

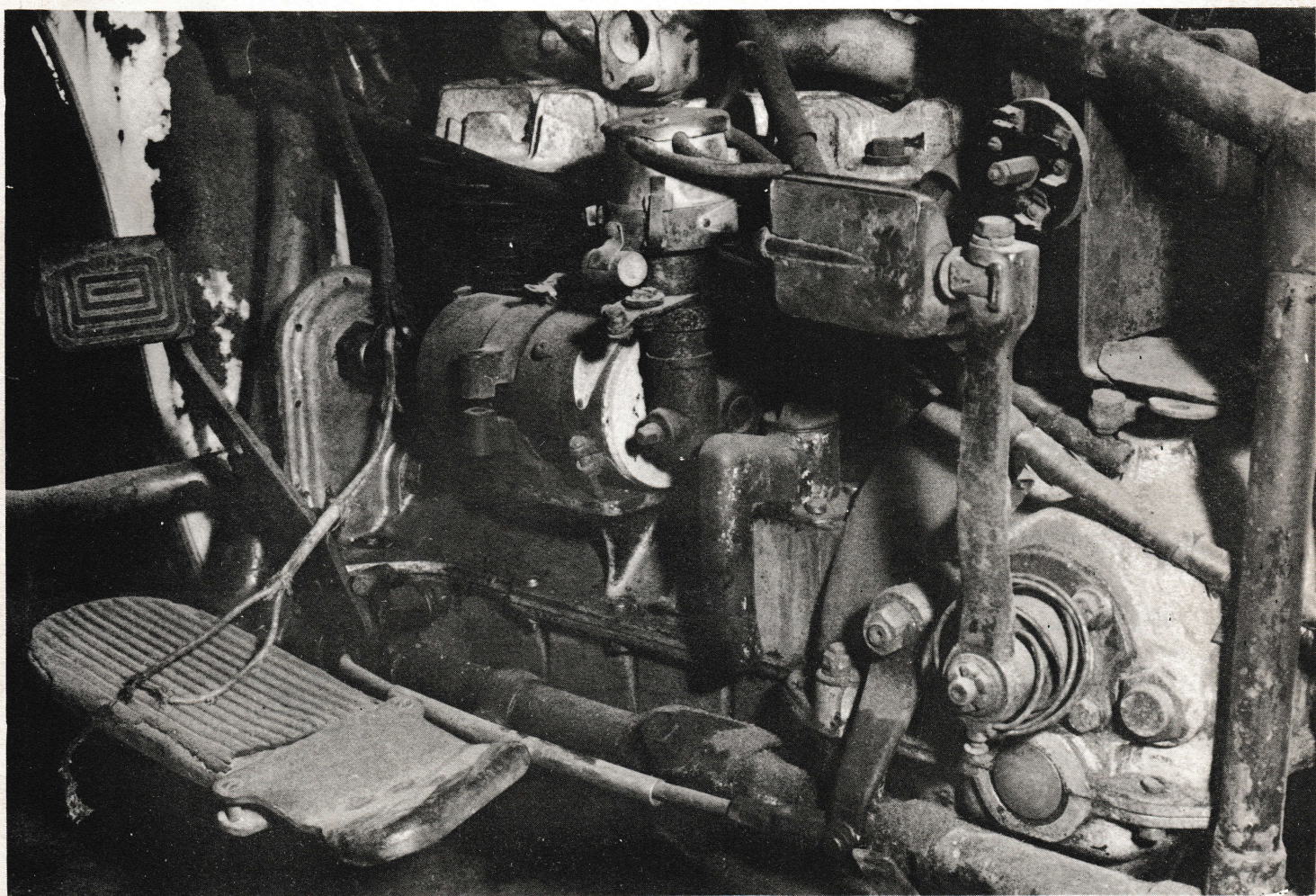
Indian



FOUR MOTORCYCLE NEWS

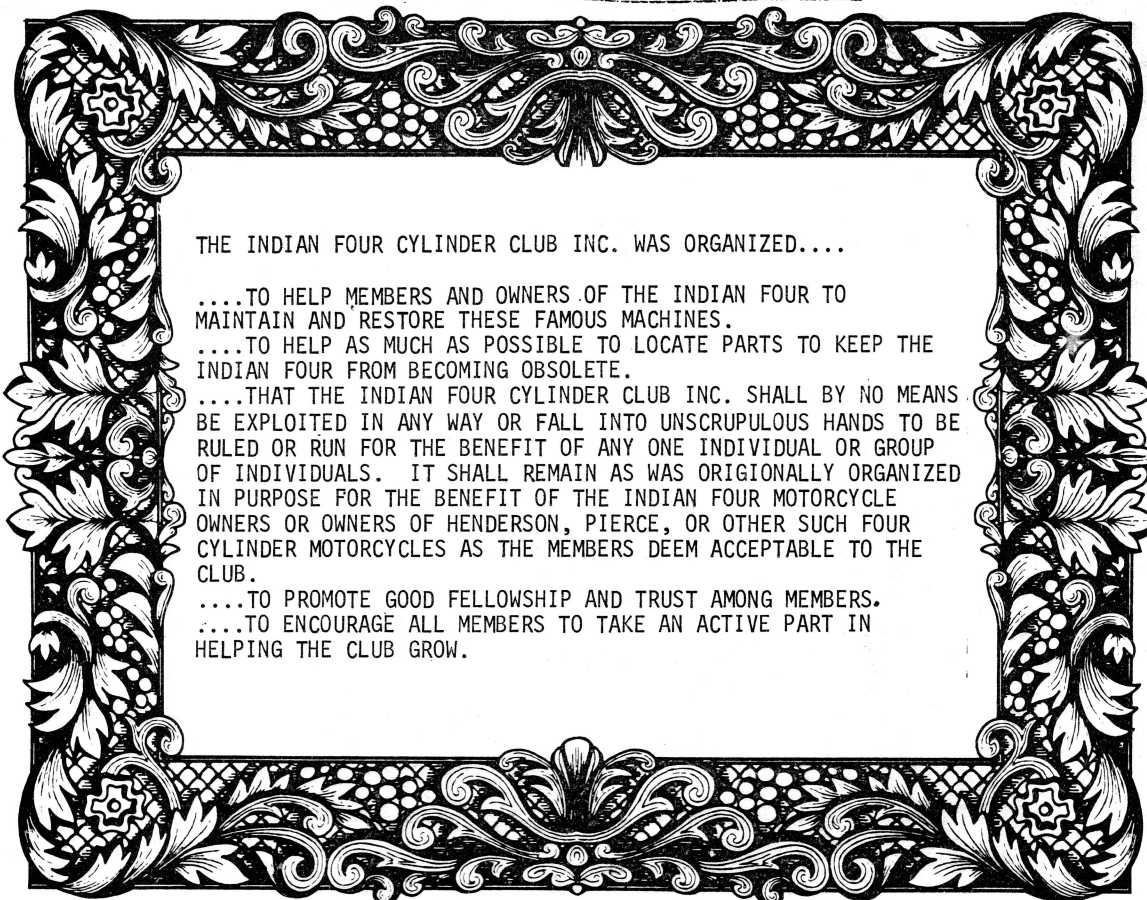
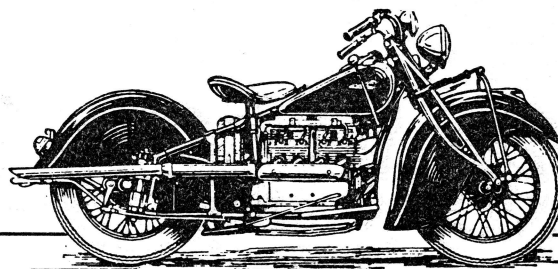
VOLUME 8 NUMBER 7

SPRING ISSUE 1973



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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C O N T E N T S

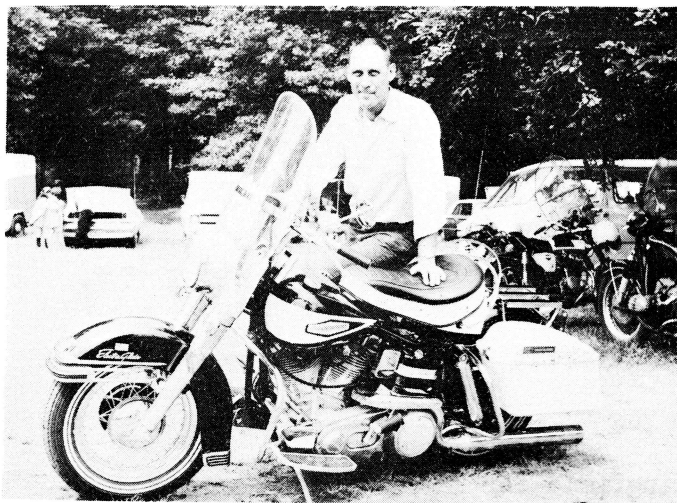
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Cover Picture

You have been accustomed to seeing a picture of a beautiful Indian four on the front cover of the Four News. Mr. John Hedderly of Portland, Oregon, who has applied for membership in the Indian Four Club sent two very beautiful color shots of his four that was actually a standing basket case. The black and white reproduction on our front cover doesn't do the color shots justice but you can draw some conclusions that it sure a restoration and many new parts. Four the man that likes to do it - its a challenge.

The Indian Four Motorcycle News is published four times each year for the members of the Indian Four Cylinder Club Inc.. Price of the magazine is included in the membership fee of \$10.00 annual dues, mailed to the Treasurer, Casper Barnes, Sunset Trailer Park, Palm 30, Bradenton, Florida 33505. The Indian Four Cylinder Club is a non-profit Club, incorporated in the State of Ohio. The Indian Four News is published by Thomas J. Miles Printing and Photography, RR 5 Box 2 Findlay, Ohio 45840. The magazine is available to non-members for \$10.00 per year contribution or \$2.50 per single copy mailed to the treasurer. All applications for membership in the Indian Four Cylinder Club should be sent to the Treasurer.

I N M E M O R I U M



Gerald "Jerry" Tacoma of Livonia, Michigan, our good friend and former member died at his home April 1st and was burried April 5th, 1973.

A member of the Indian Four Club almost since its beginning, Jerry added much to the Club's growth in those early years.

Always active in the meets in most every activity his presence added much to the competition of every event. Equally as well, Jerry added his wisdom when business meetings were making decisions that effected everything from judging to making club rules.

Regardless what the weather was, Jerry often accompanied one or more of our Michigan members on his beautiful yellow Indian Chief which he preferred riding a little more than he did his four.

Once criticism arose in some circles outside the club that riders of the old machines were still wearing the attire of the riders of two decades past and the criticism claimed that the riders of the old machines preferred this type of clothing rather than wear the more protective clothing and gear for their own good. To prove the Indian Four Club's stand to disprove this criticism, Jerry's picture was printed in our magazine as a model of what the present Indian rider was wearing. This included the present helmet and a very neatly designed foul weather gear that made any rider of new or old cycles look very sharp on the highway.

