Mehl, Kent Moore, Dimitar Miteff, Earl F. McCumber, James I. McGurie, Thomas C. McLeod, Lester J. McQuade, Andy Pelc, Sylvester Price, John Palmer, Dale D. Pearson, Joseph Poinsette, Ernest Pretor, Robert S. Powell, Carl L. Payton, John C Rogers, Arthur J. Rumpel, Jack E Schroeder, Kenneth Stanaback, L.E. Schoerer, Leland E Shell, John Skaggs, Stephen J Sturm, Harry V Sucher, Dave Sloan, Luther E Sutherland, Carrol Spencer, Leland Sparks, Gari M. Stroh Jr., Bob Speck, Frank Tucker, Glen Tarnto, Newal Taylor, Ray Teeter, Jebb E Takasugi, Richrad Ulreich, Henry Varner, Richard V Vogas, Maynard Whetstone, Gail Winters, C.R. William Jr., Arthur Weaver, Mervel E Wood, W.D. Willis, Louis Wille, Ronald Whirley, Percy Wallace, Claude M. Walters, Fred J. Wood, Ken Young.

If your name is listed above, copy down your motor number and send it to Carl Reichenbaugh 1421 Bernard Ave. Findlay, Ohio 45840.

Some Similarities and showing off the Four

The young generation today is more familiar with the Honda four and some of the other foreign fours, and when the name of Indian four is mentioned, they have either never heard of it, or can vaguely remember hearing someone telling of an Indian motorcycle. Your editor was telling a young person who came to our home, about the Indian four, plus showing him some pictures that we had taken at the meets. Just a few weeks later, I was talking to another young person who was riding a Honda four, and I asked how he liked this four cylinder bike. It had the power plant he wanted for a fast get-a-way, and then remarked that he had a friend that told him about a bike they used to build that was called the Indian four. He stated that his friend had been talking to a man who had a lot of pictures of Indian fours which turned out to be the pictures I had shown to the young friend that came to our home.

Slowly, the four is fading and unless something about them or the real thing is related to the younger generation, they will be limited to just the guys who own them and those who attend the Indian four meets.

Members of the Indian four club have the advantage of seeing many of the old bikes that are brought to the meets - the Hendersons, Cleveland's, Pierces, Aces, Militaires, Militors, Harleys and other old bikes. Remember, the 1942 Indian is now 30 years old.

There is a similarity aspect about all these fours which is aside from the fact that they are fours and they are somewhat alike in design. The companies themselves had certain characteristics that were alike. The Indian Company or Hendee Company was originally in business to build bicycles, but when Oscar Hedstrom motorized a bike, making it the first American made single cylinder motorcycle, this began a move by the Hendee Company to bring to an end bicycle production and convert to motorcycles.

However, remember too, that the Schwinn Company in Chicago was a bicycle manufacturer and mighty good bicycles at that. They bought out a proven motorcycle in the Excelsior twin around 1912, and thus began the Schwinn adventure into the production of motorcycles to compete with Indian, Harley and several of the other small companies building singles and twins. Schwinn never ceased its bicycle production and hasn't to this day. Will Henderson had financial troubles with his four cylinder motorcycle company and sold out to Schwinn before 1918. Schwinn now had the complete line of motorcycles 10 years before Indian bought out the Ace Company.

Henderson, like Hedstrom, had copied much of his motorcycle designs from another machine. Hedstrom copied liberally from the DeDion-Buton bike, whereas Henderson took much of his design from the Belgium F N four cylinder bike. About the time Henderson was starting production in Detroit, Pierce ceased production. What source Pierce used for its designs we do not know. Also, while Henderson was producing his machine in Detroit, Militaire was producing its extraordinary machine in Canada and very soon to move to Cleveland.

All of these builders of fours designed their advertizing to state that the four cylinder motorcycle was the all around machine for racing, pleasure riding and business. Militaire was busy convincing the public that its motorcycle was the next thing to an automobile and we might say that this soundly built cycle was in a class with the compacts of today. It had an aircooled engine, a real good gear shift behind the motor, and a dry clutch. It may have been primarily a two wheeled cycle, but two small retractable wheels attached to the frame at the rear with a control to raise and lower them up front, made this bike the next thing to an automobile. Although it did not have a cab and a seat for only one rider, the motor design for this bike was exceptional. You will recall an earlier story that we wrote on the ice sled and the mystery of the name of the motor. It came very near to being called a Henderson for there was a similarity in head design. It was our good friend Philip Picard of Quebec City, Canada that called our attention to the fact that the sparkplug hole angle was not the same angle as that of the Henderson.

The motor had a detachable transmission case similar to that of an automobile whereas the Henderson's upper case and transmission were all one unit. We deviate at this point for a moment to give you another comparison of how early machinery was copied. Henry Ford was given a lot of credit for his wonderful design in the planetary gear system that was used in the Model T for so many years, but it was not Henry's design at all. A Mr. Frank Ball of New Jersey had designed the Planetary system and Ford and several others copied it. The Militaire detachable transmission would have been a better design for the Ford and saved himself a law suit. Remember, Ford put a gear shift in the Model A to match his nearest competitor, Chevrolet. Ball sued Ford for copying his planetary design and forced Ford to pay royalty for as long as he built the Model T.

While these fabulous fours were being promoted as the all around machine, it was Indian that was really working on that racing field and taking top honors the world over. Indian's famous TT Model won foreign races and became known the world over as the best in racing machines. The fours were used for racing, but rugged terrain made that underslung oil pan vulnerable to any obstacle in the path. Indian's V twin could be raised in the frame cradle as the cylinders were at angles.

Pleasure riding on motorcycles had not yet become a household word even though someone had designed a wicker side chair for the bikes. Side cars were produced to take the little woman along for Sunday afternoon spins, but the roads were more for the rough neck than they were for mi-lady. Thus, sales of fours did not go as the manufactures believed they would. Could it have been that the four cylinder bike was 40 years ahead of its time. The Pierce four ceased production first, then Henderson sold out to Schwinn. Militaire moved to Cleveland, later to Buffalo, then to New Jersey and finally to Springfield, Mass. right across the street from Indian with hopes of selling out to Indian. They finally died there. Cleveland four started in Cleveland and ended there. Will Henderson refinanced and began the ACE in Philadelphia. His untimely death meant a slow death for the Ace, but Indian rallied to its gasps and the four continued to be a good police bike. Shortly thereafter, Schwinn's Henderson ceased production and Indian had the field all sewed up.

During the time that the Ace was built in Philadelphia, Will Henderson captured a piece of the market that could have continued to this day for Indian under some sound management. The State of Ohio was no exception to this problem, for in the mid-'30s, the Ohio State Highway Patrol was formed and the Indian four was picked as the machine for on the road and traffic control. Indian fours are a fine bike for on the road in dry weather and even rain soaked roads, but ice and snow is a guarantee of trouble. After four men lost their lives in the Ohio State Highway Patrol it was decided to get rid of the motorcycles and go strictly to cars. They haven't had cycles since.

Indian must have been asleep at the switch when the deal was made to buy all motorcycles for the patrol in its infant years, for Indian had sold hundreds of fours to other police departments all across the country. I cannot speak from authority, but the picture sort of speaks for itself, that police departments must have had to buy those bikes, whereas a lease basis would have stored those bikes for the winter and departments getting back reconditioned or new bikes the next year. Many departments still use cycles but Indian is no longer the prime supplier.

The Chief 80 would have been an ideal machine to work along with the four, and had the Ohio Patrol been coached on summer use only, they might still have a few around. We again remind you of how many of those machines are gone, and the only reminder of them are the restored bikes that the members see annually at the meet. The foreign bike is now the household word and for Indian owners this is a bitter pill to swallow for they believe that the Indian is still the most beautiful motorcycle. What then is the moral to this story and the past of all these fine machines? If you members of the Indian Four Cylinder Club desire that the younger generation remember the four and the chief, then these bikes will have to go on

display in other places that just the June meet and the Annual meet.

Many members make use of the opportunity to get involved in parades and other groups such as Chief owners, wear uniforms alike and parade as units. They make sure that whenever and wherever there is a parade and they can get in it, that they are properly identified in the local newspaper and they carry a banner informing the spectators that they are riding Indians.

