

Indian



FOUR MOTORCYCLE NEWS

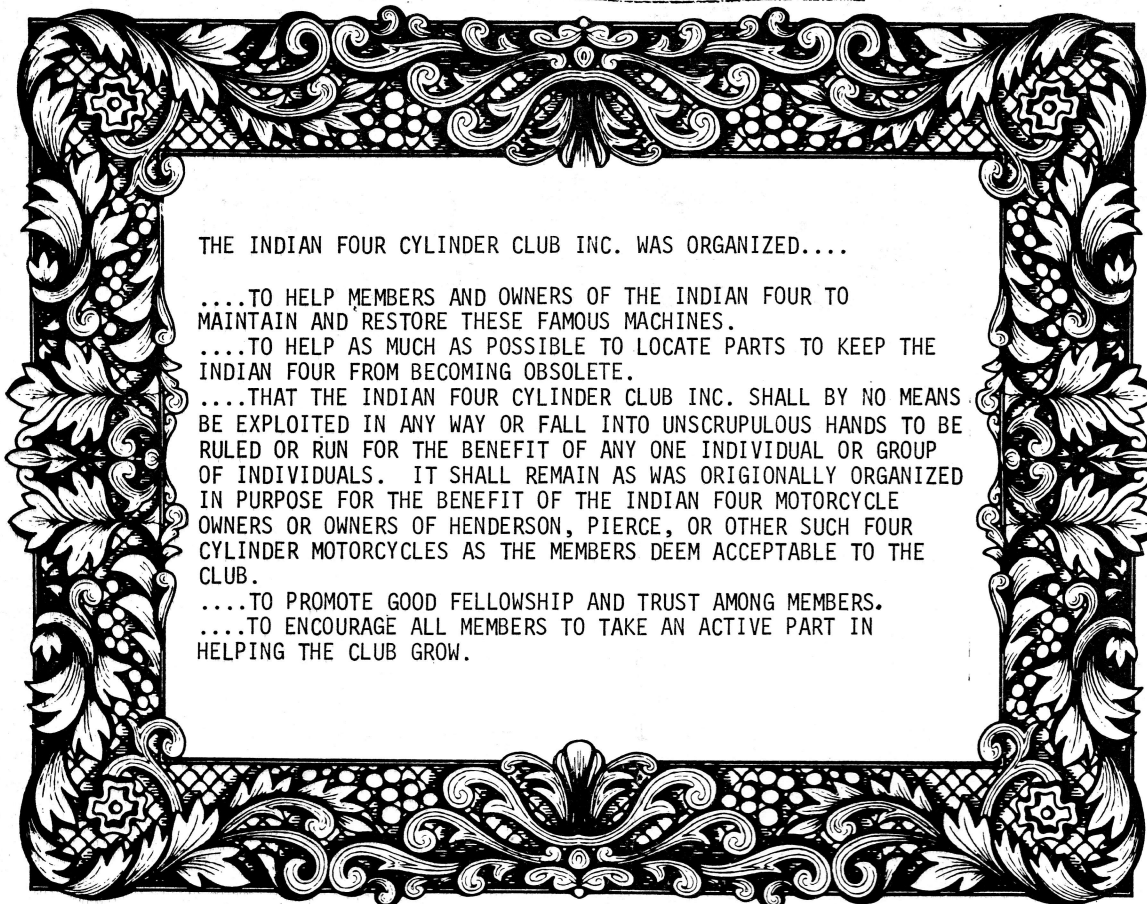
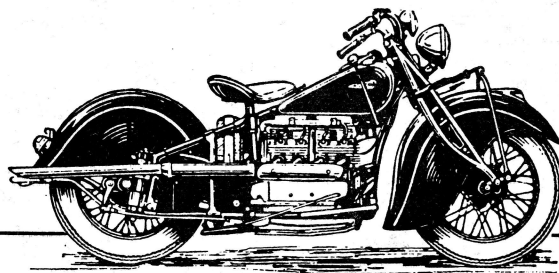
VOLUME 7 NUMBER 4

WINTER ISSUE 1972

PEACE

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.

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1972

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C O V E R

Even though our last issue for 1972 is late in reaching the membership and the subscribers and the year is over, we thought the word "PEACE" would best describe the sentiments of the "Season" and that moment when we hear that a peace settlement has become a reality not only in Vietnam but the entire world. At the moment of this writing we have just heard President Nixon tell the American public that a peace and cease fire settlement has been set in motion and to be signed by all parties involved this weekend.

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.

S P R I N G F I E L D
1901 - - - C E L E B R A T I O N - - - 1960

Springfield, Massachusetts, home of the peach basket basketball game, last home of the Militaire and Militor Autocycles, home of America's first automobile (now Ohio is recognized as the home of the first automobile), and many other vehicles and products, but Indian Moto Cycle Company brought home the bacon in fame and fortune to this city half way across the state of Massachusetts.

For a long time historians laid claim that the Dureya automobile was the first car built and sold in America, but the State of Ohio now claims this honor, for Ohio City, Ohio in western Ohio has a monument erected to John Lambert as builder of the first practical automobile to sell to the public. A dispute lingered over this claim and many of the owners and restorers of the old antiques researched and found proof that Lambert was first. (I might get some static on this)

Before the turn of the century The Hendee Company of Springfield built bicycles for a number of years and gained a good reputation for a very good vehicle, but soon after the turn of the century they began experiments with a motor powered bicycle with a chain drive. This powered bicycle was an instant success with its speed and plenty of power to climb hills. Motor powered two and three wheeled vehicles had been built in Europe but the Hendee Company was first in the United States. Demonstrations of this new fangled bike before the public amazed them with its handling and hill climbing ability.

Immediate plans were announced for production of these motor driven bikes and in 1902 the Company's name was changed to the Indian Moto Cycle Company in honor of the Country's first inhabitants, the Indians. The positive chain drive made it a faster more reliable cycle than other experimental machines and racing soon became a growing sport. Indian bikes took race after race and became known internationally as the best racing bike.

From singles to twins the company developed motors with greater horse power and larger pistons, all for more power and speed. The bicycle appearance soon gave way to the more practical racing type vehicle and designed exclusive for racing. From America to England, France, the world over, Indian marked up victory after victory and brought home to Springfield great honors in the field of racing and the best all around motorcycle.

Following Indian's developement of single cylinder bike, competitors began to spring up everywhere. Even the Aurora Company of whom Indian purchased motors from for many years built the famous Thor bike. Others were singles, twins and fours got into the picture when Henderson started his career in motorcycle manufacturing. But, it was a dedicated team and a good bike that Indian sponsored at all races that put them up front in both the racing and pleasure riding field. Indian put its best designs into the racing field but it soon had to work on other designs for pleasure riding and Police Departments throughout the nation. Competition became a strong factor in all areas of motorcycle sales for other companies brought out designs competitive with Indian. Until 1927 Indian marketed only singles and twins among which were some very famous machines, then in 1927 came the purchase of the Ace Motorcycle Company and Indian started the production of four cylinder machines which also became very famous machines as is attested to by the Indian Four Cylinder Club. The Indian Four became an immediate success and in demand by Police Departments across the nation.

The Indian Scout had long been a favorite machine by motorcycle owners but a newer designed and more powerful machine, the Indian Chief became a machine in demand by the same owners for its larger bore and stroke, gave the chief much more power and speed. After the latest of this design, the Chief "80" Indian tried to launch into a much different design at a more economical price. It was a first step into the vertical

twin field for Indian but the younger generation then was not as impressed with the fast light vertical twin that today's young rider desires for quick get away.

After the acquisition of the bankrupt Ace Motorcycle Company Indian tried diversified ventures such as refrigerators, compact cars, outboard motors, and shock absorbers, but all these diversified diversions Indian seemed to be many years ahead of time in these efforts. America was not yet ready for compact cars, competitive sales of thousands of outboard motors for millions of boats, or the fast vertical twin. A whole new generation would have to come along to take America into a whole new way of life, camping and pleasure riding.

Even though Indian continued with its production of fours and sales were generally good, profits spent in diversified products drained the treasury from the one thing that Indian did have know how for - building Indian motorcycles. In the early 40s Indian, like most other industries was all tied up by the Federal Gov't for War production and all machines they built took on their olive drab coat for a war that took the military Indian into almost every country of the world. When the hostilities were over, inventories of parts not used in war production were put into bikes for civilian use. But, a nation that had lived under severe rationing, needed automobiles, tires, appliances, all those items that were curtailed and the old ones had to last till it was all over and new production started. It was not a pleasure seeking country but a country trying to get back to normal.

Indian didn't recover too well after the war and business seemed inclined to decline instead of the business that the company once knew. Indian four production was discontinued and somewhere in the 50s foreign interests purchased the company and what was once a tremendous business as pictures of the factory will reveal, Indian became just the outlet for bikes that were assembled in this country but manufactured overseas. In 1960 came the last gasp of this once famous company, one year before the Indian Four Club was organized. Springfield, Massachusetts, the home of a great motorcycle and a great company will long be remembered as the home of Indian.

One thing that cannot be forgotten, Indian had set up a tremendous dealership and millions of riders still needed the expert service to keep these fabulous machines on the highway. It was not long before home made parts began to appear and one time dealers were still doing their best to keep the bikes going. By 1960 the Four had been out of production 8 years and the 10 year federal requirement for parts would soon expire. The Indian Four Club was organized when parts were becoming a premium along with hard to get parts for other old Indian bikes.

A young member of the Indian Four Club of Sloansville, New York, formerly of Long Island, New York, and a school teacher, Chuck Myles had started a Motorcycle Shop and soon resigned from teaching to attend full time to his motorcycle business. Indians were his chief interest and his customers from many places. He collected a number of Indian machines and parts and each year made the trip to the August meet of the Four Club. He sold not only parts but T-shirts, emblems, everything that the famous laughing Indian could be put on. Any model of the Indian was easy to sell but whether a scout, a chief, four or whatever, all that was left to sell was rebuilt or extra good shape bikes and motors. The Indian motor was a good motor, in fact it was the best V-twin and it was a shame that it was out of production.

