

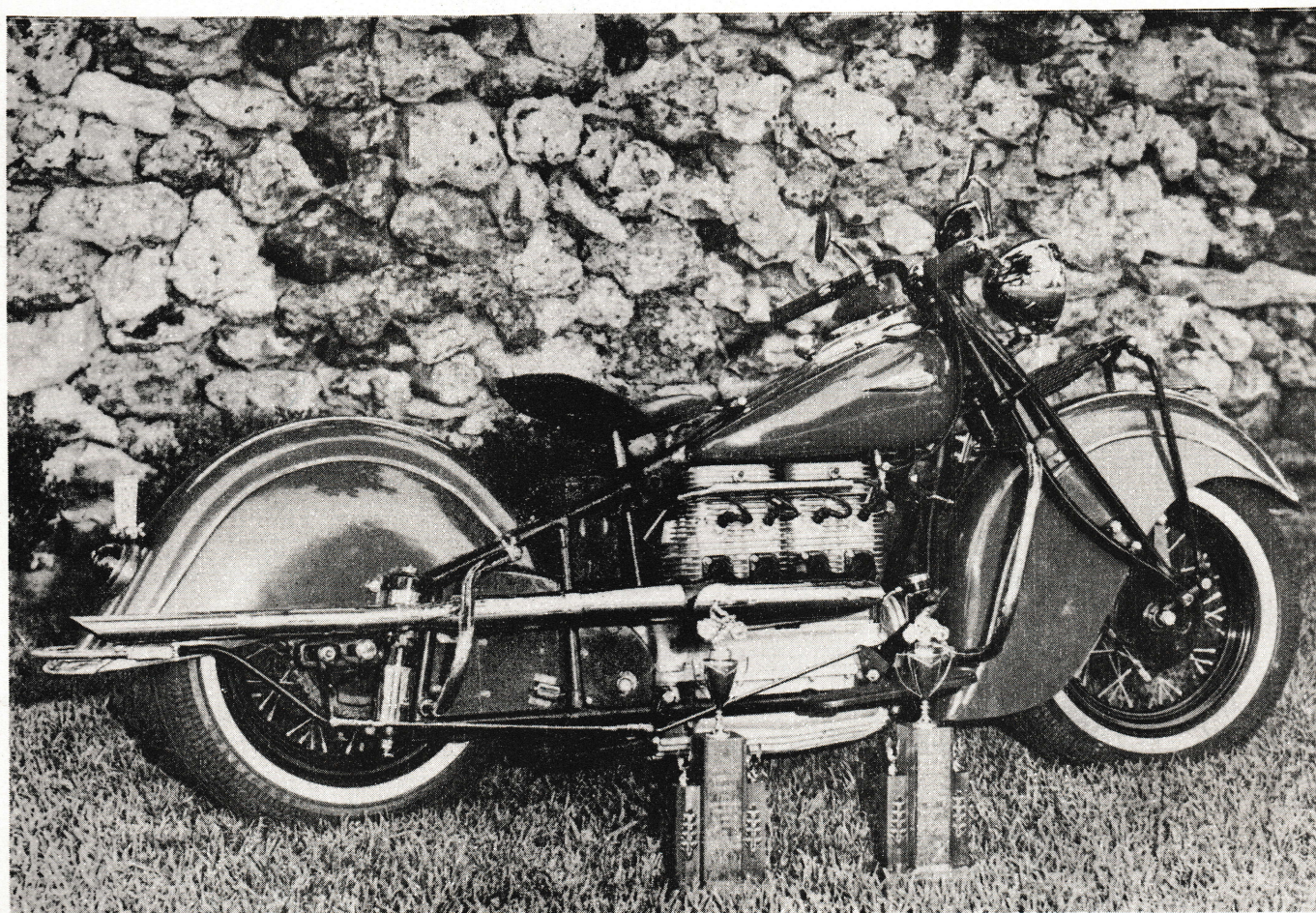
Indian



FOUR MOTORCYCLE NEWS

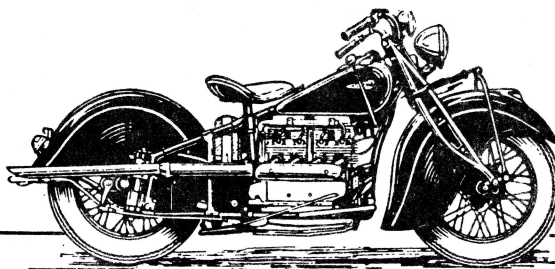
VOLUME 7 NUMBER 3

FALL 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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EDITOR, 1968 - 1970	JOHN E. WICKHAM
EDITOR, 1970 -	THOMAS J. MILES
ASSISTANT EDITOR	AL FELDMAN

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Cover Picture

Not often has a machine been a two time winner consecutively or two years in a row. Several of the members have won the Havaland trophy more than once but this was over a space of time. It is now in permanent possession of Ed Wolski whose machine appeared on the Spring issue.

The Wickham Trophy replaced the Havaland Trophy in 1971 and was presented for Best Restored Indian Four. The first to win it was John Webb of Maitland Florida. John did not win this trophy without no little effort, but transformed his '41 four into a cycle of beauty. And after bringing it to the meet in 1971 even more trouble compelled him to make repairs and finished it only minutes before judging time. It won in 1971, and this year with much less trouble compared to last year, won for the second time the Wickham trophy for the best restored.

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, Trailer Village INN, Palm 30, Bradenton, Florida (Winter address) 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. All dues should be mailed to the treasurer, address shown above.

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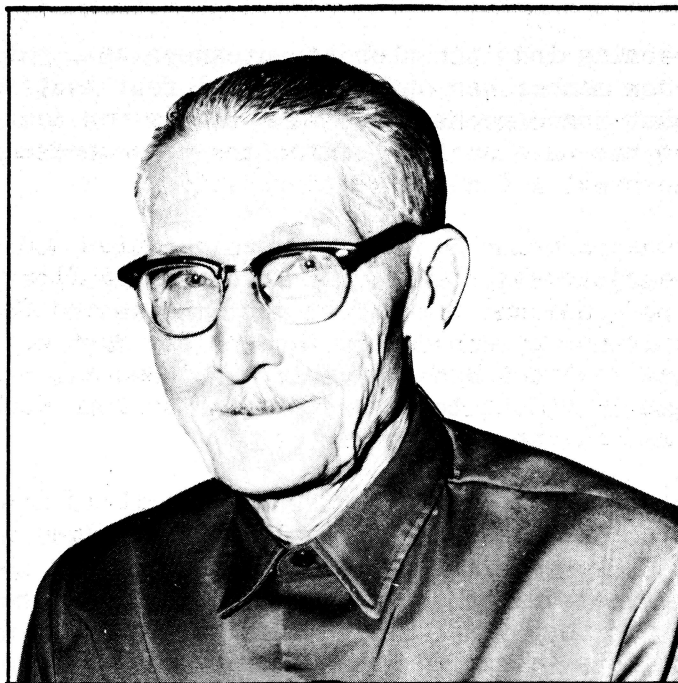
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John E. Wickham
President and Founder
Indian Four Cylinder Club Inc.

President's Page

Fellow Members, Ladies and Gentlemen

Again it is time for another issue of the Indian Four News and the next issue will carry our familiar words for the Holiday Season. This will mean that another year will soon be past and our Club another year older. The cold days ahead that will soon be on us will give us time to work on those bikes and take care of needed repairs.

I have returned to my home now, as I was discharged from the Hospital last July. Those 5 and 1/2 months that I was confined took something out of me that I haven't seemed to be able to gain back. I can do about anything I did before but not for any long periods as I tire easily. My biggest gripe is that I have been unable to ride any of my machines much this season as I don't have the strength to handle them.

To do any riding at all and feel that I have accomplished some riding, I purchased a 250 BSA to try and get some strength back and ride again. This bike is much lighter than my other machines. I don't want to sell any of my machines just yet till I make certain that I cannot handle them anymore, and if I do sell I would like to sell within the club. Well, so much for my troubles.

I want to thank all who remembered me during my stay in the hospital as we never know who might be next. I want to thank all members who helped make our last two meets of the club at Toledo the success they were. I was extremely weak at the June and August meets this year from my time in the hospital and the treatment I took, and was unable to give direction to the meets that I normally did so you see, I couldn't have done it without all the help that you fellows gave me.

From my observation at various places, I am sure that everyone enjoyed the meets. While in the hospital I did a lot of corresponding but nothing will take the place of meeting you fellows personally and it was a welcome opportunity to see many of you again and meet all the visitors and newcomers.

New members have been coming into the club at an exceptional rate and this is very gratifying. For each new member and each additional four that turns up, is one more fabulous Indian four that someone has taken time to restore and get back on the road. We are only too happy to have a club that offers these newcomers much assistance, a source of parts and above all a fine club to join.

For the benefit of anyone planning his next year's vacation and wanting to include a stop off at the next year's meets, barring any unforeseen conflict, the June meet will be held the second Sunday of June and the August meet the second Saturday and Sunday of August. The June meet is now preceeded by the one day meet of the All American Indian Club a group from Southern Michigan which includes all makes of Indians. This year coming up make it a date to attend the Indian Four Club meet in June or August and I'm sure time will be well spent.