With our members so scattered, it may require that the owners may have to ride with a mixed group or riders from another area, but they should make absolutely sure that local news media properly identify your bike and you, to bring to the attention to the public that an Indian four or Chief is in the Parade. It would be well to mention the age of the four to prove to the public that these bikes will last forever if taken care of. Get all the notoriety you can get.

We are well aware that all of you, and this excludes no one, likes to show off that four or Chief, or whatever, and you are justly proud to do so, but sitting in the garage all covered up, waiting on the annual meet is not exactly showing it off to the public. Let's get that bike out and show it off before the public and get your name in the paper doing it.

Then, send us your story whenever you get a writeup and we can share your story with the rest of our members all across the country and 4 foreign countries.

With the more than 250 members in our club, 150 of you had ought to get into at least one parade this summer and write us about it.

In Northwestern Ohio where your editor lives there is an active antique automobile club called the Pioneer Auto Club. We have mentioned before that we print a monthly newspaper for this group of nearly 500 members. Their summer agenda is quite an active one. They will put their cars on display at least a dozen or more times in shopping centers, and for every parade they are in they get \$50 for participation.

For the past three years now they have held an International Antique Automobile Show at a small town of Bluffton, Ohio. This little community bends itself over backward to keep this annual meet in their community. At the first year's meet, your president John Wickham won the antique award for his 1905 Indian single. This meet is only too happy to set up a separate class for antique motorcycles. Whenever or wherever this Pioneer Club of northwestern Ohio is involved in a parade or a showing at a shopping center, they welcome the antique motorcycles although they are not members of the antique automobile club. We are sure that there are other chapters of such clubs in many areas across the country and an ideal chance to display your bike in the show. Sports car shows also welcome such an attraction as an old car or an old motorcycle. Robert Armstrong of Evansville, Indiana put his bike in such a show and you can read the story on page 6 of this issue.

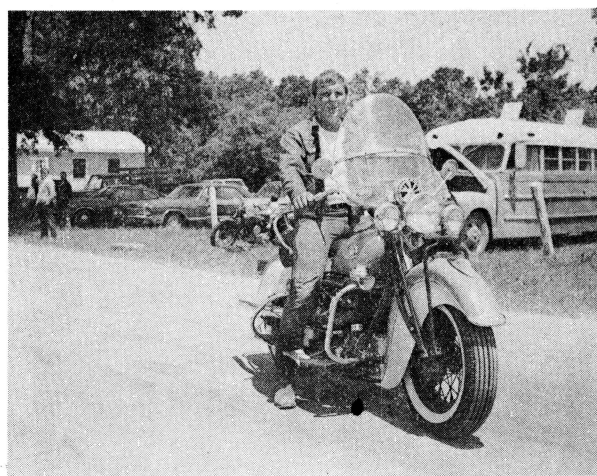
Again we emphasis, if you ride in a parade, or put your bike on display in a show, send us a picture if you can or write up the details and send it all to us for the Indian Four News. Editor

The June 1972 Meet in Pictures

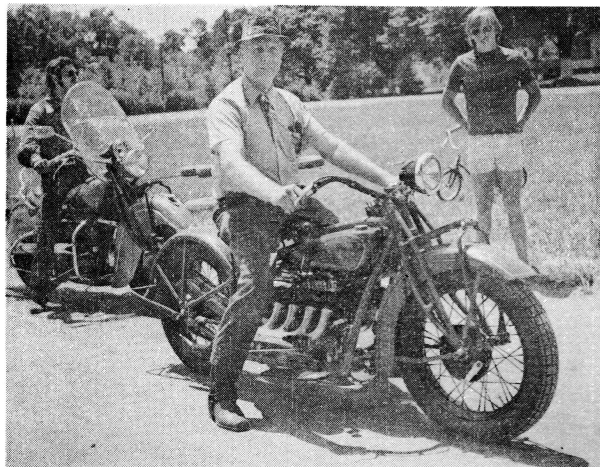
On the following two pages are some pictures we took at the June meet which are mainly of the events. The picture on the inside of the back cover is a group shot of the All American Indian Club who met the day before.



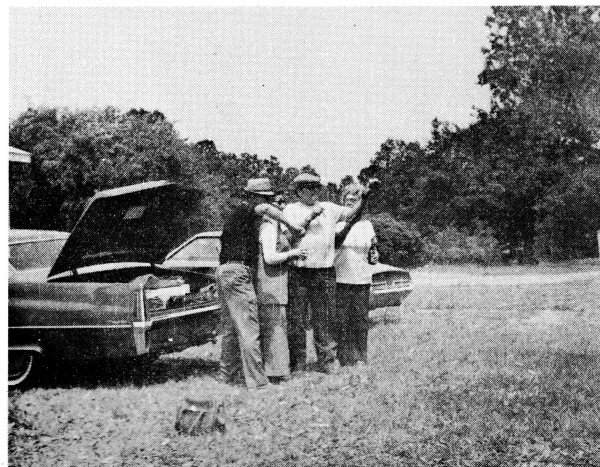
Jim Cook of Barberton, Ohio
Just before the Poker Run event we went out on the track to get some pictures of the men and bikes who were in this event. Since the sun was too our back, it required that we turn the men and bike around to get them facing the sun for a picture. Again, its too bad these pictures were not in color for Jim Cook's beautiful red bike,



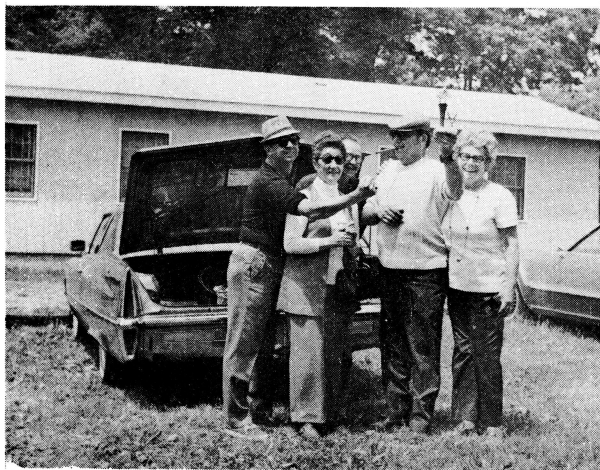
Dave Bozung of Southfield, Mich.



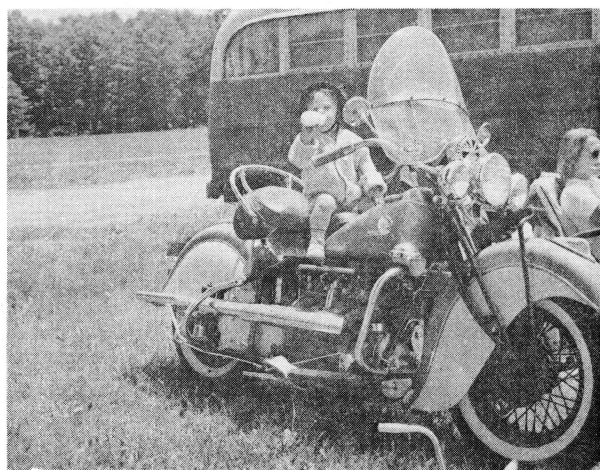
Paul Pierce of Oxford, Michigan
Dave Bozung's blue and white bike and Paul Pierce's all blue 1929 four would make beautiful color reproductions.



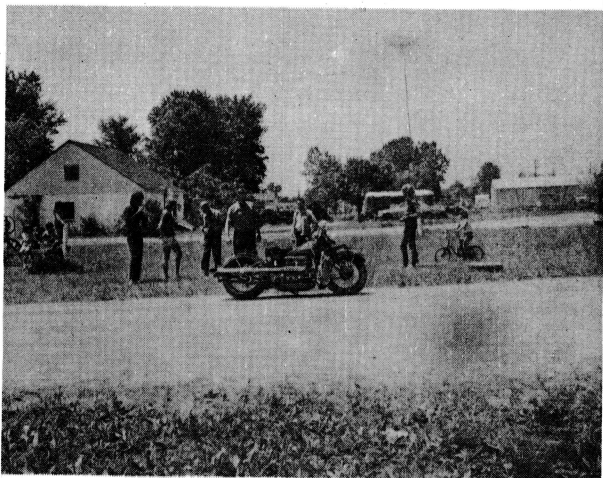
Nick Gansinger is trying to convince his trophy admirer's that he really won the trophy ~~he's~~ holding up but appearantly they don't quite agree.