A new Indian Scout appeared on the west coast by Clymer Sales but the motor of rebuilt parts was of foreign manufacture. Chuck Myles began to dream about the old Indian factory being back in business and once again producing that beautiful Scout, or Chief, of Indian Four. Not only was the factory still there, but many of the employees who built Indians, if only the desired capital could be raised to tool up and get into production again. A second idea was born as result of the first, set up a home coming for Indian owners, dealers, employees, anyone interested in the former production site in Springfield. Chuck and a friend Bill Gere put together plans for a great Home

Coming. Get the local community and news media to promote the idea and through the magazines promote "Indian Come Home Day". The date of July 16th was set and letters mailed to all possible media to get the promotion rolling. We carried an article in the Four News and several members of the Detroit area did attend the Indian Come Home Day. What more fitting way to celebrate the birthplace of the Indian Motorcycle than a return to the factory of a large number of the owners with their machines to see the plant where not too many years ago thousands of Indian cycles were shipped to every nation on earth. A place where production has long since ceased and buildings stand idle that once were alive with employees who applied their talents in workmanship to build America's Most Beautiful Motorcycles.

Since your editor was not present for this Indian Come Home Day, but the editor of Motorcyclist's Post was there and we continue this story with the story as printed in the August issue of this magazine by the editor, Bob Frink, who did attend the special event.

316 American Indians 'Return Home' by Bob Frink.

Springfield, Massachusetts - July 16th was 'Indian Come Home Day' in this city that once housed the 'largest motorcycle plant in the world'. And 'Come Home they did! More than 300 of the famous skirted-fender twins and 'fours' made it to the city where they were built two decades ago. Actual count was 316 models that ranged from a 1904 single to a brand 'new' Chief in California a few months ago. Very few of them were trucked.' Most were ridden over the road.

The rally, the largest ever held in New England, was sponsored by Chuck Myles Indian Sales of Sloansville, New York and Bill Gere's Mobil Station in New Britain, Conn. Planned In April - The event was planned in mid-April and a few meetings were held at the Marsh Motorcycle Co. in Warehouse Point, Conn. Fred Small, veteran Indian rider, whose father was an executive at the former Indian plant in Springfield, and who made many of the essential parts, played an important part in bringing the event to reality. Mayor Assisted - Springfield's Mayor proclaimed the Day as "Indian Come Home" day with an official proclamation and the Springfield Army Armory on State Street, just a few blocks from the original factory at Winchester Square, was selected for the event. The Armory provided maximum security for the 'priceless' vehicles, and was large enough to handle the crowd that attended. It was estimated that about 1000 enthusiasts attended and many hundreds of Springfield's residents peered through the wire fencing at the products that their city built. Other Help - Springfield's Water Commissioner, Charles Manthis was also a great help in convincing other city officials to 'endorse' the rally as a tribute to the past. However, the Springfield newspapers, refusing to publish any advance notices, were less enthusiastic. But on the day of the rally, they sent two photographers and three reporters to cover the event.

Some Arrived Early - The advance publicity stated that the event would be a two day affair and even though plans were changed, some motorcycles arrived the day before. They were allowed to park in the Armory's enclosed compound and when Sunday arrived the compound became a 'bee-hive' of activity with hundreds of colorful Indians, flea markets for parts, and accessories and veteran Indian riders and enthusiasts. Former Employees Present - Many of the former Indian Motorcycle (no 'R' is correct) Company's workers and executives were on hand to see the products they helped to create and many openly discussed the great economic impact that the City would have today had the production not stopped in the early 1950s. Erie "Pop" "Red" Armstrong who still resides in Springfield was on hand as was Indian engineer Jimmy Hill of Wilbraham. "Pop" was termed the 'greatest living motorcyclists in the United States' by the late Floyd Cramer at a dinner honoring 'Pop' in 1964. 'Pop' is nearing 86-years of age and has the ambition and agility of men half his age.

Oldest And Youngest - "Pop" was the oldest employee of the Indian Company, and the youngest Agawam, Mass. Kawasaki dealer, Bob Hogan was also on hand with his antique Indian. Distance Travelers - Number plates on the Chiefs, Scouts and Fours, bore registrations from various states, including Michigan, Ohio, California and Canada. Famed Indian builder-dealer Sam Pierce, from California attended the gathering. Sam

was the mechanic for Indian racer Ed Kretz, who won the 1939 Laconia National aboard his Indian. Ed was unable to come and was missed by many. Another former Indian executive, Ted Hodgdon, who later was head of B S A was unable to attend, but sent his regards.

Parade From Armory - After spending the entire morning greeting friends and meeting new ones, discussing problems, exchanging parts, buying souvenir "T" shirts, that were the 'unifical uniform of the day for all' the group mustered for a parade to the High Point Motor Inn, Chicopee, Mass. where they were to hold their dinner.

Led by two silver Springfield, Police Harley Davidsons, the 300 Indians followed past the former Winchester Square building that was the original Indian Factory and then onto Roosevelt Ave. onto Interstate No 291, past the second factory, ending at the motel where they parked in the lot for group pictures for this publication and television cameras. During the course of the parade that traveled at a moderate 30 mph, hundreds of Springfield residents grouped themselves along the route, some waving, others cheering and applauding the Indian riders.

Hot Day - Temperatures were in the high 90s during the day and it was a welcome relief to get into the airconditioned motel for refreshments before dinner.

As the estimated 500 who attended the banquet began to file into the ballroom, word leaked out that the air conditioner had broken. Although most of the folks were either attired in the souvenir "T" shirts or other sports wear, the dinner was served in sauna bath atmosphere.

Fritzie Was MC - Well-known announcer, former dealer and factory man, Fritzie Baer was master of ceremonies. He wore his famous red hat and introduced the guests and told anecdotes of them that he knew. He thanked Bill Gere, 'Chuck' Myles, and Fred Small for their efforts in promoting the venture. He also thanked Charles Manthis for his influence in getting city officials to assist in the rally.

Others spoke briefly; - all well-known to the group attending, attending were Jules Horkey of the A M A, Jim Davis, also of AMA, Jimmy Hill, Erle Armstrong and Sammy Pierce. He introduced Peonard Reed, known to many Indian buffs as "King Kong" and Bob Stark, California Indian-dealer-builder took a bow. A short note from Indian Four Club president, John Wickham of Findlay, Ohio. (error in Motorcyclists Post)

This last bit of happening was the drawing for the winner of the 1935 unrestored Indian four that was donated by Chuck Myles for the benefit of the National Motorcycle Helmet Committee. A Mr. G. Hankle of East Greenbush, New York won it on his ticket that was number 23. He was not present.

Helmet Fund Benefits - More than \$600 was collected through tickets for the 1935 Indian Four that 'Chuck Myles donated to the National Motorcycle Helmet Committee.

Bill Cowley spoke briefly and because of the middle age group that was in attendance, all remembered fondly that they rode their Indians without Federal or State Coercement. Wonderful Time - All in all, it was a wonderful day in nostalgia, as most of the crowd that was in attendance have been in the motorcycle business or sport all their lives. Many of the former Indian Dealers, selling other brands today, were in attendance such as Fred Marsh, Arthur Peterson, Ralph Strong, Willard Wolfe and Donald Parkhurst.

And many riders who have been portrayed in Motorcyclist's Post Indian Club each month were also on hand. Before, during and after the rally, stories on the possible resumption of a heavy road motorcycle, similar to the Indian Chief, to be built on the assembly line basis, continued to circulate. There was also talk of a secret meeting to be held after the dinner. The Motorcyclist's Post could learn nothing from questions and those that may know, are not telling.

So the rumors, that the famous maroon Chiefs, Scouts and Braves might again go back into production, will continue as long as there are Indians and Indian riders on the road. On the following pages we have also reproduced the pictures from Motorcyclist's Post and if you look close enough you might see some of our guys.



Two Great Indian Vets

Jimmy Hill (L) and Erie "Pop" Armstrong, both local men who worked for Indian in its 'heyday', admire Michael Hashem's 1929 Red "101". Jimmy was a factory engineer and 'Pop' was a former Worcester, Mass. dealer and then had complete charge of the assembly lines of the Indian plant. He won and still holds records of Indian races in the early 1920's.



Everybody Wore Indian T Shirts

We're not sure, but the cycle in the center with the husband and wife couple could be Mr. and Mrs. Bob Aldrich of Livonia, Mich.



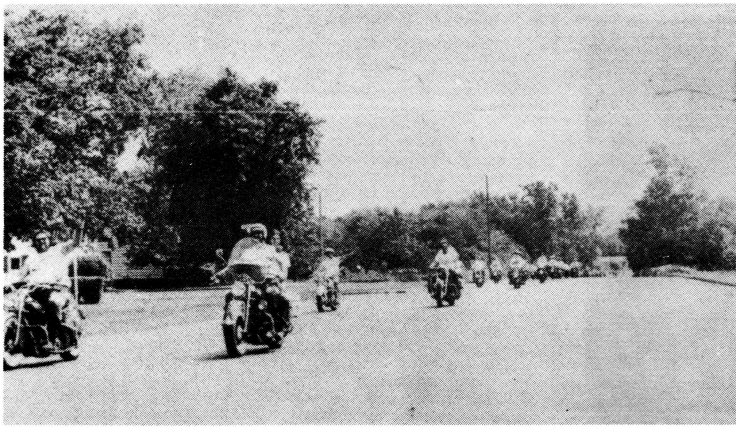
'Pop & Sammy'

Here's a photo of Erie 'Pop' Armstrong (L) with California Indian dealer-builder, 'Sammy' Pierce who came 3000 miles to attend the affair.

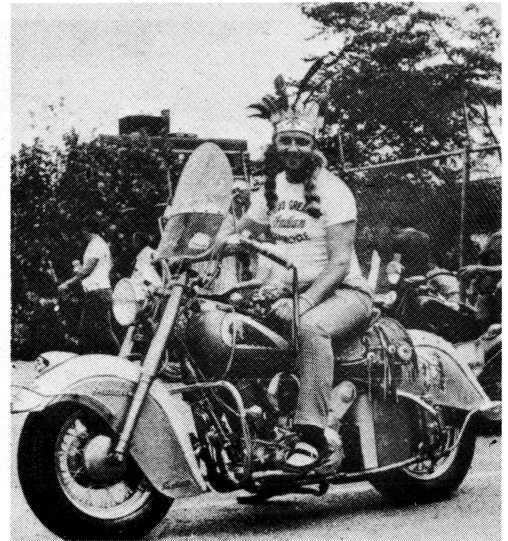


Remember Grant

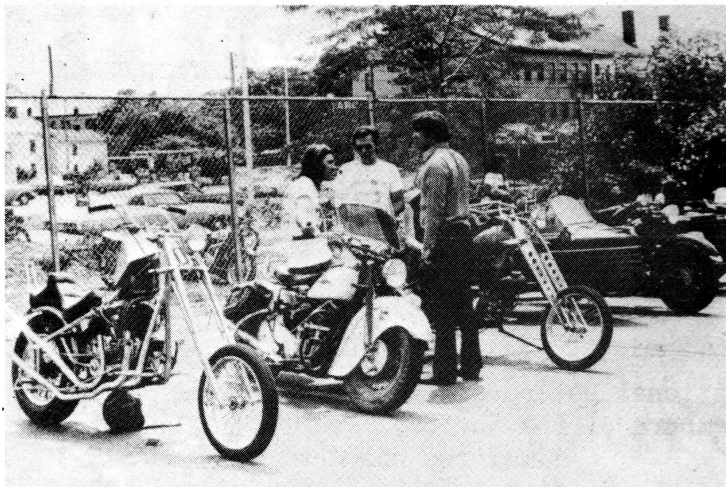
Riders and fans of the early 1960s will remember Grant Whidden of Springfield, who wrote many of the weekly activities for the defunct Motorcycling Digest and Cycle Sport Magazine. He is now retired.