By the way of a little reminder - all of you know that it is a task for the treasurer to keep his records up to date in recording all money received especially dues. He sends out a notice 30 days in advance of the dues date and then allows 30 days after the dues date to receive them. Your membership card shows your due date. We don't expect you to remember your dues date as we are spending money on postage in advance of your dues date to remind you. Your cooperation in sending in your dues promptly keeps you as a member in good standing. Its just that simple.

One last reminder - make sure that we always have your correct address. If you miss a copy of the News check with the treasurer and your correct address and be sure your dues are paid up - he'll take it from there and we'll find out why you have or haven't been receiving your magazine.

John Wickham, President

A last minute ad was given to us by none other than the president and since the last ad page had been filled up we decided here was as good of place as any right at the tail end of the president's page where it would surely be seen.

Wanted - Side car for Indian Four with
connections. No body is necessary.

Write -

John Wickham
751 Dayton Ave
Findlay, Ohio 45840
Phone 422-2105 Area code 419

The Annual Meet
August 12 - 13, 1972
Traveler's Motorcycle Club
Toledo, Ohio

A record turnout of members, friends and guests attended the 11th Annual Indian Four Club Meet, and a good display of fours from all over the country. As usual, the parade led off the festivities on Saturday morning with a lot of machines out on the track for the parade. However, before the parade every person on the ground stood in silence as the National Anthem was played and followed by the invocation by the chaplain. And then for the 11th year the fours led by the head machines carrying the American flag and the club banner turned the track for three laps.

Since Friday afternoon when the first of the campers arrived, Flea Markets opened up displaying their wares and a member hardily arrived, and went for the goodies on display. Saturday night was a sort of time of reunion, greeting friends whom they had not seen for a year and enjoying cookouts by the camp fires. By Saturday morning the flea markets were as common as local departments stores and as soon as they opened up the thundering herd like women attending a department store sale, they descended on these vendors and the bargaining began. All these goodies were too much of a temptation for the shoppers, for parts began to transfer from trunk to trunk, they had found a new home. A husband dare not ask his wife if it were O K if he bought a certain part, for she knew it was something to lay around, if he didn't need it right away for his bike and entirely foreign to her, so he just found what goodies he wanted, bought them, and hid them in the trunk.

Saturday morning was shopping day and all events set for the afternoon hours. Many enjoyed the prepared dinners in the Club house, others cooked out by their campers while yet others took off for down town and the restaurants. Many of the younger members were eager to get the events under way and a chance to win a trophy. The rule was enforced this year to limit all events to fours only. The first event was the all time favorite the Poker Run in which the contestants pick up their poker hand from stations around the track. Winners of this event were - 1st George Young and 2nd Marlen Baerenwald

Second event was the Dizzy Race in which the contestant must place his hand on a stake driven into the ground making the contestant bend over to hold to it and then run around it three times. Then, if he still has his senses all with him he runs to his bike and tries to start it. Winners of this event were - Joe E. Karis 1st and 2nd Whitey Metzger

Third event was the Egg Carry in which the contestant holds a spoon in his mouth and attempts to carry a ping pong ball on the spoon while riding his bike around the track. Winners of this event were - 1st Whitey Metzger and second Joe Rathbunn

Fourth Event was the Sack Race in which the contestant gets into a sack and tries to run to his bike and start it. First place in this event was Joe Karis and 2nd place Whitey Metzger.

This concluded the events for Saturday afternoon and all members present were asked to meet in the Club House for the Annual Business Session. The first item of business was accepting the new members and grant them voting privileges on all business of the meeting. Bills and expenses of the annual meeting were approved. The unexpired office of sergeant-at-arms that was held by Irving Hill of Maine was vacant and necessary to elect someone to that office. After a short special election, George Young of Southfield, Michigan was elected to the office. Casper Barnes, Liberty Center Ohio and Club Treasurer, requested that his wife be appointed assistant Treasurer. On motion the request was granted. Treasurers report revealed \$2,017 in the treasury but receipts from the annual meet were not included in this amount. Mr. Barnes requested that the amount of \$500 be transferred from the checking account to a savings account. On motion this request was granted.

Other items of minor degree were acted upon and the business session finally adjourned after about an hour's deliberation.

Sunday morning even more members and friends and visitors began to show up to pretty well fill up parking space for both cars and machines. Allowing the campers time to get aroused and breakfast out of the way, the parade again took shape and an even larger crowd than that of Saturday lined the track for the opening ceremony.

Flea markets were everywhere and doing a brisk business. The morning was open to visiting, market brouseing and talking motorcycles. Immediately after the noon lunch, a short business session was called for an unexpected matter. One item not presented in the Saturday business session was the cost of publishing and mailing the Indian Four News. No request had been entered by the editor and publisher for an increase in the price of the magazine but several approached the editor enquiring about postage costs and publications costs. In the special session it was duly moved that the publisher present to the treasurer figures on increase of costs and postage and a fair amount be paid equal to this increase per copy, retroactive to January 1st 1972.

(editor's note - the last increase granted for the magazine was in 1969 and it was agreed at that time that the publisher print the magazine and pay the postage for \$2.00 per copy. We have not ask for any increase since that time for we felt this a fair price per member. Any increase in this price would necessitate an increase in dues which we felt were just right. The only other increase that has changed is the postage for we used to mail the magazine for 12¢ per copy and the recent issue cost 20¢ per copy. Envelopes and increased somewhat but we will have a statement to make about this in the next issue of the News after a meeting with the treasurer.)

The final item on the agenda for the special session was the place for the 12th or 1973 Annual Meet. It was duly moved that the 12th Annual meet be held at the Traveler's club in Toledo, Ohio, time to be announced.

Immediately following the lunch hour, at 1:00 P M, the judges called the owners to bring their bikes to the infield for the judging. Judges for this annual affair were: Earl Chalfant, Fred Provin, Dave Sloan, Dave Bozung, and Whitey Metzger alternate. These men had a big job on their hands for it is easy to say in setting the rules that the fine points will not be taken into consideration to speed up the task, but machines so well restored and trying to pick a winner it is almost impossible to overlook the fine points. Many of the owners spend time, effort and money for all original parts and are confident that their machine is the most original and the best restoration. However, its up to the judges and the owner will sometimes have to be shown the part that is not original. This then requires that the judge be dead sure that his knowledge of parts and machine are correct.

The following were present trophies as result of the judging.

- Oldest Rider, owner - John E. Wickham
- Youngest Rider, Owner - Dave Bozung
- Furtherest Driven American Four - Frank George
- Furtherest Trailered American Four - Cliff Cochran
- Best Custom and Permanent ownership of Trophy - Ed Wolski
- Most Original - Marlen Baerenwald
- Best Sidecar - Nick Gansinger
- Oldest American Four - Daniel Graham
- Most Unusual - Emalluel Sperrazza
- Best Restored (John E, Wickham Trophy) - John Webb
- Oldest American Four - Emmamuel Sperrazza
- Most unusual 39 Four - Dr. Claude Walters
- Most Original '41 four - Cliff Cochran
- Best Custom 39 four - Dr. Claude Walters
- Most Unusual '34 Four - W.H. Scott
- Most Unusual '41 Four - Cliff Cochran
- Most Original Four - Fred Provin
- Most Unusual '38 Four - Jerry Carpenter
- Best Side Car - Harry Shaffer

A new award this year is the certificate of appreciation was given to the judges for their work in judging the machines. Certificates were given to Earl Chalfant, Fred Provin, Dave Sloan, Dave Bozung, and Whitey Metzger alternate judge. A gate trophy was awarded this year and the winner of this was Eleanor Steinbring. Tickets were given out at the gate this year and a drawing held each day from a drawing on these tickets. First day cash gate award - Ron Scuglio and second day cash award - Ron Allen.

After the judging and awarding of trophies came the task of loading and preparing for the long jaunts home. Some from California, Florida, Canada, Pennsylvania, and yet others going on vacation trips. Heading out on the highways with machines secured to trailers and some safe inside closed vans, all became vulnerable to the highway traffic that each weekend all across the country takes the lives of an average of 100 people. Fortunately we haven't lost any members this way and we hope we don't. A few of our members rode their bikes all the way and this can be an even greater problem because of the attitude of drivers towards motorcycle riders on the highways. Again, we haven't lost one yet. Let's hope that it stays that way.

Some interesting highlights of the annual meet that does not concern fours or the members altogether - quite a number of other bikes were brought to the meet which also show some very beautiful restoration work. Two Chiefs from Iowa were identical in their yellow color. And when we talk of yellow, a bike that was considered a trophy winner in black and chrome with hydraulic front fork was Ed Wolski's 1942 Four. Much to our amazement Ed came riding in this year on the same machine with a new coat of paint - you guessed it - bright yellow.

Although not a four or a bike even closely resembling a motorcycle, on several occasions one of the Flea market vendors fired up his whizzer motor bike and ran it around the track. This bike is now a clooector's item for they are no longer made. It has a large pulley attached to the rear wheel similar to the old belt drive Harley but with the motor smugged up to the under side of the cross bars. For a bicycle with a motor it had plenty of zip. There was also an old belt drive Harley that has appeared several years in a row and it too still preforms very well.

