

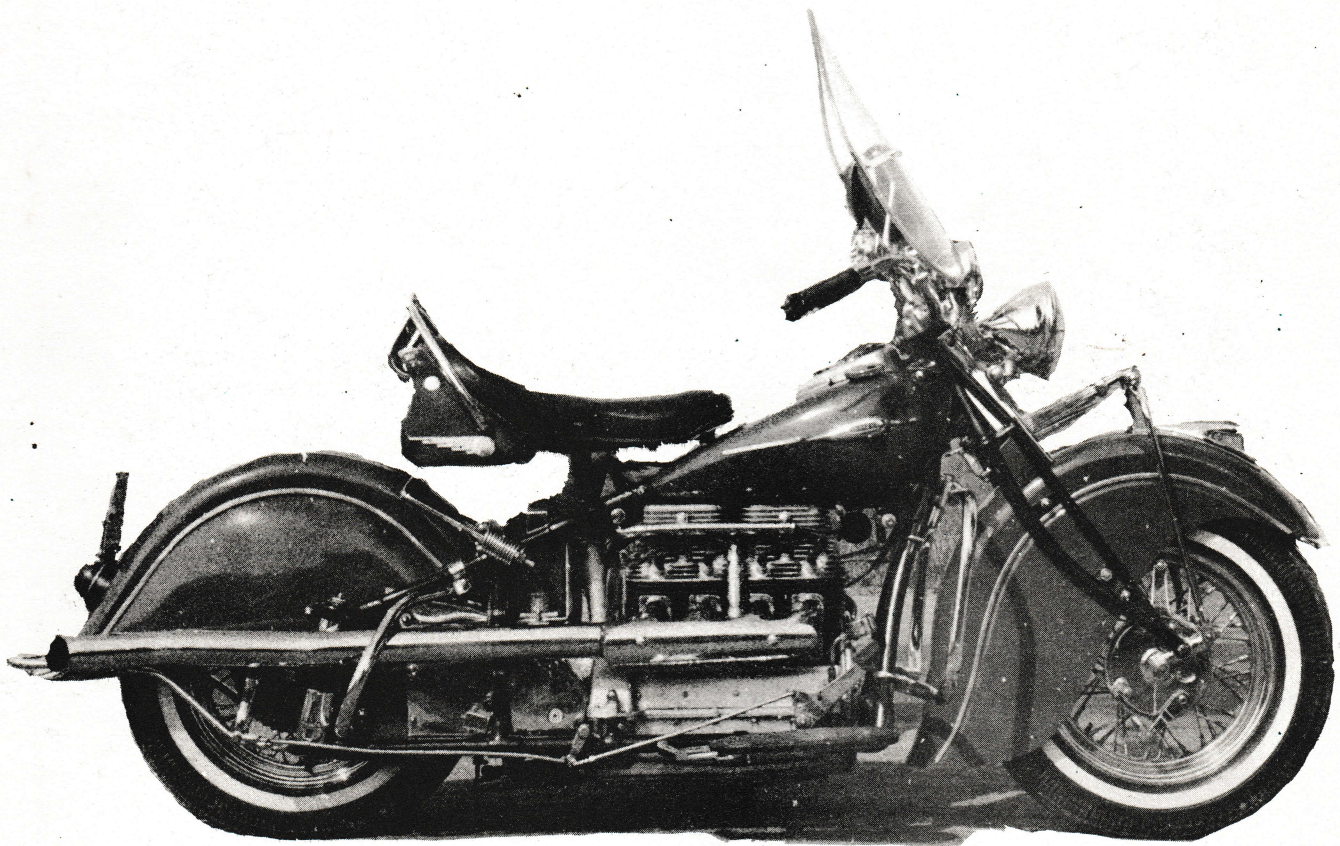
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FOUR MOTORCYCLE NEWS

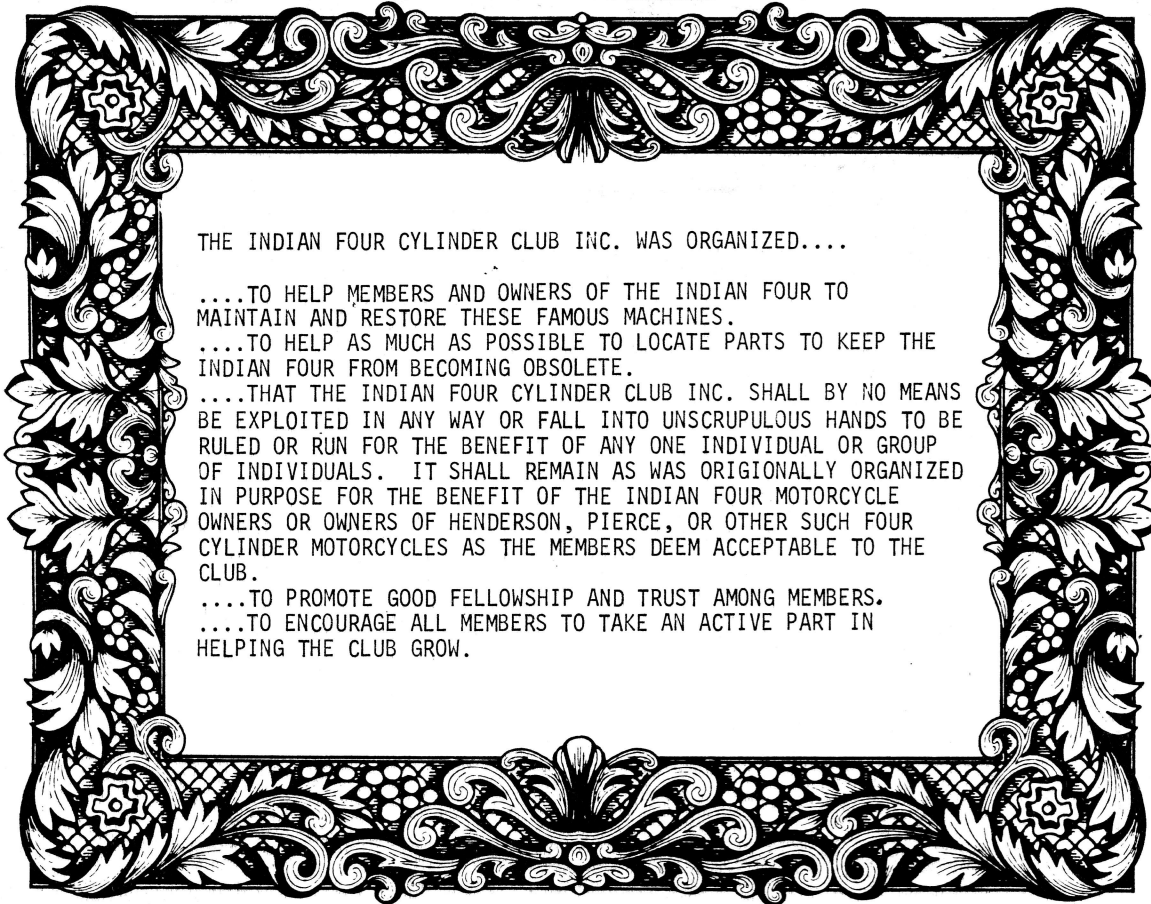
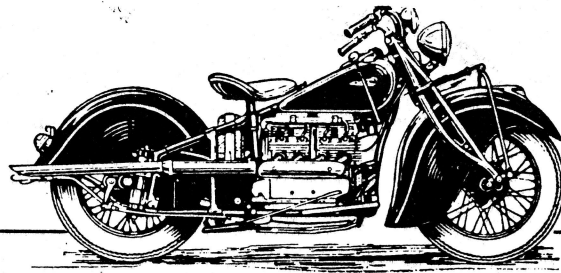
VOLUME 8 NUMBER 3

FALL 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.