Jerry liked fun and yet could be very serious about the things he believed were right. As an officer in the All American Indian Club he believed that this Club included all American made Indian machines and sought to accomplish as much good through this fine organization as the Indian Four Club has on an exclusive basis.

A trip with a fellow member to Lexington, Kentucky from Detroit showed Jerry's appreciation of fellow members and the distance he would travel to build a little more brotherhood. It will be hard to believe when we gather at future meets, that one person we always looked for and expected to see - Jerry Tacoma will not be there.

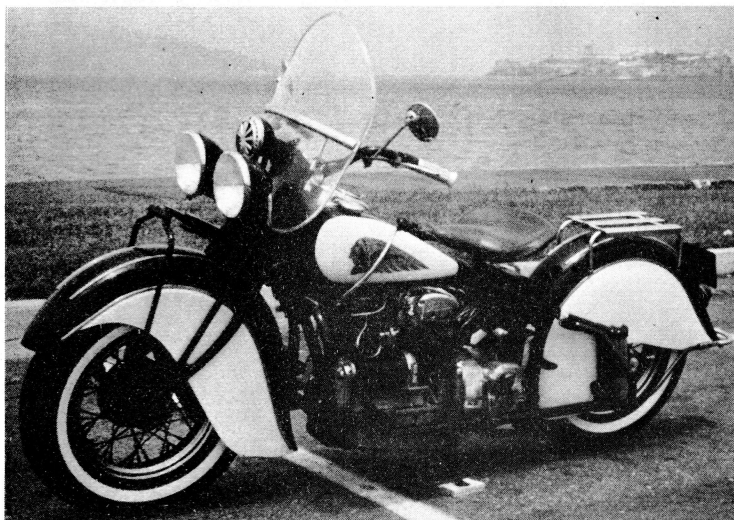
Editor

Get a firm grip on your seat men - we now have the first woman member of the Indian Four Cylinder Club. She is Beverly Ferreira of Sanfrancisco, California and owns a 1942 Indian four, number DDB-173.

Thought you had an exclusive men's club, not so any longer. In fact, nowhere in the Constitution or by-laws does it state that the Indian Four Club is exclusively for men. Beverly, we welcome you to the membership of the Indian Four Club which, up to now, has been all men, but you have the distinction of being the first woman member. There has been some encouragement a time or too for several women who could have very easily gotten title to a four to promote the legal document into their name, and send in their application for membership.

This probably brings up another question - what condition is her bike in? The photo at the right should answer this question for you. From the color photo she sent it is a beautiful black and white machine and in very good state of preservation. Beverly is also a collector of antique autos and motorcycles which includes this Indian four.

We will be patiently waiting till we get another picture of our first woman member and her bike.



Now those of you other gals that we spoke of who could very easily get the title of an Indian four in your name, and several of you who have put some milage on a four, start working on that title and brush up on that old gear shift four and send in those applications. They can't say no now.

Item of Interest

The following information should have possibly been included in our Ad Section but it also has information as a News item.

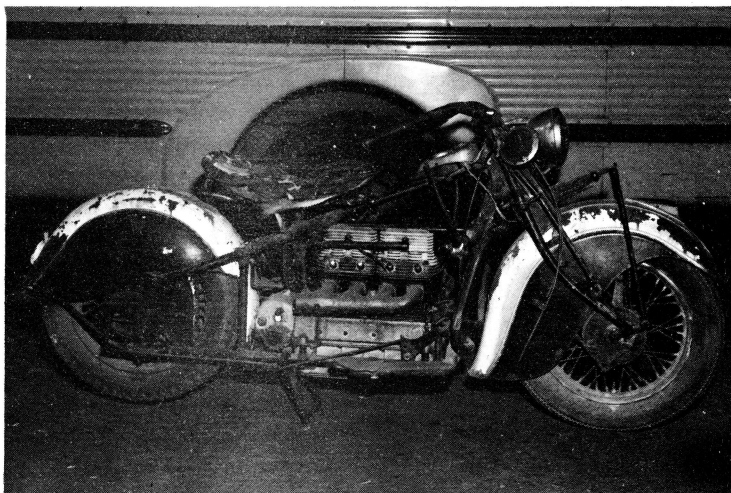
We received from Chuck Myles the following item and to our many members who have purchased parts from Chuck this information may come as a surprise.

Chuck states -

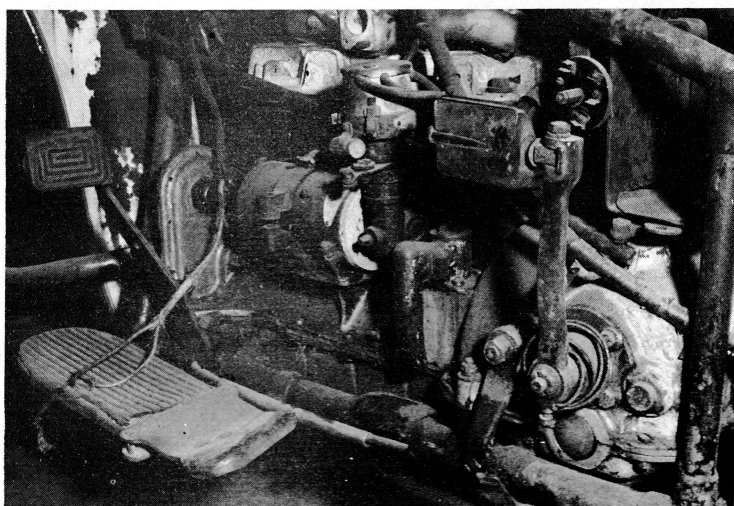
"We have sold our complete stock of new and used Indian four engine parts to Dr. Earl Chalfant, Brookville Penn., whose intent is the pursuit of Indian four cylinder perpetuation, whereas my intent is a more organized attempt to supply parts and services to owners of the twin machines. We do intend to carry a supply of overhaul manuals and Indian Riders Instruction Books for every year, as well as accessiry parts which are interchangable on fours and twins."

Chuck Myles, Sloansville, New York

We are sure that you will find Earl Chalfant just as helpful in securing parts as you have with chuck and, you will also find Earl very helpful on whatever problems you may have with your four.



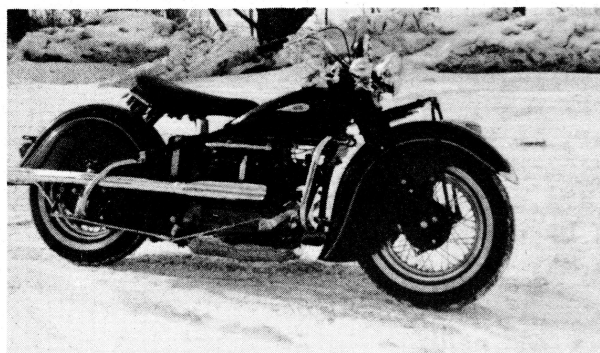
The top and bottom pictures to the left were in color but for reprinting here we had to print them black and white. However, black and white doesn't tell the story of the shape of this machine from wear and terrible neglect. Like most machines left to such fate, there has to be a dedicated individual with a little imagination of what this bike will look like restored. Therefore, he took pains to get a real good color shot before he began to restore it to compare it with a picture when its restored.

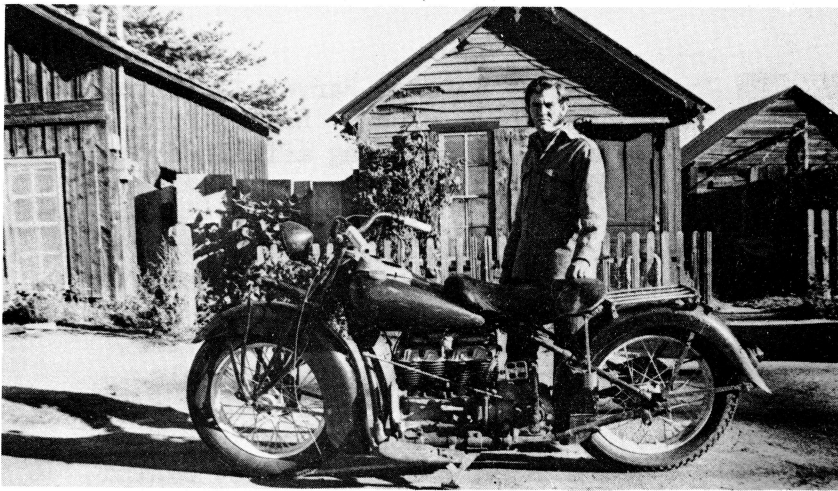


We thought both photographs were so clear and sharp and detailed, that the close-up of the motor rated front cover news. The bike is owned by John R. Hedderly of Portland, Oregon. He states that the inside of the transmission is in as bad of shape ~~or~~ worse than the outside. We appreciate such fine photography although we are sorry that we could not print in natural color. Our thanks to Mr. Hedderly for the pictures and give him front page honor for sending these 5 X 7 pictures. We usually like to print a picture of a good looking restoration but even a good restoration sometimes has to start with a dreadful looking case such as this.

The bike in the picture to the right is owned by John Sholtens of Michigan and is one of those black and chrome beauties. Although the picture was in color, an all black machine looks good either way.

We would like for one of our Indian Experts to tell us if an all black machine was one of Indian's original color schemes.

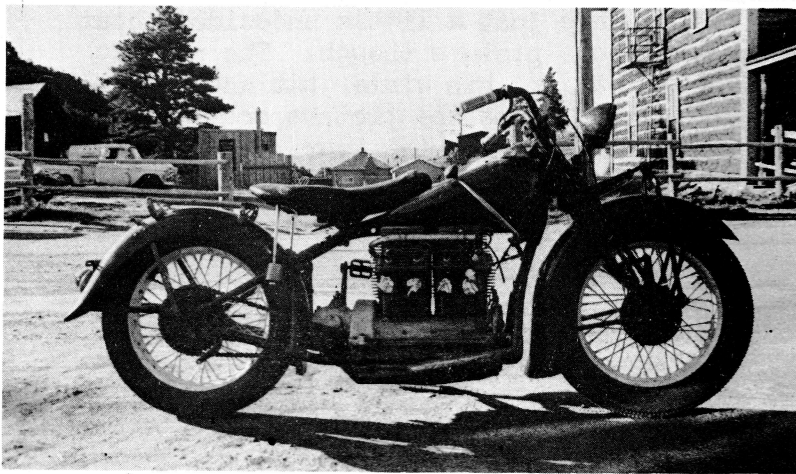




Two nice shots in black and white of a bike owned by Richard Greco of Gold Hill, Colorado. The rustic background makes the Four stand out even more even though these pictures were not in color.