An unusual bike appeared this year - the Nimbus four cylinder machine made in Switzerland. This one was an Army model and built as cheaply as possible. The frame was a flat steel and rivited. Being an Army version it was made for rough usage and not for beauty. It was a four cylinder similar to the Indian four but differed in the fact that the cylinders and the upper case were one piece casting of cast iron. The bottom case looked as if it was aluminum. This bike out on the track was an exceptionally quiet running four and packed with plenty of speed. It may have been a homely looking thing, but it sure ran nice. Vic Huguenin of Galion, Ohio advertized one of these bikes in the last issues of the Indian Four News and a buyer came all the way from California to buy this bike. Cliff Cochran had her tied down on his pickup and ready to tote back to California.

An unusual number of Harleys came in this year all loaded with accessories. On Sunday afternoon a group of cyclists appeared at the gate and paid to come in on the grounds. We ushered them out on the track and asked them to take a couple of laps. We learned that they were several familys from the Toledo Area who enjoy riding as familys and each Sunday head out for an afternoon's outing. They were welcomed with a good hand by all those standing around the track to park their bikes and look over the Indians.

Most everyone present last year knew that Bert and Mary VanHole of Appletown, New York were moving to Florida and possibly would not make it to the meet this year or next. Bert and Mary have been consistant with their attendance although Bert did so last year following very closely after surgery. Much to the amazement of most everyone they showed up again this year after a trip up from Florida. He didn't feel that the trip was that much of a problem.

Our treasurer, Casper Barnes and his wife spent the winter in Florida and winged their way northward in May and settled for the summer months near Texas, Ohio just a few miles from Liberty Center, Ohio. Casper was on hand for both the June and August meets and many of the new members will recall when they wanted to pay their dues or buy a subscription to the magazine we told them to look up the guy with the two toned hat. According to Casper, his wife saw it in a men's clothes shop and bought it for him. Will have to agree with her it improved him a little.

Your president weathered the meet this year fairly well after being out of the hospital only a couple of weeks. Much of the activity this year was handled by several of the members while John took it easy. He did however, preside over the annual meet which in itself is a task, but a vulnerable old rider like him wouldn't have no trouble with a room full of old Indian riders. It wouldn't make any difference whether the things got wheels on it or feet, one Indian can always handle another.

Another surprise visitor this year was Michael Bryce from up Canada way. Mike, if you recall was the young rider who was thrown from his bike on a temporary road ramp on new road construction and hit his back against a wood guard rail. The impact severed his spinal column and he is confined to a wheel chair. Mike holds a special membership in the club and told us at the meet he still has his Indian four although he had to seel several of his other bikes to meet the Hospital expenses.

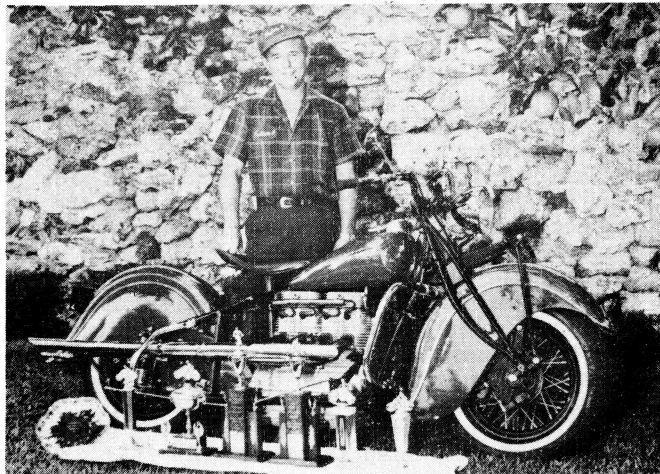
Another member confined to a wheel chair is Jack Missler of Dundee, Michigan and, Jack showed up this year with a Chief on a trailer with an electric starter. Starting a machine would be impossible for either Jack or Mike so Jack put his ingenuity to work. Last year Jack sold his beautiful chocolate brown bike to Don Caller of Virginia. The electric starter works to perfection and that motor is ready to go almost instantly. We asked Jack to send us the details even though this mechanism is on a Chief, many of our members own Chiefs.

There are many more stories we could relate pretaining to the 11th annual meet but time and space would not permit, so if you missed the meet this year try to make it next year. Thats about it for this year and we hope that we have pretty well covered the meet from our viewpoint. The editor

Club Dues Reminders

Thirty days prior to January 1st, 30 days prior to April 1st and 30 days prior to August 1st, anyone whose dues are due on these dates receive a reminder from the treasurer that his dues for another year membership in the Indian Four Club on the first of the month. If they are not received on or before this date, a second reminder is sent out by the 15th of the same month in which they are due, and anyone waiting till the end of the month does so over the entire grace period that is allowed by the by-laws. The by-laws do not require the treasurer to send out the second notice but our treasurer Casper Barnes feels that is the least he can do to remind the membership that they are overdue to help the members keep themselves in good standing.

Remember, the treasurer has now moved back to Florida for the winter and his address can be found on the Table of Contents page near the bottom. It is also listed in the membership list in both Florida and Ohio listings.



John Webb of Maitland, Florida with his beautifully restored 1940 four that won the Wickham trophy two years in a row. Trophies in the picture that this machine has won - Best Restored - Indian Four Cylinder Club 10th Annual meet Toledo, Ohio 1971, 11th Annual Meet Toledo, Ohio 1972; Best Restored - Post Antique - Antique Club of America, Southeastern National Meets Jacksonville Florida, Oct. 1971 and Jacksonville, Florida, Oct. 1972; Best Antique Motorcycle, 14th Annual Meet - Birthplace of Speed - Ormond Beach, Florida 1972; Best Restored Antique Motorcycle, 7th Annual Antique Car Show, Tarpon Springs, Florida, March 1972; Best Restored Antique Motorcycle, Florida Regional A A C A Spring Tour, Mount Dora, Florida

decided that another go-over over his bike and it should be a two time winner. He braved two hardluck trips from Florida to Toledo with his camper but again his determination that his bike was still the best restored, this machine that didn't move an inch in 15 years it leaned up against a building on one of the Bahama Islands, was restored to a fine running Indian four and for the second time at the 22nd annual meet in August 1972 it won the Wickham Trophy. The cover of this issue honors this machine with other trophies that it has won. Our thanks to John Webb for providing these fine pictures that were rushed to us in time for this issue.



Hardley can we say that the two braves or two Chiefs in the picture are Chief-Rain-In-The-Face or Chief-Lone-Eagle from the days that Indians roamed these parts, for at that time photography had not yet been invented. The first pictures were made about the time of the Civil War, long after the Indians were gone.

These two Indians must be of the more modern variety, especially since they are in color. They are however, a couple of friendly braves, one from Virginia and the other from Michigan. Mervin Ryan on the left and Homer Mahle on the right are two Indian four riders. Homer stopped at the Ryan's on a trip south to greet his fellow brave and club member, and chat a little about things Indian riders talk about - Indians. We had the picture for our last issue but lack space for it.

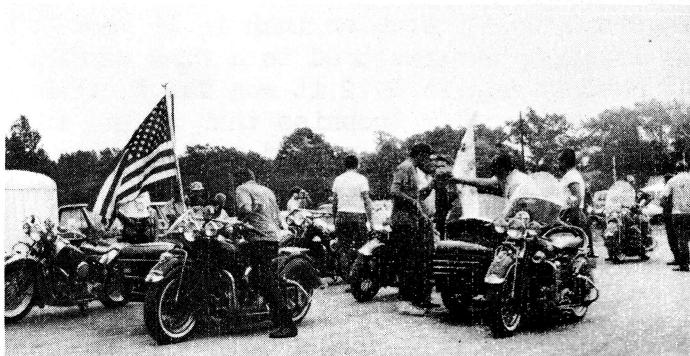
THE 1972 ANNUAL MEET IN PICTURES

(please correct our errors by writing the editor and publisher)

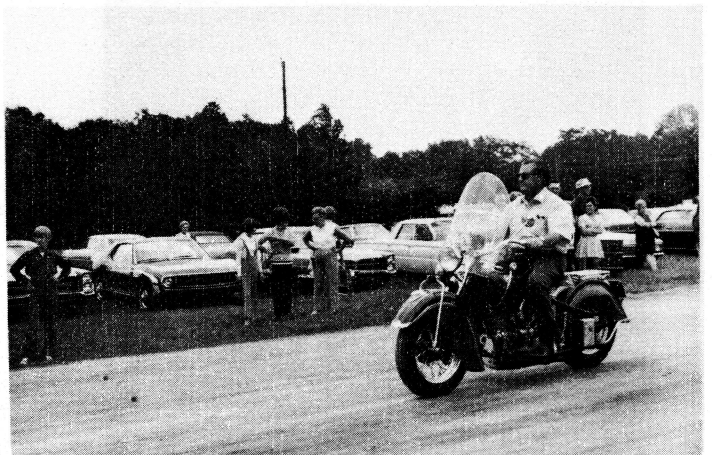


◀ A ruling in the April business meeting 1972, decided that only fours eligible for Club membership shall lead the annual parade in the August meet. In the foreground is Nick Gansinger's four and side car, and the gentleman ready to get in to hold the Club banner for three laps around the track. Casper Barnes is assisting these men till all is ready for the banner. Just ahead is the American flag and all awaiting the playing of the National Anthem. (editor's note - why doesn't one of our ingenious members who are mechanical experts, come up with a flag mount that would hook over the handle bars and rest on the spring shock to hold either one of these flags. It doesn't exactly have to be on the front end, but a fixture easy mounted to take either flag. Not always is there a bike with a side car present as was the case in 1971. It would require two mounts for the two flags.

