

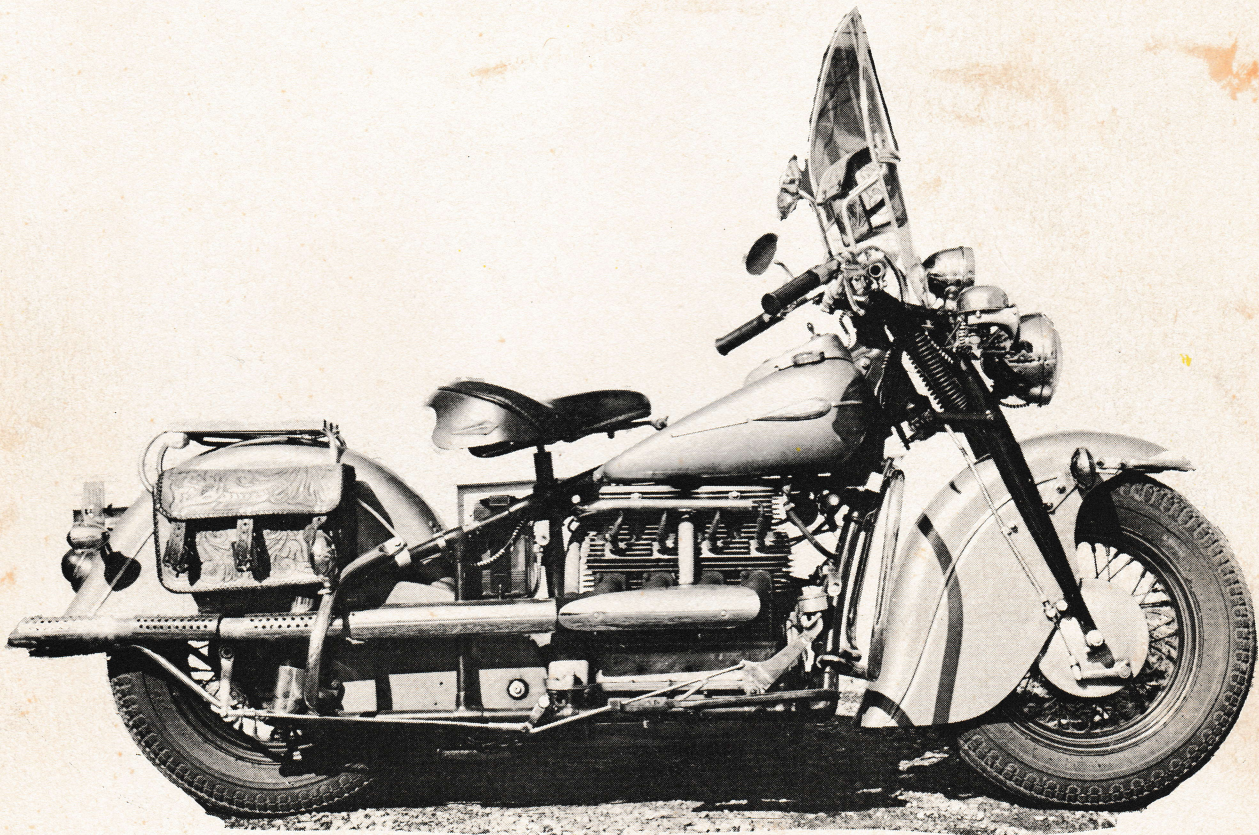
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FOUR MOTORCYCLE NEWS

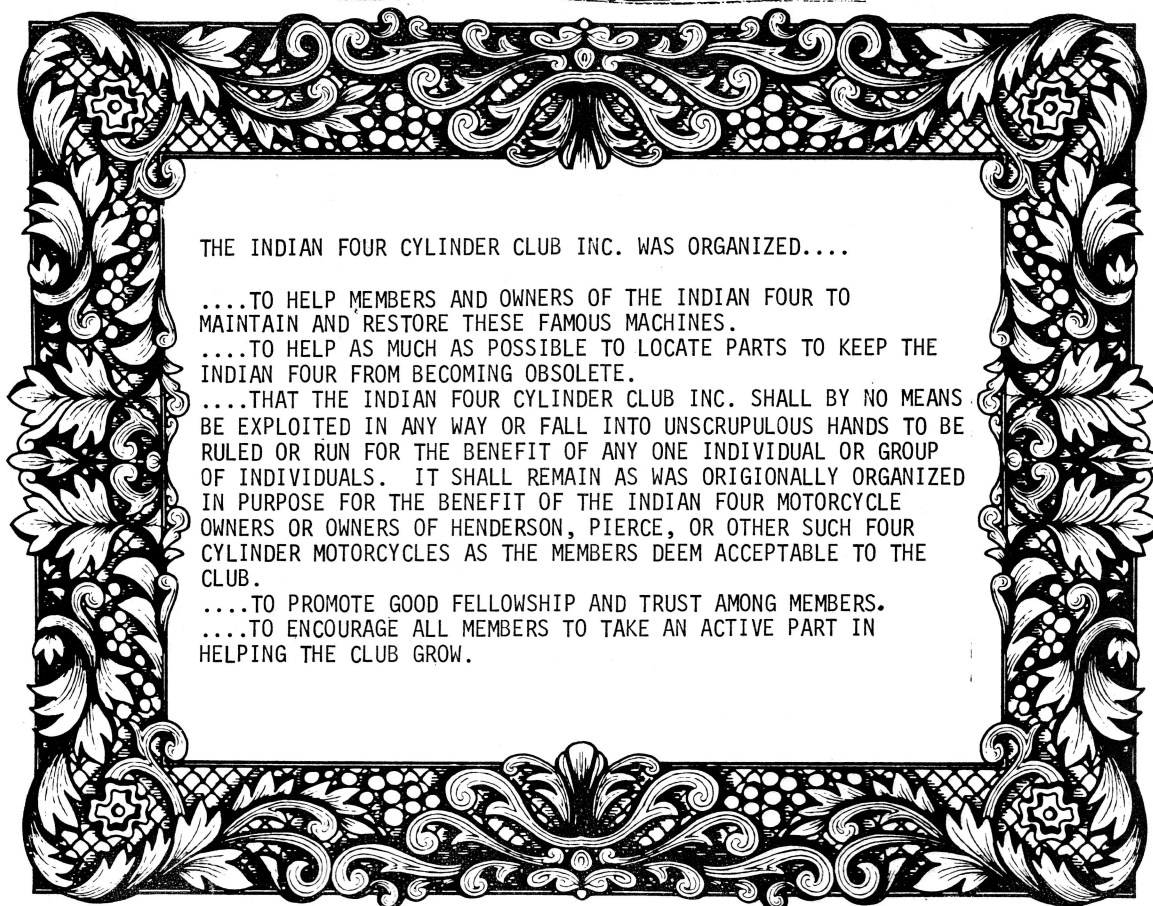
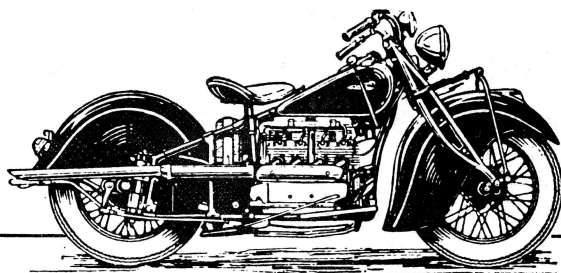
VOLUME 8 NUMBER 2

SUMMER 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.

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1972

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INDIAN FOUR CYLINDER NEWS

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AUGUST 11-12 1973

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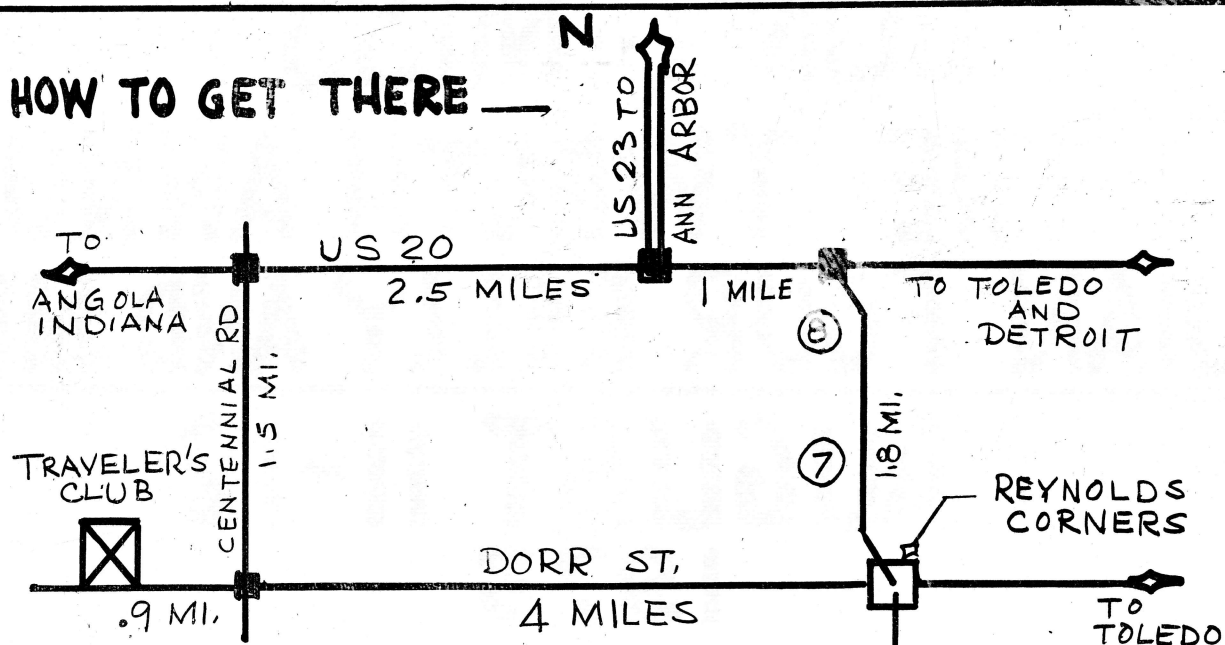
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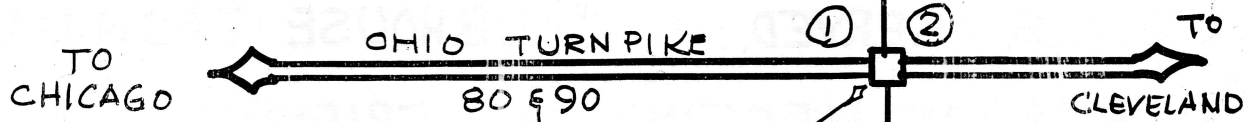
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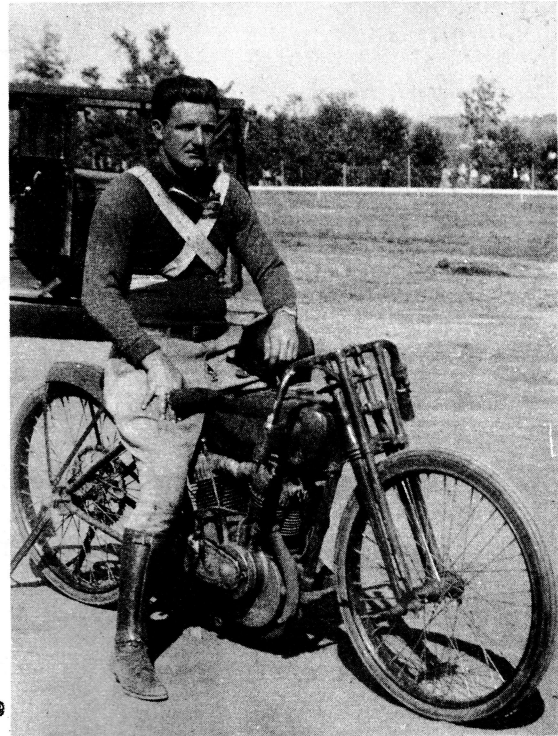
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C O V E R P A G E