1973

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INDIAN FOUR CYLINDER NEWS

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

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Cover Page

We have always wished we could have our covers printed in complete color but that would cost more than the entire magazine itself. A year ago we printed the picture of John Webb's trophy winning beautiful red four and the Summer issue was John Wickham's blue four. This issue is Ed Morrison's red four. Ed lives in Whiting Indiana and a regular attender to the Indian Four meets. He had the latest motor number, No 161, but Mr. Ferriera has come up with motor No. 173.

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, Florida 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.

DON'T MISS THE TWELTH ANNUAL INDIAN FOUR RALLY AND MEET AUGUST 11-12 1973 AT THE TRAVELER'S CLUB 8940 DORR ST, TOLEDO, OHIO

The 12th Annual Meet

On August 11th and 12th of this year the 12th annual Indian Four Meet was held at the Traveler's Club Ground in Toledo as in previous years. Much to our surprise, this year there was a very good attendance and lots of cycles. Of course, when it comes time for the Indian Meet, the guys know there will be parts galore, old friends, and maybe something new.

We had announced in the last issue the possibility that the new Chief might be on hand for viewing but this is still a remote possibility for production has not yet started on the new version.

Campers started arriving on Friday afternoon to get choice spots and get ready for two days of relaxation, Flea Markets, friends, events and judging. This year John Webb and family received the trophy award for having come the farthest, all the way from Florida.

Saturday morning is generally on the quiet side with not too many cars, cycles, campers or people, but not this year. When your editor arrived from Findlay on Saturday morning it appeared more like Saturday afternoon when parking space is rapidly being used up. The crowd on Saturday was pretty good indication that there would be a good turnout this year and thats exactly what happened.

Many flea markets were already buzzing with business, a lot of bikes were unloaded in the area right next to the track and in the bright sunlight, those bikes really glistened. We were all happy to see Bob and Shirley Paulette present after a year's absence. By mid morning owners were asked to bring their machines out on the track for the beginning ceremonies and the parade. On the picture pages of the annual meet you will see the bikes lined up for the National Anthem and then several laps around the track.

Immediately following the parade events were under way with the favorite event - the Poker Run. This year each rider took five laps and on each lap picked up the cards of his poker hand. Participation in this event was exceptionally good and lots of help with the cards. The first group of events were over by the noon hour and lunch became the order of the day. Around 2 PM all members were called into the club house for the annual business meeting and the election of officers.

The business meeting proceeded on normal process with the roll call and the Secretary's report. Several new members names were recommended for membership having complied with the rule that they must own a four for eligibility. Names recommended were - Hans Rennerfeldt of Sweden, Jim Troxel, DeWitt, Ill, 1941 four, Rufus C. Young, Silversprings, Mo., Fred S. Tincomb, Whittingham, Md., Clifford Oglesby, Warren, Michigan, David C. Litner, Pontiac, Michigan, Pete Gagen, Subscriber, Roswell T Davis,

Meridian Conn., and Charles Petty Jr., Washington, Indiana. All new members were approved and accepted. All bills were presented and paid.

Since the June meet was short on attendance and machines for any competition, it was decided then, to hold the trophies purchased for the June meet for the annual meet.

Some research for a new meeting place has been carried out but no definite plans have yet been made. Such proposed places as Lindsey, Ohio and Woodville, Ohio were ruled out because of local ordinances on alcoholic beverages. The Club received an invitation from the Delta Motor Park, Delta, Ohio, and President Wickham was to contact the owners for details. The Delta Park would require a possible change in annual meeting dates on account of a conflict with racing schedules. All details are to be handled by the Executive Committee.

Certain members had become eligible for 10 year pins, or 10 years in the club. Some believed they were eligible but the treasurer's record showed they had dropped out for a couple of years. To be eligible for a pin, all dues for years dropped out must be paid in full, then member may receive pin. Charter pins are for members whose membership began before 1962, or a charter member.

Request was made by Whitey Metzger of Huntingdon Valley, Penn., on behalf of a club in Philadelphia area called the Reluctant Turtles, to start a Philadelphia chapter of the Indian Four Club in that area. Permission was granted to start a chapter providing the new chapter adhere strictly to the by-laws and constitution of the Indian Four Club. Of utmost importance, that only an American made four cylinder motorcycles are eligible for membership.

Class judging cards were introduced this year for the entrant to indicate what class he wanted his bike in. Cycles would be grouped in classes. Along with the regular trophies given by the Indian Four Club, Bob's Indian Sales of Chicago donated two trophies for best restored four and best original four.

It was noted from records of motor numbers that Ed Morrison of Whiting, Ind. had number 161 which was the latest to date. However, since then, the machine belonging to Beverly Ferreira of San Francisco, Calif. had a later motor number. Mr. Ferreira's motor number is 173. Better check those motor numbers and send them to Carl Reichenbaugh of Findlay, Ohio (address in membership listing) so a further check can be made.

The last business on the agenda was the election of officers for the next two years and one trustee for a six year period. Dr. Claude Walters, secretary, received nominations for the different offices. Move was made to allow president Wickham to serve the presidency in an honorary capacity after so many years as an active president, and elect a younger man to take on the real responsibility. The motion was lost for want of a second and President Wickham was re-elected with no opposition. Two nominations were received for vice president, Jack Maurer and Chuck Myles. Chuck was elected to the office. Dr. Claude Walters was re-elected Secretary and Casper Barnes re-elected Treasurer. Percy Wallace, Bob Aldrich and George Young were nominated for the office of Sgt-at-arms, and George was elected. Fred Provin and Bob Aldrich were nominated for referee and Bob was elected. Last of all, Dave Sloan was elected trustee for a six year term. The election of trustee brought to a close the business meeting which concluded around 5PM.

This also concluded activities for the day and campers began getting ready for the evening meal and the corn roast which always highlights the Saturday night program. Our friends from Philadelphia offered a helping hand in most every activity during the day and when it came time to provide the sweet corn, Joe Karis of Philadelphia went to a source in the area and purchased 50 dozen ears

of corn for the corn roast. Joe was later reimbursed for his efforts and wrote Casper Barnes a short note that said ; his coming to the Indian Four meet was a delight of his summer fun. He always enjoys meeting everyone there and best of all getting involved in all the activities. He said there is no finer bunch of guys anywhere and proud to be associated with the Indian Four Club.

Sunday morning began about the same as Saturday morning except more people. Parking was almost at a premium and people were everywhere. A little late in starting on Sunday morning, as Chaplain of the club We finally started the invocation around 10:30 AM and the parade under way soon after. After the last cycle of the parade pulled off track the referee crew called all participants to the events. There was time enough for a poker run and a couple of other events before the noon lunch.

As Joe Karis offered his contribution to the club two other people were also making a fine contribution in my estimation. Bob and Shirley Paulette had brought with them from Kentucky some very tasty Kentucky smoked ham and just outside the clubhouse Mrs. Paulette was frying that delicious ham and making sandwiches for all who wished one. They were delicious.

The flea markets were doing a good business as usual and there were a lot of them. Some of the larger ones were - Emmanuel Sperazza of Long Island New York out on the old clubhouse floor and a million parts, Bob Shingler and Mr. Wagner, both of Chicago and Bob's Motorcycle Sales just south of the club house with many new parts. Also they had several newly assembled cycles made by Indian after the Chiefs. Bob Paulette had few parts, Earl Chalfant as usual, Bob Speck and many others. If anyone came to the meet seeking parts and went home without it or didn't order it, it was his own fault.

Right after the noon lunch owners began bringing their machines to the judging circle and filling out the entry blanks. Judges this year were Whitey Metzger, Jack Maurer, Dave Bozung, and Paul Pearce. Judging is no easy task and four men try to decide what bikes shall win the trophies. A rule of the club is that everyone must stay out of the judging area during the judging and Percy Wallace was the watch dog. He ordered everyone out of the area to make sure there was no interference with the judges.

There were quite a number of trophies to be awarded for as we stated in the report of the business meeting, trophies were left over from the June meet and allowed trophies to be given for 3 place. There was also the two special trophies from Bob's Motorcycle Store in Chicago. An additional award was given this year - certificates were given in some categories to make more over all awards.