The Long Parade Starts Up Roosevelt Avenue

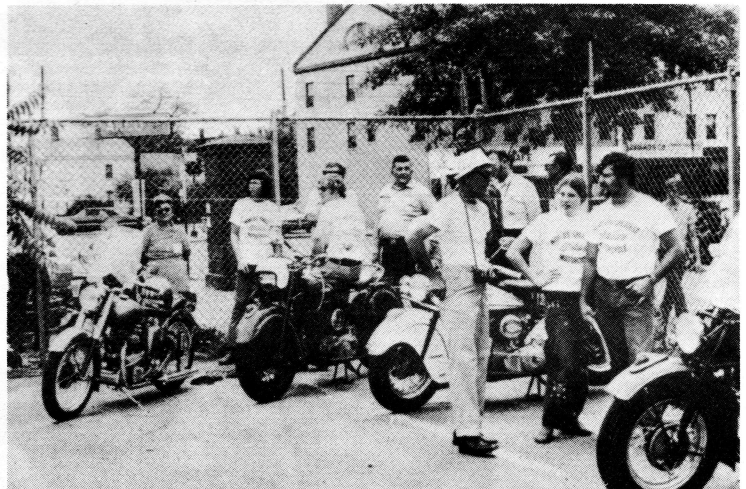


Bob Frink, Editor and Publisher of the Motorcyclists Post sat on Tony Ciarmellow's 1953 Chief with proper headress.



Indians in All Styles

Indian owners 'Chop them', equip them with side cars and run them plain, as depicted by the models in this photo.



Indians, Indians, Talk & Talk, Everywhere
It was Indians and talk, all day long at the Rally, held in Springfield, Mass., Armory grounds.



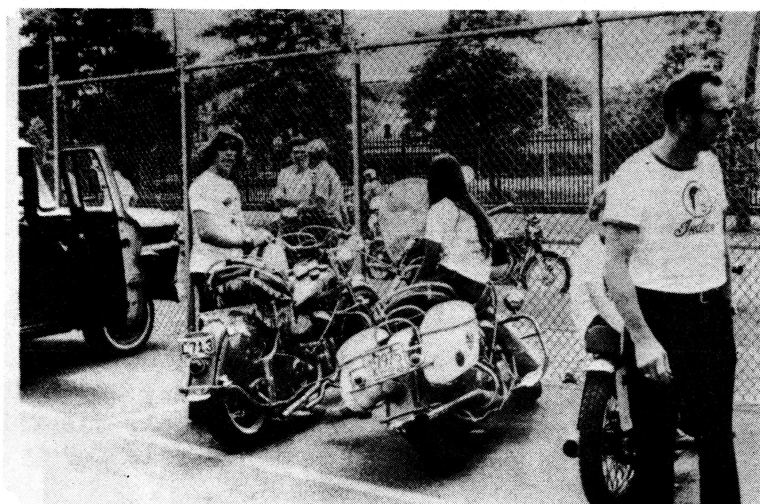
Indian Choppers . . . Too!
Several of modified Indians attend the rally,
some were built as 3 wheelers.



National Motorcycle Helmet Committee was here
Members of the National Motorcycle Helmet
committee were on hand, selling
tickets for the unrestored 1935
Indian Four that was won by a Mr.
G. Hankle of East Greenbush, N.Y.
His winning ticket number was 33.
The bike is shown in the left of
the photo.

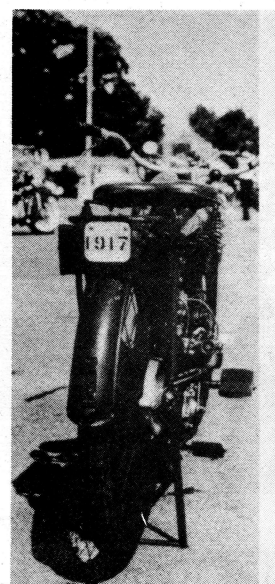


Lined up for the Parade
Indians are shown 'lined up' prior to the start
of the parade. The over 300 fours paraded on the streets around where they were
built 30 years before.



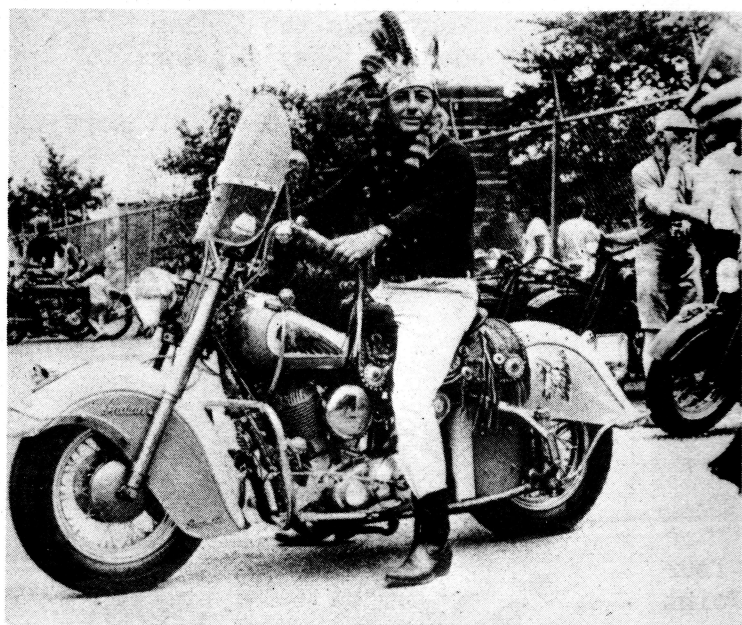
Like a Scene of the Past

It was like a scene of the past to find youths sitting on Indian Chiefs awaiting the start of the parade of Indians

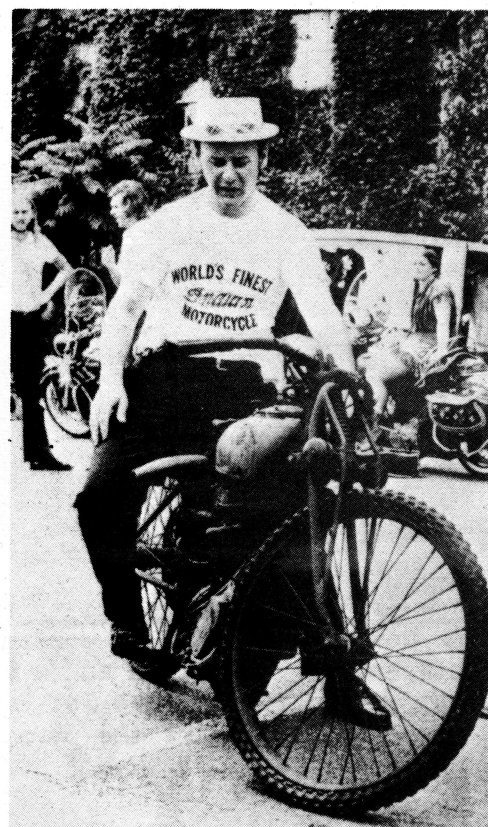


Real Oldie

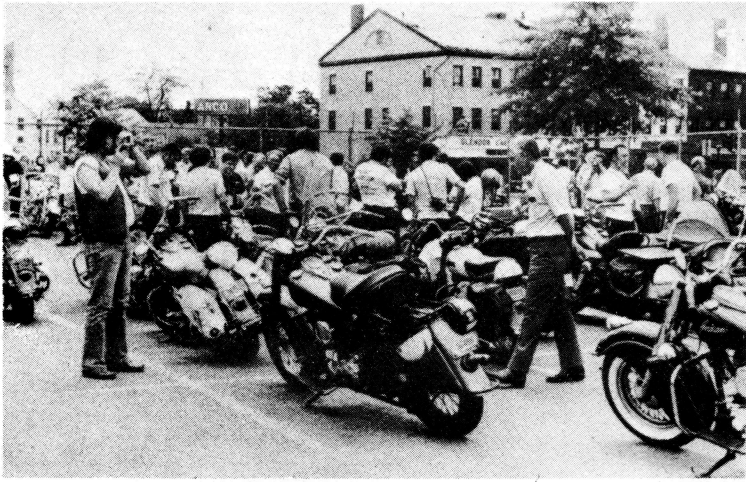
Here's a 1917 model, trucked to the Rally by a proud owner.



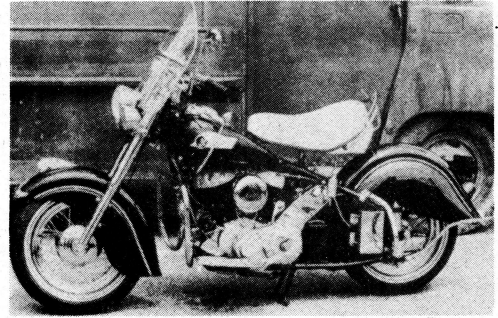
Tony Was Also Here - Tony Ciarmello, known as New England's biggest Indian booster, had all his bikes at the Rally. Tony is from Providence, R. I.



Hogan's Old Indian - Bob Hogan former factory employee and now a dealer in Western Mass., brought his old bike to the Rally.