Yes, its Big Chief Wickham's four on our cover this issue. We have printed the picture of his '41 four for he is quite undecided if he wants to try riding it. His recent illness took a lot of his strength and the four takes some muscle to handle and start it. He's got her hitched to a side car frame presently to give him a little more stability when he's had her out on the road. Don't get excited now, she's not for sale, just that hes undecided.

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, Hawaiian Village 63rd Ave. W. 6323 Tahitian Dr, Bradenton, Fla. 33507. 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.



When we were at the June meet this year, Fred Provin of Heath, Ohio came to us and asked if we could enlarge a picture (upper left). we brought the picture home with us and in a few days he forwarded the upper right shot. These are both of Fred in his (younger) racing days and are a prized possession. We're not certain just where they were taken but Fred's ready to take on all comers on the track and prove those old Indians could really do it. We couldn't pass up the opportunity to include them in our magazine this issue. Fred's riding togs look as though they would give him real protection should he spill on the track or highway. We often see young riders on today's fast bikes with helmets and protective face shield, but they are bare from neck to the waist, a pair of cut-off shorts, and bare legs down to bare feet. A spill on any kind of highway would be disasterious with so little protection.



Picture at left is of Fred's Flying Merkle which we printed in another issue. The picture is in color and gave us a better print. It is finished in a beautiful orange.

Our thanks to Fred for sending these pictures for the magazine.

The annual February business meeting was held at the Traveler's Club and 10 of the nearby members were present. Several new members were voted into the membership and these names will appear after they are on the Treasurer's books.

Since the Club is affiliated with the A M A the President announced that A M A had made an increase in their dues to \$12.00 per year. The new charter and Safety award for the year 1972 had been received. Members of the Four Club are urged to join A M A but it is not a requirement of the Four Club to be a member of A M A to be a member of the Four Club.

The next meeting to be held would be the June meeting and four events were decided on and a Flea Market was authorized for the meet. Since the All American Indian Club meets on the day before many of the Indian Four Members meet with the All American Club. Both clubs were anticipating a good turnout.

The President reported to those present that the Traveler's Club had requested a rental increase on the clubhouse and grounds for the annual meeting. The new rate would be \$100 per day. Decision whether or not to pay this increased rent or look for a different meeting place was tabled till the June Meet. A question unresolved at this time was whether or not the increase applied to the June meet.

It was reported that the total gate for the August 1972 meet was \$585.

Several questions were raised on the judging as each year brings new and different questions in regard to certain points in judging. The idea of the owner tagging his machine to identify what class he has entered his bike in and to be the final authority in decision, was left tabled for the time being and decision to be made at later meeting.

Paul Pearce proposed that adhesive arm tags for identification be used this year. The motion was seconded and carried.

A proposal has been brought many times to allow groups of various communities to organize branch Four Clubs. After discussion it was moved by Jack Maurer to table the question till a later meeting.

The President advanced the opinion that the possibility existed that a proto-type of the new Indian Chief could possibly be present for the August meet. Many many rumors have surrounded the new Chief plus the article that appeared in Motocyclists Post. Due to the fact that several changes have been made in the design of the Chief, it is almost imperative that there is one or more new bikes complete. Such things as electric start, foot shift and hand clutch, fender change, and other changes, to prove my statement, these changes would have had to be proven, or else it would be stated that they have only been planned.

These minutes of the February meeting were late in coming to us for some answers have already been made to some of these questions, however our thanks to Secretary Walters for preparing them and forwarding same.

The 1973 June Meet

As usual, the June meet on Sunday followed the Saturday annual meet of the All American Indian Club. The turnout for the All American was exceptional with around 87 in attendance. Many remain over for the Four meet but this year several had to leave and the incoming Four Club members did not materialize as was expected. To get things going for the Four meet, the business meeting convened around 10:00am

and the usual agenda was carried out in the meeting. Foremost on the agenda was the question of seeking a new meeting place for the annual meet in August. A county fair ground has been considered but if it were held in Ohio, the idea had to be ruled out for alcoholic beverages are not yet allowed on Ohio's fairgrounds. Another factor is the price of rental which in fact amount as much or more than that being asked by the Traveler's.

The question of \$100 per day alone is not altogether the whole question for deciding on a move and leaving the Traveler's grounds. For the past 3 years the size of the attendance has overtaxed the facilities and they have suggested that a larger accommodations would be of greater benefit to the Four Club and there are sure we would have more room for growth.

A couple of proposals were suggested for a small town Southeast of Toledo, and another town west of Toledo. The possibilities were not yet completely checked out and a quick called executive meeting later in the afternoon revealed what discussions have been done and there seems to be a real satisfaction for the one community. The editor agreed to check out the one community for its closeness to a turnpike gate and a state route from Toledo. The other community is also close to a main state route and will be checked out by a member.

Due to the few bikes in attendance, it was decided to forgo the events and hold the trophies till the Annual meet for those events. Several Flea Markets were on hand with a number of parts. Displays for the Flea Market were quite unusual with parts well displayed on panels where parts were in plain view and wired fast.

As usual a few racing bikes come upon the scene and get permission to go on the track. As we arrived a little late after the Business session, we saw a bike on the track really preforming. The rider was giving demonstrations of one wheel riding and a fast pace around the track. The track being dirt and very dry, it was a little on the risky side for such riding and all the fancy work. After the rider came off the track we were even more surprised to find that it was a girl doing all this risky riding.

A short story on President Wickham that will surely climax the story of the June 10th meet. Seems as thought while the President was on his way from Findlay that he could hear a robin chirping. Well, there's robins all the way from Findlay to Toledo and he was sure that he was doing a Red skelton act and hear birds that weren't there. He finally pulled into the Traveler's grounds and told the men about that pesky robin. The men thought they would kid him a little and told him that he had a bird in the motor. When the hood was raised what do you suppose flew out - a robin. That bird had a hot a confusing ride in the compartment with a speeding motor all the way from Findlay. Now John Wickham knows for sure that he don't have birds in his bonnet especially a robin.

With the afternoon events cut off and after a short special called executive meeting, machines were loaded and others put on their riding gear and the ride home took off one by one out the front gate.

For a closing thought, many who have attended either the June meet or the August meet will remember Mrs. Al Borer, the lady behind the counter in the kitchen area and the bar who was always ready to be of service and always had a ready answer to any question - a stroke put her on the ailing list and this year she was unable to be right there helping in whatever way she could. We are sure that most everyone of the club who has been to a Toledo meet will surely wish her a speedy recovery. We hope that whether she can be of any help or not, just to see her there will be worth every prayer said on her behalf.



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

President's Page

Dear Friends, Members, Ladies and Gentlemen, and Subscribers

We have had a busy season and everything is in full swing at the present. With all our vacations here and there and the various events going on all over the Country, we all have been kept pretty busy lately.

We had our meet in June and I hesitate to report that it was the poorest attended and turnouts of our meets for several years. The All American Indian Club had an exceptional turnout on Saturday, the day before our meet, and a fine afternoon of events. I cannot give any concrete reason for the lack of interest by our members for the June meet, but since we bought trophies for the events and didn't use them, we will now have plenty of awards for the August meet.

If we must blame any one thing for affecting the attendance, I might say that many of our members are saving up vacations and cash to go to Springfield, Mass., for the 2nd annual "Indian Come Home Day" meet. This meet had its start for the first time last year in Springfield at the old factory where the Indians were made. The turnout for that meet only prompted the planners to make it an annual event and we hope that it becomes an annual success.

Since we are thinking for the moment on the home of the famous Indian we must mention the new Chief in process of being produced there. Latest word is that it will be coming out within another year and plans are really in progress for it.

Concerning our annual meet, it will be held on Saturday and Sunday August 11 and 12 at the Traveler's Club as before. There will be camping as before and a fee of \$2.00 will be charged for each camper. Due to the increase in grounds rental to the Four club an increase in gate may be charged although it has not yet been decided. Effort is being made to secure another site for our annual meet and at present we have two sites on which we are making inquiry and are not too far from the Toledo area.