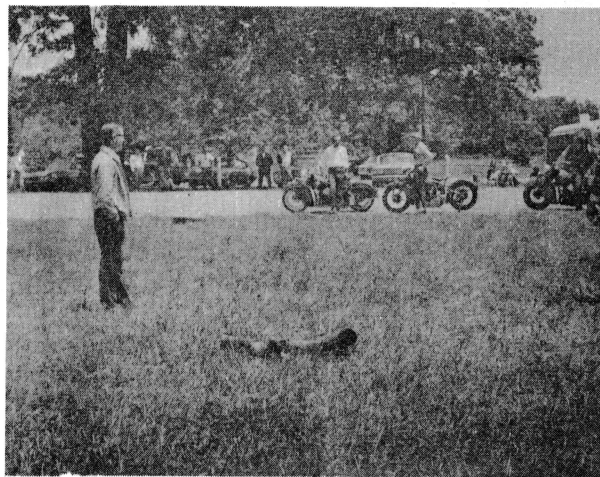
After his convincing story Nick turned to those he tried to convince and is even unaware that we were taking his picture.



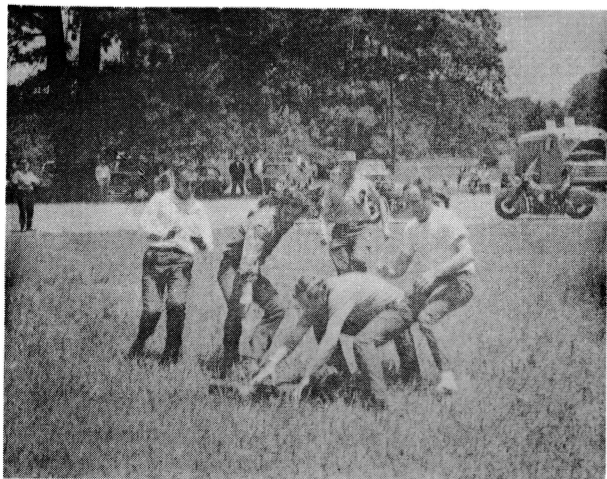
There's no place like dad's big Indian four seat to enjoy a good bottle of milk as young master Bozung takes his bottle seriously.



Getting ready for the next event which was somewhat different than the usual events. At least 8 four owners brought their bikes to the track and were then asked to remove their left boot.



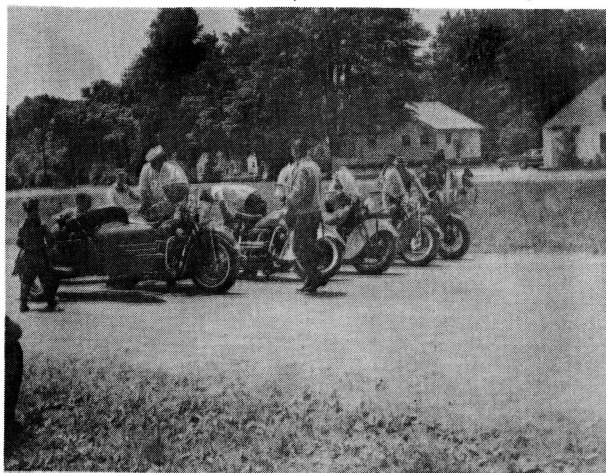
Each contestant standing beside his machine and his left shoe or boot missing, the motor was turned off and each one eagerly awaited the referees whistle to make the dash for his boot.



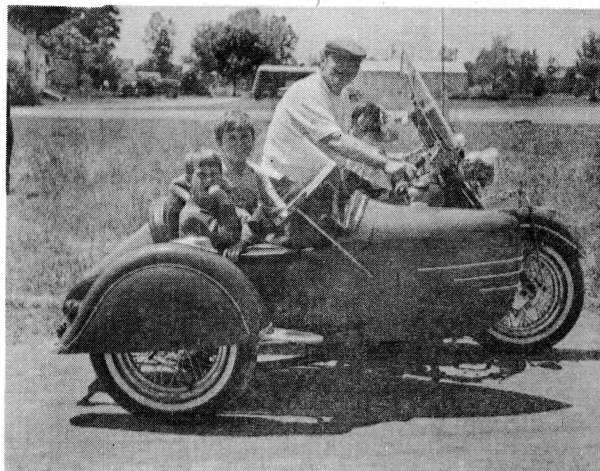
The race was on - as we caught this action at the boot pile and find your boot. Then hurriedly put it on and back on the run to your bike to turn on the key and start it. But in the scramble something happened - a shoe went by us -



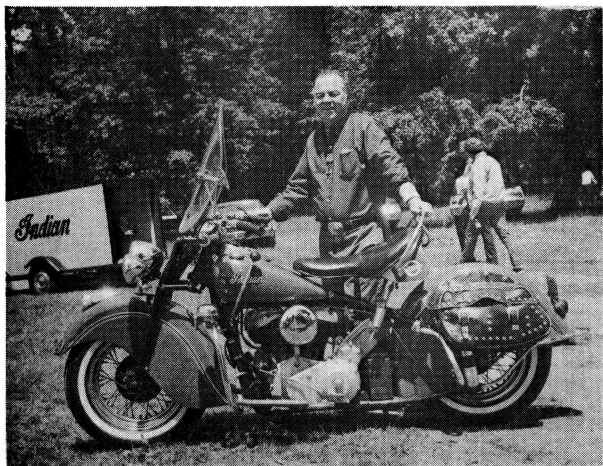
sending one of the entrants on further to retrieve his boot. Someone picked up Don Knapko's shoe and threw it beyond the photographer and we caught Don retrieving his shoe forcing the referee to rerun the event



Lined up for the ever favorite poker run. Only fours were premitted to participate.



Nick Gansinger makes use of his side car when picking up his poker hand. The kids enjoyed the ride and Nick enjoyed them .

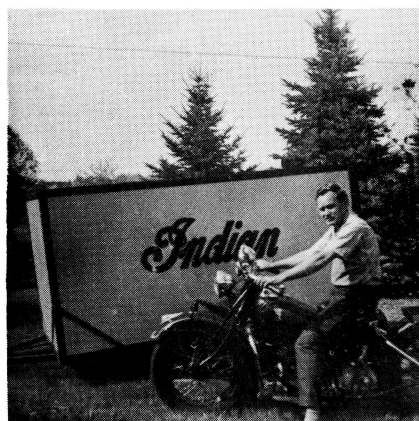


Ed Morrison of Whiting Indiana has been a active member of the Indian Four Club and the All American Club since he made application for membership in the Four club a few years back. Since he has rode his trophy winning four to the meets for the past few years, this year he decided to bring his Chief 80, which is equally as nice of bike as his four.

Ed is very much interested in both clubs and has had his share of interesting experiences coming to the meets and taking part in the events as well as the Club's business.



If this picture were in color as the original we might be able to tell who the bike belongs too, but who's that guy under the feathers. Well, in case you can't identify either - the bike belongs to our good friend Bert Van Hole and the wearer of the headress is our fine treasurer, Casper Barnes. Since Bert is now a resident of the sunshine state and that beautiful chocolate brown bike he owns is down there too, and since Casper now spends his winters there too, Casper and his wife visited Bert and his wife and two Indian owners would surely have to take some pictures on the Ole Indian to send back to the Four News editor. The background is definitely not the Traveler's Club grounds in Toledo but Florida vegetation.



Jim Cook of Akron, Ohio brought his trailer full of goodies to the recent June meet but this picture was not taken at the June meet. We wanted this picture to help you identify the big yellow trailer with the big black letters that spell Indian. Jim and his wife had a good display of Indian material and manuals at the June meet and they have much more they did not bring along.

Anytime you're on the highway and you see this familiar trailer, you'll know Jim Cook is heading for a meet or a flea market somewhere.



Someone told the editor this picture looked like Bob Aldrich on his first bike and I said that it couldn't be because they didn't have high rise handle bars in those days. The little fellow is David Bozung's son whom we coaxed out on the track for his picture. Picture taken at June meet.