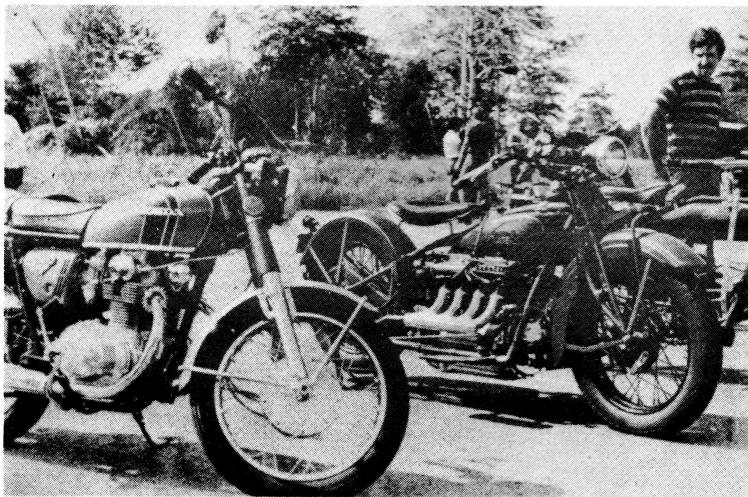
Indians Everywhere
The Motorcyclist's Post reporter counted 316 Indians in the Armory Compound.



A spanking New Indian, built to the 1950 specifications, but made to look like a '53 model, was this black Chief that was sold for \$3100.



Everywhere the Indian emblem. They all wore it proudly.



The New and The Old - A contrast appears between the 1971 Honda and a 1937 Indian four that were parked in the lot at the High Point Motor Inn, following the parade of Indians.



Part of the 316 Indian owners who participated in the parade and who attended the banquet. Photo was taken in the parking lot of the High Point Motor Inn.

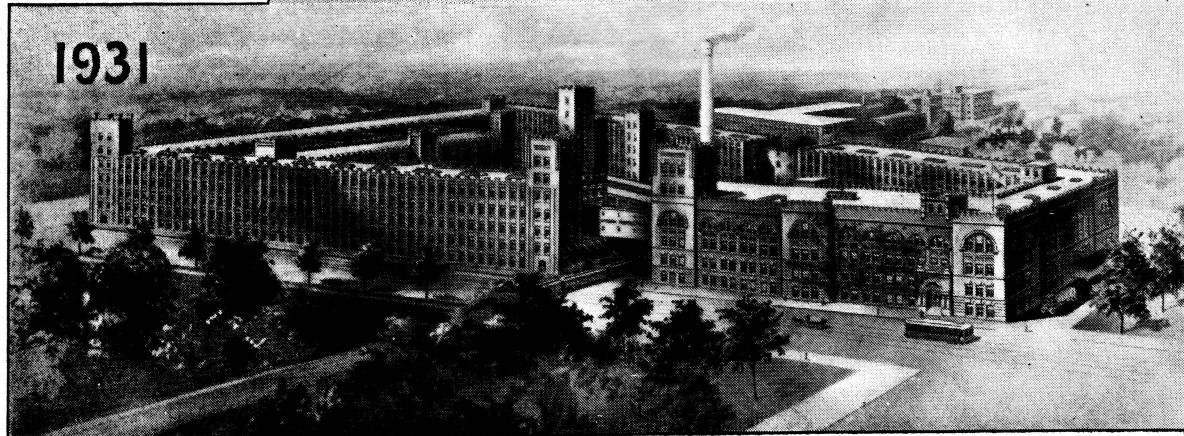
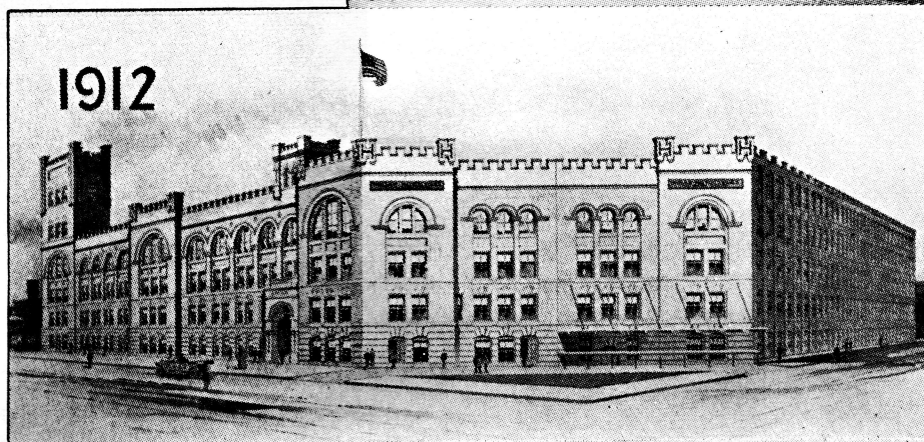
Growth of the Indian Factory Since Early Days

THERE is perhaps no greater evidence of INDIAN's progress, than these photographs which were taken at various times during the last thirty years. They show clearly and impressively, the growth of the INDIAN Factory as the popularity of the INDIAN Motorcycle has increased, making more manufacturing space a necessity to meet demands of sportsmen not only in America but in foreign lands as well.

The first building was originally occupied by a school called "The Industrial Institute", and all the additions were made from this structure, so that today, the old Industrial Institute building still remains as a cornerstone for the great plant that occupies two city blocks.

INDIAN men are proud of their plant and proud of its fine military record during the war. During 1917 and 1918 it was turned over to the United States Government, and over forty-one thousand olive-drab INDIAN Motorcycles went forth from this plant to serve the colors—over sixty per cent. of all the motorcycles used during the war by our forces.

The photograph at the right does not actually show all of the building used during the years 1911 and 1912. Another building of considerable size was necessary until the large addition shown below was built.

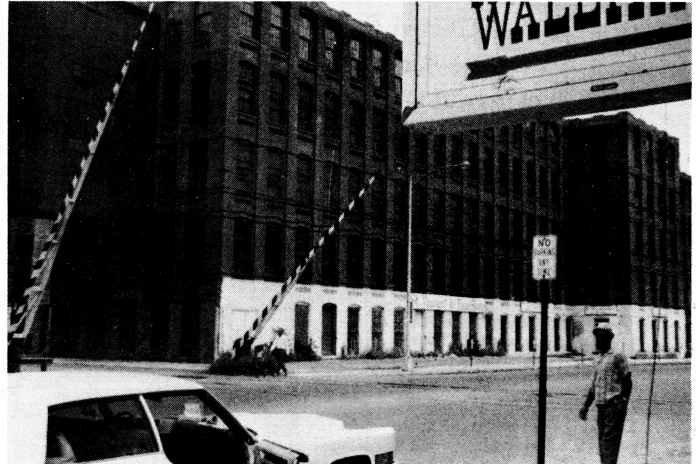


Below are photos of the factory that were taken during the "Indian Come Home" celebration. We understand they were taken by Jim Davis. To help identify what part of the building complex they are, we refer you to the preceeding page entitled - "Growth of the Indian Factory Since Early Days by Ted Hodgdon.



As near as we can identify, this picture was taken at a street corner that would be the corner of the street behind the main building, lower right. We see no towers as is evidence of the other photos. Therefore it must be a shot of the back portion or the right wall of the 1912 building.

The factory buildings were divided by the railroad which shipped a lot of Indian's production. This shot is evidently from the front side showing the railroad gates.



We judge this to be a shot of the newer addition to the rear of the older building. It was all a huge factory complex and since production ceased several years ago, no other manufacturing has moved in that would begin to utilize all the production space.

Referring to the picture of the 1931 building, the old front entrance is just in from the right of the first floor. The picture shows the entire face of the building in the 1931 picture.



The picture below we believe to be the entire left side or the part facing away to the left of the 1931 picture. The picture was taken from what was a park across from the plant and according to the later photo is now all built up.



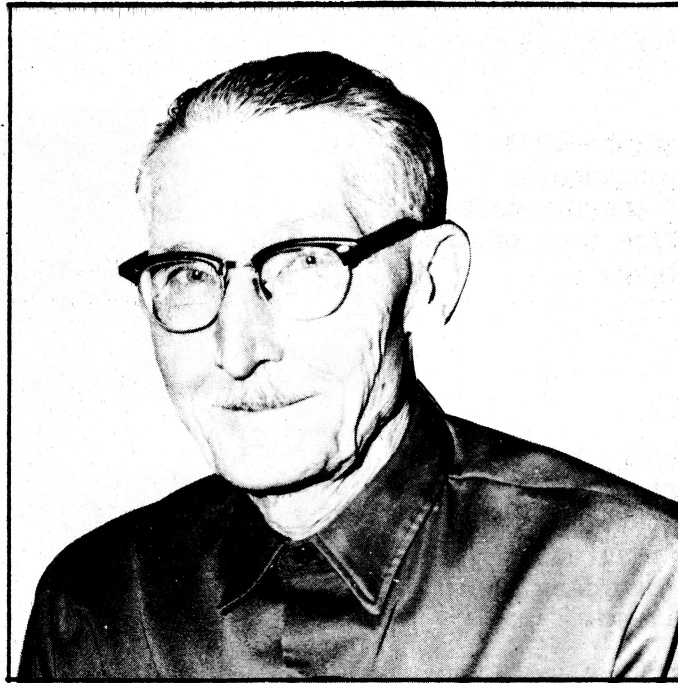
In Conclusion

The pictures tell a tremendous story of the response to "Indian Come Home Day", and from all indications everyone who was there felt the time spent was well justified. It brought together for the first time since the factory closed a reunion of management, the fabulous machines, owners and the men who built them. It brought together old friends and a chance for the younger generation to meet some of the aging greats. The sad part of it all - the factory that once made the greatest of all motorcycles doesn't make them any more. It stands idle except for smaller manufacturing using only part

of what was once a tremendous manufacturing and business complex. However, just seeing the huge building complex and seeing inside of what was a big operation, gave those who attended the satisfaction of knowing they were there.

All during the meet and the dinner, and get togethers of various groups, there were rumor upon rumor that Indian would come to life again and in the same old building. Motorcyclist's Post Editor stated in his article that inquiry proved little in the way of any information that production would be started again.

However, the recent issue of the Post tells an altogether different story. A first model has been built - a '73 Chief with the same V-twin motor but with a somewhat different transmission with foot shift and hand clutch. It has an electric starter on a 12 volt system. Skirted fenders will remain the same plus many other features of the former Chief. Above all - it will still be an Indian, for a change at this point would start a real war within the states. The new model will be on display at Daytona Beach at the next big motorcycle event for everyone to get a good look at. As soon as we can get any pictures or further information on it we'll be happy to print it to keep our readers well informed. It is satisfying to know that the Indian twin design was retained for its design is superior to its closest competitor and even more superior to the nearest vertical twin. Further models are being planned plus some light vertical twins, but the Chief with some of the newer designs will be the front runner of the new Indian Motorcycles.