Both sites are being thoroughly investigated and a report is to be made at the August meet. We want to improve on the meet itself and with limited facilities at the Travelers Club any improvement will need more facilities to attract the people. We have had a lack of toilet facilities and wash-up area all of which we hope to make available at another site. The meet this year will be held at the Traveler's and we will have to dig a little deeper to pay the \$100 per day rental fee.

This year is election of officers so we ask you to come to the meet prepared to nominate and elect the officials you desire to officially guide your club for another 2 years. Although our club is quite spread out and the officials living at some distance apart, cooperation and operation of the club has been exceptionally fine. Mail and telephone bring together the officials when need arises and the expense of this has been kept to a minimum.

About the time our magazine was going to press the Antique Motorcycle Meet will have been held on July 7 - 8 at Dr. Bill Cleveland's farm at Medina, Ohio. I plan to be there and renew acquaintances.

We hope that all our members could attend Indian Come Home Day at Springfield but if that's impossible possibly some of our members may make it to Dr. Cleveland's farm for the Antique meet. Wherever you go for a meet or a race, take a little time to write us and tell us about it. Remember its your magazine and we'd like to share your fun with the rest of our club.

We'll say so long for now and hope to see you at one of these meets or the annual meet in August.

Your President - John Wickham

P S - Don't forget to bring those parts and your fours to our August meet. The bigger the Flea Market and the greater number of fours, means a lot of people, and this is what the August meet is really all about.

The President Reports on the Antique Motorcycle Meet held at Medina, Ohio July 7-8.

About 60 cycle of all ages were brought to Medina by their owners for display and other activity programed for the day. The Ohio Chapter is hosted by Dr. Bill Cleveland of Cleveland, Ohio, and on his farm at Medina. Many members of the Four Club are also involved in this meet, owning many other makes of antique machines. It was good to see many of my acquaintences I have known over the years who appreciate all makes and types of cycles.

Editor's Note - A couple of years ago at the Antique Meet, John took along his 1905 one lunger and challanged Dr. Cleveland on I believe his old belt drive Harley. Well, the story never ceased to be true when an Indian could'nt beat a Harley and Wickham and Cleveland who are neither one as big as old big chief George Hendee was and he raced the old one lungers, took off on their antiques and sure enough, again, the Indian beat the Harley. When will these guys ever learn.

SPECIAL BULLETIN

Dr. Claude sent us the following report of of his telephone conversation and instead of us trying to say it in our words the following is the SPECIAL BULLETIN as Doc. sent it too us.

Due to and interest to all Indian riders, I would like to give you a First-hand report of my telephone conversation with Mr. Charles Manthos, Springfield Industrialist, and President of the Springfield Motorcycle, Inc. (editor's note, in both cases Springfield refers to Springfield, Massachusetts).

There has been a vast amount of hearsay and misinformation about the new 80 cu. in. Indian Twin. There is another firm operating in the United States claiming they are making Indians. This bulletin will clear up this misunderstanding.

On May 23, 7:00 a.m. Central Standard Time, my home phone rang and when I answered, a pleasant voice informed me that this was Charles Manthos in Springfield. I knew who it was, due to my previous correspondence with Chuck Myles, and was indeed pleased to talk with Mr. Manthos.

First, he wanted me to inform the Indian Four Club members that Indian Motorcycle Co. of Tiwan, with their own 2 cycle engines, was in no way connected with Springfield Indian Motorcycle, Inc. I was happy to hear this fact.

We then discussed his reasons for reopening the original factory. He indicated to me that his decision to manufacture new Indians was greatly influenced by his meetings with Chuck Myles. He said he could not help absorbing some of this enthusiasm.*

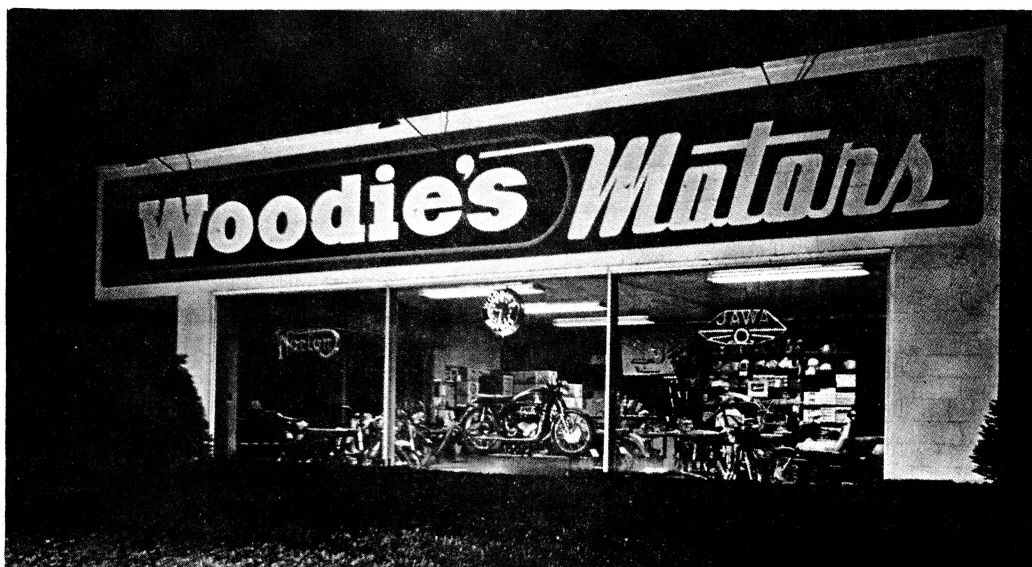
*I mentioned speaking with the President of the Four Club, John Wickham, about the new Chiefs, and he was appreciative of his help.

Mr. Manthos related in detail some of the changes he and Mr. Jim Hill, his chief engineer, were putting into production for the American Indian Twin. He feels that there is a definite need for an All-American Indian Motorcycle made in America with American labor. Mr. Hill and he want to train American youth to make better machines than any of the imported ones that are so numbered today.

I questioned him about bringing a prototype of the new Chief to the 1973 Annual Toledo Four meeting. He assured me that he would give it serious consideration, but was not sure whether one would be ready by this date, but would stay in touch with me.

With this last statement we ended our conversation and I assured him of our 100 percent cooperation and best wishes.

The above letter is quite self explanatory and we thank Doc. Walters for putting the conversation in print for the rest of the membership. The new Chief should be a welcome machine for several new changes have been engineered into its design. It is still the same motor however, that made the Chief the all time favorite and we hope that it can make an appearance at the Annual meet for all to see.



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Mr. John E. Wickham
751 Dayton Avenue
Findlay, Ohio 45840

March 30, 1973

I am closing out of business, and disposing of the following:

- 1957 - Norton No. 30 International 500cc O.H. Cam Single, Featherbed Frame
- 1957 - Norton No. 99 600cc Twin-Cylinder O.H. Valve, in Featherbed Frame
- 1955 - Norton No. 88 500 cc Twin-Cylinder O.H. Valve, in Featherbed Frame
- 1953 - Velocette, 350cc Single-Cylinder, O.H. Valve
- 1949 - Sunbeam No. S-8 500cc O.H. Cam Twin-Cylinder, with Shaft Drive
- 1952 - Norton No. 30 International 500cc O.H. Cam Single, in the single-loop frame, but minus wheels and transmission

This entire six piece group - \$2900 - Mansfield, Ohio

Also huge stock of NEW Norton Spares, which is especially pertinent to 1960 and earlier models; could double as "gold mine" to Restorers, and Collectors, including "that very special class of Norton people".. This stock is very comprehensive, and is genuine Norton material, new. Included in this stock is engine cases, gearbox cases, flywheel assys., cylinders, cylinder heads, connecting rods, pistons, engine bearings, gearbox bearings, gears and 'shafts, oil pumps, cams, inner and outer primary cases, engine sprockets, transmission sprockets, brake drums integral with sprocket, exhaust pipes, mufflers, fork tubes, fork sliders, fork stems and fork crowns, petrol tanks, knee grips, decals, headlamps, fenders in color and fenders in chrome plate, control cables, seats, and hundreds of additional associated Norton spares.

"Entire Lot" of Norton Spares for \$2400.00. Mansfield, Ohio

Respectfully,
Woodie Kimes
Woodie Kimes

P.S. Also large inventory Jawa Parts, all new, \$600.00. Mansfield, Ohio

MOTORCYCLES SINCE 1937

The following letter was sent to our President John Wickham and contained information we thought should be available to the entire club.

March 28

Dear John

I thought I would drop you a line to let you know about some of the events happening here in Chicago on the Indian. Mr. Wagner and myself had a joint entry in the recent Cyclo-rama Show held on March 23rd-25th. Over 100,000 people attended this show.

We had a display showing a 1940 Indian four, a 1941 Indian Scout Racer, a 1947 Indian Chief, a 1949 Indian Arrow and a 1951 Indian TT Warrior. This display created quite an interest. Many people were amazed at the advance designs that Indian had in their Four Cylinder and Vertical Twin. From my discussion with these people, Indian is still the popular brand to the general public. My 1940 Indian Four placed first in the antique class and Mr. Wagner's 1947 Indian Chief placed second. Enclosed are a few photographs of our display.

As you are probably aware, Mr. Wagner is the man that has reproduced the taillight lenses and fender trim. He also has purchased the entire Nichols stock of Indian parts along with dies and molds for the Indian Chief and Vertical Twin. In addition to this, Mr. Nichols also had all of the blueprints and drawings of the Indian from 1909 through 1953.

I have read many articles about the Indian. Most of these articles failed to mention the fact that Ed Nichols here in Chicago was the man who Purchased all of the remaining Indian parts, dies, molds, blueprints, patents and remaining bikes from the factory. He has through the years continued to manufacture parts for all loyal Indian riders and dealers. Mr. Wagner is continuing this program since the purchase of this stock from Ed Nichols. This inventory takes up approximately 5500 square feet of warehouse space.

I thought you would be interested in this commentary. I hope so be seeing you in June.