◀ Lined up for the parade. No matter what the occasion, whenever Indian riders get together there is always something to talk about. Backs to camera L to R - Emanuel Sperazza and Ed Morrison. Turned part way around by his bike - John Webb and the trophy winning bike

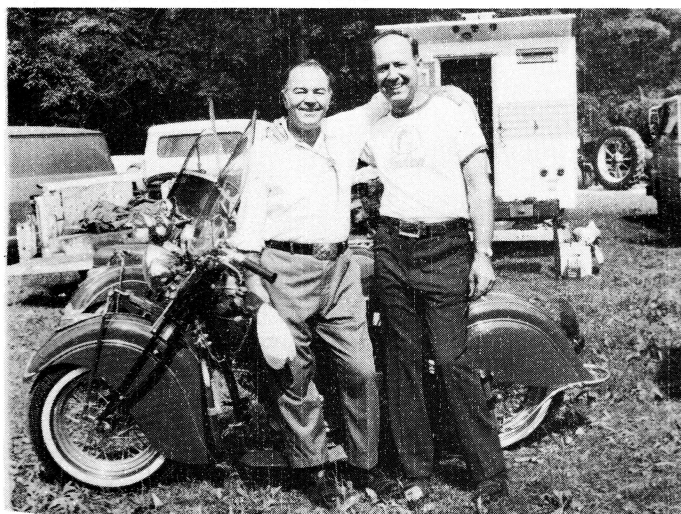
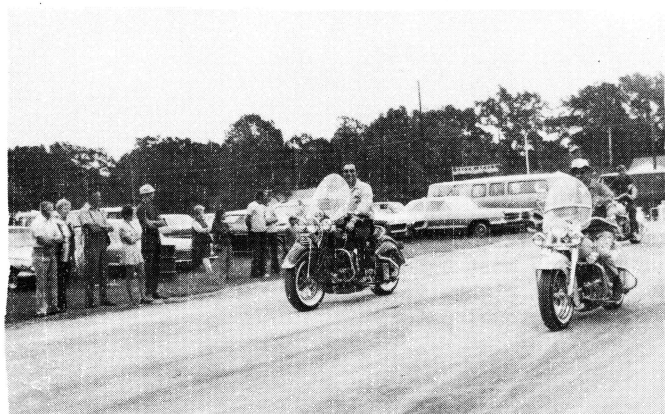


◀ Before the lead bikes could take off on the first lap of the parade we slipped around front and took this picture from the other way so you could see the line up of bikes.



◀ Not realizing that we took his picture, Cliff Cochran of California rides by as he really enjoyed a few laps around the track.

Down the straight-a-way comes Don Knapko and Ed Wolsky (both of Michigan) in the parade. Although we do not have this picture in color, Ed Wolsky (R) surprised us all by changing the color of his bike. For a long time it was a chrome and black beauty but this year it shows up all bright yellow and chrome. Couldn't believe our eyes. Don Knapko's bike is still that beautiful chocolate brown finish which has won Don several trophies.



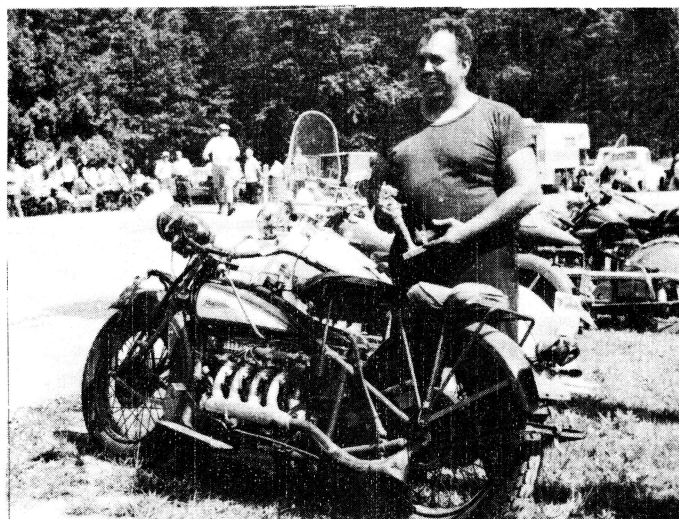
Real buddies- Ed Morrison left and Bob Aldrich right. We didn't have to talk them into this pose, they were posing when we got there where they were standing. The bike is Ed's four.

I just wasn't too sure what these guys planned to do with Earl Chalfant but he didn't seem to be the least bit excited. Earl (center) was talking with these two and along came the photographer, so, here's the picture.



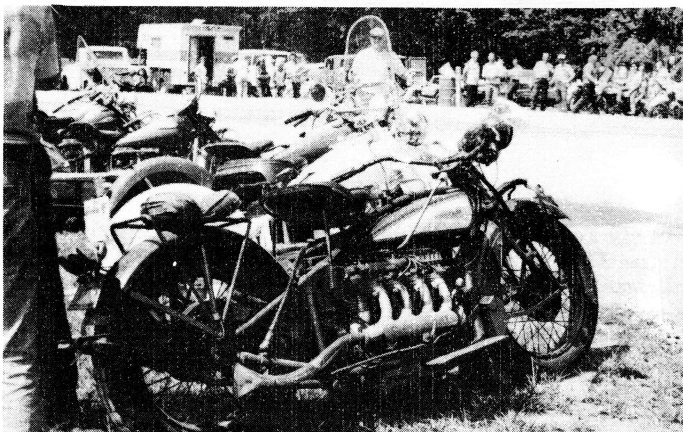
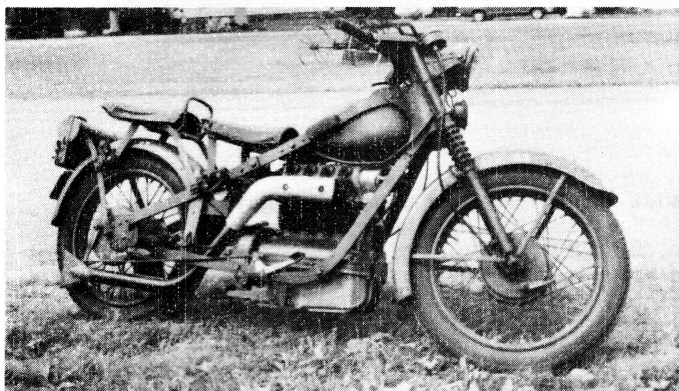
Already for the customers. One of our members set up in the Flea Market with his table of goodies and parts, and two bikes. We're sorry that we can't supply the name of this member, although he did tell us and we forgot to make note of it.

Emmanuel Spirrazza of Long Island New York holds his trophy for the most Unique Four and the oldest four. If we remember right, it had not been refinished but still the original paint.



Whitey Metzger on the step of the Club House talking to Cliff Cochran and Eleanor Steinbring coming out the door. Cliff and Whitey were in serious business.

The Nimbus four - not the most graceful looking bike nor would it win a prize as "America's Most Beautiful motorcycle", but as we mentioned elsewhere in this issue, it was the product of wartime manufacture for the Military of Switzerland. The unique part about the motor is the one piece cast iron cylinders and upper case as one unit - similar to the automobile motor. We don't know what year model it is but it sure has a sweet running motor.



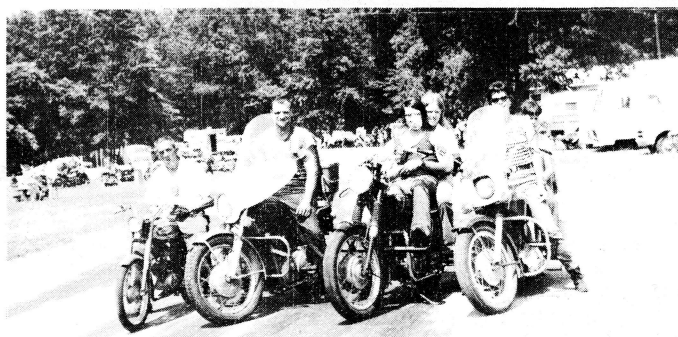
Emmanuel Sperrazza's oldest four in the foreground and if you look close you can see Nick Gansinger out on the track and framed in the windshield of one of the bikes. We were a bit slow on the shutter in this picture for Nick had just put on his favorite dance for the benefit of all holding his trophy high for all to see.

It may look like just the backs of a crowd of people at the meet, but close observation will show George Young talking with Mrs. Miles (photographer's wife) on a very serious matter. From George's reaction we couldn't resist the picture.



Mrs. Mary VanHole is looking off to the side as she sets up her table of wares in the flea market. To her right is Mrs. Mervin Ryan who helped her as the women came by to see the items that Mary brought from Florida to sell. Don't get excited men - there were no motorcycle parts - it was strictly Avon products of which Mary is the Florida representative. Most of it wouldn't do your bike much good but it might be of some help to you after a ride for sun burn and a wind burned kisser.

This is a Cycling family - Percy Wallace, far left, on his grandson's "little bike", his son-in-law Jim Steinbring on the bigger bike, far right is Eleanor Steinbring, Percy's daughter on her Harley, behind her and to her right are her two sons, Percy's grandsons who both ride bikes. Elsewhere in this issue is an account of a Florida trip Eleanor and Jim Steinbring and their two sons made on their bikes.