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

President's Page

Dear Members, Ladies and Gentlemen, and Subscribers:

Another year has come and gone in our hobby, and we can look back in gratification at the pleasure we have had in meeting with our members at our meets.

I think you will note the increased interest and attendance at these meets and I am sure that we all enjoy it as much as I do. It takes a lot of time and planning for these meets and if there is anything we are doing wrong or you have any complaints about, we wished you would take time to write a few lines to us or our editor and let us know what is wrong or what you expect or want at these meets. After all it is your club and we aim to please.

A lot of restoration is going on over the winter months and we need these stories and what you are doing in way of restorations or anything of interest to others who are in process of restoring perhaps their first machine.

New members are coming in right along and we want to keep our good image and let these fellows feel wanted and interested enough to attend and bring their fours or other models of Indians to our meets.

One thing I'd like to stress, is the fact that when you place an ad in our Club News, that you promptly answer the inquiring person as to the merchandise that you have for sale. Instances have come to my attention where merchandise is advertized and members write but no answer.

I'd like to bring to your attention that our good member Bob Speck of Valpariso, Indiana, suffered a stroke and is somewhat recovered. His one leg doesn't want to cooperate all the time but he's trying to work it out. Another good member, Andy Anderson, of Mansfield, Missouri has been ill but is now on the mend. He has remarried after the loss of his wife a few years ago. A get well card from the members might

be well appreciated.

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Our member Enos Leass who operated a Gulf Service Station in Findlay at the corner of U S 224 and North Main Street for several years, was forced to quit business as the location was sold for a drive-in-bank. This has been his line of work for some years and he now finds himself at a loss of what to do for a living. I am sure many of you have stopped at his station and will remember him well. For a number of years he was an Indian Dealer in Findlay.

The Club has had another safe riding year and received our safety award for 1972. Thanks to our secretary, Dr. Claude Walters who has kept a record of our milage and sent it in for the club award.

It might be of value to all our members to know that a group has organized in Springfield, Massachusetts to begin building Indian Chief Motorcycles in 1973 (motorcycles). It will be a V-Twin, overhead cam engine with four speed transmission, foot shift and hand clutch. Electric starter and twelve volt system are also included with the original skirted fenders and tanks will also be retained. A first production model is to be on display at the Daytona races in March, so look for it there.

In closing, of all the messages of this season, the one which best expresses our sentiment is contained in a paraphrase of William Shakespeares words - "We count ourselves in nothing else so fortunate as in our souls, remembering our many friends, I thank you for the gift of friendship.

Hope to see you at our meets this year.

June meet - Sunday June 10, 1973

August meet - Saturday and Sunday 11 - 12, 1973

The All American meets on Saturday June 9th at the Travelers.

Sincerely

John E. Wickham
President

Photo and Copy Credits

Following the Indian Come Home Day celebration Chuck Myles of Sloansville, New York sent us a copy of the Motorcyclists Post from which we copied the article and pictures for this issue. To use these items we wrote to Mr. Bob Frink, editor of the Post for permission to use the material. Our thanks to Mr. Frink the editor and Chuck for the permission to use and seeing to it that we received the material.

In this same story we found need to run pictures of the old Indian factory to help identify pictures that we received which were taken this past summer. Our thanks to Mr. Ted Hodgdon of Sarasota, Florida for permission to use material from the Indian magazing which Mr. Hodgdon wrote and edited while an employee at Indian.

"Cyclists Surprise Speaker" was the headline of an article that appeared in the Toledo Blade Newspaper, the area newspaper that is published in the area of where the Annual August Meets of the Four Cylinder Club are held. The article is by Mr. Don Wolfe, Sports writer for the paper and the speaker for this particular meeting. The meeting is an anniversary meeting of the Northwestern Motorcycle Association to which many of our members belong. We thought the article interesting and pass it on to our readers.

- - - On a Saturday night, a week ago, we shifted gears from editor to orator. The invitation was to address the Northwestern Ohio Motorcycle Association's 25th Anniversary dinner at the D-C Ranch in Perrysburg. This we nervously anticipated, would be the young daredevil Evel Knievels. Or perhaps the leather-jacket set, wearing helmets and carrying side chains to handle the speaker for revving up a bunch of his standard old jokes.

But any joke, it turned out, was on us. Ho! Ho! Ho! The first motorcyclist at the door was the association's president, Frank Tobin, of Fostoria, wearing a tuxedo, no less. Women were dressed in the finest, some in long gowns. Most men resembled executives. The group's first president, Dave Sloan, was on hand. A Kenton farmer, he is nearly 75 years old and still rides a motorcycle around the "back 40" to inspect the crops. John Altman, of Findlay, vice president, explained that the association is made up of business and professional men, factory workers, school teachers, housewives, and their children. "We have motorcycles for fun," he added. "wheels, to us, are strictly for pleasure."

In fact, Mr. Tobin said, the association is trying to do everything possible to rid the public of the notion that motorcyclists are the wild ruffians or hoodlum element portrayed in current movies.

"Motorcyclists have been given a bad image," Paul Schlegel, of Toledo, said. "But our association, which sponsors competitive rides and races, obey all the traffic safety laws. We also are working hard to muffle the noises of motorcycles, to eliminate that complaint from the public."

Another elder statesman, Tony Gaietto, Sr., of Tiffin, said motorcyclists generally pay \$300 to \$2,800 for a vehicle.

Mr. Tobin recently purchased a super delux motorcycle, paying \$3100. His model has everything except air-conditioning - and that comes with a 50-mile-and-hour ride. Steve Morehead, 16, of Findlay, typical of the youngsters who have taken to motorcycles is Ohio's novice champion. Another, Jim Plasecki, 18, of Toledo, competed in the six day international trials in Czechoslovakia, finishing 21st.

John Wickham, of Findlay, started riding a motorcycle in 1915, before most association members were born. That's back when the operator had to use a running push to get the engine going, and then, in the memory of another Findlay old-timer, Thurman (Lucky) Teats, "jump and hang on for dear life."

William Weidman, of Toledo Challengers, points out that motorcycle events are "family fun". Competitors meet in weekly events, with the top races, in Delta, drawing several thousand spectators. "We would like to have some good hill climbing events," Hollis Donze, of Defiance, said. "Unfortunately, in northwestern Ohio, it's quite difficult. No hills."

Sportsmanship prevails, too. Such chapter presidents as Tom Smith, Larry Askin, Bill Spilers, and Lavern Kill were seen leading a standing ovation for, of all people, the No 1 referee, Toledoan, Hall Graham.

Al Borer, of Toledo's Travelers, said the chapters "try to do good" in their communities. Mr. Borer's group arranges for orphanage children to attend motorcycle races.

The Blackhawks, headed by Grover Balhorn, took a first aid course. In doing so, they discovered that the Monroe, Mich., chapter, American Red Cross, did not have a "Reesuscitation Annie" for first-aid lessons. The chapter sponsored skating parties to buy one. Fostoria's Golden Eagles contributed from race receipts to the city's Bureau of Concern. Kenton's Lightning Riders, under Raymond McClaren, support the retarded Children program. Maumee Valley Raiders, headed by Burt Maston, sponsor an Easter egg hunt for orphanages. Findlay's Millstream Ramblers, John Altman, president, donate to charitable agencies. In Bucyrus, the Moonlight Riders, under Donald Burling, contribute

to the Crippled Children's Fund. Tiffin's Sandusky Valley Riders, led by Toney Gaietto, 17 give half of the race profits to charity.

Nearly 500 attended the motorcycle association's anniversary dinner. There was another unusual statistic. In the jam-packed parking lot - there was not a single motorcycle. The Northwestern Association is a combined group of many local clubs and a sort of in-between organization under the American Motorcycle Association.

On The Sick List

Two of our members have had a bout with illness lately and we hope that recovery will get them back on their feet before the next annual meet.

Andy Anderson of Mansfield, Missouri has had some problems which had some effect on his health. He curtailed much of his work especially many of restorations until he gets back on his feet.

Another of our members in the process of recovery is Bob Speck. Bob suffered a stroke that affected one side and caused him some trouble with his arm and leg. Recovery from this takes a lot of therapy to get the arm and leg to cooperate but it is possible. Bob is still taking orders for his decal business. Bob lives in Valpariso, Indiana.

We wish both these guys the best in their efforts to get back on their feet and is possible make it to the 1973 annual meet.

In 1970 we printed a picture of a 1914 Grant Automobile with President Wickham and the Editor's father beside the car. They both worked at the factory in Findlay where the old car was built. Your editor's father passed away in November of 1972 at the age of 74 years. It was through my father's many years of acquaintance with President Wickham at the Buckeye Traction Ditcher Company where they both worked as machinests that I was asked to print the Indian Four News back in 1967 and have done so since. His other employment as a machinest included a couple of years at the Lima Locomotive Works in Lima, Ohio where he machined parts for the famous Shay logging locomotive, and the Adams Machine Works or Axle Company that built many trucks for the Federal Government for World War I. At one time he owned and rode a Henderson four motorcycle. A machinest all his life especially the Cincinnati Milling machine, he and my mother raised 10 children, 6 boys and 4 girls, of which I am the oldest. Unlike him, I chose the drafting profession and later the offset printing game, however, it is still a mechanical ability or knowlege that made my father a professional machinest and passing on to his offspring mechanical ability in some other professional form.

It was not until just a few months before his death that he told me one night that he once owned a motorcycle and after prodding his memory a little we found that it was a Henderson four. He didn't own it too long for my grandmother was afraid that he would get hurt on it and ased him to sell it.

From Overseas

One of our first overseas members was Hans- P. Arendt of Berlin Germany and he joined the Club mainly for parts for a four that he was restoring. To the far away member the club only consists of a source of supply and the magazine to read about the activities of the meets. Ocassionally one of these members, like our California members, and Florida members drive through to be at the annual meets. The International Six Day Trials for 1973 will be held in Massachusetts in September and Hans- is coming from Germany as a helper in a crew of one of the racing teams. Since this will be a month after the annual meet some different arrangements will have to be made for him to meet the members. This should be an item for discussion at the June meet or earlier to make some arrangements. He would like to come to Ohio and see the meeting place and as many members as possible. His information was sent to Casper Barnes on a very beautiful Christmas card printed in German. His letter is in English.