Yours very truly
Robert Shingler

Mr. Shingler was present at the June meet and brought with him a very fine display of parts on specially constructed panels with each part secured to the panel and well marked and identified. He also brought the 1949 Arrow for display

This letter is further evidence that parts for most Indians are very much available from supply houses such as this as well as the small jobber who manufactures only one or two parts. We try to keep you in touch with all these sources of parts but there are still many that we do not know about until we hear from them.

Our thanks to Mr. Shingler, one of our new members for forwarding the information and especially the fine color photographs of his machines in the Chicago display. We decided that these machines deserve special treatment so we printed them on the inside of the back cover. The little Arrow was on display in the June meet, very fine job of restoration.

Of Interest to Four Club or other Clubs

The following letter is from Cinema 5 Ltd a movie company of New York N.Y. announcing a movie that should be of interest to members or anyone who rides any type of cycle. We quote here the letter in its entirety -

Dear American Motorcycle Association Member,

Once again, Cinema 5 is pleased to announce that Bruce Brown's film ON ANY SUNDAY will be available to member clubs of the A.M.A. at a special discount on the normal rental prices.

In two years of filming the world's greatest racers, Bruce Brown captured the breathtaking speed and excitement of each of many kinds of motorcycle racing. Nominated for an Academy Award for Best Documentary, On Any Sunday has been shown and received enthusiastically by A.M.A. clubs all over the country.

On Any Sunday is a 90 minute color film, available in 16mm prints. While it ordinarily rents for \$250, the special rate for A.M.A. member clubs is \$125 for each showing.

If your group is interested in showing On Any Sunday, please call or write to the above address. It is advisable to inquire as far in advance of the playdate as possible so that you can be assured of receiving your first choice of playdates.

Looking forward to hearing from you soon.

Cinema 5 Ltd
595 Madison Avenue
New York, New York 10022

Some of our men belong to other club and this film may be of interest to such a group therefore we have printed the information for your convenience.

Michigan Indian Rider Seriously Hurt in Accident

Many of those attending the Annual meet know Mr. Wally Komondy of Rochester, Michigan who is an Authorized Indian Dealer. Wally and a friend were riding on a bike when a car came out of a side road and hit Wally and his rider broadside. They both landed in the hospital for several weeks of recovery and surgery to repair the broken pieces. In Wally's case it required wiring his jaw in almost a stationary position until it would knit in place. The accident alone was bad enough but the process of immobilizing the jaw for knitting time is a nerve wracking venture. He has, however, pretty well recovered now and was able to attend the All American Indian meet held in Toledo on June 9, 1973.

Items of Interest

New Book on the Indian

It has been known for some time that Mr. Ted Hodgdon, Mr. Indian Himself, was putting together material to bring up to date the history of the Indian Motorcycle.

One so familiar and so closely associated with the Indian Motorcycle Company and its product would surely have the know-how and the knowledge to write such a book that will be desired by all Indian lovers and friends.

Mr. Hodgdon was employed in the Advertising Dept. and wrote and designed many pieces of literature for the promotion of Indian Motorcycles. Exact date of the publication we do not know but it will be a pleasure to read and promote it in the Indian Four News

Planning to Ride From Philadelphia

We printed the story of the trip of Whitey Metzger and his 3 friends who rode their cycles from the Philadelphia Penn. to the August meet last year and you will have to agree with me that riding a four all the way from Phila. to the meet was not just an overnight jaunt. Their planned route was changed because of many detours plus a few minor accidents.

Well, the bug bit them again this year plus the fact that they have recruited a couple more members to their party and they plan to ride in in a caravan at the August meet.

Recent correspondence from Whitey stated that they were busy re-finishing, overhauling, and general readying their machines for the trip.

We'll hope that some of those new recruits don't chicken out when they get on some of those roads that fork and Whitey and the group got separated last year when it was so dark they couldn't see their hand in front of their face. Have fun guys.

Motorcycle History

We have printed one or more articles on early motorcycles using articles from the Old Cars Magazine and occasionally our members will write some information with resource material which we did not have access to.

Fred Provin of Heath, Ohio sent us the following -

The earliest motorcycle or bicycle powered with an internal combustion engine, had the frame and wheels built of wood and was built by Gottlieb Daimler of Germany. It attained a top speed of 12 MPH. The engine developed one half Horse Power.

The first factory for the manufacture of motorcycles was started in 1894 by J. Hildebrand and A. Wolfmueller in Munchen, Germany.

The fastest motorcycle to date is the Dunstall Norton Commando powered by a twin cylinder 810 cc engine, developing 70 hp at 7000 rpm and capable of 135 MPH.

Fastest track motorcycle built for racing is a 748 cc, 105 BHP Kawasaki 3 cylinder, 2 stroke, produced in December 1971 and capable of 185 MPH.

Most expensive motorcycles in current production are the Harley Davidson F L H B and F L H F B, 1,213 cc, weight 661 pounds and sells for \$3240.

To this information that Fred so kindly sent us we add some information that we had on the German built Monmoth which Jack Maurer owns and brought to the meet a couple of years ago. Its motor produced 100 hp and was capable of 160 mph. All driving parts ran in oil or enclosed lubrication. It was a four cylinder designed similar to the Honda four but did not have the drive chain on the middle of the crank. We understood that it did not get into production and the price tag was \$4000. It is a beautiful bike and a lot of pep.

Thanks again to Fred Provin for these interesting facts. Send us more.

Accessory For An Indian

On the following page is reprinted pages 25 and 25 of Indian Motorcycle News of September and October of 1946 which shows pictures of several different trailers an individual designed to be pulled by a four or a chief. In a sense, they are quite unique for not many trailers were built for motorcycles.

Whitey Metzger of Huntingdon Valley, Penn. sent us this material for if you remember the issue of the Four News following the August meet of 1972 Whitey wanted anyone with some plans of a trailer for a cycle to send them to him for his trip in 1973.

Our thoughts on this is that a two wheeler is not for a two wheeled cycle and we are sure that any State Police would frown on such a contraption on the interstates or the turnpikes. However, a compact camper, and I do mean compact, hitched to a motorcycle with a fifth wheel arrangement would be a whole different design and possibly more acceptable to the law. My idea of a fifth wheel hitch would be to attach a frame such as a side car frame to the cycle to put the third wheel on the ground and fasten the fifth wheel hitch on this frame. This would still not put the vehicle in the class of an automobile yet a more reasonable method of attaching a two wheeled trailer to a motorcycle. Our readers will recall the Auto Cycle, the Militaire or Militor which had retracting wheels that were controlled from the seat or handlebars. When the bike was not running it stood in an upright and the rider straddled it and sat on it like he was ready to drive an automobile. Both feet on the footboards, he started the cycle and shifted gears just as he would the old floor type gear shift on the automobile. Once on the highway and speed up, he retracted the wheels and really took off. One of our members copied the idea and put a set of retractable wheels on his four.

Our thoughts in this article suggest a compact trailer to be hitched to a cycle that a side rig has been attached and a fifth wheel type hitch is mounted on the frame of the side frame which has one wheel on the ground. This idea of course patterned after the sidecar without the seat.

There have been side cars with large boxes on the frame that could be made into sleeping accommodations but such an arrangements suggests a lot of weight built right into the cycle.

The pictures on the following page show some rather large trailers for a four to be pulling and we are sure that the highway patrol today would not allow such a vehicle on the interstates. In any kind of wind the tail whip on the cycle would be violent. There is no doubt that the bike would pull it, but like a large boat hitched to a car it is murder to pull such a load in any kind of traffic even on a quiet day.

Another arrangement for a fifth wheel type of hitch is similar to the one now sold for automobiles. Prior to the entrance of this type on the market, many fifth wheel hitches were sold for pick-up trucks and the trailers for these vehicles could be longer giving more room. Now they have the fifth wheel that mounts on the top of the automobile and the thrust is all downward on all four wheels. The rear end hitch put all its weight on the rear wheels and especially on the rear suspension system. Pulling one of these type campers on a rear hitch requires an under frame mounting on the car and at this point a big problem developed between Ralph Nader and the Auto makers. On the later cars there was no frame all the way back under the trunk as the trunk was simply a box or shelf fastened to the rear of the unit body construction. Many a trunk was folded up like an accordion when a camper was struck in the rear, so the automobiles were forced into requesting of the car buyer if they expected to pull a trailer or not. If they did, their order for a new car must state so and a special order got them a special car with a frame all the way back. If they did not intend to pull a camper, they were built like before - no frame.

Looking back again to our fifth wheel arrangement on a side hack frame - there is another idea for a fifth wheel design. The owner may not want just a third wheel

arrangement, but instead this idea. Smaller wheels like those used in tandem on small boat trailers could be used one on each side of the cycle. A frame similar to that made for the sprint car racer with its protective curved pipe overhead would provide a place for a fifth wheel and the pipe continues down either side to mount axles for a wheel on either side of the bike. There are many places this quick hookup attachment could fasten and just as quickly dismounted and be left with the camper if the rider wanted to leave his rig and go a further distance. This outfit, similar to the side-car hack, does not put all the weight and motion right at the rear of the bike and give the rider the fits as he rides along with a lot of rear end sway. This idea with a frame overhead, could be closed in overhead with clear or blue plastic and give the rider some further protection for sun and weather. A substantially mounted rig on this fifth wheel type of mounting should also be more acceptable by the state police on the interstates.