A Ring Job

Sooner or later any four will need a ring job and such an overhaul is usually subject to all sorts of comments and opinions as to what is the best ring job. As editor of your magazine I thought sure that one of our members who have had experience along this line would come forth with the details and how to proceed in a very practical way. So, I'll attempt the story from my knowlege and the overhaul manual published by the factory and who's going to argue with that?

Old rings with a lot of milage loose their spring and the carbon buildup in the groves causes the rings to stick so more wear on the cylinder walls. A compression check will quickly tell how bad the rings really are and the amount of blow-by plus the removal of the plugs will tell how much oil it is burning, and finally an observation of the exhaust pipe when the motor is running will show how much oil is going by the rings.

For the owner that plans to do his own work we have copied here the steps prescribed in the overhaul manual for your benefit.

To Remove the Engine From The Frame

A. REMOVE GAS TANKS

(Clean the oil and dirt off the machine as mush as possible before starting the job)

1. Remove instrument panel on top of tank.
2. Disconnect gasoline line at tank.
3. Disconnect wires from coil.
4. Remove the three tank bolts.
5. Take tanks off frame.

B. REMOVE CARBURETOR

1. Remove gasoline line at carburetor.
2. Remove air cleaner from carburetor.
3. Disconnect throttle lever.
4. Remove the three nuts from the carburetor and manifold studs.
Take off carburetor. If gasket is damaged, replace at assembly.

C. REMOVE GENERATOR

1. Disconnect generator wire.
2. Remove belt guard (if magneto ignition).
3. Take out the two bolts at the bottom of generator bracket and remove generator from support bracket.

D. REMOVE IGNITION WIRING

1. Remove spark control cable
2. Disconnect spark plug wires at distributor
(remove distributor cap with wires attached)
3. Take wires and housing from motor.
4. Take out the four spark plugs.

E. Remove ROCKER BOX COVERS AND TAPPET BOX COVER

1. Take out the cap screw in each rocker box
2. Slide off both rocker box covers.
3. If gaskets are damaged, replace with new gaskets at assembly.
4. If felt pads in housing are dry or hard, replace with new felts soaked in oil at assembly.
5. Remove exhaust valve tappet box covers.
6. If gaskets are damaged or leak, replace with new gaskets at assembly.

F. REMOVE EXHAUST MANIFOLD

1. Remove tail piece from exhaust manifold.
2. Take off the eight nuts from exhaust manifold and disconnect manifold heater by-pass control valve.
3. Slide exhaust manifold off cylinder studs and remove inlet manifold heater pipes from motor.
4. If manifold gaskets are burned or damaged, replace at assembly.

G. REMOVE INTAKE MANIFOLD AND SHIFTING ROD

1. Take off inlet manifold.
2. Remove gear shifting rod from hand lever and gear box lever.

H. REMOVE BATTERY AND BATTERY CRADLE

REMOVE THE FOLLOWING PARTS

1. Battery and cradle
2. Kickstarter Crank
3. Chain and Chain Guard
4. Brake pedal and spring
5. Oil Pressure Gauge
6. Clutch Pedal and Rod
7. Four Motor Base and Frame Bolts.

I. REMOVAL

1. Straddle machine and slide motor forward off base pads. Lift motor free of frame and rotate to the right 45° angle and slide out of frame, front end of motor slightly in advance of rear. (Install motor by reverse process)

After the engine is out of the frame and you don't want your hemroids to protrude a little further, better get some help if you intend to put the engine up on a box or horses or a work bench to make it easier to work on. Make sure that it is well supported and cannot roll over for the bottom of the case is rounded.

We now continue on with the instructions from the Overhaul Manual to disassemble the motor to remove the valves, pistons, rods, and cylinders. Section Three of the manual deals only with removal of pistons, wrist pins, valves, heads and rocker assembly. Rod bearings, crank and mains are dealt with in Chapter Four.

Chapter Four and the rest of the Overhaul Manual will be printed in the next issues.

SECTION III

ENGINE DISASSEMBLY AND REASSEMBLY

A. REMOVE CYLINDER HEADS

1. The cylinder heads may now be removed using special head wrench with extension socket to take out the nine head bolts in each twin cylinder head, front and rear.
Editor's note - this applies to 1938 and later models with paired cylinder heads. From 1928 on up to 1938 there are four bolts to each cylinder and four separate cylinders to remove.
2. Mark the head gaskets front and rear.
3. Clean carbon from combustion chamber and valve pockets.

B. REMOVE INLET VALVES

1. Take off valve spring collar and taper keys from valve stem.
2. Remove valve spring and check for free length (2-3/16" new spring).
If old spring free length measures 2" or less, replace with new spring.
3. Mark with pointed punch intake valve heads, starting at front cylinder.

C. REMOVE ROCKER ARMS

1. The intake valve rocker arms operate on needle bearings.
(21 needles to each rocker bearing)
2. If rocker arm bearings are loose with up and down play in bearing, remove bushing bolt and replace and center bushing in rocker arm. It may be necessary to replace rocker arm.
3. When assembling rocker arm and needle bearings in rocker bracket, check rocker for side play. There should be .002 clearance between rocker and clevis with center bushing clamped tight in clevis.
NOTE: Center bolt must be tight in clevis. Too much side play will cause a rocker arm click noise. If thrust washers are worn on sides, replace with new washers.

D. REMOVE VALVES AND VALVE GUIDES

1. Remove intake valves.
2. Clean carbon off valve and heads
3. If intake valve stem or valve seat face is worn, replace with new valve and grind in with light weight pressure. Note Lift valve often while grinding with valve grinding compound.

E. REMOVE INTAKE VALVE GUIDE

1. Place cylinder head in boiling water or on electric or gas plate until heated to approximately 212° F.
2. Press out old valve guide while head is hot.
3. Replace with new guide.
4. Oil valve stems and guides and reassemble. Note: Always reface valve seat in head after replacing guides. The inlet seat is 45°. Bronze inserts must be tight in aluminum.

F. REMOVE CYLINDERS AND PISTONS (WITH HEADS OFF)

1. Pull out intake push rods and mark 1 to 4 starting with front cylinder push rod. Mark push rod with a light file mark, so that rods may be

assembled in their position.

2. Rotate motor so that No. 1 and 2 pistons are equal distances in No. 1 and 2 cylinder blocks.
3. Disconnect generator or magneto drive shaft coupling
4. Remove generator or magneto from motor base pad with brackets attached.
5. Take out two bolts under motor base pad with brackets attached.
6. Remove cylinder base nuts, using flexible socket wrench with extension.
7. The two nuts in the valve tappet compartment.
8. Lift front cylinder block up, tilting block towards valve side and slide block up and off pistons.
9. Repeat same method on rear cylinder block to remove.
Note: Be careful that valve push rods do not slide out of guides in block; best to keep them placed in their assigned places. Mark push rods and guides if removed.
10. If cylinder base gasket is damaged or leaks, replace with new gasket.

G. REMOVE VALVES

1. Remove valve collars and taper keys.
2. Slide valves out and mark valves 1 to 4 so they may be assembled in original cylinders, - a light prick punch mark on head of valve while in cylinder, thus -- 2 marks, 3 marks, and 4 marks. (If exhaust valve seat is burned or stem worn, fit new valve.)

H. REMOVE VALVE GUIDES

1. If valve guides are worn, remove and replace new guides. Use punch with pilot os as not to damage guide hole.
2. Clean carbon out of tappet box and valve ports
3. Reseat cylinder valve seat 45° . If valve face is pitted reface to 45° .
4. Grind valves into cylinder seat.
NOTE: Use light pressure, rotate valve and lift often to flow grinding compound under seat surface. Be sure to clean all compound from cylinder and valve.
5. Oil valve stem and guide and assemble.
6. Check valve springs for length; refer to intake valve springs. (Same valve spring used on intake and exhaust valves).

I. REMOVE PISTONS AND RINGS

Remove pistons.

1. Tap wrist pins thru piston and connecting rod bearing.
NOTE: A lock ring in a groove in connecting rod bearing locks around the groove in the center of wrist pin, holding the wrist pin in location. A tap on wrist pin opens this spring ring lock out of the groove around wrist pin, allowing pin to slide thru piston. Hold hand pressure against side of piston to support force of blow when tapping pin out.
2. Mark pistons 1 to 4 so that they may be assembled to original cylinders. Put mark on top of piston at valve side.
3. Remove piston rings.
4. Clean carbon off piston.
5. Break an old ring in two -- use broken end to clean carbon from ring grooves in piston, being careful not to nick ring grooves.