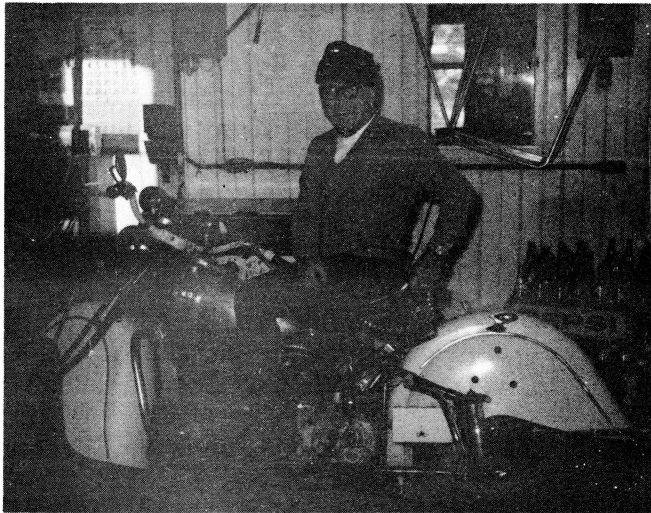
The bike likes it will soon be in real service for it appears mostly in tact except for the exhaust manifold. Each cylinder is plugged off.

We're sure that once Mr. Greco gets it completed, he will give it a real workout. And to that statement we might add - that's what the Indian four was built for. We would like to hear from him when he does get it all-together and some of his riding experiences.



The bike in the picture at the right is a delight to look at for the original photo shows it as a yellow orange and lots of chrome. It was restored by the owner, Clifford Oglesby of Warren, Michigan and a very beautiful job on the finish. It looks too nice even to take out for a spin or a long ride for any amount of travel on the roads will cover it with road film and dust. However, there has to be some sacrifice to enjoy cycling especially on such a yellow-orange beauty as this. Once out on the road the rider becomes the envy of a lot of other guys such a beauty. Our thanks to Cliff for the photo.

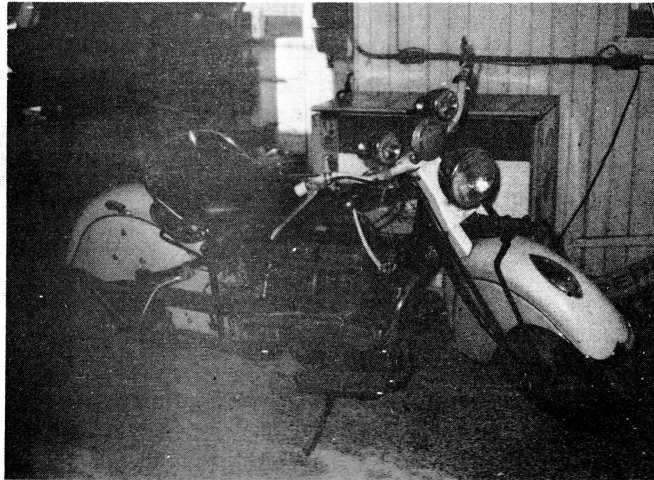




Two photos of Raymond Harvery's white, black, and chrome four. Ray is from Davenport, Iowa and long affiliated with the Indian Four Club.

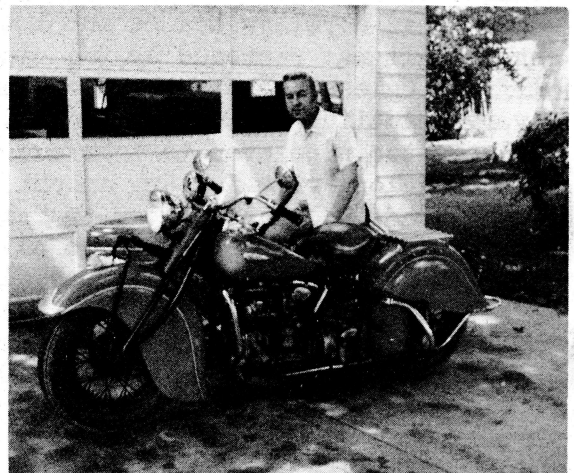
The two pictures at the left were in color and when the bike was turned around and headed the other way, a beautiful red muffler came into view. This matched up with the red wheels.

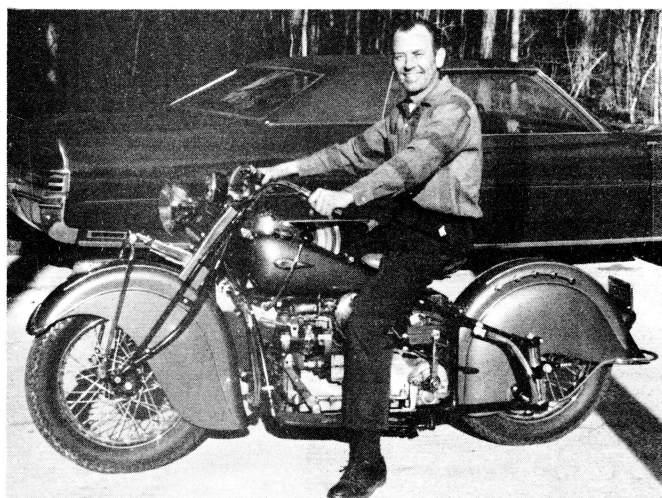
To bring a little more color into the picture a Pepsi machine is just behind the bike and of course they are red, white and blue.



We are just a little undecided about the one picture though. The profile of Ray and his winter hat and his smile either helps the picture or takes something from the four. We'll let you decide. Ray won't mind a few letter of criticism or praise.

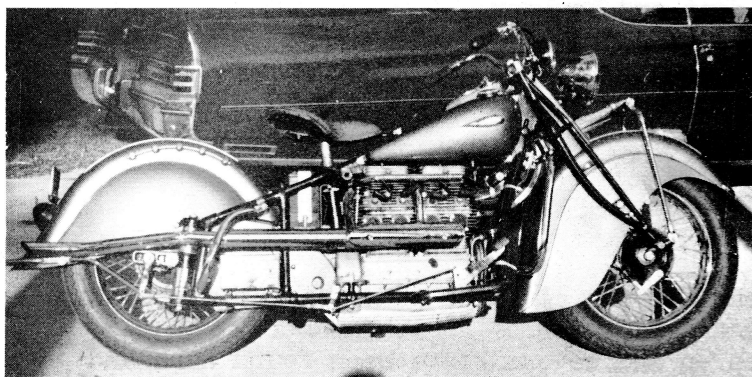
The picture to the right is a very beautiful light blue, both machine and side car. This owner also trying to maintain originality passed up any striping or dual colors to keep her original. We are at a loss for the name of the individual that owns this machine, for in the material given to me by the president we failed to note on the back of the picture who the owner was. If he will contact me I will gladly make note of it in the next issue.





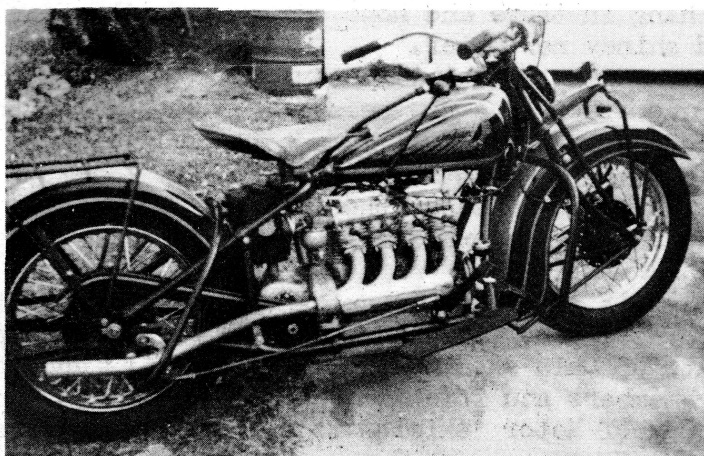
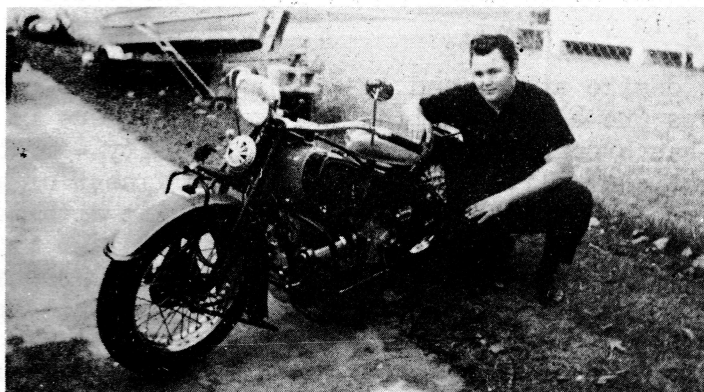
Marlen E. Baerenwald of Jonesboro, Georgia, sent in these beautiful color shots of his blue four. The bike is all blue with black frame or strictly original in color.

A cycle such as this would be the pride of any owner to show such a beautiful bike and I am sure that Marlen loves to do just that. Top picture is Marlen and his four and the bottom view the other side of the bike. Both photos show a very clean machine almost like she came from the factory.



Two photos of a machine belonging to Gerald Neighbors of Westmonroe, Louisiana, and here we might add, an exceptionally fine looking four. The color photo shows a lot of time was spent on stripping and the two tone finish to achieve an extremely nice color contrast plus plenty of chrome.

The Indian company may have produced all reds, blues, or whatever, but we're sure they never produced a finish any nicer than what Gerald has on his bike in its two-tone color combination. India was known the world over for its shiney red bikes, but some of the owners of restored bikes like this one can stand right up front and be proud of their bikes too.





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

President's Page

Dear Friends, Members and Subscribers

We have just finished a good year for our club and added to our membership a considerable number of new members and renewals of former members. The search for Indian Fours continues on and several have been found here and there. By coincidence, many of these individuals who find them hear about our club and what it is doing in the way of parts and help for the members, and make contact to join the club.

The desire and demand is continuing to grow for all models of the old Indians and it gives one a good feeling to know that there is such great interest in the old bikes. It has brought about another possibility - that the old Indian Plant in Springfield might come alive again building the finest of all motorcycles. We are all aware that a new model of the chief has been built with many new innovations, and we hope that it is not long before we see those new Indians in the show rooms and on the highways. We realize however, that it takes time, personel, and a huge investment of money and machinery to get a factory, new or old, into operation.

A promise was made to have one of the new models on display at Daytona, Florida and, one was promised to be brought to the Indian Four Rally at our August meet. So hang in there and hope that Mr. Manthos can be at the August meet with a bright and shiney new Chief.

We are starting a new season and lots of new things are in store for us as well as some changes that will be announced later when details can be worked out.

The Club has added another year of safe riding to its record. We have received our club awards and our safety awards from A M A for the year ending 1972.

A plan is in effect to get Antique License plates in the State of Ohio for our machines. The State of Pennsylvania has such plates and there is no reason why the State of Ohio shouldn't have. To help us accomplish this plan we need the help of our members and friends to write your State senator and representative and the Bureau of Motor Vehicles to convince those concerned that the Anitque Motorcycles

are just as eligible for a license denoting that it is 25 or more years old just as the license issued for antique cars. Your main reasons for writing should be that these old bikes are seen in parades, put in sports and automobile shows, and rode many many miles on the highways.