Two days of meet were soon to come to a close and for some it meant continuing on their vacation which had included the 2 day meet. After the awarding of trophies some had already packed up and were on their way. Our residence being just south of Toledo at Findlay, were are quite familiar with northwestern Ohio and many interesting spots to visit. We were asked by several what places of interest there were for them to visit. Whitey Metzger had told us that his gang had planned for a couple of years to visit the Ford Museum at Dearborn but had not yet been successful in making it. The Robert Saars Of Iowa wanted to see some interesting places and we recommended Kelly's Island out in Lake Erie where the famous glacial groves are located. And, Lake Erie's Disney land at Cedar Point. From Catawba Cliffs to Kelly's Island by Ferry is quite a trip. For anyone who has never been to the Airforce Museum at Fairborn Ohio, is also and interesting sight of old planes. Five O'clock soon rolled around and caravans began to form on the drive out of the club. We too packed up for our short jaunt to Findlay compared to many such as John Webb and family who came all the way from Florida in a big camper, but this year with many less incidents. So until next year save another space in your vacation and by that time the Indian Four Club meet will be a whole new ball game.

Editor.



Although we took this picture of the trophy winners, we failed to get all the names of each individual so the only ones we can actually name are l to r -
 _____, Chicago; Jack Maurer of Detroit Michigan; John Wickham, Club President; _____; and Mr. Wagner of Chicago.

Each annual meet often brings some unusual things and the '73 meet was no exception. Trophies are generally purchased in advance for both the judging, and several events, plus long distances by cycles and by car. Or other special event or responsibility that committees deem worthy of a trophy.

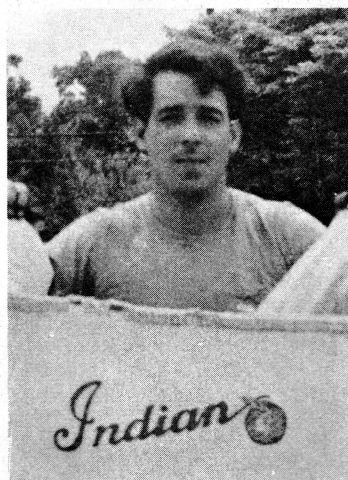
This year, the Indian Sales of Chicago, formerly owned by Mr. Nickols, and now owned by Mr. Wagner, who brought to the meet two very fine trophies to be awarded for the best restored and best original four.

Many owners work from one year to the next overhauling their machines and making changes to bring them to that original state that it left the factory. Others want their bikes just as they were when they left the factory. Others go for the customized machine. Either way, changing their machines and refinishing to bring them to that original or better condition than when it left the factory. Others go for customized machines or more modern equipment for more comfortable riding and either way, the objective may be to make it a trophy winner or just a better bike. The trophies given by Mr. Wagner were not announced in advance and a surprise to the judges. The club extends its thanks for this fine consideration and we know the two gentlemen who received them are equally as grateful.

Editor



John E. Wickham



Chuck Myles



Doc Walters

Casper Barnes

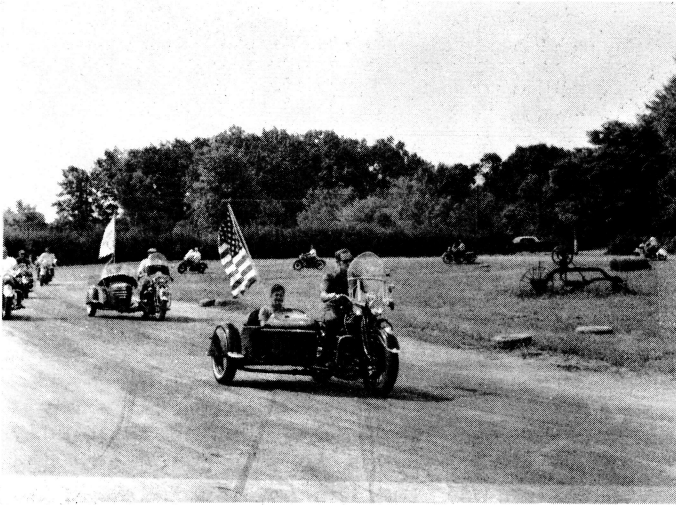
The 1973 meet was election time again and members are called upon to assume responsibility where others have served some time. As usual, the previous officers may be unanimously re-elected and no change in the officary but this habit doesn't pass responsibility around as the custom should be. Taking responsibility is everyone's responsibility but many feel inadequate to do the job, but will support the club in all other ways. Fortunately, the club has a president who has been able to assume the responsibility of president since the club's beginning and John Wickham has given fine leadership to an organization that was for a long time just a dream. Today, he would like to give the reigns to another but intends to do the job till the club finds his successor.

A new vice-president - Chuck Myles is not a rookie in the club and has contributed his talents and love for the Indian four from way back. First making contact with the club when living in Long Island, he later moved to Sloansville, New York where he presently operates an Indian Cycle Shop. Chuck was elected vice president this year and we are confident that he will take the office with the energy he puts in keeping the Indian motorcycle a live reality. Welcome aboard Chuck.

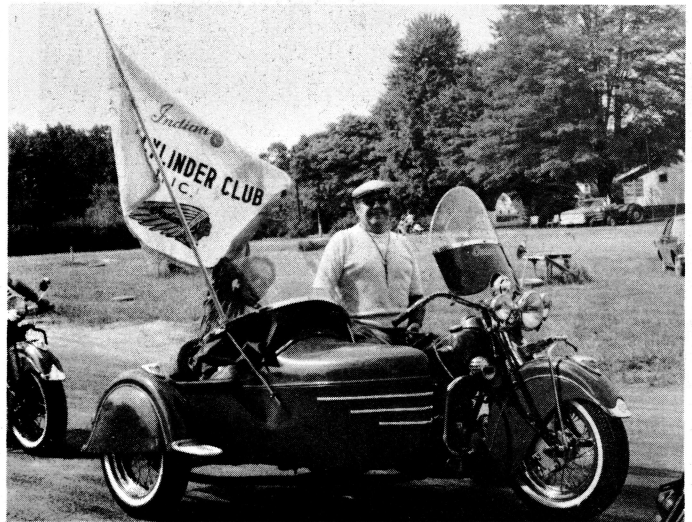
Doc Walters, an eye specialist in the Clinic at Camdem, Missouri, Dr. Claude Walters has many hobbies which include motorcycling and photography, Doc has faithfully served as Club Secretary and has never missed an Annual Meet even before he was elected to the job. Distance is no barrier for Doc was the first far away officer elected and he proved that distance made no difference to the job of secretary. Doc was re-elected Secretary this year.

The faithful treasurer - Casper Barnes, who is really far away, all the way down in Bradenton, Florida, was re-elected treasurer, a job that he has served diligently well. As publisher of the Indian Four News, we deal directly with Casper as he supplies us with current membership lists and of course pays the bill for the publication. Like the president, he is retired, and feels that this job is just what he needs to keep him young.

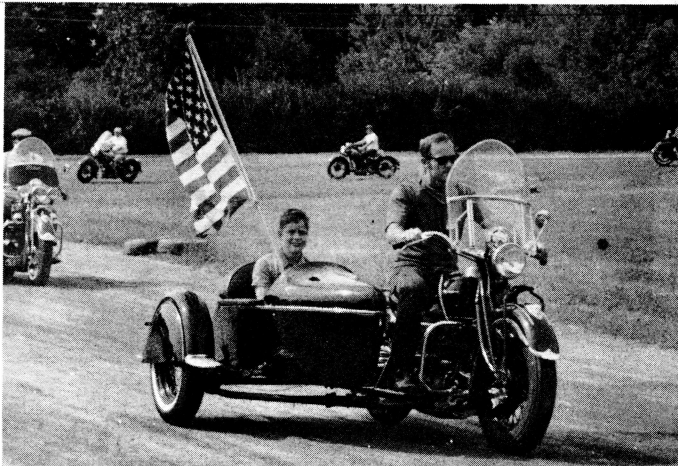
Other officers elected - George Young elected Sgt.-at-arms; Bob Aldrich, Referee; and Dave Sloan, who is well known to all, elected to full term as Trustee.