Editor's Note; The Overhaul Manual from which this material was taken was probably printed around 1938 or 1940. Whether regular ring groove cleaners tools were available back then we do not know, but we would suggest that the owner purchase such a tool which will definately give a cleaner groove than trying to hold a broken piece of ring by hand on with a pair of pliers

and doing half the job a regular tool will do. It will even help to work the piston over with the wire brush on the bench grinder.

6. Clean thoroughly the oil return holes in the piston

J. PISTON RING ASSEMBLY

1. Two 1/16" compression rings and two 3/32" oil control rings are used on each piston. The bevel on oil control rings faces up towards top of piston
2. Fit piston rings about half way down cylinder bore.
3. End gap clearance .010 to .015.
4. Piston ring groove and ring clearance .002 - .004.

Editor's Note: The decision to re-ring a motor would only naturally mean that if you went to all the trouble of taking out the engine and removing the cylinders that the owner would secure new rings once he has mic-ed the cylinders and the pistons. Rings are available from several of the members who do overhaul jobs and others who have an inventory of parts. Some ring companies have rings in stock that will work but we do not have in our files the addresses of such companies. Should you try to secure tailor made rings for you motor we offer the following suggestion. You may have talked the idea of new rings over with others and you may have your mind set on chrome rings or stainless steel or one of the other newer harder metals, but we offer this advice for what its worth. These harder metal rings will be working against the same old cylinder walls which are still cast iron. We suggest steel or even cast iron rings for more even wear. We expect to hear from some on this suggestion and we'll print their comments but we feel that the material of the cylinder wall should be taken into consideration to decide what kind of rings to use.

Next we offer some advice on the installation of the rings to continue with a very scientific overhaul according to company practice and engineering. You may have put on rings before whether it be an automobile motor, your four, lawn mower motor or whatever, but we suggest the following method over however you did the job before. DO NOT simply start the ring down over the piston pushing down one side at a time. When you buy or borrow that ring cleaning tool, for a few dollars more you can buy a ring expanding tool. Put the ring into this tool carefully and expand it to fit over the piston and then down to its proper groove. If you use spring expanders be sure they are on first. We give you this advise because it is a known fact that any twist put into the ring may cause it to fit improper in the groove. That ring must turn and be free to spring outward when the motor is running. Using an expanding tool puts even more spring in the ring to add to its life in the cylinder wall. One more suggestion is to oil the piston and the rings so when the compressing tool is put over the rings to enter the piston in the cylinder the rings and piston will be free to work already. A dry piston with new rings that might have to be laid aside for a few days will begin to oxidize as soon as they are cleaned up and the metal is bare to the room air. A coating of oil will prevent any oxidation.

K. PISTON CLEARANCES

1. Piston and cylinder clearances .005 to .006
2. standard bore 2-3/4" or 2.750. Standard Piston 2.644 giving skirt of piston .006" clearance under the cylinder bore.
3. Measure piston across face of skirt.
Note: When thickness gauge is used with piston in cylinder, feeler gauge should be inserted between thrust side of piston and cylinder wall with piston in running position in cylinder.
4. Cylinders may be honed to accept oversize pistons. Piston sizes oversize - .005 - .010 - .020 - .030. semi-finished pistons to .060 oversize.

L. PISTON PIN FIT

1. Free slide fit in connecting rod
2. Free sliding thumb press fit in piston.
3. Piston pin size is 11/16" standard, with .002 - .003 - .005 - .010 - .015 - .020 oversize for replacement.

M. ASSEMBLING PISTON TO CONNECTING RODS

1. Start pin in one side of piston
Note: Wrist pin is beveled on either end.
2. Place piston over rod, start pin in rod until it strikes the lock ring.
3. Rotate wrist pin until lock ring centers in its groove and beveled end of wrist pin has started true in lock ring.
4. Then, with a quick light tap with hammer, drive wrist pin thru piston.
5. Check the wrist pin for central location in center by pushing wrist pin both ways in rod, making sure spring lock ring is in the groove around center of wrist pin.

N ASSEMBLE CYLINDERS

1. With piston and rings assembled on rods, rotate motor until front piston is slightly above No. 2 piston. Space ring gaps evenly around piston and cover with oil. (Editor's Note: we suggested an oil coating right after the piston was cleaned and before rings are assembled on piston.)
2. Take front cylinder block, start No. 1 piston in cylinder first, being careful not to break piston rings. Rotate slightly and start No. 2 piston in cylinder.

Editor's Note: We mentioned in our suggestions about putting on rings that a ring compressor tool be purchased to put on piston to hpld all rings compressed till they are safely in the cylinder wall. Since this part of the manual is a guide to a ring job without taking off the pan and removing the rods from the crank, putting the cylinders down over the pistons and entering the pistons through the bottom of the cylinder, we suggest that you buy a compressor that opens entirely and can be taken off once the rings are all safely in the cylinder. The same compressor can be used when they are inserted from the top. When putting pistons down from the top on a complete overhaul, make sure that the compressor tool is held down firmly against the top of the cylinder for there is not much metal between the top of the cylinder and the first ring, The compressor must hold firmly to the last ring and this narrow strip of metal till the last ring is tapped down in the cylinder.

Factory Note: A piston ring clamp or guide tool makes the operation easier.

3. Slide the cylinder block down on motor base studs. Repeat same operation on rear cylinder block. After motor has been run in, check cylinder base studs for tightness.

Editor's Note: We suggest that these nuts be torqued in the same time the cylinder head bolts are torqued in.

O. ASSEMBLE CYLINDER HEADS

1. Cracked or burned head gaskets must be replaced.
2. The six shorter head bolts go in the piston side of head (left side)
Note: Be sure there is a heavy steel washer under each head bolt.
3. Have intake push rods in place in tappets.
4. Keep push rods separated so they will slide easier in rocker arm cups when placing head assembly on cylinder.

5. Check push rods so that they are not crossed before bolting head down.
Note: Before tightening head bolts, slide intake manifold into place and tighten several intake manifold nuts. This will align cylinder head flanges with flanges on manifold.
6. With manifold nuts tight, tighten down several cylinder head bolts to hold head in location. This will eliminate breaking ears off manifold flanges.
7. Remove manifold and proceed to tighten all cylinder head bolts evenly around heads. Start with center row of bolts and then alternate bolt tightening on each side of head. Pull head bolts to 55 to 60 foot pounds with torque wrench. Proceed with complete assembly in reverse order of taking apart.

P. IGNITION TIMING

1. If timing gears have been removed, replace according to marks on gears.
2. Reassemble generator and distributor to motor if distributor and generator drive gears have not been disturbed.
3. Rotate motor until piston in No. 1 front cylinder is top dead center compression stroke firing position.
Note: Both valves will be on their seats, tappets free, 5/8" spark advance. Assemble generator on motor base.
4. Rotate generator shaft until distributor rotor is pointing at No. 1 spark plug wire. With Spark lever in retard position, lever all way back.
Note: The breaker points will be ready to open. The holes in hose coupling and generator shaft will line up. Do not tighten coupling bolt and nut so tight as to squeeze coupling out of shape. If hose coupling is torn or damaged, use new coupling.

Q. ASSEMBLE WIRES IN DISTRIBUTOR CAP

NOTE: Sitting on machine, looking down at the top of distributor, No 1 front cylinder spark plug wire plugs in right front hole in Distributor cap and clockwise (to the right) the next hole is No. 3 cylinder spark plug wire, the third hole No. 4 cylinder plug wire; the fourth hole No 2 cylinder plug wire. The hole in center of cap is coil wire. Firing order is 1-3-4-2.

Caution. Always check spark plug wire location from distributor cap to the plugs in cylinders before dismantling ignition equipment. For firing order -1-3-4-2. It is possible to change ignition timing so that No 1 cylinder plug wire would be in any one of the four holes in cap. If breaker points are timed with any one of the four lobes on cam for No 1 cylinder and changing the location of plug wires so that rotor and points are timed for their respective cylinders, the motor will fire correctly.