We mentioned that some changes are to be made for the club. A discussion will be held durin the business meeting of the June 10 meet. Decisions must be made at this meeting therefore we urge all members to attend. We usually cooperate with the members of the All American Indian Club who hold their meeting on Saturday June 9 and our meeting on Sunday June 10.

We are very sorry to hear of the untimely death of one of our former members, Jerry Tacoma of Livonia, Michigan who died the first week of April. We never know just when things such as this will happen to any one of us.

A final request - the no fault insurance bill that has been before the State legislature will include motorcycles. A reminder, that such insurance will also increase the rates on our older bikes. Again we ask you to write your State Senator or Representative in Columbus to vote against the No Fault Insurance Bill.

Have a Safe and Happy riding season, and we hope to see you at the June and August meets of this year.

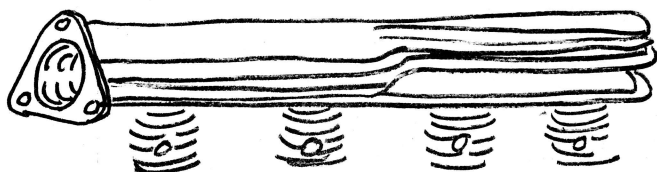
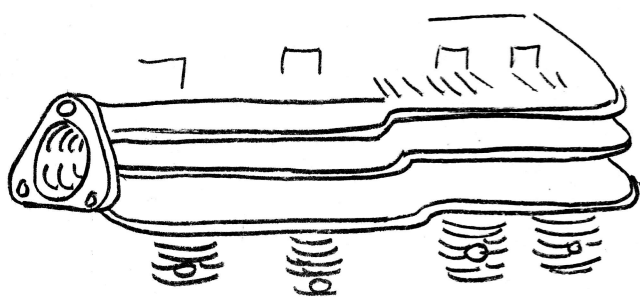
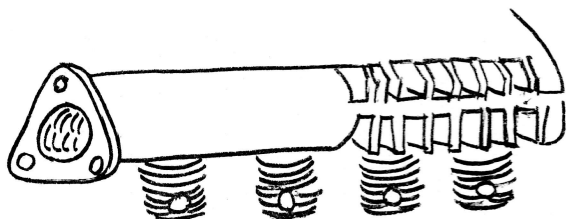
John E. Wickham
President

From A Member

We received a very interesting letter from Mr. Jim Boucher of Hapeville, Georgia in which he sent a sheet of drawings to explain the part which he needs for his 1934 four. Jim very carefully sketched the intake manifolds that were used on the fours from 1928 thru 1935, when the carburetor was at the end of the manifold, under the seat. Although Jim's drawings were intended for the Ad section we thought his drawings and request could be reproduced and be of help to some other owner needing a similar part.

The three intake manifold drawings that Jim sent show three different designs and pose a real question on their designs. The method of finning is quite different so we direct our questions to our engineers. Was the designs essential for better cooling to disipate heat or to pick up heat to help the atomized gasoline from the carburetor to turn to a gas quicker for injection into the cylinders. Another question - most bikes today put the exhaust pipes in front of the engine for the best cooling, if the intake drawings shown below were finned for better heat pickup, the cooling effect would be far greater at the front than at the side or the rear.

On later model fours the carburetor was moved to the opposite side of the motor and under the gas tank. Intake of the atomized gasoline was directly over the cylinder heads, however, this change did not produce all the heat needed to vaporize the gasoline to a gas and heat riser tubes were designed to pick up heat from the exhaust manifold and conduct it to the intake manifold. These tubes were kept away from the front end where the blast of air would hit them, but instead were placed at the rear of the cylinders to conduct needed heat better.



We copied the hand drawings that Jim sent to us and we have probably confused the readers even more with our crude drawings.

If anyone has some better pictures of these particular parts we would be glad to reprint them to give a clearer picture of what Jim is talking about.

Some of our older members have no doubt seen many of these parts and don't even need a picture to help them identify the different models, but, some of the younger members and Four owners need some assistance simply because many of these parts are strange to them.

Editor

Many of our readers will remember the story we printed on the ice sled and the mysterious little motor that once powered a motorcycle and drifted from owner to owner. The motor was a Militaire Auto Cycle Motor that originated in the Buffalo New York area in a cycle and later was built into a very fast little ice sled. In the conversion a special made bell was put on the back of the engine to make a bearing for a propeller. The ice sled preformed for several years on a small lake near Buffalo and was finally sold to a person in Cleveland. Here it was when put to a real test of speed, that the sled was wrecked and the motor sold to a new owner. It drifted all the way to Michigan and for several years at a couple of airports until an individual bought it to restore it in a a cycle, but the probability seemed to fade as the motor was identified to be from a Militaire Autocycle, and the company long since had ceased business operations right across the street from the Indian Motorcycle Company in Springfield, Mass.

We are positive that this is not the only motorcycle motor or wheels that wound up as the drive for an ice sled and to prove the point we have printed below a picture of another home-made sled powered by a twin cylinder engine and the rear wheel of a cycle with a Goodrich Black Tred Motorcycle Tire.

It might be a good point of agrument to prove which is the safest type of ice sled - the one like pictured below or the propeller driven type. There was a certain risk with an unprotected propeller yet there was no driving wheel on the ice such as the wheel driven sled which would cut into the ice in fast excelleration. Many sleds were wind driven and are still a favorite sport today.

The Goodrich



Skimming the Ice on a Motorcycle Sled

A Rare Buy

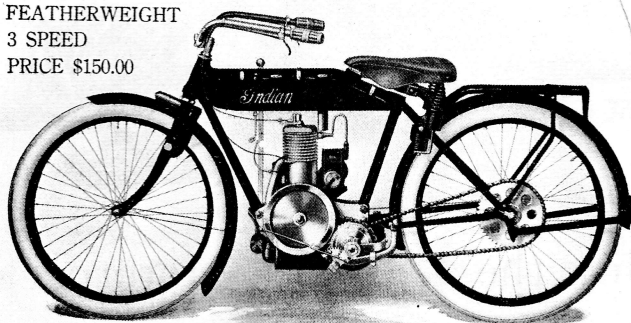
The Antique Motorcycle Magazine (Winter Issue 1972) reprinted some very fine pictures of the old Indians and cut-a-way views of transmissions, motors, plus other particular parts that were used in advertizing materials during Indian's sales years.

One of the very beautiful reproductions is of the model K Featherweight 3 speed Indian Single as the ad calls it, and the detail is exceptional. These reprints, without a doubt, were processed from the original artwork and printed by a modern offset press. Printing today, is quite far removed from that of 30 to 50 years ago. One facet of the printing industry alone is the paper used for such reproduction, for the paper companys have gone all out to produce a really white paper. New inks, better copy negatives, aluminum printing plates and better presses, all go together to give the quality reproduction. Thus, the reprint of the Featherweight Model K is exceptional. Our thanks to Antique Motorcycle Magazine, and the editor Earl Chalfant for permitting us to reprint this picture in the Indian Four News.

With all that said we now get down to why we reprinted this picture. We are not sure what year this Model K is but one of our members has acquired one of these bikes in very good condition. Mr. Paul Murray, our technical advisor of Temperance, Michigan now owns one of these rare beautys and we of course hope to see it at the next Annual meet of the Four Club. Along with his love for motorcycles and as a one time member of the famous Harley Racing Team, Paul likes those old automobiles just as well. On a visit to his well equipped shop a few years back, we had an opportunity to see a vary famous German built car which was owned once by a high German official, and Paul was restoring for another party. In that car was the longest power plant and transmission we had ever seen. It was an in-line 8 cylinder with transmission attached and was over 6 feet long. It was built entirely of aluminum, and what a beautiful job it was. To add to its beauty Paul had just completed an overhaul of the entire power plant and Paul not only restores those engines and transmissions to a sound working condition but also to a clean shining beauty like she was when she left the factory.

We know the Model K Featherweight will also have that Murray touch and I am sure the rest of our readers will want to see it first hand when he brings it to the August meet.

MODEL K
FEATHERWEIGHT
3 SPEED
PRICE \$150.00



To Springfield for Indian Come Home Day

Although we devoted considerable space in the last issue to "Indian Come Day" at Springfield, Massachusetts, the Home of "Indian", we did receive a writeup by one of our members and some pictures they took of the old Indian factory.

Mr. and Mrs. Fred Provin of Heath, Ohio attended the great occasion in Springfield last summer and Mrs. Provin wrote her account of their trip to Springfield and return for the benefit of the Indian Four News.

Our Trip To Springfield, Mass. Meet

When Fred received the flyer about the meet, he looked up an Indian factory rider by the name of Jim Davis and asked him if he would like to go to the meet. So Jim and his wife and Fred and I took off for Springfield and arrived there Friday night. Some riders were already at the motel having arrived earlier. On Saturday Fred and Jim went to call on an old engineer that worked for the Indian Company by the name of Louie Albros. The three had a very nice long visit. Mrs. Davis and I are used are used to such visits when old Indian lovers get together and begin to recall the past.

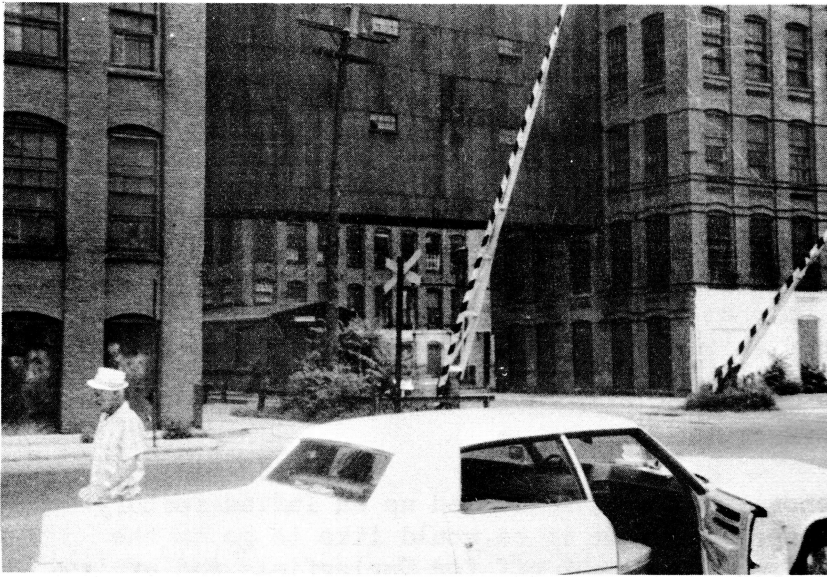
At the motel we met Mr. and Mrs. Sylvester Price of Milan, Michigan, Paul Pierce of Oxford, Michigan and several people who flew in from other places. Sunday, the big day, over 300 Indian cycles were on display in the Armory and I thought about Four Club President John Wickham how he wished he could have come along to enjoy the first Indian Come Home Rally at the old factory. Jim Davis met a lot of fellows from the factory who he had not seen for years - Red Armstrong - Fritz Bear - Jules Hochy - Freddie March and Teddy Edwards.