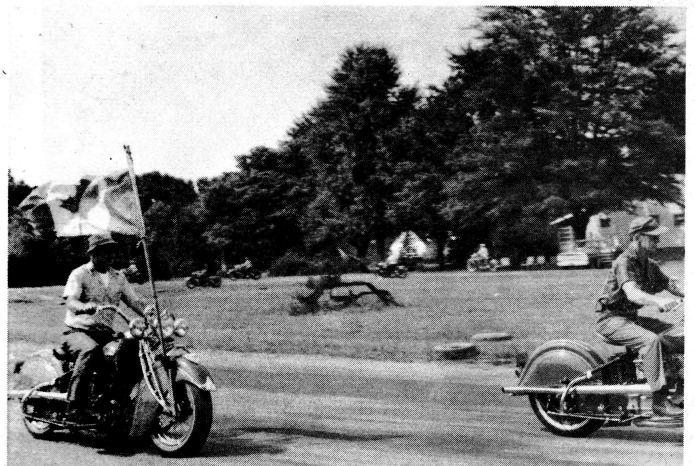
Lead cycle in the parade carrying the flag during the starting ceremonies of the 1973 Annual Meet,



Nick Gansinger and friend ready to carry the Club banner in the beginning parade. I'll bet-cha there's a salomi sandwich tucked away in the nose of that sidecar.



The lead cycle in the parade Saturday morning. What better picture could we taken than one of the youths holding old glory and his dad operating the four with the sidecar.



And then someone waved his own flag - Bert McKie of Ontario proudly displays the Ontario Provincial emblem as he rode in the parade on Sunday morning. Just ahead of his is John Webb of Florida.



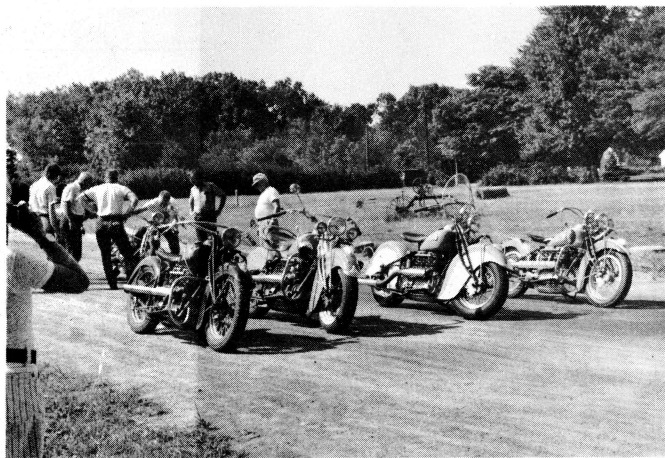
John Webb of Maitland, Florida leads the pack down the east shute during the parade.



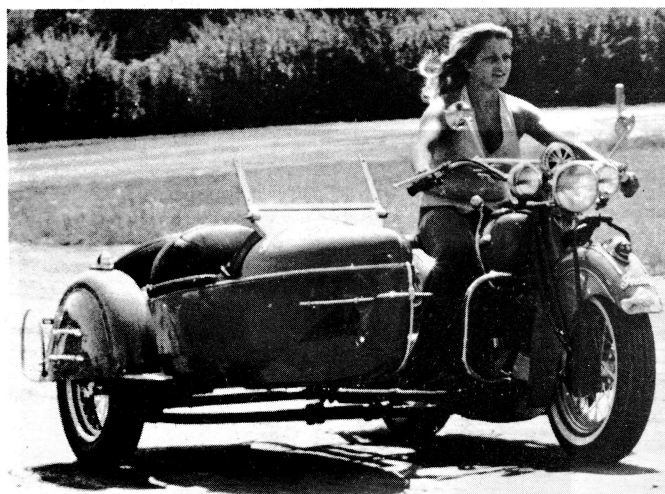
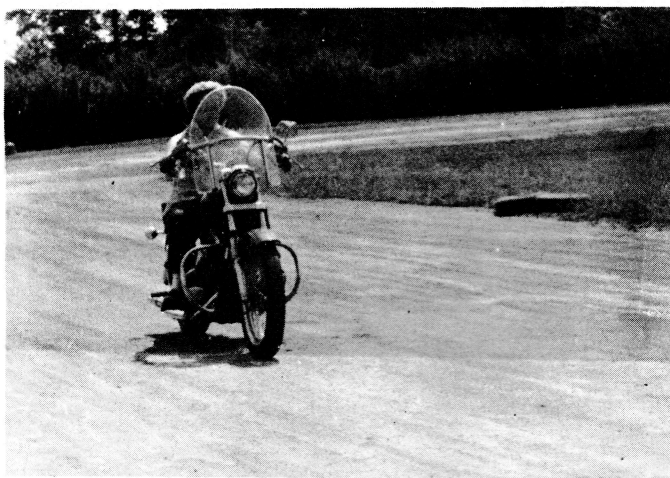
Parade marshall, Enos Leass, gets them all lined up plus the instructions for the number of laps on the track in the Saturday morning parade.



Sunday morning - a repeat of Saturday morning - two fours with sidecars carry the club banner and the flag.



Appears as though someone has an unruly cycle that refuses to start. Other are lined up waiting the events to start.



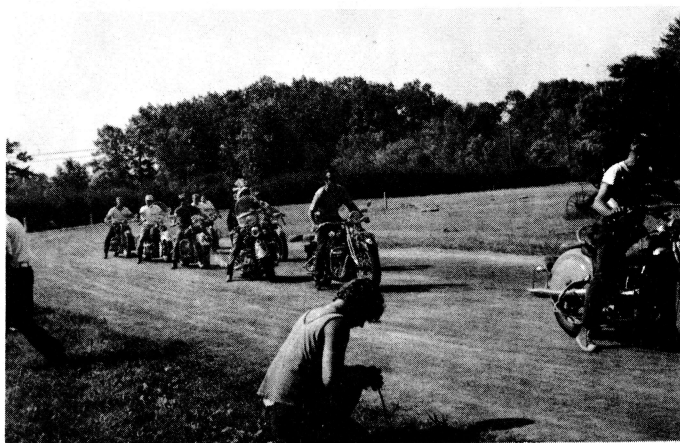
Awarded 1st place in a special class, these two gals have ridden these bikes many miles and were veterans at riding fours with or without sidecars. Of the thousands of cycle riders, male or female, very few could hop on the fours and take off. For the foot clutch and hand shift at the side of the tank isn't the easiest difference to get used to. These gals rode like they rode these fours to work every day.



Checking ger out - Someone gets a sidecar ride around the track during the parade.



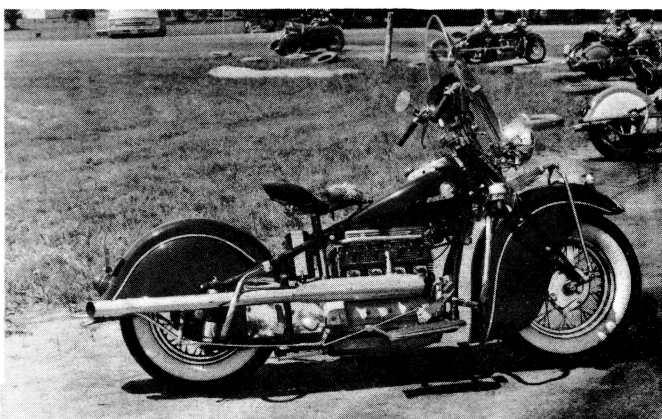
Big Chief Wickham could ride that four blindfolded. He said this four owned by Harry shaffer rode like a dream.