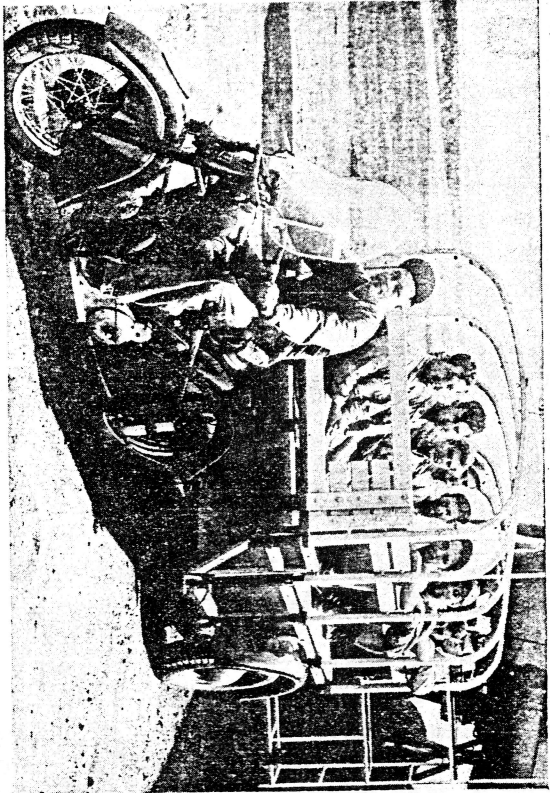
If the idea of side hack arrangement with the fifth wheel on this frame were decided upon, the trailer could be as wide as the wheel width which could be about four feet. One to two bunks could be housed in the sides and open outward. The center area could have very compact facilities for cooking and in some cases, a dry spot to get in out of the rain. If it was not any higher than the rider, it could have an extension roof to make it big enough to stand in.

By the way, if anyone builds such a contraption, send us the plans that we may forward them to Whitey Metzger, or he may contact you to build him one also. However, for Whitey we have another good suggestion when he and his gang start out for Ohio on their cycles.

Whitey and gang - you will recall the Television Show "Death Valley" in which the twenty mule team pulled the wagons of borax from the mine. Scout around those hills over there in Pennsylvania for all the single trees and double trees, lots of chain, and two hay wagons converted to covered wagons and your ready to hitch up. The cycles will take the place of the mules and all hitched together no one will get lost. If one runs out of gas all he has to do is steer for the others will pull him along. You won't need any reins for surely you will put the smartest jackass up front as the leader to wave the group on, on green lights. Tens cycles is ten sets of brakes so if one cycle's brakes poops out, 9 others will hold him down. If a generator goes out nine more will have headlights and he can drive without his lights. No one could steal a bike for they would all be chained together and what thief would want to take the time to figure out how its all hooked together. On the highway the whole thing would be respected for nobody but a bunch of Indian riders would ever dream up such a deal and it would surely get national television coverage.

Two wagons should hold all the stuff 10 of you could possibly want to bring to Toledo and when you get near the City of Toledo you would have to watch for any police escort, for such a caravan would cause the police to wonder if this gang from Pennsylvania just how far back in the hills did they come from and without your knowlege, take the whole thing to Detroit Avenue, the Toledo State Hospital. Just ask permission to make one phone call and we'll come out and explain that we suggested the crazy idea to begin with, that your all really a nice harmless bunch of cycle riders that ride the hills of Pennsylvania and known as the Reluctant Turtles making your third pilgrimage to the Indian Four Meet.

The Editor's great grandparents did come from Pennsylvania by this slow way of travel, two teams and two wagons, and took up residence in northwestern Ohio. This trip took about one month and a common way of travel of that day.



The latest is this new "errand boy," purchased by Air Freight, Inc., and in daily operation at the Newark, N. J., airport, for quick pick-up and delivery of freight, and for transport of personnel. The seats fold back and form the side rails when the trailer is used for mail or packages. It has a capacity of 180 cu.ft., will carry a load of one ton, and will haul ten people with ease.

A Man with an Idea

Vincent Rea, of Brooklyn, N. Y., has been an Indian motorcycle rider for eighteen years. In 1937, he began combining business with pleasure, by making trailers for various purposes, primarily to be used with a motorcycle. His first was a house trailer and to test it out, Vin and his wife travelled some 35,000 miles in it, from Canada to Florida, and out to Michigan. These pictures tell a graphic story of his many experimental models, culmi-

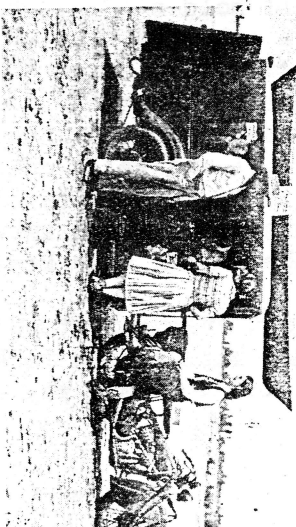
nating with the freight or personnel carrier shown at the top. Service in the Army Engineers from 1943 to 1945 interrupted Vin's efforts, and he says that, while he was overseas, there were many times that he wished he had his trailer rig. Peters Bros., Indian dealers at 609 Hart St., Brooklyn, N. Y., Vin's friends for many years, are sales agents and will be glad to answer any questions that you riders might have.

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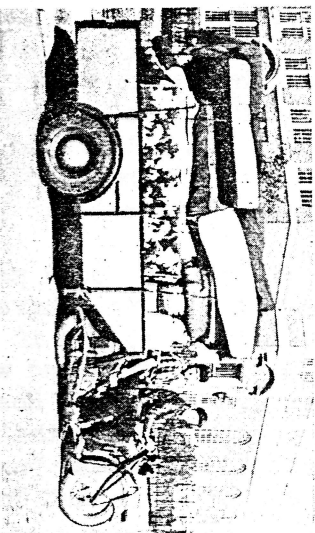
Indian Motorcycle News

Trailers for Hot Dogs, Furniture and Passengers

This refreshment stand body was developed from testing out of the house trailer and Vin sold soda and hot dogs to prove that his idea was practicable.



Light trucking and moving were easy for this rugged trailer developed next, and later side slats and tarpaulin roof added to its usefulness.



When Vin got out of service, he built this station wagon, which seats six comfortably.



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One of the great American pastimes today is seeing the country by most any means of travel - air, car, camper, bus, bicycle, hitchhike, boat, Motorcycle, train, etc.. Whichever way you go and where you go, most communities have some interesting things whether desirable recreational facilities or something of the past, that like the Indian Four, is preserved for posterity.

Most every community has something preserved of historical interest and the American traveler will travel many miles to see it whether it be of man's making or sights in nature. In the City of Findlay and Hancock County where President Wickham, Carl Reichenbaugh, Enos Leass and your editor reside, the city is the noted residence of the song writer, Tell Taylor, who wrote "Down by the Old Mill Stream". It is also the home of the famous Buckeye Traction Ditcher which is known the world over as a great ditching machine. President Wickham worked there. Almost a legend in his own time, President Wickham has been a cycle rider for a long number of years and of course a loyal Indian rider for almost that long. He has ridden the old fours, twins, and singles of many makes but he still believes Indian to be the best of the lot.

Most people have appreciation of things whether they be of natural beauty or things of a antique nature that was used in a by-gone day and will travel many miles to see the interesting and the attractions. Your editor has an interest in the steam locos and I buy and read the Railroad Magazine. In the recent issue is a picture of a trainload of old circus wagons that many of us can remember when the circus came to town. The picture was taken in Baraboo, Wisconsin where our friend and former member Fred Rudolph resides. The circus equipment loaded on some old circus flat cars were all being taken to Milwaukee for a parade on July 4th. This equipment is a part of a museum in Baraboo, the Circus World Museum. We were unaware that there was a Museum there and the only one we knew of is in Sarasota, Florida.

We'd like to know more about this museum in Baraboo juts like we'd like to know about other museums, especially those that have motorcycle displays. Some of you fellows living near the Ford Museum in Dearborn could easily supply us with some pictures of the old cycles there for the other members all across the country that may never get to the Ford Museum. By the way, as far as we know, the Ford Museum does not have an Indian Four on display.

Don't tell us that your not interested in antiques for that four you own is a bike from the '40s or before and to restore one of these one has to have some appreciation of a good machine of another day to restore it to original beauty.

If there is some attraction in or near your community a photograph of it if possible, will tell us more than if we tried to describe it in an entire issue. Dates and history are something that have to be put into words and if there is a plaque with such information take a picture of that too. We have hoped that someone who is a resident of Springfield, Mass. or has been a resident of Springfield, Mass., would send us a map showing the location of the old Indian Company. Since we learned that the Militaire Motorcycle Company had their last residence across the street from Indian, the location of this old plant would also be interesting.

If you will recall, in a previous issue, we printed a map of the trip that Whitey Metzger and his friends planned to take enroute from Philadelphia, Penn, to Toledo Ohio for the Annual meet. He had marked several historical points of interest to see but detours changed their plans and they missed some of the points. This year they are going to try it again.

STOOKEY'SFLYING MACHINE

A little more than a decade after Orville and Wilbur Wright got their plane airborne at Kitty Hawk, another Ohioan was planning his own flying machine. While Ottice T. Stookey worked in the fields on his father's farm south of Washington Court House, he dreamed of soaring through the air in a plane that he would build. And, it wasn't the "improbable dream."

Not only did the youthful farmer build an airplane in which he incorporated some features later adopted by big plane makers, but he also taught himself to fly. By today's standards, it was a crude craft. But to the daring young Stookey it was truly a magnificent flying machine. It provided the thrill and challenge of flying: gentle spirals on sunny summer days, and the opportunity to roar at full throttle over the Fayette County landscape.

How did Stookey teach himself to fly? "After I finally finished the plane, I was running it back and forth on the blue grass pasture behind the barn just to get the feel of things," he recalled. "Suddenly, it left the ground and there I was up in the air without knowing just how I got there." His first flight lasted only seconds, probably not as long as Orville Wright's first ride (;2 seconds), Stookey said. He managed to ease the plane back onto the ground without accident.

After the initial flight there were more experimenting and testing, and other brief flights within the confines of the familiar pasture. Then followed short hops to other fields on the family farm. Finally, Stookey acquired enough confidence to fly away from his home base. But there were never any really long trips. "The gasoline tank didn't have enough capacity to get far away," he explained. An airplane overhead was a rarity in those days. "I'm afraid I caused quite a stir around here," Stookey mused. "I flew just high enough to clear the trees most of the time. "Once when I came over a small hill the roar of the plane apparently startled a team of horses a farmer was plowing with, causing them to break loose and gallop wildly towards the barn. Another time I was flying over a woods and suddenly came upon a field where a farmer was husking corn. When he saw the low flying plane he dove into a shock of corn.