Sunday evening was the big banquet, and although it was extremely hot that night everyone enjoyed it. The speakers were Jim Davis and Sam Pierce who talked about building a new Indian. There were several other speakers for this banquet of over 400 in attendance.

After the festivities we left for our return trip on Monday A M, heading for Rochester, New York, then on to Niagara Falls and finally back in to Ohio. It was a most enjoyable trip for all of us.

Mrs. Fred Provin





Three more views of the old Indian Factory buildings. We printed pictures similar to these in the previous issue but Fred Provin was kind enough to send these prints to us so we thought we should print his too. You may see several names of businesses along the street, but much of the massive old plant remains idle with no production of any sort going on. The new Chief being built is housed in the old original plant and will have to grow a lot to use all the old plant.



An Electric Start Chief 80

We printed a picture in the Annual Meet or August 1972 issue of the Indian Four News, of a Chief 80 owned by Jack Missler of Dundee, Michigan on which he had installed an electric starter. The bike was loaded on a trailer when we saw it but every time they hit the starter button, the motor started. It was positive and quick, it never failed once.

Since it was a home built, we thought that others might be interested for it is not made up of special castings or intricate machining to make its cost prohibitive. It will however, require a starter and for this Jack a Ford 12 volt and this should be easily secured. He very kindly sent us an explanation and drawings to give step by step how they did it and some changes that had to be made for the assembly to fit. The following is Jack's story of how its done - - -

First of all you remove the seat and then its best to remove the rear fender. You will be working close to the fender and may damage it. Then remove the battery and the generator as you will need all the space available in this area for the starter assembly you are installing. Now that these items have been removed, you need next to find a place to put them for they are a part of the electrical system that the bike still needs.

We decided to remove the coil on the ledge in front of the forward cylinder and mount the generator there. To do this however, we had to find some more space as the generator is too long. To gain additional space, it was necessary to remove the small section from the front on the right side of the motor base that has the crank case breather vent and where an extra gear is located to run the magneto equipped chiefs. If I wanted to put my Chief back to original I would have to install a new right hand base with this section on it. I didn't want to remove it for it is necessary should I install an magneto, by I had a decision had to be made and I removed it by sawing it off. After sawing, I made absolutely sure that the area was cleaned internally for any metal dust could be damaging to the timing gears.

Since this removal exposed the internal part of the timing gears it was necessary to enclose it and for this we made an L shaped plate just long and wide enough to cover the opening. We drilled and tapped two holes in the right side of the timing case cover, cut a gasket to fit the L shaped plate to keep out dirt and seal off the hole. Before putting on the plate an air vent has to be put in it to allow the escape of pressure built up in the crank case. We drilled a hole in the plate and installed a breather pipe with two sheet metal screws. We cut the original tubing off to about two inches long and installed a small hose, running it under the oil pump where the original tubing was held. With this vent installed you can now install the generator in front of the forward cylinder.

Using the original generator clamp, minus the hold on cap. This cap held the generator clamp to the frame. Set the clamp with the generator removed, on the small ledge and positioned as close to the left side of the engine as needed. Mark the four holes for location on the base and drill these holes a little larger than the original holes. If possible they should be drilled a little oblong so the clamp can be moved on the base and allow a little adjustment. This small amount of adjustment gives enough to allow tightening of the generator belt. You will now need a longer generator belt and here I suggest that you use a piece of small rope or heavy string and wrap it around the generator pulley and drive pulley above the clutch lever to find the needed length. Mine used Part No. 41400.

With belt installed, line up the two pulleys so belt runs straight. Tighten clamp to generator and clamp to base securely, but first make sure belt is tight enough. Once this change has been made and all parts secure, you are now ready to install your electric starter, and you begin by removing chain guard, kick starter lever

ratchet, and starter gear from drive side of transmission. You are now ready to home make your electric starter drive. I will not elaborate right at this point a list of items you will have to purchase or secure, but will give them as we progress in building up this drive assembly. First you will need an electric automobile starter. I used a Ford 12 volt although you may use a 6 volt starter, which ever you prefer. Remove the Bendix from the starter, then bend the edges down on the battery plate and position the starter on this plate.

To transmit power from the starter to the shaft where you removed the starter gear, you will need to set up an assembly of gears and chains to turn over the starting shaft for starting the motor. First some steel plating to make a bearing mounting and a 5/8 inch steel shaft about 8 inches long, threaded on both ends. This shaft is to be a jack shaft for two sprockets. The steel plating should be 1/4 inch thick.

You will need two thirteen tooth sprockets, parts number B35-13 and two sprockets, one eight inches in diameter and the other seven and a half inches in diameter. One of the thirteen tooth sprockets is placed on the starter shaft next to the starter. The other thirteen tooth sprocket is attached to the seven and one half inch sprocket with a two and one eighth inch spacer between the sprockets. The large sprocket will be placed next to the frame in the assembly while the thirteen tooth sprocket is to the outside. Both sprockets are welded to the spacer.

The other eight inch sprocket is welded to the ratchet on the counter side of the transmission. The regular teeth of the ratchet are machined off and the center of the sprocket is cut out the same diameter as the ratchet after the teeth are cut off. The eight inch sprocket is placed over the ratchet and welded in place. Be careful in welding this sprocket to prevent the sprocket from warping.

You are now ready to make the mounting for the jackshaft. Cut from the quarter inch plate the end mounting for the jack shaft according to the drawing shown for this plate. It is mounted on the seat post tubing behind the transmission with two small U-bolts. The other plate is an anchor for the bearing plate and is placed on the cycle frame just in front of the rear fender between the fender and the seat post. This plate is held in place by four U-bolts, the same kind used to hold the original overload seat spring in place on the frame. U-bolts are the strap on type but should be flattened where they go around the tubing to give a better fit.

This plate is just above the plate holding the jack-shaft and is anchored to this plate by the two small right angle brackets. This anchor plate prevents the jack-shaft plate from twisting around on the seat post frame tube. The next mounting needed is made from piece of steel one quarter of an inch thick, one and one half inches wide and seventeen inches long. This plate or brace extends from the bottom of cycle frame tubing to the top of the plate bolted to the frame behind the seat post. This brace also helps keep the jack shaft from being twisted forward when engine is being started and the torque would tend to twist the jack shaft.

The starter is held in place on the battery plate by two hand made U-bolts the width of the starter. Four holes for the U-bolts are drilled in the battery plate and frame cross member as needed. Two pieces of flat metal will be needed and two holes drilled in each piece to put on U-bolts under cycle frame to bolt starter firmly to the battery plate.

The steel brace that holds the outer edge of the jack shaft is mounted where the original kick starter lever stop was located. This brace is bolted to the frame by two small bolts that turn right in the frame where original bolts were to hold the kick starter lever stop. I installed the solenoid for the starter and a push button to start cycle. You can also install a neutral switch if you wish. I did not feel that it was necessary although it would make your cycle safer.

Last but not least, we removed the coil to re-locate the generator and now it is necessary to re-locate the coil. I place the coil just behind the generator drive pulley above the transmission cover. I used a large diameter hose clamp of stainless steel, and clamped the coil to the frame section that the seat post is in. I mounted the coil and solenoid for the starter on the left side of the cycle.

It all may sound home-made but it works very well. You may find a shorter generator that it would not be necessary to cut away a section of the base. Some new generators on riding lawn mowers or garden tractors, or even some of the foreign compact cars might work just as well and small enough that no altering the motor is necessary.

We are presently installing an electric in my fathers Chief and for this job we are trying to locate a starter-generator combination. Some of you may look over our design and come up with something even better and possibly more simplified. I am sure that it will have to follow a certain pattern though, and that of gearing down from the motor to the starter to provide ample power to start the high compression Chief motor. If you do come up with something different, even a production unit that would fit easily on other bikes with little or no special machining at all, I would be glad to hear from you and see your idea.

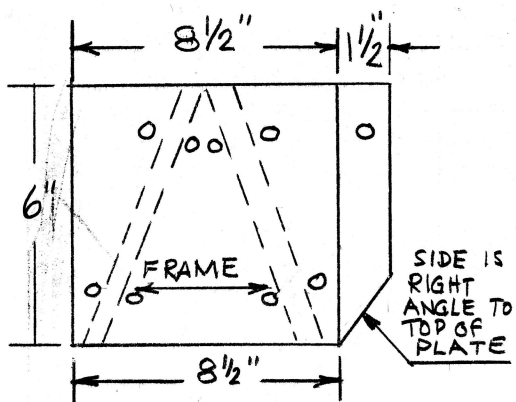
Any questions on my idea please write Jack Missler, 14275 S. Custer Rd., Dundee, Michigan 48131, or call 1-313-529-2893.

Jack Missler.

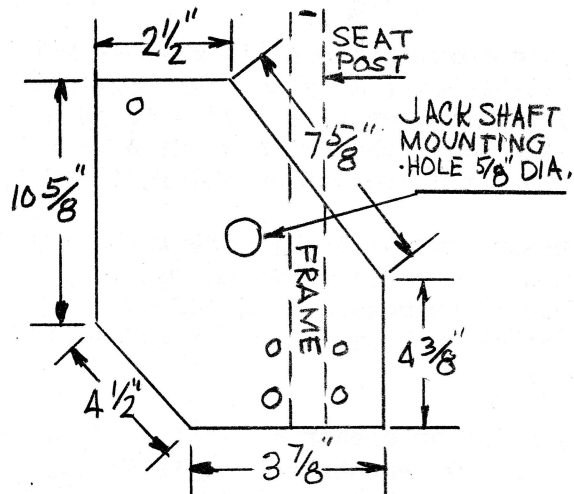
We can repeat our opening statement at the beginning of this article by Jack, that this electric start worked to perfection and very quick and positive. One factor about this electric start is the 12 volt starter, which is less noisy than the 6 volt system. It is faster and has more wallop to turn the twin over. If that isn't big enough and some of you are familiar with many aircraft motors and generators, the electrical systems on most aircraft is 24 volts and this is ultra quiet cranking with plenty of power left for even twin ignition. We also refer back to our August 72 issue to state that Jack is a paraplegic and is in a wheel chair most of the time, so an electric start was almost necessary for him to be able to ride his chief without the help of someone else always on hand to start it.

If you know of anyone who has such a handicap or other physical handicap that prevents them from engaging in such a hobby, tell them to write to Jack for he loves to talk to others and encourage them to get interested in some hobby that really makes him dig and overcome his handicap. Jack also had a very beautiful Indian four with a side car attached, the same as his chief. He completely restored the four and the chief and refinished the bikes. He has rode his four at the Indian Four meets several times but it did not have the electric start. This might be a project for some of our technical experts, to come up with an electric starter for any model four. One of the problems that our president had was starting his four. He could still ride it for it rides easy, but having enough beef to kick the starter pedal is a task for him so he bought a lighter and smaller bike with an electric starter.