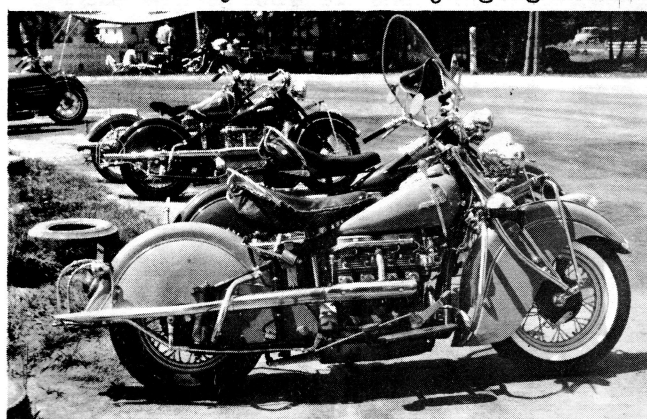
Lined up for the poker runs.
One lap - one card - 5 laps a full hand
and then a check who has the winning hand.
The same as cross country poker runs,
just a shorter course.



The judges - Whitey Metzger, Paul Pearce,
Doc. Walters, Jack Maurer, and Dave
Bozung, looking for the fine points.
Back on the hood of the car is Percy
Wallace, keeping an eye for anyone walking
in the judging area, which is a hard
rule - stay out of the judging area.



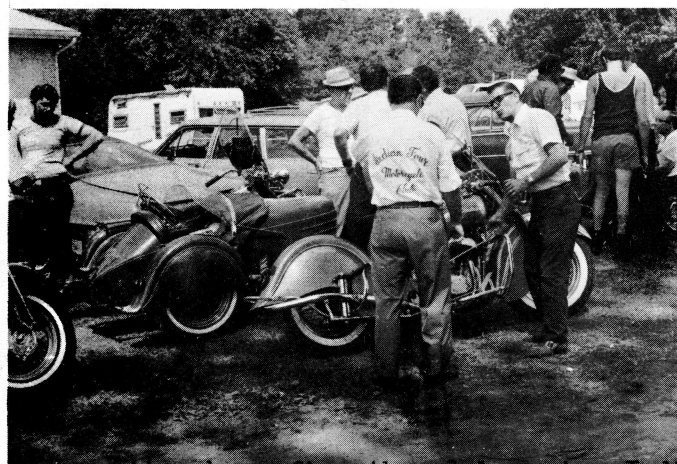
Around the circle of those beautiful
fours - a real task for the judges to
decide.



More of those four beauties. Impossible
any longer to just stand back and look,
and say this one has my vote. But those
details for originally became the key
to making a decision.



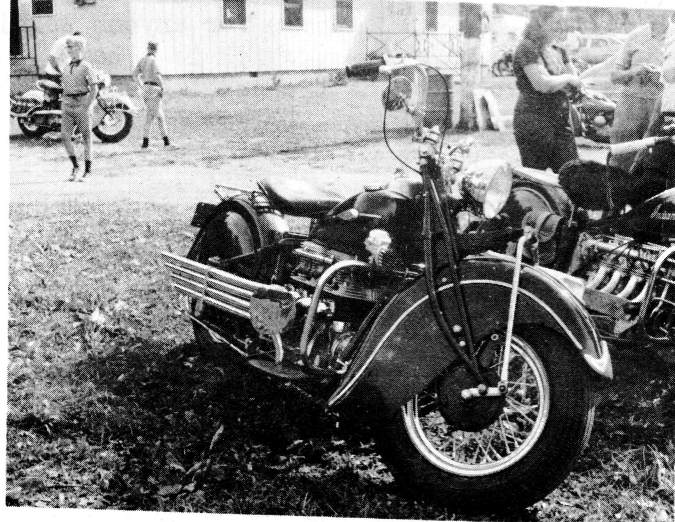
The trophy table and the president
standing guard. Just beyond - the
judges totaling up the points.



No matter how often the club meets, Indian
four owners always have something to talk
about. Ed Morrison (back to camera) and
friend discuss a point on Ed's four.



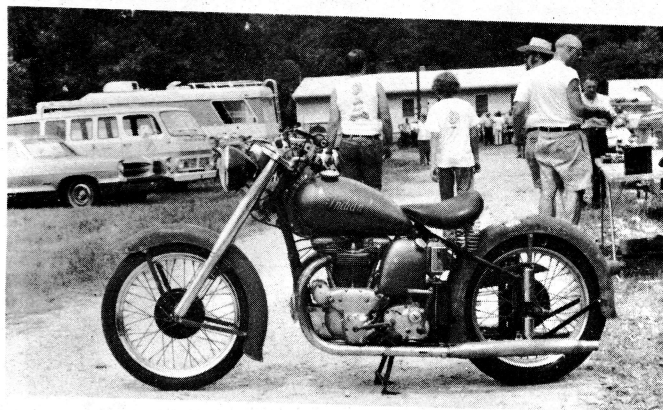
Michael Bryce of Canada with his two children and a relative. Handicapped, he still maintains an active interest in cycles including his own Indian four.



A little out of the way of being original, but a few extra pipes really dresses her up. Couldn't get by on the fine points, but a real eye catcher in looks to make it a trophy winner.



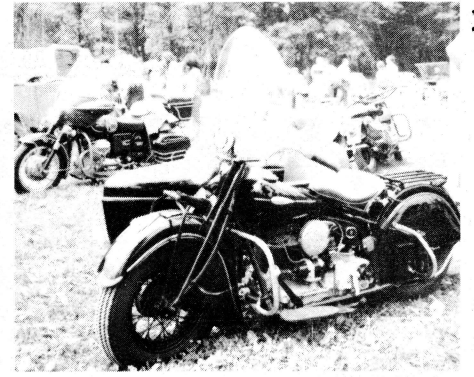
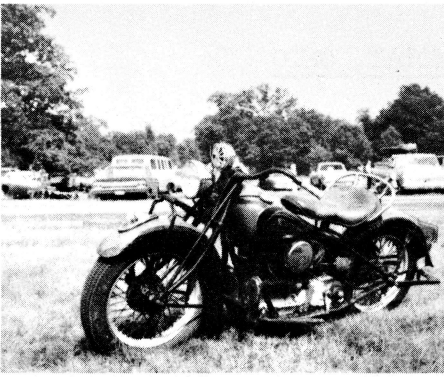
Big Chief Wickham and his pride and Joy, the Indian four. This was not exactly John's bike, but we thought it a good pose



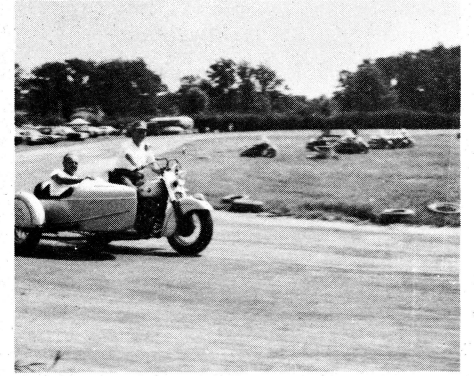
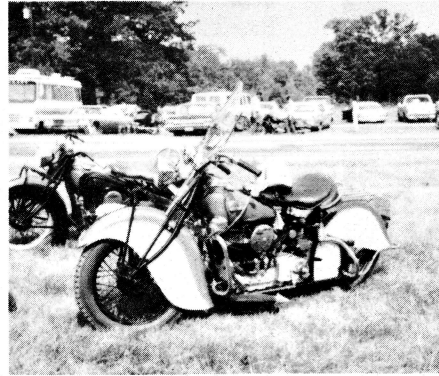
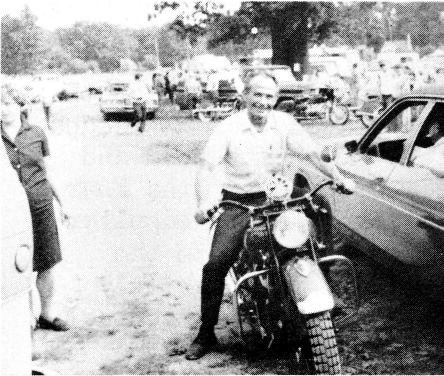
Not exactly a four, but one of the last Indians to designed and come off the assembly line - The Indian Arrow. Owned by Robert Shingler of Chicago.