Stookey admits to having one accident with his flying machine. "It happened shortly after I started flying," he recalled. "The tail skid caught on a barbed wire fence at the end of the pasture on take-off and the plane nosed into the ground. The propeller was broken and my head went through the wing. I wasn't hurt, but I had to buy another propeller. "I wouldn't fly in that thing today," Stookey laughed, as he recalled his flying in early aviation. "When I built that plane I had more nerve than sense. Today, I have less nerve and I believe a lot more sense.

Now almost 80, Stookey operates a jewelry store in Washington Court House, Ohio, a business he started 51 years ago. Good eyes and steady hands allow him to repair pocket watches, and he still serves as official inspector of watches for one of the railroads. He started working on watches when he was only 10, using tools fashioned a hairpin and wire.

He was 19 years old when he started putting down on paper his ideas for his "dream" plane. Shortly after, he started work on the one-of-a-kind craft. It took two years to complete, working between farm chores and evenings. He finished the plane during World War I. The inventive Stookey built his flying machine from scratch, except for the INDIAN motorcycle engine used to power it and a custom made wooden propeller. He rebuilt the engine and added a larger carburetor to increase the horsepower from eight to 15. The frames of the wing, fuselage and tail assembly were constructed

of light-weight fir wood and covered with a special linen fabric. A thick dope was daubed on the linen to make the craft "airproof", Stookey said. He even assembled the wheels, buying the rims and improvising the other parts.

Stookey literally flew the plane by the seat of his pants. The craft had no flaps for take-off and landing and no tabs to balance it in flight. Instead, the single seat was mounted on tracks and scooted back and forth, as an aid in flying. The seat was moved back during take-off, shifting the pilot's weight and allowing the plane to nose upward and climb. To level-off and for balance in flight, the seat was centered. Sliding the seat and the pilot's weight forward brought the plane down.

Stookey solved the problem of lateral control with wing tips that could be warped or twisted up and down with wires that extended from the trailing edges of the wing to the controls in the tiny cockpit. As he chalked up more and more air time, the young flyer made additions and improvements to his machine to make it even more airworthy. One gadget he added turned up on planes in later years, known as the automatic pilot. Stookey developed his automatic pilot from the principal of the centuries old plumb bob, a cord weighed at one end and used by builders to determine a true vertical direction.

His craft had a wing span of 24 feet and fuselage 12 feet long. It had no instruments. Stookey estimated his plane cruised at near 60 miles per hour. Take-off and landing speed was about 35 miles an hour, he guessed.

He spent a total of \$350 for the motorcycle engine, propeller and materials to build his plane. After flying it over Fayette County area for eight years, he sold it to a Dayton pilot, Glen Pettit of Mcook Field for \$800.

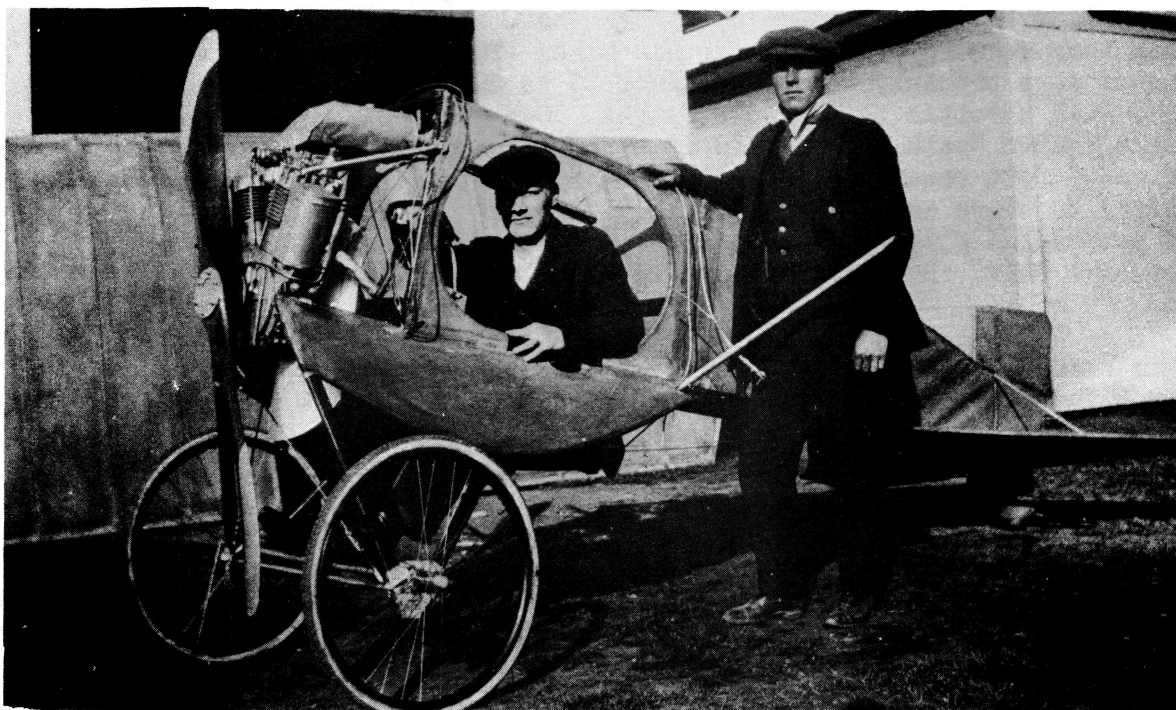
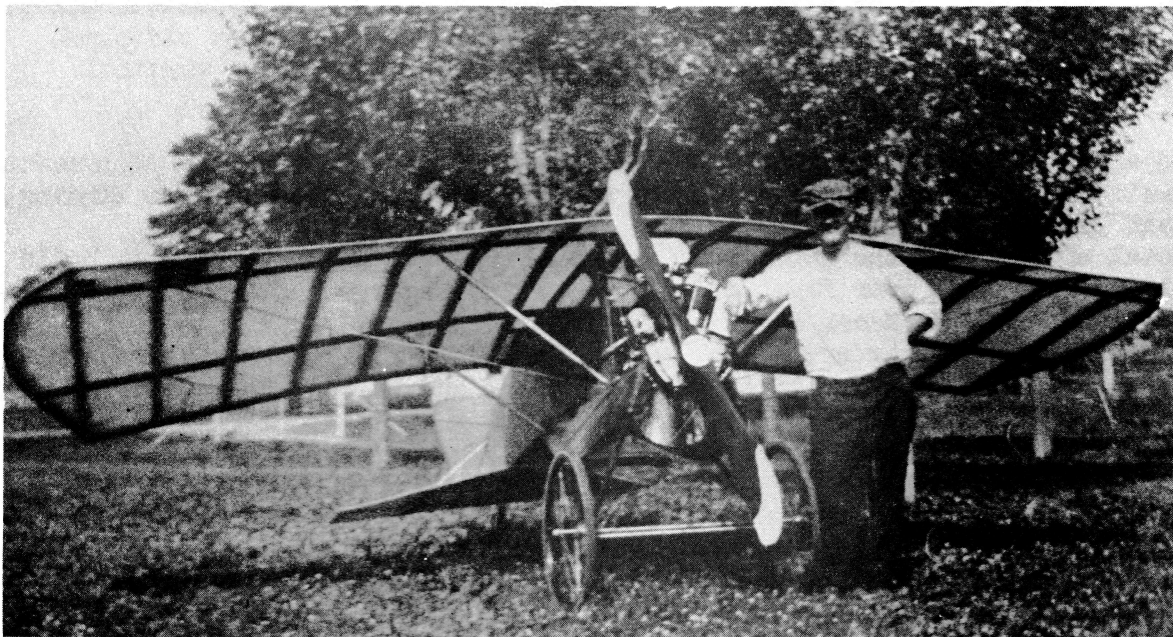
Once he sold his plane, Stookey never flew again, either as a pilot or a passenger, even though he was one of Ohio's pioneer plane builders and pilots. "I just never took the time," he lamented. "I wish now I would have." End

The above story and accompanying pictures were printed in the Columbus Dispatch Magazine section on April 8, 1973 and since the Indian Twin played an important part as the power plant for the crude aircraft, we thought the story deserved a place in the Four News. Many Indian and Henderson fours were converted to powering everything from single seater airplanes, to ice sleds, power for a grain mill, swamp boats, machine shops, etc., and many old twins and single motors, if all the history could be assembled, would reveal a multitude of places that these old motors were used for power after they were removed from the old bike. Those twins calculated at 5 to 7 idle horsepower were probably capable of from 15 to 25 hp at full RPM and believe me, it required full throttle to maintain flight. Our good friend "Andy" Anderson built the single seater Heath and powered it with the converted Henderson four. Both take-off and flight required full 4000 RPMs to maintain flight. The one missing accessory to these engines that aircraft motors today have is dual ignition. If one set of points and plugs fail, the other set continues on. The motorcycle motors did not have this. However, Indian did build a Chief motor that did have dual ignition.

The little twin such as Mr. Stookey used was not exactly out of the class of an aircraft motor. The single crank pin of all Indian twins is almost identical to radial engines of any aircraft. Whether it be an old 3 cylinder, a 5, a 7, a 9 or, the big radials built for bombers of double or quadruple rows of cylinders, the single crank throw is the same principal. Number one piston is the master rod and fits on the one single throw of the crank. All the other rods fit in the master rod like a wrist pin. As number one starts down all the rest follow in sequence and come back up when number one tops. One would then necessarily believe that the firing order follows this same pattern, but being a 4 cycle type motor, its firing order is staggered for each cylinder to complete its four cycles and produce maximum for motor speed. We hope that none of our readers get the urge to build an aircraft with the intention of using a motorcycle motor for, we would warn you that you cannot get it licensed

because it would be under power. There are some hobbieists presently using the Volkswagen motor and getting experimental license. This might be a lot of fun to fly but the results could be tragic.