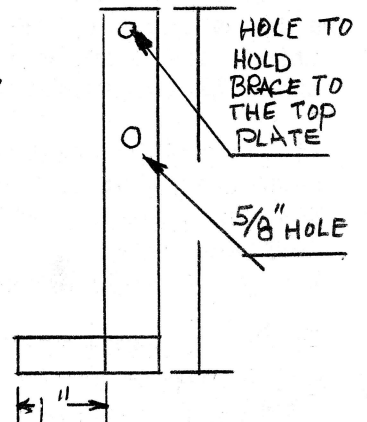
On the next page we show drawings of the parts necessary to make to install the electric starter assembly on a chief.



Steel plate that rests on top of frame behind seat post.

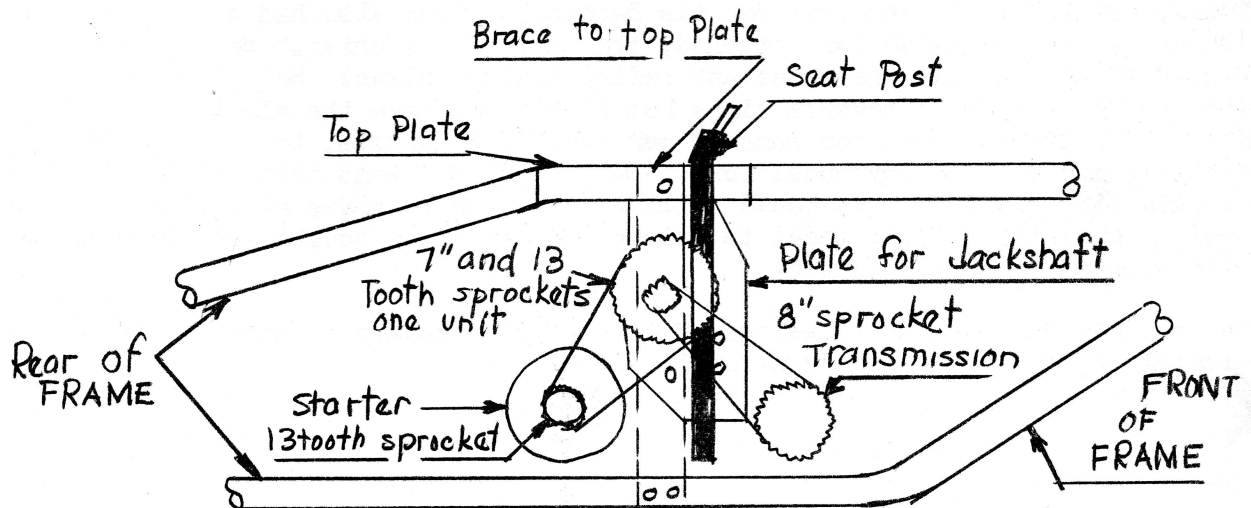
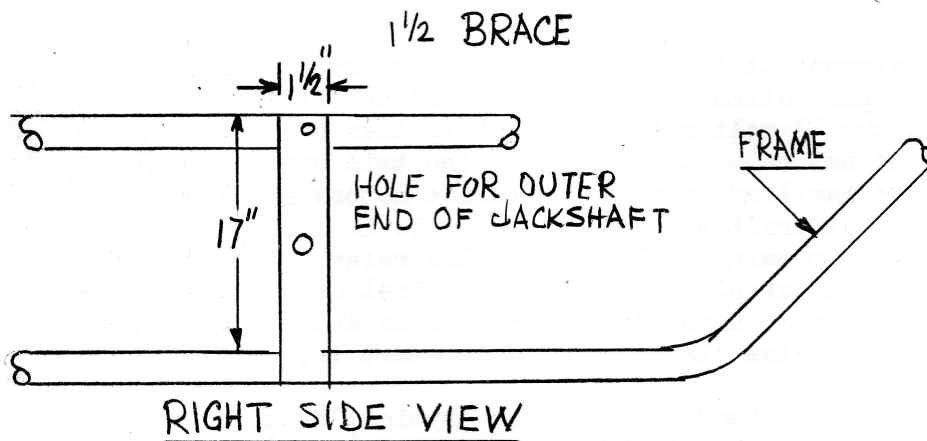


steel plate to hold Jack-shaft with double sprockets mounted on frame post that holds spring seat post.



Steel brace to hold outer end of Jack-shaft. Made of 1/4" steel plate.

PARTS AND ASSEMBLY FOR ELECTRIC STARTER



Indian's Little Shock Absorber

We printed a article in the Spring Issue, 1972, Indian Four News, titled "Indian Diversifies", which told of the Indian Motorcycle Company attempting to use their vast manufacturing facilities to produce a needed accessory for the automobile around the late '20s or early '30s. A man in Ohio invented a shock absorber that could be installed on any make of automobile. A good, shock had not been designed by the auto engineers by that date and inventors were getting patents on various accessories for on the automobile. This particular shock attracted the attention of one of Indian's energetic presidents who felt that all that vast manufacturing empire could surely be used for other things that would make the company a million.

So, he first formed a company to build the shock and took it to Indian for manufacturing. A considerable investment of time and money went into the product and since he also planned to market it out through the Indian Dealers, it required some special tools but above all a special demonstration devise that would prove to the costumer that it really worked. Production on motorcycles was to continue on as usual but the new shock absoeber item was so insignificant that it would in no way interfere with motorcycle production.

The only real involvement would have been the dealers whose job it was to install them on the cars. By our handling methods today, each dealer would have had to install either a car lift to get the car in the air to work underneath it, or, dig a pit to drive the car over. They could be installed by using a creeper under the car and from the looks of the item and Indian's advertizing the later method of installation was suggested. Some of the shocks were sold and the demonstration model put out to the dealers, but all was short lived.

Barry Stelford, who origionally sent us pictures of the demonstration model, sent us recently a picture of one of the shocks. We mentioned at the time of the other printing that the demonstration model was a good salesman for a press down of the lever and the shock responded perfectly. But, what would this little cast iron piece do under the real road test and load of the car.

Whether the real thing put a halt to the production we do not know, but this first of several diversified ventures by Indian was stopped almost as quickly as it was started. The bug had bitten this president though and before long he had other things being made to try and capture some of that huge buying public and some of its money resources. Of course behind it all was a fabulous manufacturing plant that he believed could make other things and not interupt the manufacture of motorcycles. Unfortunately, even the other diversified attempts did no better than the little tear drop shock and profits taken from the manufacture of motorcycles put the bite on Indian that total recovery was actually achieved and in the early '50s showed signs of going out of business. Our thanks to Barry Stelford of Terre Haute, Indiana for this picture of the shock.



A Yarn About Ole John

In 1895 (BHI), (before Hendee Indian), Ole John had a horse, yes indeed a very fine horse, but an inquisitive horse that Ole John called "Chief". And for this very fine horse he also had a very beautiful bright red buggy with a tan top, a black patent leather dash board, and miles of gold outlines.

When Ole John was courting his wife he used "Chief" to pull the red buggy to take his young lady out on dates. We said that Chief was a very inquisitive horse and when Ole John was out on a date with his young lady, Chief had an inquisitive tendency to occasionally look back over his left shoulder to see what was going on in the red buggy. Noosey we might say. This being a long and worthy courtship, Old John noticed when he walked the horse to hitch up, that Chief's head tended to lean to the right. Ole John soon realized that this looking around to see what was going on in the buggy was a bad habit Chief had picked up had caused a strain on the horse's neck and caused it to pull to the right when he was walking.

Ole John immediately decided to take him to the vet for examination, and on this examination the vet came to the same conclusion that his watching back to see what was going on in the buggy was weakening the muscles on the right side of his neck. Being a large animal no form of cast or steel brace would work successfully to keep the head forward to allow the muscles of the right side to strengthen, but Ole John wanted to know what he should do to correct the situation.

The vet decided that it was purely a problem of counterbalancing the neck so it wouldn't lean to the right. He struck upon the idea that if Ole John would put some lead in the horse's left ear this would counterbalance his head hold it straight. At that time Ole John was employed by a growing factory in a growing town as a machinest and a mechanic. Ole John knew from experience that it would be impossible, and for sure very painful to put the lead counterbalance in Chief's left ear by melting it and pouring it in, yet the horse had strained muscles and was unable to hold his head erect. After some moments of deliberation and looking at his prize horse with his head leaning to one side, Ole John asked the Vet, "just how would you suggest I put the lead in his left ear", and the Vet replied, "with a 45'.

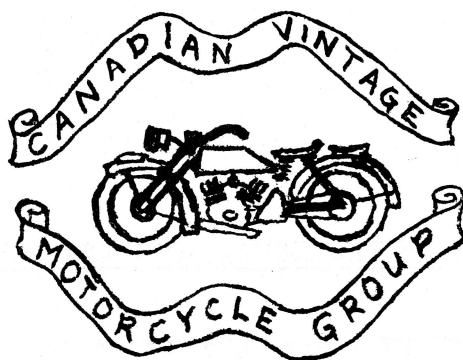
The moral of this yarn is - never no anything behind a horse to cause him to get a habit so bad that you have to shoot him.

Thanks to one of our humerous readers for this good story.

A Rolls-Royce for a 1927 Indian

Ed Morrison of Whiting, Indiana sent us the following story taken from the TIMES newspaper of Whiting.

"Bethlehem Pa. (UPI) For 43 years, Robert "little Guy" Miller rode to work at the Bethlehem Steel Co Plant on a battered, 1927 Indian Motorcycle. The 63 year old electrician retired Wednesday - but his family and friends made sure he rode out in style. When Miller dressed in his work clothes and wearing his felt hat, stepped out of his home to go to work, a sleek black and gray Rolls-Royce was waiting for him. "Good morning, sir," said a chauffer as he opened the door, "your car is here." Miller was so surprised he nearly forgot his lunch - two Jelly sandwiches packed in a brown paper bag by his wife Anna. "Boy, the gib guys are going to wonder about this," was all he could tell his surprised co-workers when the car pulled up at the gate of the plant. But it was his faithful old Indian that got him to work for 43 years. The article doesn't say what model Indian it was. Thanks to Ed for sending it in for the Four News.



507 Lolita Gdns.,
Mississauga, Ont.,
CANADA

Dear Fellow Enthusiast:

On July 21st and 22nd 1973, The Canadian Vintage Motorcycle Group and the Ontario Section of the Vincent Owners Club are co-hosting an International Vintage Motorcycle Rally at Welland, Ontario.

Welland is located just 10 miles from Niagara Falls and the U.S. border.

The Welland County Motorcycle Club who are letting us use their grounds, have a race track, grandstand, clubhouse and lots of room for off the road riding, as well as camping.

Although we have a modest entry fee to defray expenses, both host clubs are non-profit organizations and the profits (if any) will be used to further the interests of vintage motorcycling in Canada.

As numbers may have to be limited, we would appreciate your early reply, if you plan to attend.