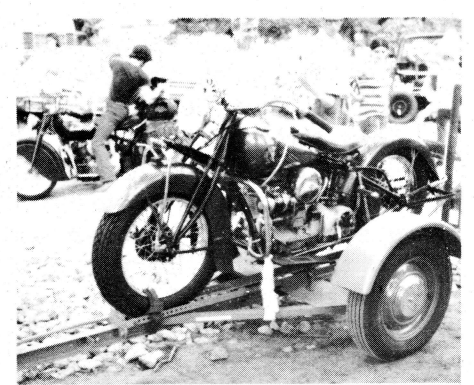
Certificate or trophy, the winners loved to pose with their award for whatever category they were, 1st, second or third place. Ed Morrison left, Frank Etkie in the middle and Nick Gansinger on the right, all enjoyed getting pictures of trophies.



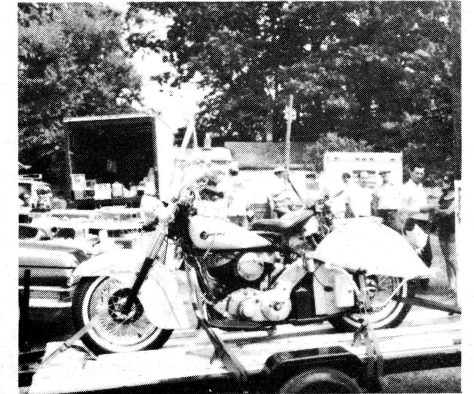
Ocassionally an interested member will take some good pictures at the Annual Meets and send us copies for reprinting in the magazine. Dr. Claude Walters has sent us several. This time Arthur P Smith of Valpariso, Indiana sent us the pictures on this page, and



although we can not identify all of them, we sincerely thank Mr. Smith for sharing his pictures. Picture above is Paul George of Des Moines.

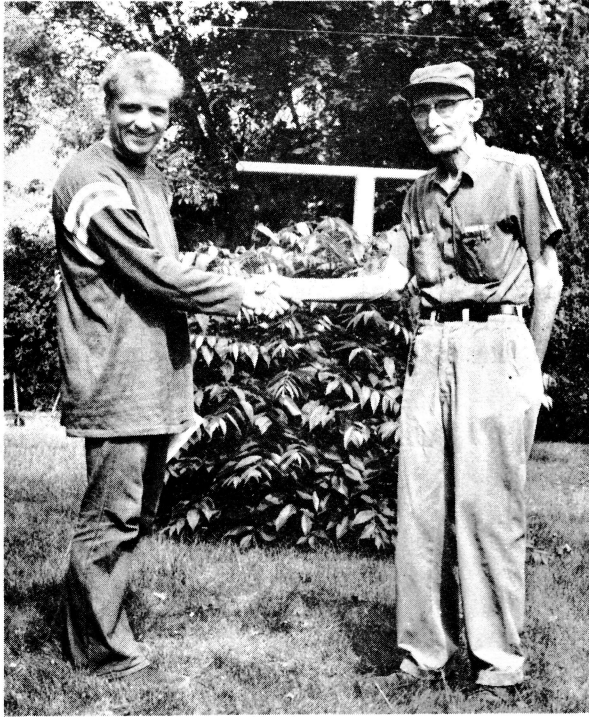


Bob Speck and his decals



We believe this bike is Jack Missler's electric Start Chief.

THE INTERNATIONAL INDIAN FOUR CLUB MEETS IN FINDLAY, OHIO



The Royal Welcome - John Wickham, Club President, welcomes Hans-P. Arendt of Germany to America.

A few years ago an owner of a 1929 Indian four was reading a copy of Cycle World and he found in the Ad section a notice about The Indian Four Cylinder Club and information for application for membership and the dues.

Necessary facts were motor serial number and the year plus the owners name and address. This information was soon written in a letter along with \$8.00 dues (then) and mailed to the secretary. The president received this application and the dues and called me about this application that read, Hans-P. Arendt, Berlin, Germany. This application was about our first foreign applicant. His application was accepted and Hans became a member of the Four Club. His letter stated that he needed some parts to put his four on the road and after receiving his first copies of the Four News he sent to a California parts supplier for a gasket set. This contact with the California supplier and the quarterly issues of the Four News is the only contact Hans has had with the club.

A couple of months back we received word that Hans was coming to the United States with a racing team (so we understood) for motorcycle races in the New England States in the later part of September.

On the 25th of September (Tuesday), I had finished all my work for the day where I work and took the rest of the day off in the afternoon to get some work done on the Indian Four News. I called John to see if he had received any more material for the News and his wife told me at that very moment John was in his garage talking with Hans Arendt and his friend, Wolfgang Thomas both of Berlin. A short time later I walked in John's garage and met for the first time our overseas friends. Language was really no barrier and one thing in common was motorcycles. Both men had been to the 48th International Six Days Motorcycle trials held at Dalton, Massachusetts, September 17-22, and were not members of a racing team as we first understood. Hans has been a member of the German racing team when the Internationals were held on the Continent and on two occasions when they were held in England. This was their first trip to America and they thoroughly enjoyed themselves.

As with any large meet of people gathered from many distant places, the boy often comes out in a man when he sees another person that has something he would like to have. Hans swapped some item for the red, white, and blue sweatshirt that he is wearing in the picture above. It didn't fit like a sweat shirt for it was a little long and it didn't fit like a nightshirt for it was a little too short, but it fell in between and he felt the color combination brought him about as close to being an American as he could get without wearing a flag.

The meeting in John's garage was an occasion for a picture record so on this page and at the end of this article you will find the rest of the pictures we took.

Mrs. Miles wouldn't miss this meeting as she knows many of the members by name and many personally from the August meet, and sending out the magazine each quarter.

Her ancestry is German so meeting Hans and Wolfgang was a must.

After the pictures John told us there were a couple of places he wished to take them so we agreed to meet them at their motel later in the day. At the supper hour we treated the two to some western eating at the Ponderosa Steak House which here in Findlay is a very busy place. From here we went to our home and spent some time looking at motorcycle pictures and a lot of questions about their homeland.

The two were rather tired their first day in Findlay as they had driven a rental car from Dalton to Albany, New York, and Greyhound from Albany to Findlay from Toledo. The next day was planned for a late sleep in and then some sight seeing in Findlay. I had to work the next day so I told them I would see them after work.

My wife and daughter, and I were heading for the Shopping Center for some purchases when I happened to spot Hans and Wolfgang walking along U S 224 in the direction of their motel. We picked them up and took them back with us to the Bargain City Dept. Store. We were soon to experience so of those facts that we often see and hear on T V but never see live. As Hans and Wolfgang began to look at prices we soon seen the effects of the devaluation of the dollar and the higher value of the German Mark. Prices to them were from one half to two thirds less for most items compared to prices they knew in Germany. There was also a larger supply of merchandise available for the customer. In Berlin however, the city is quite isolated from the western sector of Germany and merchandise must come through the Russian occupation to get to Berlin.

Of tremendous interest to them was the grocery section of the store which is a large Foodtown Super Market. The well stocked shelves of many many items amazed them for in Berlin grocery items were not so plentiful. Unlike our markets, where women may make out a grocery list for one or two weeks shopping in one day, the German housewife must wait till she gets to the market and then decide from what is available, what she will buy for a few days supply of groceries. In this area also, prices amazed them. From half to 2/3 lower than prices in Berlin markets. Wolfgang was looking over items in the frozen food section and spotted some instant rootbeer mix in packages on the shelf. He quickly picked up several packages plus a bottle of liquid rootbeer. On questioning him I learned that they don't have rootbeer in Berlin and he wanted some to send home to his family. At this point we had better state that neither man is married. I pointed to the Kool Aid and asked him if he had ever heard of this instant mix beverage and it was the same as the rootbeer, they didn't know of it in Berlin. I told him that a revolution greater than the Revolutionary War would start plus a Civil War if Kool Aid was taken away from the American kids.