We contacted the Columbus Dispatch for permission to use this article on Mr Stookey and they very kindly consented plus sending us the original photos to make our halftones from. When Mr. Stookey built his rare bird there had been considerable refinement in aircraft design over the crude types such as the Wright's first took to the air in. There were 20 and 25 HP 5 and 7 cylinder radials and some inlines such as the well known Liberty engine that made World War I fame, therefore the young pilot of our story did not draw altogether on the knowledge of that day or his airship would have shown evidence of more refinement. We can't be too critical of him though for he had the nerve to try it and with limited funds he built it the best he could and then enjoyed every minute of a machine that some of the people in that area no doubt never got off the ground. Editor



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 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 W 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 Sloansville N Y 12160
 George Pespas 501 Chestnut Lane E Meadow Long Island N Y 11356
 Ira Philbrick 406 Court St Little Valley N Y 11475
 Gordon L Prosser R F D 1 Oswego N Y 13126 Subscriber
 Emmanuel Speranza 2339 129th St College Pt Long Island N Y 11356
 Virgil D Smith C/O Worthington Corp P O Box 69 Buffalo N Y 1420
 Frank Tygush RR 1 Box 78 Troy N Y 12180
 Clinton Gates 6167 Country Club Rd Rt 3 Gowerneur N Y 13642

North Carolina

Vernan Eanes Rt 5 Box 164L Salisbury N Car 28144

North Dakota

Gilbert E Horton Box 1351 Jamestown N Dak 58401

South Dakota

Fran Backer 2724 E 26th 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
 Larry Barnes Box 24 Grand Rapids Ohio 43522
 Casper Barnes (see Florida address)

Treasurer

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 Gordon Deye 3524 Corey Rd Toledo Ohio 43615
 Gerald R Dellevar RR 2 Rock Rd Shelby Ohio 44875
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 Victor E Huguenen 706 Fairview Ave Galion Ohio 44833
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 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 Sanducky Ohio 44870
Milton A Mehl 2641 Andrew Ave Hamilton Ohio 45015
C E Monnot 22423 Wallace Alliance Ohio 44601
Fred Provin 371 Heath Rd Heath Ohio 43055
Clarence F Puckett 4378 Catalina Ave Dayton Ohio
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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
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Waldo Stevick 916 Dingleline Ave Lima Ohio
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44060

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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 45140

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 Connolly 231 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 Pittsburgh Penn 15235
Robert W Hangan RFD 2 Quakertown Penn 18951
Edwin R Johnson 708 Middle Rd Perkasis Penn 18944
Joseph Karis 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
Herman G Metzger Jr 2174 Winthrop Rd Hintingdon 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 Snagach 2840 E Thompson St Philadelphia Penn 19134
Matthew J Snagach 2840 E Thompson St Philadelphia Penn
19134

Edgar Stoner RD 1 Etters Penn 17319
James Statfs 7 Kiltie Dr New Hope Penn 19938
Fred J Wood 821 Cedar Rd Philadelphia 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 Premisburger Box 905 La Feria Texas 78559

Virginia

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

Washington

Mel Brewster 373 N Frace Ave Tacoma Wash 984 07
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 Wisconsin 53929
 Ervin G Van Beek 517 N Main St West Bend Wise 53095
 Carroll E Spenser Rt 3 Box 311 Burlington Wise 53105

ForeignCanada

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario
 Mal Middlebrook 102 Rockview Gardens Concord Ontario
 Philip Picard 860 Calaxia Lavallee Apt 1 Quebec City
 George P Raft 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
 Canada

England

Robert Sidney Powell 27 Clinque Ports Ave Hythe Kent
 England

New Zealand

Patrick William Wood 7 Maxwell Ave Papatoetoe
 New Zealand

Germany

Hans-P Arendt 1 Berlin 144 Burknerstr 24 Germany

Sweden

Ali Drimmer Skarsgatan 27 41269 Göteborg Sweden

Late ArrivalsIndiana

Lynn A Miller 500 S Ruston Evansville Indiana 47714

Maryland

Rufus C Wysong 601 Whittingham Dr Silver Springs MD 20901

Any boy who has ever been to camp of any kind, will find some other boy that has something that the other boy will give everything he's got in his pockets to trade for it. Our son swapped or traded for items that to us were utterly useless or worthless, but to him it was of value.

We mentioned in one of our letters to Whitey Metzger the possibility of a Trade or Swap page in the Indian Four News might generate some interest. It would not replace the regular section, but printed as an additional section to give any members or friends who wished to, a place to list parts that they don't need and someone else who does need - they could swap for it.

At the June meet and the August meet we usually have the Flea Market and some may wish to bring their swap items along for swapping at the meet. It could be parts from any make bike, they'll swap it for something else.

In the Swap Section of the Four News, this section would not be limited to members such as the Ad Section is not limited to members.

Now some wives may want to swap off their husbands but we don't care to get involved with the law.

Whitey Metzger of Huntingdon Valley Penn. sent us a list of items to start off the Swap List. After you read it and find something you'd like to have, look over your parts and tell Whitey by letter what you have in trade for what he has listed - then make a deal to bring it to the meet or send it too him by truck.

Some will no doubt list a couple of items they will swap for a particular item, if its a deal, you'll hear from the guy, if not, try someone else. This is the way the kids do it.

As Metzger has done, listed somewhat the condition, we think this should be the practice for any item listed. Tell it like it is.

1953 '80 frame

Most of a used disassembled '53 80 engine

'36 front fender

Most of a '31 74 engine

Most of a '30 101 Scout frame and wheels with a cannibalized Chief motor mounted in same.

Most of a '29 101 Scout engine.

'43 H.D. 45cu in military cut up - 45% complete

'36 Indian 74 with bad motor - 95% complete.

'40 Indian Four basket case with some parts - 95% complete

Some spare tanks, seat frames, shield hardware.

Some military Scout engine parts.

This list is a starter and, something you have that may not be remotely connected to a motorcycle might be just what Whitey wants for tradin stock.

And, it could happen that a three way deal might cook up that another party might have what Whitey wants and you have what the other guy wants, So, give us your list and somethins bound to happen.

Come on you fellows that are hoarding parts, let's get them in circulation like dollar bills and improve the Indian Four economy.

AD PAGE FOR SALE - WANTED

For Sale - Remolded Foot Boards for 1940 to 1953 Indians. Footboards for Indian motorcycles of these years were molded around the metal core therefore we must have your present cores if in good condition, or better boards if they are too badly damaged. We guarantee the remolded footboards on good cores. Price per pair - \$23.00. Postage to return \$1.50

Footboards for Indian models 1913 and up were molded on separate piece of metal and rivited to the regular footboards. Molded footboards for the older models \$6.00 each or \$12.00 pair. We have new molded footboards for Hendersons, Harley, Super X and others at \$6.00 each or \$12.00 per pair. Add 75¢ for mailing.

New handle grips for all machines at \$6.00 each or \$12.00 a pair. Add 75¢ for postage.

We will be at the August meet with a limited supply of remolded footboards, but if you have a bike from 1940 thru 1953, bring along the old cores if you want new rubber on your old boards. If you have any questions call - 1-515-285-7810

Paul George
2590 SE 52nd Ave
DesMoines, Iowa 50320

For Sale - Heat Riser Tubes.
Jack Maurer of Detroit told us at the meet in June that he still had some of the heat riser tubes for the later fours. These are for the fours with the carburetor on the left side instead of at the rear of the cylinders as the older bikes used to be. These tubes are made of new metal and give the satisfaction of good long life \$30.00 per set. These are not reconditioned tubes but all new and good metal.

Write Jack Maurer
14553 Coram Ave.
Detroit, Michigan 48131

Wanted - Rear Fenders for 1934 - 3 wheel Indian cycle.

Write Ronald Thomas
5724 Chagrin Dr.
Mentor-On-The-Lake-, Ohio

Wanted - Chief 74 or 80 and a 650 Triumph. The Chief may be restored or restorable.

Write Dick VanSant
228 Tyler St
Findlay, Ohio 45840

For Sale - Chief Parts
Black 16" wheel rims
Good front crash bar, with new section to be welded in
Spoke nipples - 80 count
Ready to plate front brake assembly
Restored seat post complete
Restored belt guards
 one (original) needs work
 one - cast polished aluminum
Newly chromed chain guard
Newly chromed Indian script
Chromed sump valve and tube complete
Lower fork shackle rods and nuts
Misc. small parts all restored, like new condition.

Send self addressed envelope for prices or parts desired

Write Robert Vandenburg
223 Midland Ave.
Findlay, Ohio 45840

For Sale Parts for Indian 841 Shaft Drive. I have over 3000 pounds, most new, some still cosmoline. Please give part number and engine number. If you do not know the part number describe it the best you can. I also have parts, new and used, for V Scout and Chief. Have four sets of new exhaust systems for Chief '40 thru '45. These are original. Price \$40.00 each plus shipping.

Write Roger F. Hensley
P O Box 29361
Atlanta, Georgia 30329

Wanted - I am in the process of expanding my bike collection and wish to purchase a number of early examples. I am also looking for a number of other items connected with antique motorcycles. Listed below are the items which I wish to acquire.

- 1 20-25 fully restored, mechanically good antique and post-antique motorcycles. I am primarily interested in American and British bikes, although I will consider odd examples.
- 2 Literature, manuals, sales brochures, photos, diagrams, or any technical data.
- 3 PARTS: (a) for early Indians (in the teens), I have 2 which I wish to restore (b) for 1930-31 Henderson-- also manual if possible (c) for mid-thirties Indians, 4 cylinder.
- 4 A complete engine ofr 1920 Cleveland single. It must be mechanically good or rebuilt.
- 5 A complete engine for a German military Zundapp, 1938-40 twin. Any technical information, literature, manuals, etc., needed in the restoration would be appreciation.
- 6 A selection of decals or diagrams to enable me to replace the manufactures name on the gas tank.
- 7 A list of motorcycles manufactured in the U.S. prior to 1942.

If you have any of these items to sell, please write to me giving a complete description, price, and, if possible, a picture or photograph (returnable).