Bring your extra goodies for the Flea Market, as well as your old bikes. Trophies will be awarded and a souvenir plaque for each machine entered. Plans also include a two wheeled tour of the Niagara area.

Please return the following, with \$5.00 cheque or money order, payable to the Canadian Vintage Motorcycle Group, for each machine entered to:

Pete Gagan,
507 Lolita Gdns.,
Mississauga, Ont.,
CANADA

Further details will be sent to entrants:

Name.....

Address.....

I will be bringing my:

Make Year Model Displacement

I will be Camping ☐ Staying in motel ☐

I will be participating in Flea Market: Yes ☐ No ☐

2ND ANNUAL INDIAN COME HOME DAY RALLY

NEW BRITIAN, CONNECTICUT - Big Chief Billy Gere is sending up Smoke signals calling all "Indians" home for the second annual "INDIAN COME HOME DAY" rally slated for July 14th and 15th at the Westfield Fair Grounds in Westfield, Massachusetts.

Chief Gere promises heap big weekend for all Indian braves and squaws with a full schedule of activities on Saturday, July 14th topped off by a banquet that night at the Highpoint Motor Inn in Chicopee, Massachusetts and a full day of activities on Sunday, July 15th at the Federal Armory grounds on State Street in Springfield. The fun and games part includes riding the parade route through Springfield, displays and flea market on Armory grounds.

The Rally is being chaired by Bill Gere, (Bill Gere's Mobil Station), 281 Broad Street, New Britian, Connecticut is an attempt to gather all Indian motorcycle owners and riders for two days of fun and frolic and, also, to perpetuate the Indian as the great motorcycle that it still is today even though production ceased in 1953.

For camper reservations and reservations for the banquet; also, any further information please contact:

Bill Gere's Mobil
281 Broad Street
New Britian, Conn. 06053
Telephone (203) 225-9070

For those members who did not have the chance to go to Springfield, Mass. for the first Indian Come Home Rally, and see the famous plant where the best of all motorcycles were built, here's a chance to make plans for a trip there this summer. Editor

Coming Soon

Although the Indian Four Club is a club for owners of four cylinder motorcycles, many of the members own Chiefs and Scouts, and have just as much interest in the other bikes as they do their fours.

The story about a chief in process of being restored and I am sure the following information will be of tremendous interest to the members and friends. We will withhold the individuals name and address till we are ready to print a picture of this particular chief, but we'll give here some of the details which should explain why we are making and advance announcement.

The prime objective of this individual is to restore this chief to the finest restoration possible. From all indications the objective goes even farther than the finest restoration - the ultimate goal is - better than factory original. To accomplish this meant doing just as the factory would do - build a machine from new parts, only our friend wanted parts that were of better materials than the Indian Company had access to in its purchase of metals or sub-contracted parts. Such materials as stainless steel, harder bearing metals and metal inspection by X-ray and Magni-flux.

So the process in reverse of building a machine had to begin, that of dis-assembly to reduce a well worn motorcycle down to a pile of nuts, bolts, gears, lock washers, fenders, pistons etc.. Every part was thoroughly cleaned and noted of its place in the finished machine. Old finish was removed to bare metal and old chrome or nickle plating buffed down to bare metal. Parts such as the connecting rods and pistons were checked for cracks and any internal breaks and none were found. A cleaning process was used on inside and outside ares of the transmission case which cleaned away corrosion and dirt but did not remove any metal.

After the cleaning process and all parts were ready for either replacement or new finish, work was started on the frame refinishing, the fenders and other metal parts finished with painted surfaces. A lot of chrome was decided on and parts were sent to the plater who gave a guaranteed finish. Many parts exposed to the weather that would surely begin to rust when protective coatings wear away, were remade from stainless steel exactly like the original. Some of these were even chromed. Some new gears were put in the transmission in assembly, but in the assembly of the pin and the flywheels a special effort was put to work at this point. When we print the rest of our story or the complete details we'll detail out the special equipment he had to make in paralleling the flywheels. This one part of the motor assembly is extremely critical if the motor is to run in trouble free operation. We want to give this information for many of our readers who own chiefs or twin cylinder bikes, V - type, of how necessary it is that the fly-wheel be near perfect in parallel for smooth operation.

Presently the owner had quite a number of pieces chromed and will soon have his bike in better condition to photograph. We have given you this advance information for many will no doubt want to get in contact with him.

The Indian Company built a very fine machine but going to such extras and particular about the smallest detail, they would have been like the Rolls-Royce Company who didn't much care if they sold any automobiles like we do here in America, but no car gets out with even the slightest noise or vibration that would tend to destroy the company's reputation.

Well, enough said - be patient, the Chief will soon be ready for a picture.

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Clifford Oglesby 2096 12 Mile Rd Warren Mich 48091
Paul Pearce 639 Pontiac St Oxford Mich 48051
Andrew Pelc 16146 Eureka Southgate Mich 48051
Sylvester Price 319 S Main St Milan Mich 48160
Harold Randall 231 Hopkins St Battle Creek Mich 49017
Richard Rial 211 E Division Box 36 Sherwood Mich 49089
Joseph Romeo 916 Rose Dr Ann Arbor Mich 48103
John A Scholtens 3561 Knapp NE Grand Rapids Mich 49505

Gari M Stroh Jr 909 E Elizabeth St Detroit Mich 48226
Ed Wolski 16514 Toepfer Rd E Detroit Mich 48012

Trustee

George Young 20640 Midway Southfield Mich 48075
Robert Wallace 656 Lothrop Apt 10 Detroit Mich 48202

Subscriber

Minnesota

Jerry Strazberg 3220 Navarre Lane Wayzata Minn 55391
Maynard Whetstone 256 Bellevue St Winona Minn 55987
W M Weiczorek 111 Flanders Place St Paul Minn
Kenneth Trimbo Box 166 Henderson Minn 56040

Missouri

Louis Anderson Box 258 Mansfield Mo 65704
Alan D Hagaman Palmyra Mo

Nebraska

Howard P Wagner 4803 N 60th Omaha Neb 68104
R W Peterson Peterson Mfg Co DeWitt Neb 68341
Clifford Hurst 3201 Jackson St Bellevue Neb 68005
Dr Arthur R Croft 722 E Londondary Box 364 Oneil Neb 68763

Nevada

Orel Young 1813 Walnut Ave Las Vegas Nev 89101

New Hampshire

J Henry Izart 154 N Acres Rd Manchester New Hamp 03104
Fred S Tinkham Kendall Pond Rd W Windham New Hamp 03087

New Jersey

Walter Ahlers Main St Flanders N J 07836
Kenneth P Docrseln 303 Downer Ave Mantoloking N J 08611
Sunscriber
Jules W Frolick 1175 Goffle Rd Hawthorne N J 07506
Frank Krawica 300 Jeffries St Perth Amboy 08861
Richard P Newkirk 49W Millbrooke Ave Woodstown N J 08098

Joeseh Poinsette 916 Garden St Hoboken N J 07030
Leslie H Salisbury 306 Washington Place Englewood N J
07631

L E Schwoerer P O Box 189 Lebanon N J 08833
Stephen Sturm 5307 Browning Rd Pensauken N J 08109
John E Skaggs P O Box 267 Hainsport N J 08036
Bill Fainglass 6202 Washington Ave Morristown 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 Juillerat Box 920 Highland N Y 12528
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 Sloanville N Y 12160
George Pespas 501 Chestnut Lane East Meadow Long Island
N Y 11356

Ira Philbrick 406 Court St Little Valley N Y 14755
Gordon L Prosser R F D 1 Oswego N Y 13126 Subscriber
Emmanuel Sperazza 2339 129th St College Pt Long Island
N Y 11356

Virgil D Smith C/O Worthington Corp P O Box 69 Buffalo
N Y 141420

Frank Tygush RR 1 Box 78 Troy N Y 12180
Clinton Gates 6167 Country Club Rd Rt3 Gouverneur N Y
13642

North Carolina

Vernan Eanes Rt 5 Box 164L Salisbury N Car 28114

North Dakota

Gilbert E Horton Box 1351 Jamestown N Dak 58401

South Dakota

Fran Backer 2724 E 2724 St Sioux Falls S Dak 57103
E Mc Comish KOA Kampground Rt 3 Mitchell S Dak 57301

Ohio

Richard Adams 1117 Fehl Lane Cincinnati Ohio 45230
Casper Barnes (see Florida address)
Treasurer

Larry Barnes Box 24 Grand Rapids Ohio 43522
Robert Burge 7612 Erie St Sylvania Ohio
W B Cleveland MD 10300 Carnegie Ave Cleveland
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 Emblar 9523 Conklin Ave Blue Ash Cincinnati Ohio
J E Enck 185 Delaware St Lexington Ohio 44820
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 44310
Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio 45324
Lee Hauerman 839 S Blanchard St Findlay Ohio 45840

Subscriber

Steve Hess 33 Hall St Tiffin Ohio 44883 Sunscrber
Max Harry 834 Santa Cruz Dayton Ohio 45410
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 414 Main St Castalia Ohio 44824
Lew Maule 405 Kansas St Green Springs Ohio 44836
Ted Mc Gee 2009 5th St Sandusky Ohio 44870
Milton A Mehl 2641 Andrew Ave Hamilton Ohio 45015
C E Mornot 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 R F D Kenton Ohio

Clifford Spahn 327 Homer Marion Ohio 43302
Waldo Stevick 916 Dingledine Ave Lima Ohio
Percy Wallace 302 Petrie Atwater Ohio 44201
John E Wickham 751 Dayton Ave Findlay Ohio 45840
President

Leland E Scholl 184 N Center 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 Williams 1255 Grinder Rd NW Rt 1 Lancaster Ohio
43130

John Palmer 5968 319th St Toledo Ohio 451140

Oregon

Darrel Dixon 7435 SW 4th Ave Portland Oregon 97219

Jesse F Cox 8805 SE Monteray Ave Portland Oregon 97266

Errol L Eshaia 47590 Union St Oakridge Oregon 97463

Pennsylvania

Earl Chalfant RD 1 Brookville Penn 15825

Jesse L Clapsaddle Rfd 6 Herr's Ridge Rd Gettysburg Penn
17325

Vincent J Connelly 237 W County Rd Hatboro Penn 19040

Clayton H Derstler RD 1 Washington Boro Penn 17582

George B Fisher 1051 N Fifth St Reading Penn 19501

Frank George Jr 317 Hartel Ave Philadelphia Penn 19111

Daniel P Graham 2333 Forest Dr Pittsburg Penn 15235

Robert W Hangan RFD 2 Quakertown Penn 18951

Edwin R Johnson 708 Middle Rd Perkasis Penn 18944

Joseph Karls 18 Edgemore 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 Metenkarich P O Box 4 197B Ankorage 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 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 88
Matthew J Smagach 2840 E Thompson St Philadelphia Penn
19134

Edgar Stoner RD 1 Etters Penn 17319

James Statts 7 Kiltie Dr New Hope Penn 19938

Fred J Wood 821 Cedar Rd Philidelphia Penn 19111

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 Feria Texas 78559

Virginia

Robert Singleton 1201 N Sycamore St Arlington Va 22205

Donald E Collar 1705 Fern St Alexendria Va 22302

Mervin Ryan RFD 1 Edinburg Va 22824

John M Sandy Stephens City Va 22655

Clifford K Pease 4464 Ewell Rd Virginia Beach 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 217 69th St Kenosha Wisc 53929

Ervin G Van Beek 517 N Main St West Bend Wisc 53095

Carroll E Spencer Rt 3 Box 311 Burlington Wisc 53105

Foreign

Canada

Murray Bluestone 37 Warwick Toronto Canada

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario

Canada cont

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 Quebec

England

Robert Sidney Powell 27 Clinque Ports Ave Hythe Kent
England

New Zealand

Patrick William Wood 7 Maxwell Ave Papatoetoe New Zealand

Germany

Hans-P Arendt 1 Berlin 44 Burknerstr 24 Germany

Sweden

Ali Drimmer Utlandagaban 2F 41261 Goleborg Sweden 29

This is the second time we have printed the membership list horizontally on the page and it shows that we can two columns instead of one and concentrate the entire list on 6 pages instead of 8.