Our shopping completed, we headed for the downtown area of Findlay and to a familiar spot to all Findlayites - Dietsch Brothers Ice Cream Store. In business in Findlay for over 35 years to most Findlayites, Dietsch's ice cream is hard to beat, for people of Findlay and area will state emphatically that there may be as good of ice cream elsewhere but none better than Dietsch's. Anyone who has ever lived in Findlay usually has to make a stop at Dietsch's, and we know of several people living in Detroit that once lived here and about twice a month fly to Findlay to pick up a couple of gallons for their home supply. Their servings in sodas, milkshakes, and banana splits are so generous they are a meal in themselves. Once we were inside we ordered large sodas for everyone. I did not know at the moment that they did not have such a delicacy in Berlin. For the next 10 minutes I wished that I had taken my camera along for two Berlin young men had really found a very tasty dish and plenty of it. They really enjoyed a whopper of a chocolate ice cream soda. I turned to Wolfgang when he had finished and offered to buy him a second soda or a banana split but he declined the offer. He was full.

They wanted to see some of the nightlife in Findlay which is somewhat limited, so we returned them to their motel for a change of clothes.. We left them there and stated that we would be around the next night which was to be their last day in Findlay.

The next evening I picked them up and asked if they would like to see the local College and Airport. Hans is a student at Berlin Technical University studying engines. Wolfgang is an accountant at a Holding company or we might term it an import warehouse. Findlay College is a Church owned school and rather small by comparison to others, but they do have a rather large student enrollment. Many of the buildings on campus were donated by businesses of Findlay.

The Airport is owned by the Marathon Oil Company and leased to the city for a public airport. At the port we went to the Marathon hangers for I knew a fellow there. Hans and I had discussed motors and he had high regard for the flat or pancake motor, of which was Volks Wagon design. Up on an engine overhaul stand was a six cylinder

Lycoming pancake aircraft engine and really attracted Hans's attention. Right next to it was an aircraft turbine engine of the same size of the one that Parnelli Jones had in his car at the Indy 500 and lost the race in the last few laps because of engine failure. Actually it was not engine failure but as my friend showed to us, it was some adaptations that Parnelli's mechanic had made to adapt the turbine to the race car. Hans was not too familiar with the turbine for his studys were more in the regular engine field. He had told me before that the pancake engine like that of the Volks Wagon was the most efficient type because it had opposed cylinders and not the less efficient V types. We got the royal tour of all the hangers and Marathons planes, jets, turbines, and standard engines. I had told the men that they had a restored Bunker Jugmeister bi-plane that Mike Murphy former manager of Marathon's Aviation Department had restored. Mike had held the Acrobatic Championship of the United States and later became a judge of the world acrobatic competition held in Russia. He is now retired and I had hoped that the little Junker was still there, but to our dismay, Mike had donated it to the new aircraft museum in Milwaukee, Wisconsin. However, we were not completely out of luck, for they had several good pictures of the plane in flight.

We ended our tour in the smaller hanger where the pipeline patrol planes are kept and here Hans found more delight in engines for they were the four cylinder pancake type. He and the mechanic were discussing engine ignition and he learned that most aircraft engines have magneto ignition of the Bendix make. Hans suggested to me that we try to find some material on Bendix magnetos to adapt them to the fours. Former mags used on fours according to him were of the Bosch make that were made in Germany before World War II and materials used in the Bendix mags today are better and more efficient than the old Bosch. The mechanic told me that he had some old copys of aviation magazines that have used Bendix mags for sale. Its and idea and we'll persue it for a future article.

When we were discussing the Jungmeister Hans could not believe that Murphy and his crew had completely restored the little bi-plane and was licensed for flight anywhere in the U.S. In Germany it is prohibited from building any kind of aircraft or automobile or be stiffly fined. He would be thrilled to see some of the little bi-planes that are home-builts fly in some very thrilling manouvers. The once well known Linco Flying Aces and later the Findlay Flying Aces which Mike Murphy headed, their planes were modified and redesigned to do the acrobatic flying they did and especially the smoke trails they released in dives and sky writing. This had to be done both right side up and inverted flying. My childhood was spent in many days at the old airport hanger watching those guys rebuild those craft and then test flying them. Did you ever see the craft that would either land right-side up or up side down. They built one and sucessfully flew it. One of Murphy's famous stunts was to land a small lightplane on a specially built platform on the top of a moving car and then take off.

We left the airport and headed for J. Wickham's home for this was to be their last night in Findlay. The next day they planned to head for Toledo in the morning and take a short bus trip to Port Clinton to see Lake Erie. To we of Ohio this would probably be the last place we would head for for the beaches of Lake Erie have lost some of their glamor, but for two men in the States for their first time, Lake Erie would be an impressive sight. Later that day they were headed for Chicago and a couple of days in the windy city. We had made contact with Nick Gansinger and Ed Morrison to let them know the two men were enroute and gave them their telephone numbers. From Chicago they were to head for Watkins Glen, New York for Auto races. Somewhere around the end of the first week of October they would wind up their 4 or 5 weeks stay in the U S and wing their way back to Berlin.

On their third day in Findlay they decided to mail to their home a box of merchandise they had purchased and didn't want to carry. The Post Office is just a blok from the famous Dietschess Ice Cream and in the two went and tried some more of their fine ice cream. When I left them their last night here at the motel Wolfgang said he would do his best to make in back to the states if for nothing more than another one of those big Chocolate Sodas. Too bad they can't be sent by mail order. This would be a whole new business for this store. Pictures on the next page were taken at J. Wickham's.



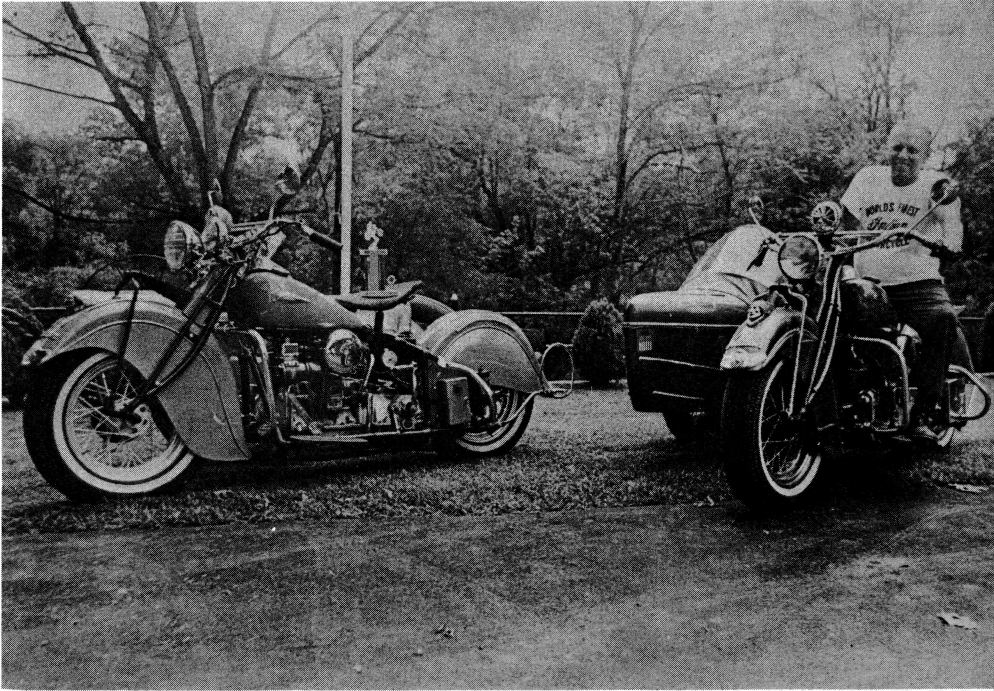
John Wickham welcomes Wolfgang Thomas as Hans Arendt look on.