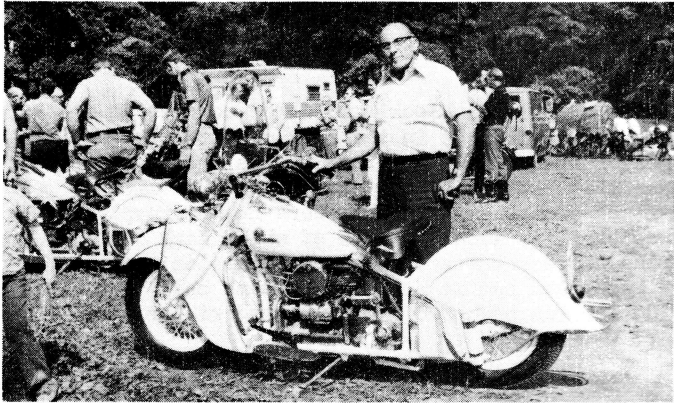
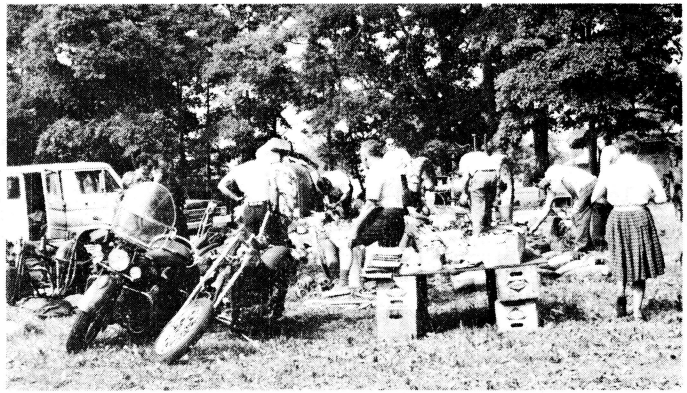


Doc. Walters took the photographer's camera and asked that I pose with the president. John, resting from a little too much activity during the afternoon, was at this moment reminiscing over the many facts about the club and its beginning. He had to take it easy this year since he has been in the hospital nearly half the year.

They brought goodies - some they sold and some they didn't. Such bargains as these you don't find every day, yet, not everything was sold and many did find some items they were looking for.



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You will recall the story in the last issue of the white four on display at a Sports Car show by Robert Armstrong of Evansville, Indiana, and the trophies that it won. Bob was at the August meet and we took this picture and he and his beautiful white four. As we noted in the article, everything on the bike is done in white including the spokes and rims. This is not the original method of finish which was black fork and frame, but it is different.

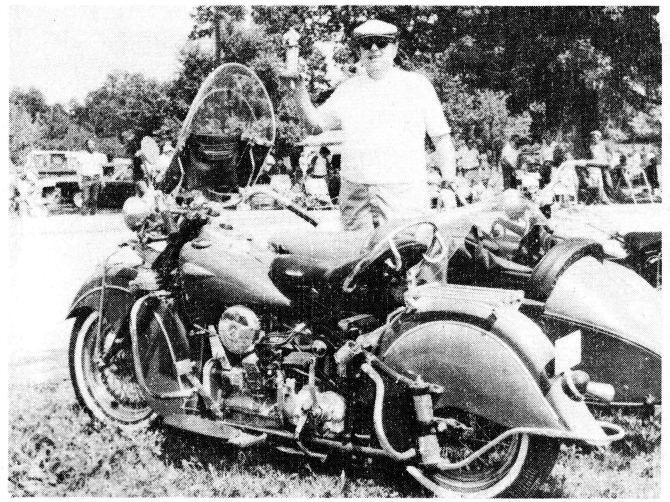
Two fine veterans - the beautiful red trophy winning four belonging to John Webb of Florida and our good friend Michael Bryce of Rexdale, Ontario, Canada. Mike permanently injured his back in an accident on a cycle on his way home from work a couple of years ago and now is confined to a wheel chair. He said that he still owns his four and had hopes yet of riding it some day. We met up with him at the annual meet and thought it appropriate to take his picture with this machine judged best restored at the meet. Mike was very happy to meet John Webb.



Winners of the Judging

LtoR - John Webb, (2 time winner of the Wickham trophy), unknown, unknown, Whitey Metzger, Nick Gansinger, George Young, and Joe Karis.

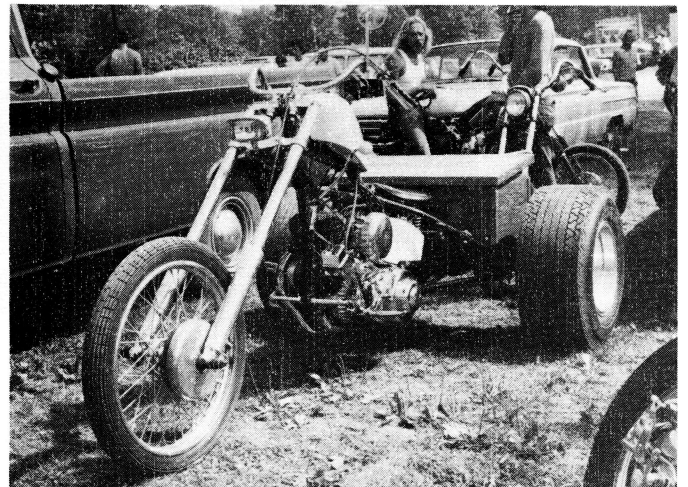
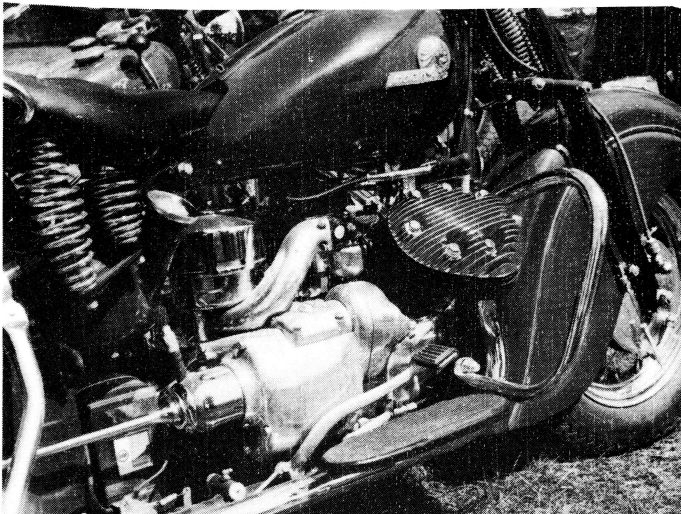
Proud of his four and side car, Nick Gansinger poses with his bike and trophy that he won for best side car. Nick had not been a motorcycle rider until recent years but he now rides a trophy winner as we can plainly see.



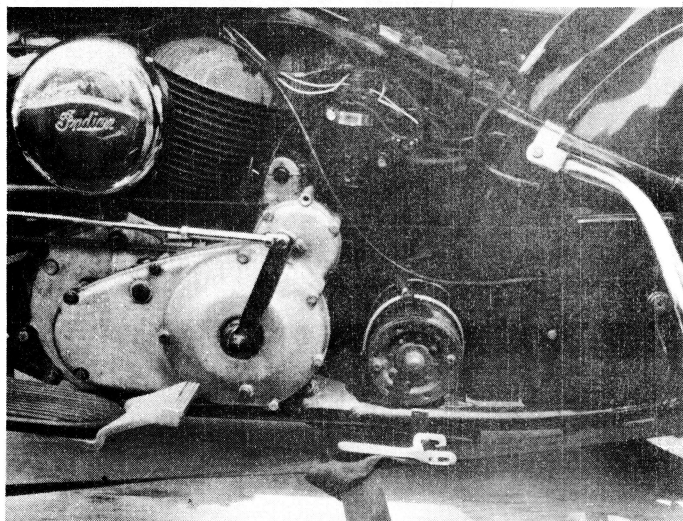
EVENT WINNERS

In the report on the annual meeting, we listed the events and the winners. Pictured above are the winners and their trophies - LtoR front row - H.G. "Whitey" Metzger, Merlin Baerenwald, George Young. Back row LtoR, Joe Rathbun and Joe Karis.

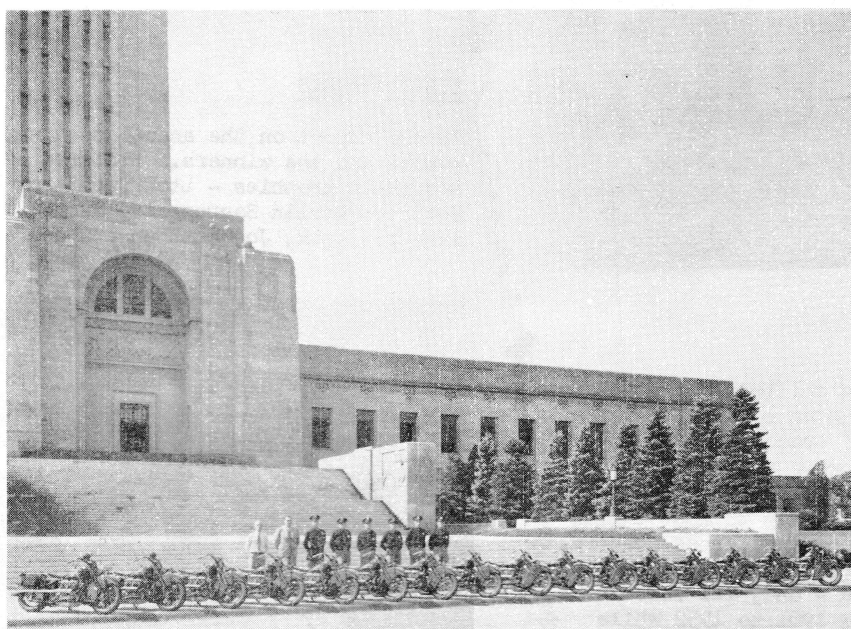
Yes its a chopper and something a little different than a four, however it was there and we couldn't resist a picture of it. There's a lot of traction in those rear wheels but just how badly the owner needs all that bite is quite doubtful. This sort of design appeals to many of the younger set but hardly to most Indian owners. Wouldn't be much account in a cross country. Indians have always had good traction and plenty of power for whatever they tackled - and, all this is proved by their win record from 1901 to 1952 while the company was in business.