A WELL PLANNED TRIP

A few years back, H.G. "Whitey" Metzger of Huntingdon Valley, Penn. (a suburb of Philadelphia), purchased from president Wickham, his '41 maroon four. Whitey is an ardent rider and gives his four a real workout during the summer months. He also has a fine stable of other old bikes. A year or so after Whitey got used to his newly purchased four and had it in what he thought was good mechanical condition, he and a friend decided to ride their fours from Huntingdon Valley to Toledo, Ohio and the Indian Four Club Meeting of that year. They roughed it all the way to Toledo, sleeping out at night, cooking out and doing the best they could with the problems that developed.

If you recall this story in one of the back issues of the Four News you will note that on their first trip Whitey had trouble with his generator and had to limit their riding to daytime riding till they got to Toledo. He related incidents of that trip so we could write them up for the News that year. Evidently there is a bug that sort of bites when a motorcycle enthusiast tries such a trip as this for Whitey began planning when he got back to do it again the next year.

They organized a club of local riders that call themselves the Reluctant Turtles and ride as a group most of the summer. Whitey proposed the idea to the members of the club that they ride as a group to the next Indian Four Meet and he would plan the trip. Well, he got two others to go along with the idea and what was a well planned trip came out quite a different story when they finally returned home. The following is Whitey's story as he sent it to us along with their detailed planned trip and maps they used.

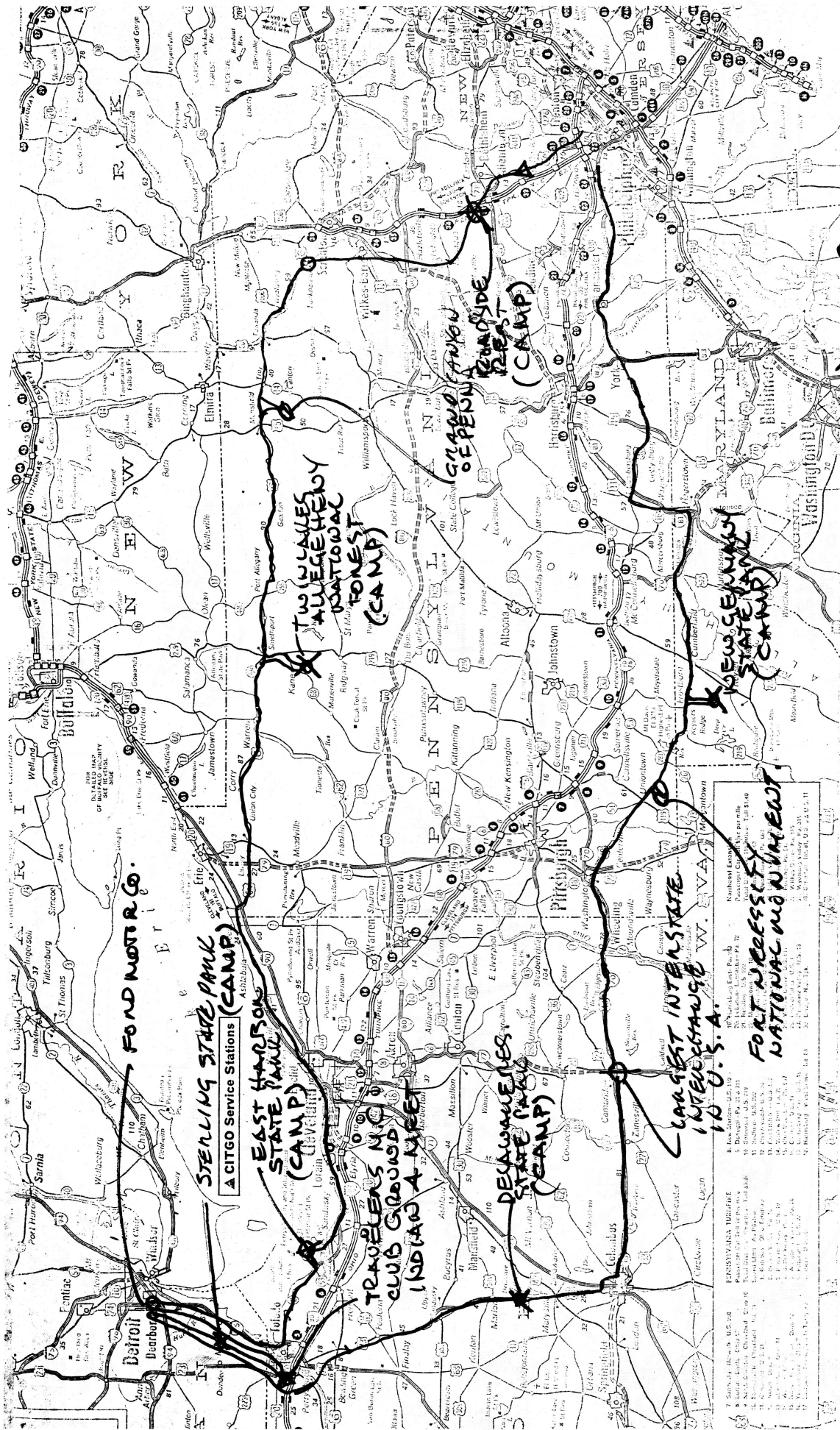
OUR TRIP

by Whitey Metzger

For the books, records, magazine or whatelse, I'd like to report a real hard luck story for the 1972 August meet. First, in planning this trip to the 1972 annual meet I sent out an announcement to all the Reluctant Turtles, a group of fellows here who ride fours almost every weekend and the fine name we chose for ourselves. We have 22 in the group. I sent this announcement to all these men and later a second announcement that we were again planning a trip to Toledo to the annual Four Meet, and four of them showed up. Along with this announcement I sent a map showing the possible route we would take.

Previously, I had written to Bucks County Penn, Lehigh County, Penn, Pennsylvania Dept. of Forestry and Waters for information on State Parks and Fish Hatcheries, Maryland State Parks, Ohio State Parks, Michigan State Parks, U S Gov't for information on Allegheny National Forest and the Ford Motor Company for info on the Ford Museum. After receiving all this information I set to work planning our trip to all points of interest possible enroute to Toledo and return to Philadelphia. Four of us met at Joe Karis's home to go over the details and the time involved. We would be taking off from our jobs the end of one week and the beginning of the next, and for four guys trying to do this together took some manouvering to get all the time possible.

I have included all the details of the original plans and the maps we used for planning and trip outline. You will find it is a day by day, hour by hour, mile by mile, plan involving breaking camp, riding, breakfast, riding, lunch, riding, dinner, riding, setting up camp. You will note also 2 cases of SAE oil, all the



ORIGINAL PLANNED TRIP

This is the original trip as Whitey and the other men planned it after receiving all the literature they wrote for for camp sites, points of interest and what they thought would be the best roads, and all fitted into the amount of time they had allotted out of their vacation to ride their fours to the 1972 Annual Meet.

Well . . . as Whitey said in his letter, things don't always go as they were planned. The actual trip, although considerably changed and very eventful, did take them to their destination and back to Huntingdon Valley. Amid detours, falt tires, breakdowns, and accidents, only gave these four eager beavers that much more desire to try it again next year.

tools, and, no allowance was made in the planning for any breakdowns but let me tell you, things just don't always work out the way you planned them. Here is our story - blow by blow.

The original plan set our leaving home at 7PM Tuesday August 8, 1972 from Philadelphia, Penn. I have listed here just the hard luck or things that happened that started all our problems enroute.

Frank George - '38 - 4, his load shifted, he sheared a sprocket key, he had a bad ignition coil, bad wiring connections.

Joe Karis - '38 - 4, his generator quit, ignition battery required to make it to camp for the night, bad bearing, killed his breakers had grease on the linings, purchased a dry cell for his ignition but it didn't last long, had first blow-out and Detroit-Toledo Interstate, new tube, flat tire fixed on road, 2nd flat tire fixed on road, second blowout on Rt 224 at Nova, Ohio - Joe was a hospital case. At this point Frank George rented a U-Haul Van and trucked his and Joe's bikes last 500 miles.

Ed Harill riding a '71 B M W, he had no hardluck, and his only disappointment was - he had no Indian four and could not join The Indian Four Club. His bike didn't use a drop of oil the entire trip.

Whitey Metzger '41-4, generator went intermittent, dropped loaded bike on U turn on mountain road heading into a camping area after I lost rest of group on dark road, intake valve went out of adjustment causing frantic operation, valves were reset and checked, noted broken horn bracket and replaced same, bike got rained out parked in overnight storm, generator finally gave out completely.

Certain things effected the entire group while the items I have just listed were individual problems, so here's what effected us all as a group -

Local cop stopped us all to check our credentials, at Towahunk, Penn., 35 mile detour changed our campsight and we later ran into a private camp, gave up our proposed visit to Detroit, Michigan for third year in row, this was done to visit one of Joe's war buddies, storm and flood in Toledo Area changed our plans for an overnight campsight at Delaware Reservoir State Park, Joe Karis had an accident at Nova, Ohio which caused us all to call home and cancel out at work and when we would get home.

Did we have our share of bad luck? After all this, and after we returned home, we immediately started plans for next year's annual meet. Cause, we figure everything has happened that is going to happen. We also figure that if God wanted Joe Karis, he wouldn't have turned him down 4 times in a row. Sure we had problems, and compared with Ed's B M W, with seemingly no trouble at all, but the old fours made it and our problems were mainly our own neglect in doing what we should have done more thoroughly - checking them out.

On the following pages we have printed Whitey's plan for the trip along with the two maps of the trip. Whitey related to us many of these same facts when we were at the August meet and my first impression was to remind Whitey that his bike is over 30 years old and this is a pretty good haul for a motor that old. We certinately believe these old bikes have a lot of milage in them yet and all our members should be putting milage on them when possible, but they are not new bikes and should be considered as such. We think that a motor of this age would definately be a candidate for a technical term called metal fatigue. If you recall a few years ago Britian was having trouble with their African route airliners and they lost 2 or 3 into the Mediterranean

22 Sea. After a careful study of recovered parts British engineers and scientists decided that these aircraft that had a lot of milage on them were the victims of metal fatigue. However, the problems that whitey listed were not major items like pistons, rods, crank, and the like, but their experience was mostly electrical, and parts in need of adjustment.

We have printed many hard luck stories before and want to continue to do so, and, from our meager knowlege and understanding of the mechanics of the four, we still think a thorough going over of these vulnerable parts is the more sensable way than finding those troubles out on the highway and is really trouble to find parts or tools of even a telephone. We think a check-off list would be of tremendous help before going on a trip. Take those generators to a qualified automotive electrical and ignition shop and make sure there are no shorts, and brushes are O K.