We have eliminated the listing of what year and model bike each member owns, but this list was not complete anyway. We have had some criticism for printing the membership list in each issue but we have felt that in each issue anyone can find his entire membership and what the size of the club really is. The list printed here each quarter is the up to date listing compiled by our Treasurer Casper Barnes, and should your name fail to appear, you had better check your membership card to see if it is up to date, or, if you have moved recently and failed to send us an up to date address do so immediately and you'll be back on the list again.

If you have any further ideas on our membership listing please send along your idea to the editor whose address is found on the table of contents page, the Publisher and Editor, and we'll be glad to hear from you and consider your idea.

ADS

- FOR SALE -

- WANTED -

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

For Sale - 1930 Indian four
Write - Charles B. Mullen
P O Box 201
Inyokern, Calif 93527

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

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 condition \$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
(continued next column)

- 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") - rusted \$15 each
- 1 Crank Shaft - rusted and journals are
approx. .030 undersize \$25

Write or Phone Gilbert E. Horton
P O Box 1351
Jamestown, No. Dakota
58401

For Sale - Decals for most Cycles.
Finest quality - long lasting - bright
color. Explain your need and we'll do
our best to supply it.

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

Round, shoulder or, jacket patches for
Indian Four Club. Baked enamel Indian
Chief pins. Tie Bars and charm
bracelets. One ince wide belt buckles.

Round patch is available \$1.00
(This ad was placed in previous issue
and other items were not yet available
as they were in production.)
Send your request to name and address
below and price will be sent on request.

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

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

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 Hengenberger 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.
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 - 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

The following ad was not directed to
the editor as an ad for the Four
News, but simply a request in a
letter to our President should he
come into possession of the part
the writer needed.

Wanted - a new set of timing gears
Write Fred Provin
371 Heath Rd
Heath Rd
Heath, Ohio 43055

Wanted - set of Hydro-Glide style
forks used on late model Indians
such as 51s, 52s, and 53s in good
condition and at a reasonable
price

1953 Chief in good restorable
condition and reasonable price.

1940-1940 or '42 in good restorable
condition and reasonable price.

For Sale or trade - 1937 30-50 in
good restorable condition - partly
disassembled.

Write Jack Missler
14275 S Custar Rd
Dundee, Michigan 48131

Wanted - Indian four - any year that
needs restoring.

Write Darrell Knight
1608 So Craycraft
Tucson, Arizona 85711

Wanted - Muffler and tail pipe for
1940 Indian four.

Write - Dr. Arthur R. Croft
722 Londonderry Dr.
08Neill, Nebraska 68763

Wanted - Information on rod, mains,
and crankshaft rebuilding and a source
to secure transmission gears.

Write - John R. Hedderly
2111 SE 103 Drive
Portland, Oregon
97216

Wanted - Exhaust manifold for 1938
Indian four - good condition.

Battery group, top cover 102096,
Cradle assembly 86022, anchor strap
front 41928, rear strap 38433,
binder bolt 38445, wingnut 37328.

Stop light switch 41363
Switch mounting plate 41364
Switch rod bearing 23B53

Rubber seat bumpers - 38434
Front fender bumper - ?
Write Bill Fainglas
6202 Washington Ave
Morristown, N.J. 07960

Wanted - Manifold for 1934 model
Indian four.
Tool box of typr used on the 1934
Indian four.
Pictures and story on these parts
can be found on page of this
issue.
Write James H. Boucher
735 N. Central Ave
Hapeville, Georgia 30354

Seats Reconditioned - We will rebuild
your solo seat or buddy seat.
The old seat is completely
disassembled and metal parts sand
blasted and repainted. When necessary,
old cushion is replaced, then
covered with top grain leather,
finished and treated in natural,
black or a color of your choice.
Write us about your requirements.
All inquiries answered, including
price.

Frank Tybush
RD 1 Box 78
Troy New York 12180

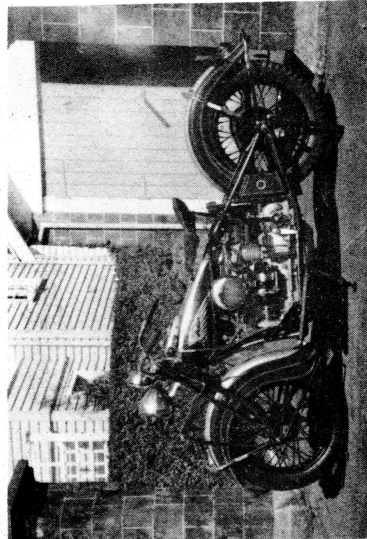
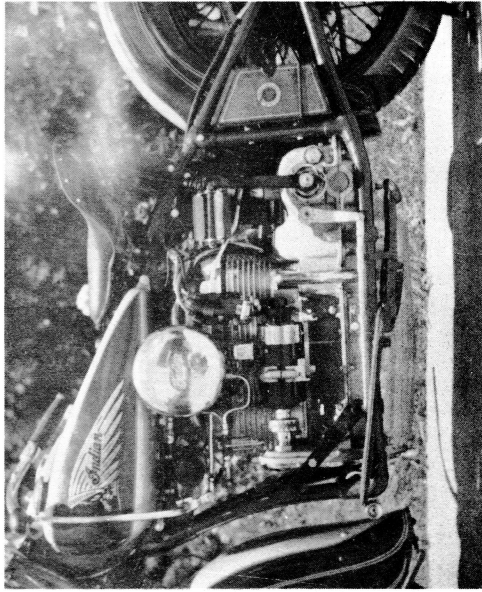
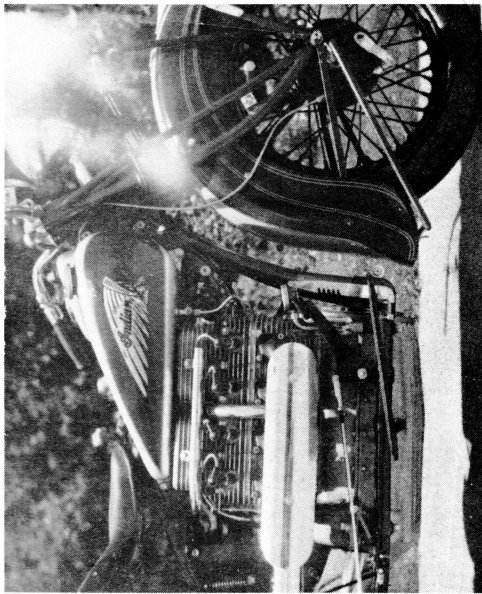
Wanted - Indian Four exhaust manifold
(1938 - 1942). Must be good condition.
Write - Bill Fainglas
62 Washington Ave
Morristown, N. J. 07960
Phone 201-538-4155

For Sale - 1946 Chief 74 Complete.
Ground up restoration. Everything
original to 1946 Spec.s.
A beautiful machine - 0 miles.
Price \$1695
Write D.S. Morgan
12544 Jackson Hill Dr.
El Cajon, Calif 92021
Ph 714-440-0361

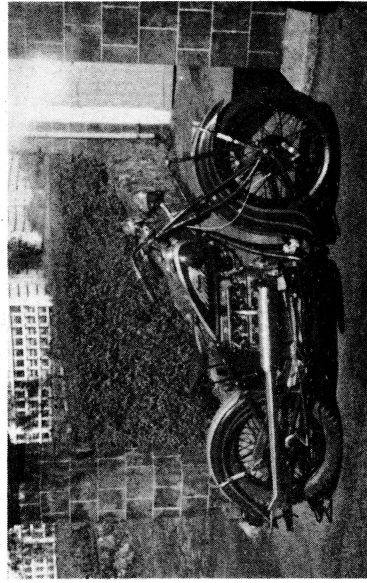
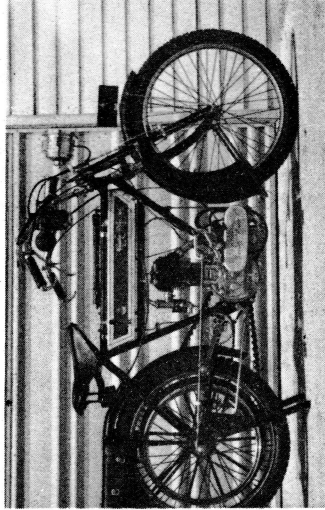
For Sale - 1929 Indian 401 complete.
Professional Restoration inside and
out. Nothing overlooked. Less than
200 mi since restored \$2200
Write S.E. Morgan
9568 Rawlings Way
Santee, Calif 92071
Ph 714-449-0973

Wanted - Fender for Indian Side Car

Solo seat, tail light complete for
37' 30-50, and kick starter spring
Write John E Wickham
751 Dayton Ave.
Findlay, Ohio 45840

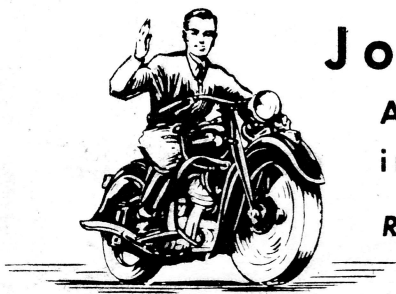


1911 King Dick



From Down New Zealand Way

Pat Wood from New Zealand writes that he has his two old bikes restored and sent us the above pictures for the club to see. The two motor close-ups and the two full views at each end of the bottom group are of Pat's four. The four is a blue finish and men look close - Pat joined the club to secure parts to put that four in operation. If you shipped him any parts they're all the way down in New Zealand and here they are in the pictures. The 1911 King Dick is a British built bike. We thought anyone willing to send in this many pictures deserved a good place in our magazine to display them, and since we had no special back cover material, Pat got this issue's back cover spot. We also left in as much of the buildings in the background as we could for you to see some of the construction in New Zealand.



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