I look forward to hearing from you

Write Mr. Graham Lintell

P O Box 10

North Gower, Ontario

Canada. KOA 2TO

For Sale - 1930 Indian Four

Write - Charles B. Mullen

P O Box 201

Inyokern, Calif 93527

For Sale - Henderson KJ Chassis

No engine, but near complete.

No accessories - \$200 or trade for ? ?

Write Frank Smith

621 Eucalyptus Way

Mill Valley, Calif

94941

415-388-3023

For Sale - 1939 -1942 Indian Four Parts

- 1 Frame - Tip of Center stand lug, broken, otherwise excellent \$100
- 1 Front fork, good \$50
- 1 Handlebars - 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. Three 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 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") - rusted \$15 each
- 1 crankshaft 0 rusted, and journals are approx. .030 undersize - \$25.

Write or phone Gilbert E Horton

P O Box 1351

Jamestown, N.Dakota

58401

Wanted - Sidecar for 1941 - four unrestored

Indian Military Shaft drive - running, unrestored or basket case.

Cut down horse trailer or equal to haul 3 Indian fours at one time

One set of new or nearly new - .005 or .010 oversize pistons for 1941 four

Complete 1938 thru 1942 Indian four motor suitable to rebuild

Write Herman "Whitey" G. Metzger Jr.
2174 Winthrop Road
Huntingdon Valley, Penn.
19006

For Sale- Several 4 cylinder Indian and Henderson cycles and many parts.

Write Lyle Finley
C/O D and L Indian
1411 E Edinger
Santa Ana Calif

Wanted - parts for 1931 Indian Four.

2 exhaust pipes
Chain guard
Battery box
Switch

Write - Ernest Pretor
2294 43rd Ave
San Francisco, Calif 94116

Wanted - 1941 Indian four in good condition.

Write - Robert L De Saussure
160 Altura Way
Greenbrae, Calif. 94094

Last minute address changes

R F Burke 114 E College Ave Tallahassee Fla to P O Box 3429 MSS Tallahassee Fla 32303
Curtis B Weigold 1611 S 21st St Maywood Ill to Flandreau S Dakota 57028
Robert De Saussure 556 Mission St San Francisco to 160 Altura Way Greenbrae Calif 94094

We have received a magazine and a letter returned by Post Office that was sent to Stanley Krawiec 2301 Kaeven Dr Tuscon Ariz 85700. Can anyone send us the correct address.

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

DECALS FOR MOST CYCLES

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

Bob Speck The Decal Man
Mtd Rt 35 Box 338
Valpariso Indiana 46383

For Sale - New 28 X 2 clincher tires, rims and tubes. New Indian kick starter peddals, \$7.50 exchange
New tank strips \$1.50

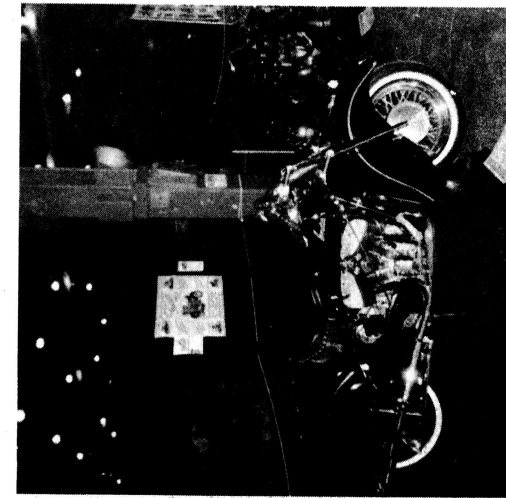
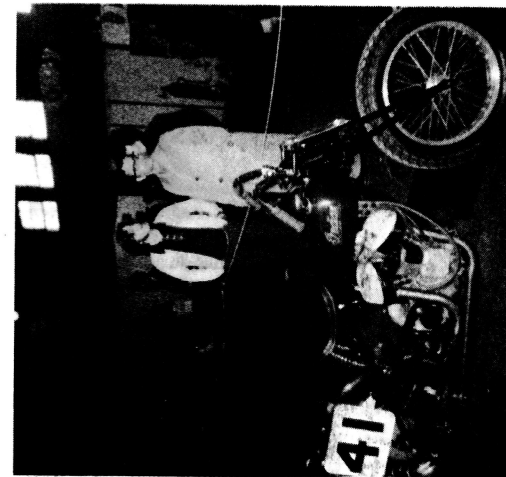
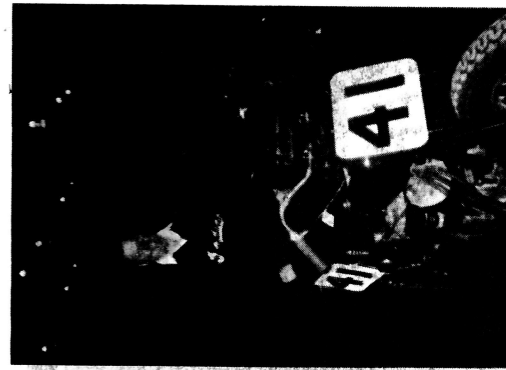
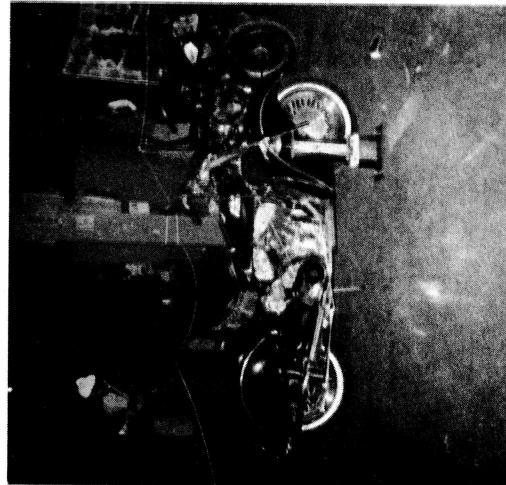
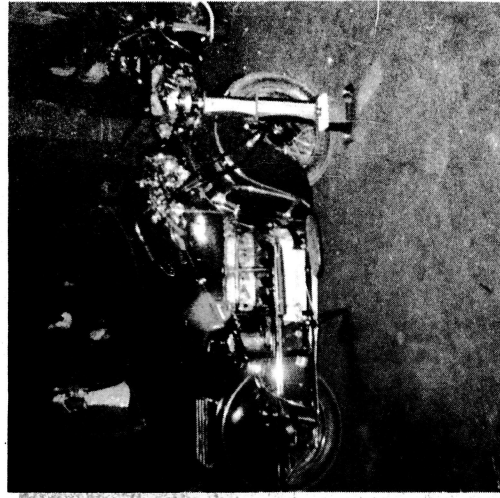
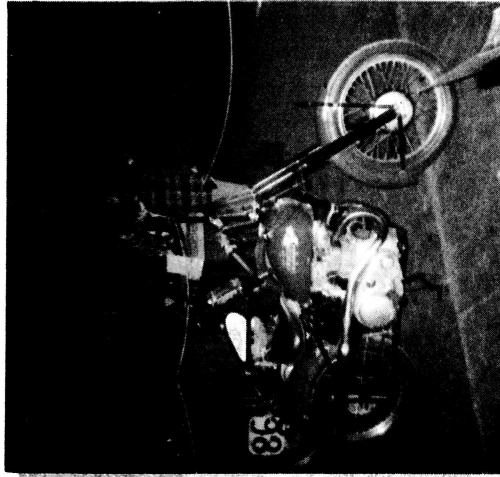
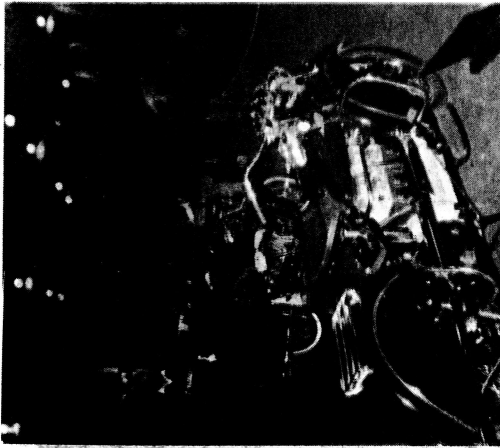
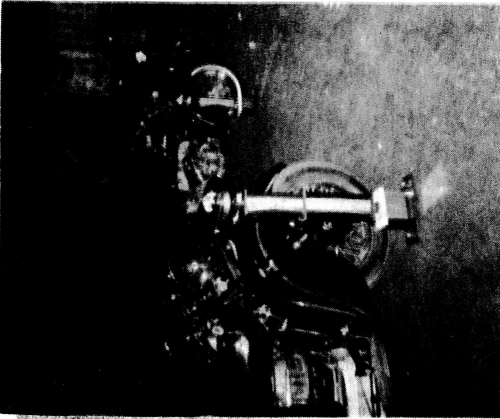
Wanted for 1939 Indian four - tool box, carburetor, horn, chain guard.
Also used kick starter peddals.

Write Jim Cook
3151 Loyal Oak Dr.
Norton, Ohio 44203

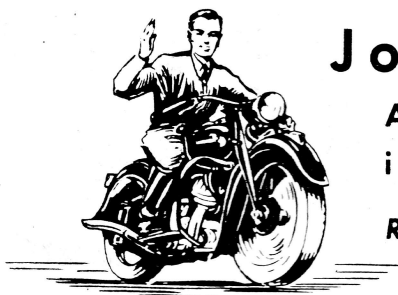
Wanted left tank emblem.
complete set of spring frame shock absorber covers for 1941 four.

Interested in buying 1938 -39 Indian four, preferably unrestored.

Write Barry Stelford
RR 1
Urbana, Illinois 61801



The Cycle-rama mentioned on page 11 in which Robert Shingler entered 1940 four, 1941 Scout racer, 1947 Chief, 1949 Arrow, and 1951 T T Warrior. Bob and his friend, Mr. Wagner entered their cycles together in one display. The display attracted considerable interest and as usual, spectators were amazed to see many advanced designs on the four and the vertical twin. Indian is still a very popular motorcycle. Our thanks to Robert Shingler of Chicago for the story and the pictures. Editor



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