(Try this one on for size) - your editor now has a '62 Buick that I drive to work and about 3 months ago I had the generator overhauled by a very reputable garage here in Findlay. President Wickham can vouch for this garage for he too has had work done there. Up to last week it had been working fine but one day in the middle of last week I looked out at my car where I work and smoke was coming out from under the hood. I got there as soon as I could and lifted the hood, and found the generator smoking out both ends. I quickly took the ground cable of the battery and called the garage. That night he completely rebuilt the generator with a new armature and to this day we still do not know what happened. A fuse on the voltage regulator did not blow and it is there primarily to protect the generator armeture, but it burned anyhow. To date the generator has run fine and no trouble.

We pretty well have to accept Whitey's word for all this story for the other guys would back him up, but don't you think that its about time Whitey or one of those other guys that joins the group would have a camera to verify all this hard luck so it would be a little easier to believe. Fishermen usually have to take some photo equipment along to prove to the little woman first of all that they did go fishing just as we proved to whitey's wife that he was at the meet for we took some pictures of him. When he turned that wild corner in the dark and lost all his equipment off the back end of his bike, a movie of that action would have really made a lively evening of entertainment.

Whitey, this is the second year that we have accepted your story and printed it for the benefit of our readers, but another year your gonna have to show us the proof in pictures. When you burn out another generator we want to see the cloud of smoke that completely hides the motorcycle and the rider - that will be proof that it burned out. Sleeping out in those sleeping bags in pouring down rain is another shot we want for such accomodations would be about half submerged in mud and water when you could have been snug away in a comfy motel. This proves that there's nothing those Indian riders will not do to prove they'd rather stay with their bikes and really rough it than spend a cozy night in a dry, warm, comfortable motel bed.

Anyhow, Whitey, Joe, Frank and Ed, a million thanks to all of you for sharing your story and I am sure that many of the other riders wished they had the nerve to try what you have to get to the Four Meets, however, they do it the easy way and trailer in their fours. About the only advise we can offer other than what we have already given is to make use of the telephone and check ahead with the Highway patrol to find out where the detours are and select another route. This avoids running into them when its too late and you find that you could have saved sone time going another way.

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December 1972

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Stephen Sturm 5307 Browning Rd Pensauken N J 08109
John E Skaggs P O Box 267 Hainesport N J 08036
Bill Fainglass 6202 Washington Ave Mossistown N J 07960

New York

Harry Ellis Savage Rd Sardinia N Y 14134
 Paul Freeman 14 Pelton Ave Staten Island N Y 10310
 Vincent R Jordan 557 Holt St West Hempstead N Y 11552
 L S Juillierat Box 320 Highland N Y 12528
 Louis Lichva Rt 3 256A Mariaville Rd Schenectady N Y 12306
 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
 Chuck 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
 Gordon L Prosser R F D 1 Oswego N Y 13126 subscriber
 Emmanuel Sperrazza 2339 129th St College Pt Long Island N Y 11356
 Virgil D Smith C/O Worthington Corp P O Box 69 Buffalo N Y 14240
 Frank Tygush RR 1 Box 78 Troy N Y 12180
 Clinton Gates 6167 Country Club Rd Rt 3 Gouverneur NY 13642
North Carolina
 Vernon Eanes Rt 5 Box 164L Salisbury N Car 28144
North Dakota
 Gilbert E Horton Box 1351 Jamestown N Dak 58401
Ohio
 Richard Adams 1117 Fehl Lane Cincinnati Ohio 45230
 Casper Barnes (see Florida address)
 Secretary
 Larry Barnes Box 24 Grand Rapids Ohio 43522
 Robert Burge 7612 Erie St Sylvania Ohio
 W B Cleveland MD 10300 Carnegie Ave Cleveland Ohio
 James L Cook 3151 Loyal Oak Barberton Ohio 44203
 Gordon Deye 3524 Corey Rd Toledo Ohio 43615
 Gerald R Dellevar RR 2 Rock Rd Shelby Ohio 44875
 John O Elber RR 2 Box 55 Milan Ohio 44846
 Ralph Embler 9523 Conklin Ave Blue Ash Cincinnati Ohio
 J E Enck 185 Delaware St Lexington Ohio 44904
 W C Enders 1117 Teddy Ave Bucyrus Ohio 44820
 Donald Farrow 491 W Broad St Columbus Ohio 43215
 Anthony Harpster 16577 State Rd N Royalton Ohio 44133
 Thomas W Harris 800 Hazel St Akron Ohio 44410

Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio 45324
 Lee Hauerma 839 S Blanchard St. Findlay, Ohio 45840
 Steve Hess 33 Hall St. Tiffin Ohio 44883
 William L Howell 228 E Lisbon St Box 138 Waynesburg Ohio 44688
 Victor E Huguenen 706 Fairview Ave Galion Ohio 44833
 R E Kerns Box 634 Belle Center Ohio 43310
 Gerald Kenworthy RR 1 Ansonia Ohio 45303
 Steve Kertez 2020 Marlow Rd Toledo Ohio 43616
 Enos Leass 1502 N Main St Findlay Ohio 45840
 Charles Leatherwood 54 S Sioto St Ashville Ohio
 Charles W Lines 1226 Hughs Ave Lima Ohio 45804
 Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215
 Harry Maule 444 Main St Castalia Ohio 44824
 Lew Maule 405 Kansas St Green Springs Ohio 44836
 Ted McGee 2009 5th St Sandusky Ohio 44870
 Milton A Mehl 2641 Andrew Ave Hamilton Ohio 45015
 C E Monnot 22413 Wallace Alliance Ohio 44601
 Fred Provin 371 Heath Rd Heath Ohio 43055
 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
 William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140
 Dave Sloan RFD Kenton Ohio
 Clifford Spahn 327 Homer Marion Ohio 43302
 Eleanor Steinbring RR 1 Wooster Ohio 44691
 Waldo Stevick 916 Dingleline Ave Lima Ohio
 Percy Wallace 302 Petrie Rd Atwater Ohio 44201
 John E Wickham 751 Dayton Ave Findlay Ohio 45840
 Leland E Scholl 184 N Center St Pinkerington Ohio 43147
 Ronald Thomas 5724 Chagrin Dr Mentor On the Lake Ohio 44060
 Glenn Pierce RR 2 Bryan Ohio 43506
 Harry Robinson 677 N Howard St Akron Ohio 44310
 Karl R Schuele 650 Union Commerce Bldg Cleveland Ohio 44115
 Lloyd McWilliams 1255 Grinder Rd NW Rt 1 Lancaster Ohio 43130
Oregon
 Darrel Dixon 7435 SW 4th Ave Portland Oregon 97219
 Jesse F Cox 8805 SE Monterey Ave Portland Oregon 97266
 Errol L Eshaia Star Rt Box 178 Oakridge Oregon 97463

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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 Country 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 Hangen R F D 2 Quakertown Penn
 18951
 Edwin R Johnson 708 Middle Rd Perkasis Penn
 18944
 Joseph E Karis 18 Edgemore Rd Cheltenham
 Penn 19012
 Otto Link 2nd & Charles Sts Coopertown Penn
 18036
 Bob Markey RR 1 Etters Penn 17319
 Lester J McQuade 6021 6th Ave Altoona Penn
 16602
 Charles Metenkanich P O Box 4-197B Anorage
 Alaska 99509
 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
 James Stoats 7 Kiltie Dr New Hope Penn 18938
 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
 Jerry Premesberger Box 905 La Foria
 Texas 78559

Virginia

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

Washington

Mel Brewster 373 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 & Van Beek 517 N Main St West Bend Wisc
53095
Carroll E Spencer Rt 3 Box 311 Burlington
Wisc 53105

Foreign

Hans-P Arendt 1 Berlin 44 Burknerstr 24
Germany

Canada

Murray Blue Stone 37 Warwick Toronto Canada
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 Cresent Milton
Ontario
Newel Taylor 2760 E 27th Vancouver 12
British Columbia
Frank Tucker 9204 Allison Dr SE Calgary
Alberta
Robert McKee 29 Ashwood Cresent Islington
Ontario
Charles Wilson 2017 Ward St Wille St Laurent
Quebec

England

Robert Sidney Powell 27 Clinque Ports Ave
Hythe Kent

New Zealand

Patrick William Wood 7 Maxwell Ave
Papatoetoe New Zealand

Sweden

Ali Drimmer Utlandagaban 2F 41261
Goleborg Sweden 29

FOR SALE - WANTED

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For Sale - - DECALS for most CYCLES

Bob Speck, the Decal Man

Finest quality - long lasting - bright color. Explain your need and we'll do our best to supply it.

Write - Bob Speck
Mtd Rt 35 - Box 338
Valpariso, Indiana 46383

For Sale - Henderson KJ Chassis
No engine but near complete (no accessories)
\$200 or trade for ???
Write or call Frank Smith
621 Eucalyptus Way
Mill Valley, Calif. 94941
415-388-3023

Chrome Fender Trim - John Wickham
Fancy up that four for next summer's riding with chrome trim. At the "Indian Come Home" day in Springfield last July the community was quite proud of all those bikes that were a product of the greatest motorcycle factory in the world, and one of the things that made those people proud of those bikes was the extra effort by the owners that dolled up those bikes with extra trim.
Write me, John Wickham, 751 Dayton Ave., Findlay, Ohio and we'll give you the price.

Round shoulder or jacket patches for Indian Four Club - baked enamel Indian Chief pins, tie bars, and charm bracelets. Also a 1" wide belt buckle.

The round patch is available at \$1.00.
The other items are in process of manufacture. Possibly by the time you receive the magazine I will have all items ready for sale.

Write - Emanuel Sperrazza
2339 129th St
College Point Long Island
New York 11356

Some of you may wonder why your ad does not appear continuously until you find that needed part. Our policy has been to run the ad twice and discontinue it unless notified by the person to run it again. Kepp in touch with us so we'll know what you want.

For Sale - Goulding Rocket side car with chromed nose - like new condition.
can be had with either Indian or Harley fender - \$300

New Goulding light weight chassis \$75
Harley side car chassis and two rusty bodies - \$65

1947 - 500 cc Matchless single \$175
Write - Louis Wille
220 Market St
Momence, Ill 60954
Phone 815-472-4864 (after 6pm)

For Sale - Exact replica Headlight rims for the 1930 to 1934 Indian headlights, with the embossed Indian name.
Write - Murray Bluestone
37 Warwick Ave
Toronto, Ontario Canada

Note from Chuck Myles - As many of you know I was deeply involved in the promotion of the "Indian Come Home Rally" and we sort of neglected our parts business. Or, at least, we were slow in sending out parts. We appreciate your patience and we'll be back to normal very soon.
If others are looking for parts of Chiefs, Fours, Scouts, whatever, contact us and we'll do our best to fill your need.