A close up of a shaft drive and a fine restoration job. This particular design was especially for the military in World War II for the American forces against Rommel's African Corp. Many of these bikes were returned to civilian usage and wound up with owners that removed the military drab and the finished product a very beautiful bike as the pictures show.



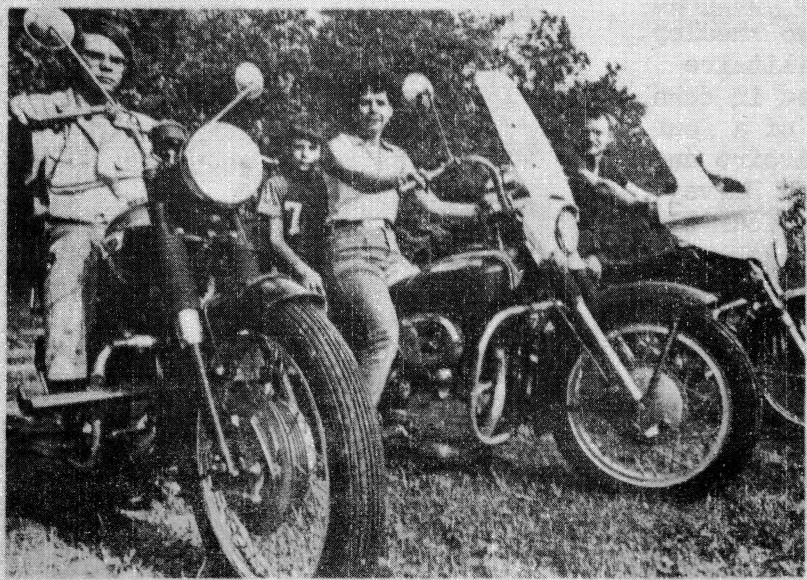
This picture was taken under the big shade tree and our light was not too good. On Sunday afternoon Henry and Jack Missler of Michigan rolled in with Jack's Chief on the trailer. The restoration Jack did on this bike was just as fine as his four. This bike had to be different though - he designed and built an electric starter for it and it worked to perfection. He used a Ford starter and a chain drive to whirl the twin to an almost instant start. Jack being confined to a wheel chair needed such a helper when no one is around to kick over a bike. You can see the starter next to the transmission although we did not get a good picture of the chain and gears. Jack promised to send us a detailed plan how he rigged up this electric start.



16 new fours purchased for the State Police of Lincoln, Nebraska in 1940, just 32 years ago. A very impressive picture of Officers and machines before the State House. Such a picture was repeated many times over all across the nation as Police Departments, State and Local, rode the Indians on police work. We commented in an earlier issue on the fact that the State of Ohio outfitted its officers with Indian fours with the idea of catching law breakers on these fast machines only to learn the hard way that the motorcycle was no pursuit vehicle in the winter time and several men lost their lives. After a few years Ohio eliminated the use of motorcycles in favor of four wheels on the ground. Our thanks to Howard Wagner for the use of this picture.

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AND AWAY THEY GO — Mr. and Mrs. James Stinebring, at right; their sons Clare at left and young Jim behind his mother, took their vacation on wheels — two each — last month, and rode motorcycles to Florida.

Wooster Family's Vacation Was Cycle Trip Down South

(Editor's note: Mrs. Stinebring, employed in the Daily Record advertising department staff, had a unique vacation along with her husband and two sons last month. She tells her own story here.)

BY ELEANOR STINEBRING

Take three enthusiastic motorcycle riders — two weeks vacation, three cycles, a sense of adventure and you have all the ingredients for a fun vacation.

We left Wooster on Sunday, July 16, and the first day on the road we lost my husband, Jim, at Dover when we stopped for the first of many times to put our rain jackets on. Jim kept right on going and we didn't see him for hours! Talk about women getting lost and having no ability to read a road map!

Jim took old 21 to Charleston — Clare, young Jim and I took Interstate 77 and 21 — We found him five hours or so later in Charleston, W.Va. The first day alone we got wet and dried out three times!

We covered 2,921 miles and saw beautiful St. Augustine, spent one day in Cape Kennedy; rode 15 miles of beautiful sand at famed Daytona Beach. We rode within 40 miles of the Florida Keys but decided to head to the Gulf side and avoid the steel mesh which seemed to be on every bridge in Florida.

Ever notice how your car weaves on the steel mesh on bridges? Well, it's a real guessing game on two wheels! Will I stay up or will the back wheel go clear out from under me and leave me spattered on the bridge floor? And that steel mesh can take much hide off.

We crossed Alligator Alley in a constant rain. You haven't lived until you stop for the night and pour a cup of water out of each boot!

We enjoyed seeing Edison's winter home in Ft. Meyers and couldn't believe anyone could be such a genius.

Lots To See

The whole trip was spent with stops at every mountaintop overlook, every beautiful ocean view, and at a gas station every 90 miles since Jim's bike holds much less gas than the rest. We averaged 45 to 50 miles on a gallon of gas and had no trouble at all with the machinery.

Our first couple days in Florida we swam in the ocean. Then the boys spotted people pulling jelly-fish out in the swimming areas — so we stuck to motel pools after that (being cowards at heart). We also were told there was a great danger in strong undertow at this time of year.

We came back home through the Smoky Mountains and the view from the road was beautiful. We went through Ohio, West Virginia, Virginia, North and South Carolina, Georgia and then down the east coast of Florida — coming back by way of the Gulf Coast of Florida, Georgia, Tennessee, Kentucky and back to Wooster.

Well Planned

We planned this trip for many months and it really was as much fun as we expected it to be.

Next year? Well, we haven't decided yet, but for sure we will cover a few more states on the motorcycles.

It's really the only way to travel! My father still believes

that! He is 67 and owns and rides three different cycles. Now our family, three generations, will head for the annual Toledo Antique Show later this month, and my husband — he is not one of those three generations of riders, but he's sure addicted to the sport!

Young Jimmy had as much fun as the adults. He says he's going with his dad soon on another two-week vacation ... on the motorcycle, of course!

The story on this page was sent to us by Mrs. Eleanor Steinbring, daughter of Percy Wallace of Aywater, Ohio. Percy was in the initial group of Indian four owners who got together to put together the organization now known as the Indian Four Club. In fact the idea of the club in the first place was hatched up in Percy's living room and from there effort was put forth to organize and the club held its organizational meeting at the Millstream Rambler's Club House in September 1961.

Percy's daughter Eleanor, now Mrs. Jim Steinbring of Wooster, Ohio came to the meets in those early years with her dad and on her own cycle. She participated in the events and won some trophies. She was as much a part of the annual meet as her dad and the other regulars.

Even though she is now married and a family of her own, she, now brings her husband and her sons to the meet as we see in the picture on page 12 in this issue.

The story we have reprinted here tells quite and experience and chain of events that happened as they went on

a motorcycle trip to Florida and return.