R. TO RETIME DISTRIBUTOR HEAD ON MOTOR (IF REMOVED FROM GENERATOR)

1. Rotate motor until No 1 piston is 3/8" from top dead center in cylinder on compression stroke.
2. Advance spark control lever.
3. Slide distributor head down in housing ready to mesh with drive gear in generator.
4. Set cam lobe ready to open points with rotor pointing towards No 1 cylinder spark plug wire block of distributor. cap.
5. Tighten binding clamp on body.

NOTE: The points should be ready to open. One or two attempts to mesh with proper tooth may be necessary. A final close setting may be made by loosening advance lever body clamp and rotating distributor distributor head slightly to arrive at proper spark setting with breaker points ready to open. Spark may be timed with piston top dead center and with spark retarded.

S. MAGNETO TIMING - EDISON TYPE C-C. D. - R.M.H.

1. Magneto rotates counterclockwise looking at distributor end.
2. The distributor rotates counterclockwise looking at distributor end of magneto.
3. Spark advance control lever location (up for advance)
4. Points gap .015
5. Spark advance 5/8".
6. No. 1 front cylinder spark plug wire plugs into lower right hand hole in distributor cover.
7. Rotate motor until No. 1 piston (front) is top dead center of compression stroke in cylinder.
NOTE: Both valves will be in their seats.
8. Rotate magneto in direction of rotation until distributor rotor (metal plate end) is pointing to lower right hand corner of magneto, spark retarded. The points will be open or nearly ready to open. The coupling disc holes will then line up.
9. Insert bolts and nuts and tighten.
10. Assemble distributor cover.

T. To ASSEMBLE SPARK PLUG WIRES IN DISTRIBUTOR COVER:

1. Lower right hand hole No. 1 cylinder
2. Upper right hand hole No 3 cylinder
3. Upper left hand hole No 4 cylinder
4. Lower left hand hole No. 2 cylinder

NOTE: Use same caution on wiring as instructed on distributor ignition.

This is the end of Section III of the Indian Four Overhaul Manual. The steps of this section may sound a little odd because of the fact that there is no removal of the pan to get at the rod bearings, but it is more of an approach to get at the valves and rings and allow access to these areas instead of the more major overhaul. Our main purpose in writing this information was to approach the question of rings - the different types and the proper method for assembling the rings on the pistons. Your editor has put rings on several motors but the only tool that we used in the process was the groove cleaner and the compression tool. Yes, I too put on rings working down one side at a time and the motor did run, however, using the proper tool to expand the ring does make better sense and should I overhaul any motor, will definately get one of these tools. And finally, the material of the ring. Much tadoo is made today over chrome rings stainless steel and other newer metals. Race car drivers have spent much on custom built engines and talk freely of Chrome rings, Stainless Steel, and other harder metals. Valves made of these harder metals is also an important item with them. Their motors are often rebore jobs and possibly sleeve cylinders. Here hard metal can work against hard metal, but the cast iron cylinder of the Indian Four is no match for these hard metals. Now, I left myself wide open - go ahead give me your two bits worth of agrument and will print it in the next issue.

M E M B E R S H I P

Indian Four Cylinder Club

June 1972

Arkansas

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

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
 William Crawford 1276 Juanita Dr Walnut Creek California 94595
 Jack Danvers 2840 Forest Hill Blvd Pacific Grove California 93950 1938 Indian four
 James E Davis 1613 Chester Ave Arcadia Calif 95521
 James E Davis Jr 659 San Miguel Santa Clara California
 M M Denham 19163 Garrison Ave Castro Valley California 94546
 Lyle V Finley P O Box 358 Balboa Island California 92662 1935 Indian four
 C Walter Frick 4304 Varsity St Ventura California 93003
 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 95050 1940 Indian four
 Lee Guinn 16691 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 2950 Routier Rd Sp 105 Sacramento California 95827 1938 Indian four
 Dennis Morgan 961 Bradley Ave Elcagon 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 95050
 G F Sousa 2861 Cypress Ave Napa California 94558
 Francis A SooyMD University of California Hosp Rm 4990 San Francisco Calif 94122
 Robert E Stark 1941 Tedman Ave Anaheim California 92804
 Jebb E Tagasugi 12027 Rialto St Sun Valley Calif 91352 1939 Indian four 1941 Ind four
 C R Williams Jr 1212 Temple Terrace Laguna Beach California 92651 1941 Indian four
 Ken Young 1051 Hoffman Long Beach California 90813
 Ken Ward Motorcycles 2405 Eagle Ave Alameda California 94501
 Russell R Cupp 461 45th St Sacramento Calif

Colorado

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

Connecticut

Roy Lesser 19 Windward La Madison Connecticut 06443 1937 four

Florida

Casper Barnes Summer address - RR 2 Box 131 Liberty Center Ohio 43532
 Treasurer Winter Address - Sunset Trailer Village Inn Palm 30 Bradenton Fla 33505
 R A Burke 114 E College Ave Tallahassee Florida 32301
 W R Durrett 800 S Riverside Dr Indialantic Florida 32903
 Ellis C Evans 448 Pine Hill Rd Port Ritchey Florida 33568
 Loren Gouldsberry P O Box 126 Intersession City Florida 33848

Ted Hodgdon 536 Outrigger Lane Sarasota Florida 33577
 Ray Munn 27 N E 8th Pompano Beach Florida 33062 1939 Indian Four
 Ollie Raunsey 6621 Katherine Rd W Palm Beach Florida 33406
 Bert Van Hole 938 Brengle Ave Englewood Florida 33533 1935 Indian four
 John Webb 2510 Tuscaloosa Trail Maitland Florida 32751

Georgia

Marlen E Baerenwald 2595 Emerald Dr Jonesboro Georgia 30236
 James H Boucher 735 N Central Ave Hapeville Georgia 30354
 Gerald Carpenter 5912 Ponderosa P 1 Forest Park Georgia 30050
 Allen Woodall P O Box 1640 Columbus Georgia 31902

Illinois

L H Anderson 7718 Clarendon Hills Rd Clarendon Hills Illinois 60514
 Jack E Bajo 14816 Minerva Dalton Illinois 60628 1940 four
 Harry R Courtney RR 2 Kemont Illinois 60439
 Richard D Courtney RR 2 Kemont Illinois 60439
 John Dohmal Jr 3622 Blanchan Ave Brookfield Illinois 60513
 E R Eisele 215 E No Ave Naperville, Illinois 60540
 Clare G Frantz Box 27 Sugar Grove Illinois 60544
 James A Herrman RR 2 Manito Illinois 61540
 Irwin Hirsh 67 E Madison St Chicago Illinois 60603
 Stanley E Jensen 230 Sharon Dr. Dundee Illinois 60118
 Robert L Joynt 1722 N Mowhawk Chicago Illinois 60614
 Thomas C McLeod 33 Sumac St Wilmington Illinois 1938 Indian four
 Angelo Ranieri Jr 2905 78th Ave Elmwood Park Illinois 60635
 Boris Kagy-Garey Rt 2 Box 561 On Rt 83 Antioch Illinois 60002
 E P Renstrom Jr RR 1 1660 Maple St Crete Illinois 60417
 Barry Stelford RR 1 Urbana Illinois 61801
 Martin Thorsen 1430 W Hunt Ave Apt E Chicago Illinois
 Fred Wacker Jr 2100 Commonwealth Ave. No Chicago Illinois 60024 1932 Indian four
 Curtis B Weigold 1611 So 21st St Laywood Illinois 60153 1938 Indian four
 Louis Wille 220 Market St Momence Illinois 60954 1938 Indian four
 R E Wiechman 613 Walnut St Fairburg Illinois 61739
 Mervel E Wood 911 Washington St Oregon Illinois 61061 1930 Indian four