Write Chuck Myles
Rt 30A P O Box 150
Sloansville New York 12160

For Sale - 1939 - 1942 Indian Four Parts

- 1 Frame - Tip of center stand lug broken, otherwise excellent \$100
- 1 Front Fork good - \$50
- 1 Handle bars - Light rust pits, otherwise good \$40
- 1 pr. Gas Tanks - Cleaned and tested, very good \$100 pr.
- 1 Crankcase - Upper and lower cases complete with all bearing caps and original bearings. Small welds on front support lugs, otherwise no cracks or welds. Cleaned, excellent \$275
- 1 Crankcase - Upper only (1939). Old weld on No 2 cylinder L.H. side, (broken rod) but good job otherwise, no breaks or cracks. 3 main bearing studs stripped in case. No bearing caps \$75
- 1 set (4) Cylinders - Excellent, valve seats and guides good; and original finish unusually good shape \$80 set
- 1 set Cylinder Heads - Excellent, valve seats and guides excellent. Cleaned (glass beaded) \$90
- 1 set Exhaust and Intake Valve Covers - Excellent, glass beaded \$25
- 1 Exhaust Manifold - New original enamel. As new \$75
- 4 Connecting Rods - fair, need rebabbiting \$40 set
- 1 Cam Shaft - Light rust pits \$25
- 1 Pair Wheels (16") - Rusty \$15 each
- 1 Crank Shaft - Rusty and journals are approx. .030 undersize \$25.

Write or Phone Gilbert E Horton
P O Box 1351
Jamestown, North Dakota
58401

Wanted - 1942 Indian Four. Need 1942 model with DDB Motor number to complete collection of late model fours. Top price if original and complete.

Write or call - P.R. Goetz
303 Hegenberger Road
Oakland, Calif 94621
Phone 415-569-4203 collect
(week days only)

Wanted - Indian Sidecar (prefer late model four), Henderson Sidecar (the later the better) and/or "Flexi" sidecar. Please state price and condition. Henderson KJ or KL engine.

Cleveland Four and/or Crocker twin
State price and condition.

Write or call Frank Smith
621 Eucalyptus Way
Mill Valley, Calif 94941
415-388-3023

Wanted - Harley Davidson (45") Military parts. Will send list to anyone having parts of items that I need.

Write James A. Herrman
RR #2
Manito, Illinois 61546

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

Wanted - trailer for hauling 3 Indian fours at one time.

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

Write or call H.G. "Whitey" Metzgar
2174 Winthrop Rd
Huntingdon Valley, Penn
19006
Phone 215-W17-0843

Wanted - to complete my restoration of 1941 four No. DDO 405 - muffler and tailpipe, engine countershaft sprocket, 80 Chief front fender and strips - mint condition. Spark plug loom that fits mag type, Valve springs, new.

Write - Bob Burke
1114 E College Ave.
Tallahassee, Florida 32301
Phone 904-222-1630

Interested in a nice red cap with the name "Indian 4" embroidered in gold on the front. Many of you will remember them at the last August meet and sold by John Webb of Florida. These hats are water repellent, and adjustable. Order them from the address below at \$6.50 each plus postage

Also a small quality of emblems, gold on red, both Indian 4 and Indian oval - approx 2 1/2 X 4 1/2 - can be sewn on shirts, jackets, caps, etc - \$3.50 each. Send stamped envelope to
John Webb
2510 Tuscaloosa Trail
Maitland, Florida 32751

For Sale - New 28 X 2 Clincher Tires, rims and tubes. New Indian kick starter, Pedals - \$7.50 exchange
New Tank strips \$1.50

Wanted for 1939 Indian four - tool box, carburetor, horn, chain guard. Also, used kick starter pedals.
Write - Jim Cook
3151 Loyal Oak Dr
Norton, Ohio 44203

Wanted - Left tank emblem

Complete set of spring frame shock absorber dust covers for 1941 four
* * * * *
Interested in buying 1938-39 Indian four preferably unrestored.
Write - Barry Stelford
RR 1
Urbana, Illinois 61801

Wanted - Intake manifold for 1934 Indian four. Also any photos or information on the '34 four.
Write - James H Boucher
735 N Central Ave.
Hapeville, Georgia 30354

Wanted - Sidecar frame and connections for 1941 Indian four
Write - John E. Wickham
751 Dayton Ave.
Findlay, Ohio 45840

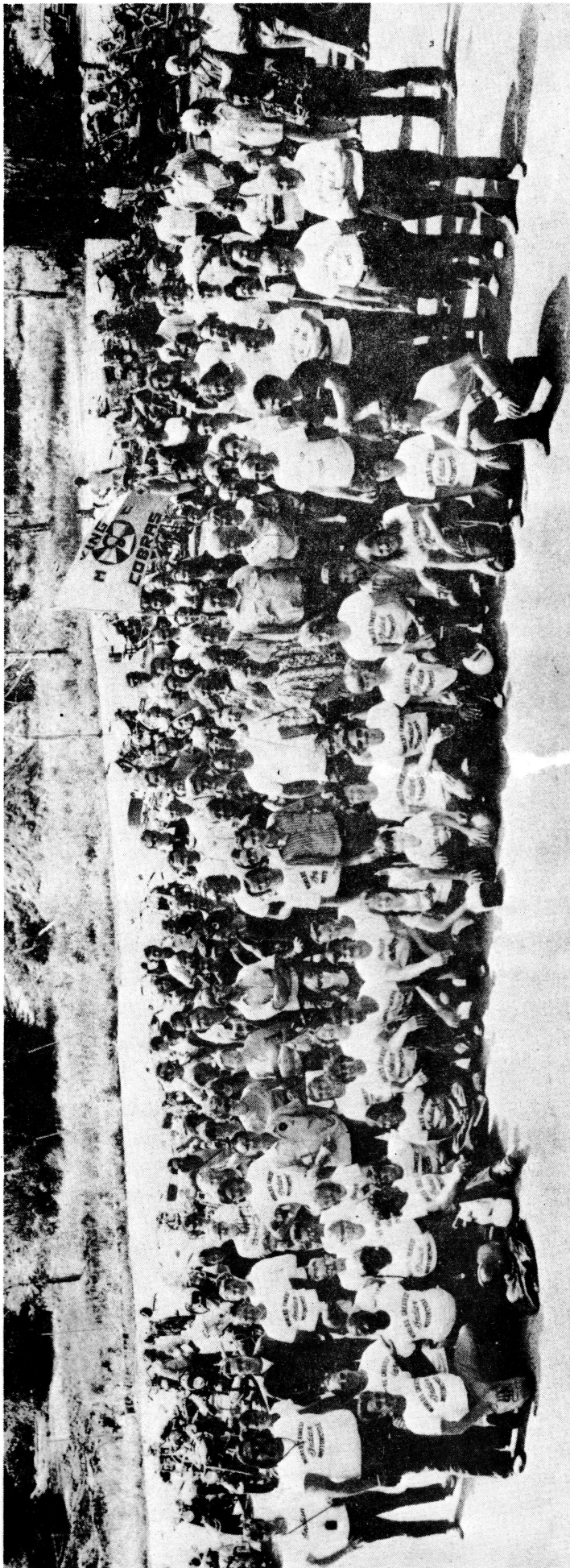
Editor's Note - Many of you men have bought parts at the meets held in Toledo, Ohio and other places where Flea Markets have had a lot of goodies for sale. Some of those parts just looked like a good buy while others you bought you needed to complete a restoration. And, you may have been looking for a certain part but did not find it so, you bought other pieces that you thought might come in handy later on. If some of those parts are just going to lay around why not think about swapping them with someone else that has the part you need. Send us a list of some of those extra parts and what you will swap them for. If we receive enough lists it will give you a list to choose from to swap. These lists are a magazine Flea Market. A chance to trade around find some parts.

We received several pictures and story items for this issue of the Four News, however, we thought the pictures and story of the Springfield Celebration was of enough importance to all the members we decided to take the space for it for the last issue for 1972. The entire issue was devoted to a news windup of the unusual for the year. The first issue for 1973 is due out in March or April and we have the half tones already made for the pictures sent in to us and they will be printed with the stories received with the pictures. If you have sent in a picture (preferably black and white) and we have not yet printed it, possibly you have a more up to date picture you would prefer over the one sent in, send it in and give an explanation and we'll print it as you label it.

Last Minute Info

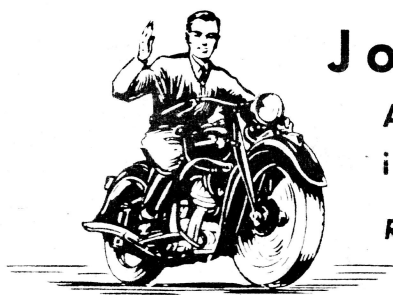
A business meeting for the Indian Four Club has been set for February 18, 1973, and to be held at the Traveler's Club House at Toledo, Ohio. This is the regular winter meeting or February meeting for business and receiving of the latest membership applications. The meeting is open to all members.

Ocassionally we receive some criticism on the magazine to which we appreciate the individual taking time to state his opinions. But, by the same token the same individual may have never contributed any material or information to add to the material we put in your magazine to make it interesting. Criticise all you want, but don't forget when no one sends in any material we have to get out the crystal ball and write a magazine of what we think you members will like. We have stated before, just give us the facts and we'll do our best to make a readable story out of it. All it takes is a good gift of gab and of that we have a plenty. I dare any of you to send in stories of any goofs you made even restoring your bike. We have been informed that Paul Murray of Temperance, Michigan bought himself an antique Indian. We'll be printing a picture of that bike in the next issue. A very choice piece of antique machinery to possess.



The Group Picture - - Indian Lovers from everywhere got into the picture taken at the Indian Come Home

Rally held at Springfield, Massachusetts last July. The dress for the day was special T-Shirts sold on the grounds for the occasion. If you look real close you will find, the very first person in the front row down on one knee to the left is Chuck Myles. The 5th person from the left in the second row kneeling, to the left of the man in the dark trousers standing, looks very much like Dave Bozung, trustee of the Four Club. The 5th person in from the left, standing, or to the right of the man in the checkered shirt is none other than H.G. Whitey Metzger of Huntingdon Valley, Penn. You might be able to identify some others that you know.



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