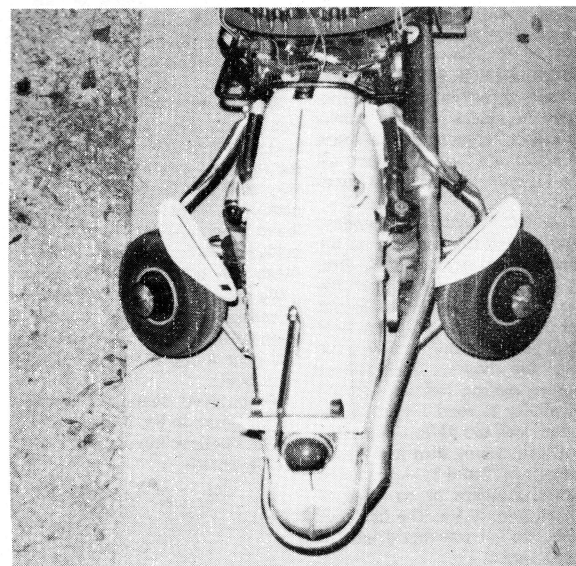
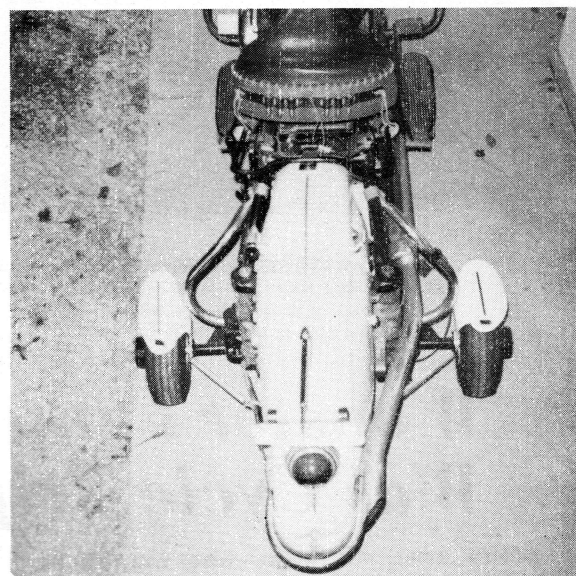
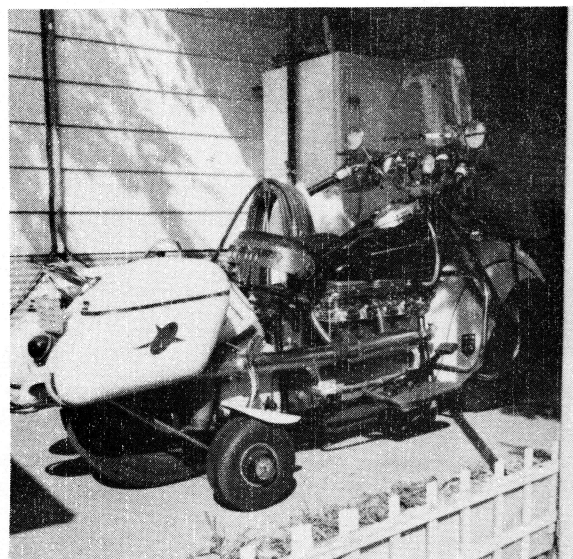
we thought you might like it and find in it some thoughts in case you, our readers decided to try such a jaunt.

Our many thanks to Eleanor Steinbring, her husband Jim, and sons Clair and Jimmy for sharing with us their unusual Florida vacation trip.

The pictures on this page tell an unusual story in themselves without writing one further word but they do not say who owns this bike or the reason for the extra wheels. If you will recall our stories some issues back on the ice sled motor and we photographed this motor in the President's garage, we stated in our articles that the cycle from which this motor came was the Militaire that was designed to be as near like an automobile yet, a two wheeler. The two small wheels at the rear of the Militaire were retractable for higher speeds and when in down position gave the rider balance like that of a four wheeled vehicle. This article on the Militaire and the retractable wheels inspired Mr. Raymond Harvey of Bettendorf, Iowa to fit his 1941 Indian four with similar type wheels although he doesn't use them on the same principal altogether as the Militaire did. The Militaire bike allowed the rider to keep both feet on the foot boards when stopping. Mr. Harvey is a rather short man and not to heavy built. He stored his '41 four in a tool shed and required that he back his bike in this enclosed shelter. Each time he put it away the task became more work that he wanted, so, after reading the article he set to work making a set of retractable wheels for his four. Mr. Harvey is a master mechanic and general manager of the S and W Manufacturing Company, so with the idea from our magazine, and he the ingenuity, and the tools at hand to work with, the accompanying pictures show the results. He also made a hand clutch to override the foot clutch and he stated that it works hard, but it works. He began riding in 1927 and his first bike was a 1920 Indian. Then after a successive number of Harley bikes he went to work for an Indian dealer and got back to Indians again. His next bike was a 101 Scout and later sold it with much regret. His last bike and still his present bike is the 1941 four that he still rides at 60 years of age. He belongs to a very active antique motorcycle club of Iowa called the Blackhawk Chapter which consists of 32 paid members. A survey of the members revealed they owned 43 Indian fours, 12 Henderson fours and 4 other fours.

Our thanks to Mr. Harvey for sharing this story and pictures and we would also be very much interested in the names and machine numbers of all those fours Indians and others to extend to them an invitation to join the Indian Four Cylinder Club. If others are interested we might ask Mr. Harvey if he will send to us the details on putting wheels such as this on other bikes.

Editor



Membership and Subscribers
Indian Four Cylinder Club
September 1972

The Indian Four Cylinder News is now received by nearly 300 members and subscribers. It was decided to include in this membership and mailing list, the subscribers who receive the Indian Four News but are not members of the club. Many of these individuals are looking for fours and want the benefits of the magazine and activities of the Club.

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Oregon

Darrel Dixon 7435 SW 4th Ave Portland Oregon 97219
 Jesse F Cox 8805 SE Monteray Ave Portland Oregon 97266

Pennsylvania

Earl Chalfant R D 1 Brookville Penn 15825
 Jesse L Clapsaddle R F D 6 Herr's Ridge Rd Gettysburg Penn 17325
 Vincent J Connelly 237 W County Line Rd Hatboro Penn 19040
 Clayton H Derstler R D 1 Washington Boro Penn 17582
 George B Fisher 1051 N Fifth St Reading Penn 19601
 Frank F George Jr 317 Hartel Ave Philadelphia Penn 19111
 Daniel P Graham 2333 Forest Dr Pittsburgh Penn 15235
 Robert W Hängen RFD 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 & Charles Sts Cooperstown Penn 18036
 Bob Markey RR 1 Etters Penn 17319
 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 Levittown 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 S Dak 57103
 E McComish KOA Kampground Rt 3 Mitchell S Dak 57301

Texas

Thomas W Cooper 1403 Palm Mansfield Texas 76063
 Stacy Hart Box 766 Littlefield Texas 79339
 H J Norman P O Box 568 Weatherford Texas 76086
 Linley S Wright P O Box 784 Glen Rose Texas 76043
 Robert C Lazell 5104 W Beach Bellaire Texas 77401

Virginia

Robert Singleton 1201 N Sycamore St Arlington Va 22205 Subscriber
 Donald E Collar 1705 Fern St Alexandria Va 22302
 Mervin Ryan R F D 1 Edinburg Va 22824
 John M Sandy Stephens City Va 22655
 Clifford K Pease 4164 Ewell Rd Virginia Beach Va 23455

Washington

Mal Brewster 37373 N Frace Ave Tacoma Wash 98407
 Henry L Ramsey 3 N 7th Ave Suite 7 Yakima Wash 98902

West Virginia

Ed Thacker French Creek W Va 26218

Wisconsin

John Gierono 3522 87th St Kenosha Wisc 53929
 Ervin GoBeck 517 N Main St West Bend Wisc 53095
 Carroll E Spencer Rt 3 Box 311 Burlington Wisc 53105

ForeignCanada

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario
 Mal Middlebrook 102 Rockview Gardens Concord Ontario
 Philip Picard 860 Calaxia Lavallee Apt 1 Quebec City
 George P Taft 210 Elmwood Crescent Milton Ontario
 Newel Taylor 2760 E 27th Vancouver 12 British Columbia
 Frank Tucker 9204 Allison Dr SE Calgary Alberta
 Robert McKee 29 Ashwood Crescent Islington Ontario
 Charles Wilson 2017 Ward St Wille St Laurent Montreal Quebec

England

Robert Sidney Powell 27 Clinque Ports Ave Hythe Kent

New Zealand

Patrick William Wood 7 Maxwell Ave Papatoetoe New Zealand

Germany

Hans-P Arendt 1 Berlin 44 Burknerstr 24 Germany

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 for set of 3

Write -

Jim Cook
3151 Loyal Oak Dr
Barberton, Ohio

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

White T-shirts with Indian emblems - \$3.00 plus 50¢ postage and handling.

For further details on these two items read ad in December issue 1971 or

Write -

C W (Walter) Frick
4304 Varsity St
Ventura, Calif 93003

For Sale - Heat Riser tubes - made of brand new metal and give the satisfaction of long life - \$30 per set

Write -

Jack Maurer
14553 Coram Ave
Detroit, Michigan

For Sale - Decals by Bob Speck the Decal Man.

Decals for most cycles. Write to Bob and explain your need and he'll either have your decal or tell you how you can get one.

Write -

Bob Speck
Mtd Rt 35 Box 338
Valpariso, Indiana 46383

FOR SALE AND WANTED



For Sale - Those beautiful red golf caps with "Indian 4" embroidered in gold on them. These caps made a hit at the August meet this year. Only a few dozen left. No more when they're gone.

Also have a few with just "Indian" on them. Made of finest water repellent and grease repellent material - adjustable. Price \$6.50 plus 50¢ postage. Please advise hat size and which you prefer.

Also have a small quantity of emblems, gold on red, both "Indian 4" and "Indian", oval, approx. $2\frac{1}{2}$ " x $4\frac{1}{2}$ ", can be sewn onto shirts, jackets, caps, etc. \$3.50 ea. Advise which kind and send self-addressed and stamped envelope with money order.

Write -

John Webb
2510 Tuscaloosa Trail
Maitland, Florida 32751

Wanted - to complete my restoration of a 1941 four No. DDO 405 - muffler and tailpipe, engine countershaft sprocket, 80 Chief Front fender and strips (mint condition). Spark plug loom that fit (Mag. Type), Valve springs (new).

Write -

Bob Burke
114 E College Ave
Tallahassee, Florida 32301
Phone 904 - 222 - 1630

For Sale - Goulding Rocket side car with Chrome plated nose - like new condition. Can be had with either Indian or Harley fender - \$300.00

New Goulding light weight chassis \$75.00
Harley sidecar chassis and two rusty bodies - \$65.00.