Indiana

Robert J Armstrong 24W Michigan St Evansville Indiana 47710
 John Blouch 1532 So 8th St Terre Haute Indiana 47975 1939 Indian four
 Glen Brutus RR 1 Box 37 Pine Village Indiana 47975 1929 Indian four
 Nick Gansinger 1246 119th St Whiting Indiana 46394 1940 Indian four
 G S Herbson Box 637 Syracuse Indiana 46580 1938 Indian four
 Louis Kamaski 1500 Bullseye Lake Rd Valpariso Indiana 46383
 David Kitson 418 Winchester St Decatur Indiana 46733 1938 Indian four
 Henry Krueger 97 W Walnut St Morrocco Indiana 47963 1941 four
 Chester W Miller Route 6 Box 276 Elkhart Indiana 46514 1941 Indian four
 Edward J Morrison 1926 Lincoln Ave. Whiting Indiana 46394 1942 Indian four
 Arthur P Smith 602 Napoleon St Valpariso Indiana 46383
 Bob Speck Mtd Rt 35 Box 338 Valpariso Indiana 46383 1937 Indian four
 Luther E Sutherland 3720 Miller Dr Indianapolis Indiana 46239 1939 Indian four
 Arthur Weaver RR 2 Berne Indiana 46711 1941 Indian four
 C W Crafton RR 3 Box 44 Plainsfield Indiana 46169
 Kieth Love RR 1 Nineveh Indiana 46164
 H Frank Entwesle 5309 Cranston Ave Ft Wayne Indiana 46815
 Frank A Tackett 7103 W Judson Rd Kokomo Ind 46901

Iowa

Neil R Daws 2123 Scott St Davenport Iowa 52803
 Loren Flanders Rt 2 Oskaloosa Iowa 52577
 Paul George 2590 S E 52nd Ave Des Moines Iowa 50320 1935 Indian four
 Silvan Goesser 1710 2nd Ave Denison Iowa 51442 1934 Indian four
 Raymond Harvey 4223-C State St Bettendorf Iowa 52722
 Louis Hurt Rt 2 Grinnell Iowa 50112
 Dale Duane Pearson 122 Edgewood Rd NW Cedar Rapids Iowa 1940 Indian four
 Robert D Saar 310 23rd St Fort Madison Iowa 52627 Indian four

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

Michigan

Robert H Aldrich 28616 Dover Livonia Mich 48150 1941 Indian four
 Trustee
 Walter E Benjamine Rt 1 714 Gale Rd Morrice Mich 48857
 David Bozung 24800 Lasher Southfield Mich 48075 1941 Indian four
 Robert D Donald 209 Droeliner Rd Oxford Mich 49038 1939 Indian four
 Marvin A Grahm Rt 4 Box 585 Coloma Mich 49038 1939 Indian four
 Victor L Grahm Rt 4 Box 585 Coloma Mich 49038
 R J Gravelle 19305 Gerald Ave Box 84 Northfield Mich 48167 1941 Indian four
 John L Harrington 26103 First St Taylor Mich 48180 1938 Indian four
 George Hopps 7352 No Dort Hwy Mt Morris Mich 48458 1924 Ace Four
 A Everett Jones 23509 W River Rd Grosse Isle Mich 48138
 Don Knapko 31027 Elmwood Garden City Mich 48135
 William LaPorte 6254 Brace Detroit Mich 48288
 Glen Logan 221 Vass Battle Creek Mich
 Robert Loomis 816 Lafayette Ave NE Grand Rapids Mich 49503 1940 Indian Four
 Homer Mahle 28375 Schroeder Rd Farmington Mich 48205
 Jack Maurer 14553 Coram Ave Detroit Mich 48205 1940 Indian four
 Vice President

Jack Missler 14275 S Custar Rd Dundee Mich 48131
 Dimitar Miteff 3919 Detroit St Dearborn Heights Mich 48200
 Paul Murray 9010 Jackman Rd Temperance Mich 48182
 Paul Pearce 639 Pontiac St Oxford Mich 48051 1930 Indian four
 Andrew Pelc 16146 Eureka Southgate Mich 48195 1941 Indian four
 Mark D Pence 12900 Wormer Detroit Mich 48239
 Sylvester Price 319 S Main St Milan Mich 1941 Indian four
 Harold Randall 231 Hopkins St Battle Creek Mich 49017 1938 Indian four
 Richard Rial Sherwood Mich 49089
 Joseph Romeo 916 Rose Drive Ann Arbor Mich 48103
 John A Scholtens 3561 Knapp NE Grand Rapids Mich 49505
 John E Skaggs P O Box M Ida Mich 48140
 Gari M Stroh Jr 909 E Elizabeth St Detroit Mich 48226 1940 Indian four
 Ernest W Tardiff 27190 Westland Detroit Mich 48240
 Ed Wolski 16514 Toepfer Rd E Detroit Mich 48021 1942 Indian four
 Trustee
 George Young 20640 Midway Southfield Mich 48075 1940 Indian four
 Robert Wallace 656 Lothrop Apt 10 Detroit Mich 55106

Minnesota

Jerry Strazberg 3220 Navarre Lane Wayzata Minnesota 55391
 Maynard Whetstone 256 Bellevue St Winona Minnesota 55987
 W M Weiczorek 111 Flanders Place St Paul Minn 55106
 Kenneth Trimbo Box 166 Henderson Minnesota 56044

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 4803 No 60th Omaha Nebr 68104
 R W Peterson Peterson Mfg DeWitt Nebr 68341
 Clifford E Hurst 3201 Jackson St Bellevue Nebr 68005
 Everett W Palser Rt 2 Scotts Bluff Nebr 69361
 Arthur R Croft 722 E Londendary Dr O'Neill Nebraska

Nevada

Orel Young 1813 N Acres Rd Las Vegas Nevada 89101
 Kenneth K Austin 4155 Vegas Valley Dr Nok36 Las Vegas Nevada 98109

New Hampshire

J Henry Izart 154 No Acres Rd Manchester New Hampshire 03104 1941 Indian four

New Jersey

Edgar Skillman 39 Anderson St Trenton New Jersey 08611
 Jules W Frolick 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 Jeffries St Perth Amboy New Jersey 08861
 L E Schoerer P O Box 189 Lebanon New Jersey 07836

Walter Ahlers Main St Flanders New Jersey 07836
 Richard P Newkirk 49W Millbrooke Ave Woodstown New Jersey 08098

New Mexico

Delmar 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, N Y 12306 1940 Indian four
 Jack Liebrick 35 Balsam Dr Dix Hills N Y 11746
 Leonard Moeller 2124 Grove St Baldwin N Y 11510
 Allen Moore 358 S Main Rd Albion N Y 14411 1930 Indian four
 Charles Myles P O Box 180 Sloansville N Y 12160
 George Pespas 501 Chestnut Lane East Meadow Long Island N Y 11554
 Ira Philbrick 406 Court St Little Valley N Y 14755
 Emanuel Sperrazza 2339 129th St College Point Long Island NY 11356
 Virgil D Smith C/O Washington Corp P O Box 69 Buffalo NY

North Carolina

Vernon Eanes Rt 5 Box 164L Salisbury No Carolina 28144

North Dakota

Gilbert E Horton Box 1351 Jamestown No Dak 58401 1940 Indian four

Ohio

Richard Adams 117 Feh1 Lane Cincinnati Ohio 45230
 Casper Barnes Summer Address RR 2 Box 131 Liberty Center Ohio 43532
 Treasurer Winter Address Sunset Trailer Village In Palm 30 Bradenton Fla 33505
 Larry Barnes RR 1 Grand Rapids Ohio 43552
 Robert R Burge 7612 Erie St 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
 Walley 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 Hugdenen 706 Fairview Ave Galion Ohio 44833
 Gerald Kenworthy 317 Raffle Ave Greenville Ohio 45331
 Steve Kertez 2020 Marlow Rd Toledo Ohio 43616
 Enos Leas 1502 N Main St Findlay Ohio 45840
 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 Monot Sr 22413 Wallace St Alliance Ohio
 Fred Provin 371 Heath Rd Heath Ohio 43055 1941 Indian four
 Clarence F Puckett 4378 Catalina Ave Dayton Ohio

John S Rees 1795 Ridgeview Dr Wickliffe Ohio 44092
 Carl Reichenbaugh 1421 Bernard Ave Findlay Ohio 45840
 Harry Robinson 677 N Howard St Akron Ohio 44310
 Charles Rohlander P O Box Coldwater Rd McClure Ohio
 William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140
 Dave Sloan R F D Kenton Ohio
 Clifford Spahn 327 Homer Marion Ohio 43302
 Waldo Stevick 916 Dingleline Ave Lima Ohio
 Charles Thompson 103 Canton Ave Huron Ohio
 Percy Wallace 302 Petrie Rd Atwater Ohio 44201
 John E Wickham 751 Dayton Ave Findlay Ohio 1941 Indian four
 President