1947 - 500 cc Matchless single \$175.00

Write -

Louis Wille
220 Market St
Mokenca, Ill 60954
Phone 815-472-4864 (after 6pm)

Wanted - Indian Military Shaft Drive basket case or running unrestored condition. Needed to complete my collection.

Wanted - trailer for hauling 3 Indian 4s at one time

Wanted - Sidecar for 1941 four - unrestored condition for my collection.

Write or call

H. G. Whitey Metzger Jr
2174 Winthrop Road
Huntingdon Valley, Penn 19006
215-WL7-0843

We have heard of unusual requests before in wanted items, but Whitey Metzger has come up with the prize winner.

- - - and here's his request - does anyone have plans or designs for a motorcycle Travel Trailer to accomodate rider or buddy. A trailer to pack supplies, tools, clothing, Camp gear in the day and opened out at night to a weather proof tent to accomodate 2. It should be able to handle 250 to 300 pounds pay load.

Now, you geniuses that come up with all sorts of ideas for those fabulous fours, certinately ought to come up with a hitch on vehicle to fulfill Whitey's request. We recall one year that Chuck Miles came to the August meet with a flat bed side car and a large box bolted to it. In that box he had a load of goodies for the flea market. But, his sleeping accomodations was a sleeping bag in which he slept on the ground at the Toledo meet and the bugs got in the bag before he did. Up in the mountains of Penn., Chuck was in the bag sawing logs on top of that box and a bear rudely awakened him and Chuck put on the best sack race you ever seen.

As Whitey went on in his letter, he seems to want something to trail behind his bike using a cut down auto chasis. A side car type would seem more practical.

We'll go ahead all you engineers and draw up your ideas for Whitey. He'll send them on to us and we'll print them in the next issues. He says his Penn. Motorcycle Club, the "Reluctant Turtles" which is composed of around 30 riders, are going to work on the idea and bring their brain child to the meet next year. Don't laugh at him, it might be just what the public wants.

Our Ads for this month were few in number so we thought we'd use up the space with a report from our treasurer.

He left here the second week of October for Bradenton, Florida, somebody told him the fish were biting and he figured he'd better get back there as early as possible before some freak snow storm caught him in his tracks up here in Ohio and he'd be a month shoveling himself out.

The following report and note from Casper gives the figures on the August Meet and Rally.

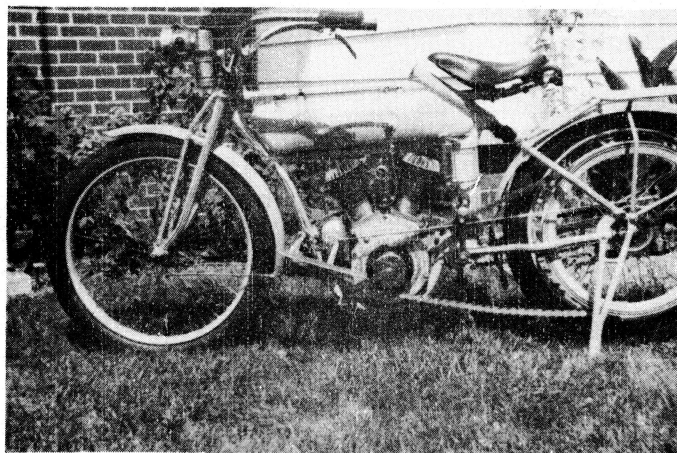
Flea Market or vender's fee	- \$55.00
Gate receipts	\$542.00
Half and Half drawing after expense of materials and paying girls to sell them	- \$46.37
One membership 10 year pin	- \$5.00
Membership Dues collected	- \$260.00

To all members who paid their dues to me at the August meet. I am sorry that I couldn't give you your membership card right then, for the number that did pay dues during the meet made it impossible to take care of all the details.

My thanks to all who paid and to the 10 new members and subscribers so they could get their recent issue of the Indian Four News. I spent two days after the meet filling out cards and writing receipts to all who paid. I am sorry that two letters that I mailed have returned and as I had the wrong address and they didn't give any forwarding address.

The treasurer's job is no little task and takes a lot of my time even though I am retired and living down here where the big fish bite. But, I have enjoyed my membership with our club and always have tried to do my share to keep this fine club going.

Casper Barnes
Treasurer



Since we did not have as many ads this time as we usually do and I could not use all the material That I have along with the annual meet pictures and for a one page fillin some of this material would cover several pages.

What better place could we use a picture of a bike that one of our faithful members restored and a little history about the bike.

The Flying Merkel pictured above belongs to Fred Provin of Heath, Ohio. It is a 1912 model and Fred just recently finished restoring it to like new. The Flying Merkel began around 1903 - 04 and quit production around 1916 or 17.

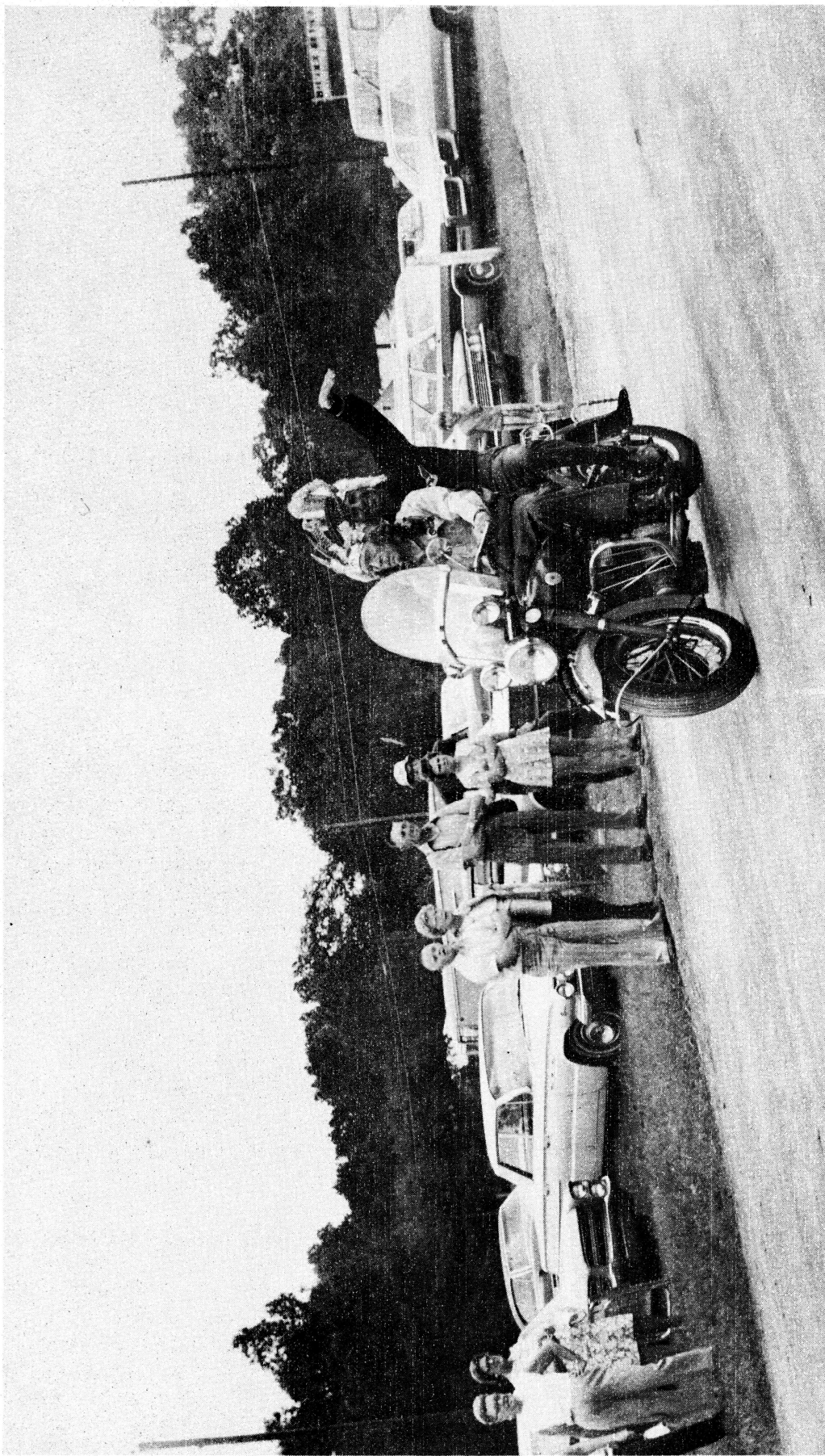
The engines for these machines came from Germany and were all ballbearings and the magneto was also German make. Germany went to war and this ended shippment of these motors to this country and the end of the Flying Merkel.

Fred tells us this is a very good motorcycle.

It was the first U S motorcycle with front and back spring frame. The company built its last motorcycles in Middletown, Ohio.

Our thanks to Fred for sharing this picture and facts on the Flying Merkel.

Editor



Ya gotta watch those Indian riders - no tellin what they'll do next. Bert Van Hole (rear rider) was quite happy to get back to the meet this year all the way from his home in Florida and here he is taking a ride with Mervin Ryan of Virginia and both in their Indian head dress. Not exactly on an Indian, but Merv brought his Sunbeam along with his four to the meet. Both men live a good many miles from the Traveler's Club where the meet is held and enjoy very much the effort it takes to get there and meet their friends.



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