Leland E Scholl 184 N Center St Pinkerington Ohio 1939 Indian four
 Ronald Thomas 5724 Chagrin Drive Mentor on the lake Ohio 44202
 Steve Hess 33 Hall St Tiffin Ohio 44883
 Karl R Schuele 650 Union Commerce Bldg Cleveland Ohio 44115
 Donald Farrow 491 Board St Columbus Ohio 43222
 Charles N Leatherwood 54 S Scioto St Ashville Ohio 43103
 Gerald R Dellevar RR 2 Rock Rd Shelby Ohio 44875
Oregon

Darrel Dixon 74 SW 4th Ave Portland Oregon 97219
 James F Cox 8805 Se Monteray Ave Portland Oregon 97266
 Errol Eshaia 14785 SW 81st Tigard Oregon

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 15102
 George B Fisher 1051 No Fifth St Reading Penin 19601
 Robert W Hengen R F D 2 Quakertown Penn 18951
 Edwin R Johnson RR 1 Box 135 Perkasis Penn 18944
 Joseph E Karis 18 Edgmore Rd Cheltenham Penn 19012
 Otto Link 2nd and Charles Sts Cooperstown Penn 18036
 Lester J McQuade 6021 6th Ave Altoona Penn 16602
 Charles Metenkanich RD 1 Wattsburg Penn 16442
 Herman G Metzger Jr 2174 Winthrop Rd Huntingdon Valley Penn 19006
 Steven Savory 4420 Elk Ave Oakland Penn 19047
 Ronald Scuglia 153 Birch Dr Levitown Penn 19054
 Albert P Sigmans Rt 212 Pleasant Valley Penn 18948
 Leon Slifer 561 Maplewood Rd Wayne Penn 19087
 John P Smagach 2840 E Thompson St Philadelphia Penn 19134
 Matthew J Smagach 2840 E Thompson St Philadelphia Penn 19134
 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 Mc Comish A & W Drive-in Brookings So Dakota 57006

Texas

Thomas W Cooper Jr 1403 Palm P O Box 661 Mansfield Texas
 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 FtWorth Texas 76118
 Linley S Wright P O Box 784 Glen Rose Texas 76043

Virginia

Donald E Caller 1705 Fern St Alexendria Virginia 22302
 Mervin A Ryan R F D 1 Edinburg Virginia 22302
 John M Sandy Stephens City Virginia 22655
 Clifford K Pease 4164 Ewell Rd Virginia Beach Va 23455

Washington

Mel Brewster 37N Frace Ave Tacoma Washington 98407
 Henry L Ramsey 3 No 7th Ave Suite Yakima Washington 98902
 Frank W Commins 441 Havana Spokane Washington

West Virginia

Ed Thatcher French Creek West Virginia

Wisconsin

Richard Braund 1004 Academy St Elroy Wisconsin 53929
 John Gierono 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 53913
 Fred Rudolph 502 7th Ave Baraboo Wisconsin 53913
 Ervin O Beck 517 N Main St West Bend Wisconsin 53095
 Carroll E Spencer Rt 3 Box 311 Burlington Wisconsin 53105

Foreign

Canada

Murray Bluestone 37 Warwick Toronto 10 Canada
 Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario
 Mal Middlebrook 102 Rockview Gardens Concord Ontario Canada
 Philip Picard 860 Calaxia Lavallee Appt 1 Quebec City Canada
 George P Taft 210 Elmwood Cresent Milton Ontario Canada
 Newel Taylor 2760 E 27th Vancouver 12 British Columbia Canada
 Frank Tucker 9204 Allison Dr Se Calgary Alberta Canada

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

ads - FOR sale-wanted

31

For Sale - 1953 Indian 80, painted a beautiful Indian maroon, laquer job, and loaded with chrome. Runs perfect, and in A-1 Condition.

Write or call -

Harry G. Shaffer
Hempstead Md.
Box 151 Rfd 1 21074
Phone 374-6278

Wanted - Shaft Drive Indian or Harley Davidson in any condition - suitable for putting on the road as is, or restoring. Can pick up within 600 miles of Philadelphia, Penn.

Write or call -

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

For Trade - 1940 Indian four DDO-413. Wish to trade for early Indian four, preferably 1929. This machine has been restored to mint original condition. All components rebuilt with new pistons, bearings, valves, etc. in engine. Engine completely balanced. All chrome new including wheels with some additional chrome, but not overdone. Color, Indian red. Tires original, Firestone Champion as new. Accessories include spotlight, steering damper, luggage rack, crash bars, gear shift knob, etc.. Has original solo seat. Reason for trading -- have just completed restoration of 1942 and would like very early model four in place of 1940 machine. Might consider trade for very early Indian (pre-World War I).

Write -

Bert Horton
Box 1351
Jamestown, No. Dakota 58401
701-252-1028

Wanted - Harley Davidson (45) Military parts. Write - James A. Herrman
RR 2
Manito, Illinois 61546

For Sale - 1940 Indian four in Excellent Condition - recently completely overhauled - fitted with new non-drag clutch - maroon color, ready to ride.

If interested contact -

Henry L. Ramsey
Rt 7 Box 414
Yakima, Washington 9803
Phones
Res 509-966-5690
Bus 509-248-3282

For Sale - 1936 Indian four - good condition - complete except muffler. Needs to be cleaned down, painted and chromed - is not rust pitted or banged up. Previous owner took the engine down and rebored it, bought new pistons, rings, wrist pins and never assembled it. Has always been under cover. I have been urged to assemble the motor to make it more saleable, but if I were doing the restoring, I would want to do the engine by myself and feel that any serious restorer would want to do the same. Believe that this bike is worth \$800.

Write Ralph J. Barrett

51 No Main St.
Homer New York 13077
Phone 753-3334

For Sale - 1939 Indian four - restored - runs good - complete \$1500

1948 - Indian Chief 74 - gold metalflake finish, low mileage, very good condition \$750

Indian sidecar, needs work \$150

Write - John Skaggs

2883 Lewis Ave
Ida, Michigan 48140

Wanted - headlight for 1930 Indian.
This is the bullet type with mounting
brackets on each side.

Write -

Jerry Stageberg
3220 Navarre Lane
Wayzata, Minnesota 55391

For Sale - New rubber Pedal Pads for
the Indian Clutch and brake, identical
to the originals. \$3.50 each or
\$10.00 for the set of 3.

Write Jim Cook

3151 Loyal Oak Dr.
Norton Village, Ohio 44203

For sale - Indian Windbreakers -
\$11.95 - includes Indian Emblem
on back. \$1.50 postage and
shipping charges.

White T Shirts with Indian emblem
\$3.00 plus 50¢ postage and handling.

For further details on these two
items read the ad in the December
issue or write

C. W. Walter Frick
4304 Varsity St
Ventura, California 93003

For Sale - Heat Riser tubes - made
of brand new metal and give the
satisfaction of long life - \$30.00
per set -

write - Jack Maurer

14553 Coram Ave.
Detroit, Michigan.

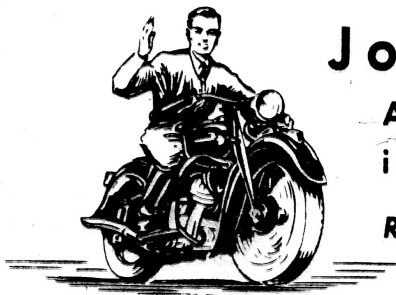
For Sale - Decals by Bob Speck -
the Decal Man. Decals for most
cycles - if you need a decal write
to bob and give him the year and
make. If he doesn't have it - he'll
corresponde with you and give you
information of how it can be obtained.

Write Bob Soeck

Mtd. Rt #35 - Box 338
Valpariso Indiana 46383



The All American Club
Members of the All American Indian Club held their meeting on Saturday June 10 1972 with a fine turnout of members. Since many of the All American Indian Club members are also members of the Four Club they usually make a two day meet of it for on June 11 the Indian Four Club held its June meet. We will not attempt to name each one for some we are not acquainted with. We will say that regardless to which club they belong, they are a grand group of guys.



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