L to R - Wolfgang Thomas, Hans-P Arendt, Mrs. Elsie Miles, John E. Wickham and Tom Miles, Editor. Who took the picture? My faithful little man in the camera - the 8 sec. time lapse setting that patiently waits till I run and get in the picture.



That-A-Way - Wolfgang Thomas and Hans looking south to the camera, are pointing east, that it is 5000 miles that way to their home in Berlin, Germany.



Many of our members, subscribers, and friends of the Indian Four Club, own one or more fours, or a Chief, plus other bikes in their stable of old cycles but I would guess that very few own two '41 fours and both with side cars.

In the picture to the left, Harry Shaffer of Hampstead, Maryland is seated on one of his trophy winning fours, and if we recall, Harry had both of these fours at the annual meet this year. By coincidence, if you look closely in the annual meet pictures, you will see the bike

that Harry is seated on is in several of the pictures. In one picture big chief Wickham is the same four. We did not take these pictures on purpose, it just happened that way. You will note the trophy on the seat of the other cycle that Harry won at the meet and I would judge that it was for the side car class.



Bob Speck "The Decal Man"
A regular attender at Indian Four Meets almost since the Clun's beginning, Bob has set up his display in the Flea Market and provided decals for many a four owner and others.

If Bob doesn't have what you want, he'll discuss the cost of a tailor made job for your particular request and your decal will be the nearest reproduction possible to make. Somewhat competitive, decals are sold by several others in the club just as parts are very competitive.

In the picture Bob is standing to the right of his display board and the many decals that he has in stock. Bob simply says - there are other decals and many as nice looking as mine, but I'll guarantee there are none better. Bob is a retired railroad man and loves to talk railroads or motorcycles.



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

President's Page

Dear Fellow members, Ladies & Gentlemen, and Subscribers.

It hardly seems that it is time again for another issue of the Club News, but I'll to give you some of the details of events that have taken place since the last issue.

First I will say that we are all well pleased with the turnout of our meets this year, and the results were worth all our efforts. But there is a sad note to this story - we will no longer be able to hold our meets at the Traveler's Club Grounds as they feel that we have outgrown their modest facilities. The Traveler's Club is actually a small motorcycle club with not too many members who are willing to work to make our large meets so enjoyable. We have located another possibility - The Dux Motorcycle Club Grounds, located on Piehl Road just outside of Lambertville, Michigan. Lambertville is just across the line into Michigan and a few miles north of the Traveler's Club. In more detailed directions - turning off U.S. 23 at the Ottawa Lake, Lambertville Rd, go to second flasher light to Whiteford road, left on this road to Piehl Rd, then right to the Dux Club. A business meeting is to be held there on October 21 for those of our members who can make it to see if the Dux Club can host The Indian Four annual meet. Maps were sent out for those nearby members to locate the club. The rental for the Dux Club Ground will be the same as most rentals for a club of this size which like everything else, has gone up.

We are still checking some other possibilities and plans will be made for sure in time for members to plan their vacations to include a stopover at the Indian Four Meet.

We have added several new members to the Club since the August meet and by the same token we have lost a few, but before we think about our losses, we welcome all these new four cylinder motorcycle owners to the Indian Four Club. Many of our losses have been due to delinquency in payment of membership dues. Presently a 30 day grace period is allowed according to Club rule and the delinquent member is taken off the roll. Sometimes the delinquency is due to a misunderstanding regarding the club rules. If a member becomes delinquent after 30 days of non payment of dues, this automatically stops the Indian Four News. Some members realize this often too late and then want to catch up on their dues to keep the magazine coming. The reason many times for their delinquency

18 is simply neglect to check their membership card to see what their dues date is. Some members believe that when they sell their four they are no longer eligible for membership and again we refer you to the by-laws. True, the club originally set up the rule that a member who sells his four must acquire one within one year or is automatically out, but there are many exceptions to this rule. A retired member may sell his cycle for many reasons and according to this rule is out, but this would be very unfair to one who has contributed much to the club. So the rule is overlooked. This happens in many cases and even for younger members there are exceptions to the rule, so, even though there is a rule, a member who continues to pay his dues and remains a member in good standing, for the good of the club, he is still eligible for club membership as long as he pays his dues, cycle or no cycle.

We have a report that Enos Leass, member and former Treasurer is on the sick list and has been for several weeks. He was hospitalized for a period at Blanchard Valley Hospital. He would enjoy some cards from other members. His address is 1502 N Main St., Findlay, Ohio 45840.

Ted Hodgdon, a well known man in the motorcycle field has written another book of 160 pages on 'the Golden Age of Fours', depicting all the fours that were ever built in the U S A and foreign countries. This history of fours is very worth while book to have and I know that all our members would enjoy reading and owning this fine work by Ted Hodgdon. If you are interested in securing a copy - they are available by writing to Bagnall Publishing Co., P O Box 638, Sierra Madre, Calif. 91024, asking for the book "The Golden Age of the Fours, by Ted Hodgdon, at \$6.95 per copy.

In the later part of September I had the great pleasure of meeting our member Hans-P Arendt and his friend Wolfgang Thomas, both of Berlin Germany. They were spectators of the I.S.D.T. International Six Day Trials held in Massachusetts. It sure gave me quite a thrill to meet these fellows and spend a wonderful time chatting with them about their homeland and cycling in the U S. Our Editor has written more complete details on their visit along with some pictures he took of our little reunion. They hope that some future date they may be able to attend one of our meets.

The All American Club had the pleasure of being host to a member from Sweden at Homer Mahle's home on Sept. 30, and was sorry that he could not attend our August meet. When we can get together like this with our far away members the world doesn't seem so large after all.

Before I forget, Ted Hodgdon has given our Indian Four Club recognition in his new book, The Golden Age of the Fours, and already we have received inquiries to our club and how to join.

A last thought on the possibility of the Dux Club as our annual meeting place, we are still looking and checking for all possibilities and the approval of the Executive committee of where we will meet next year. Advance information regarding motels and phone numbers will be printed in the Four News for the members. My letter is a little bit lengthy this time so I had better quit and say that I hope to see you all at our next meet - the 1974 Annual meeting.

Sincerely
John Wickham

The Club Extends its sympathy

Many of you who have attended the annual meets in Toledo since the Indian Four Club began meeting there, will recall Mrs. Al Borer, who's husband Al Borer was head of the Traveler's Club and served as bartender in the clubhouse. Mrs. Borer usually helped in the kitchen area with duties in the kitchen, serving the food from morning to evening. In the last issue of the Four News we had heard that she had been ill and

Mrs. Miles had a chance to talk with her. She was in the slow process of recovery from a stroke and in the magazine we wished her a speedy recovery. Around the 1st of October we learned that she had passed away and her funeral was held in Toledo that very afternoon. The Club extended its sympathy to Al on the loss of his wife and to Dave Sloan on the death of his sister. Both Al and his wife and other members of the kitchen crew have done a splendid job in providing refreshments and food for all the meets at the Traveler's Club.

A Visitor To Findlay

Returning home from work one day, I had just finished my supper when the telephone rang and it was John Wickham, stating that Philip Picard of Quebec City Canada was in Findlay, and he had called him earlier in the afternoon for directions to his home. John had waited for an hour or better and Philip had not shown up. John said that he and Mrs. Wickham were going out to eat and if he should call me, I would know where to find him. Very shortly thereafter the phone rang again and it was a young man that I know that works at the northside firestation. He wanted to know if I was connected with a motorcycle club to which I answered, yes, the Indian Four Club. Then he told me that a man from Canada was there and if I knew him. I told him to keep him there, not even let him go with them to a fire, and that I would be there shortly. I drove there and there was Philip Picard giving the men a pretty good story in his best Canadian-English. He had been on the road a long time, having driven all the way to Utah from Quebec City and had come down to Findlay from Bowling Green to see John Wickham. The only trouble was, some of the streets that John routed him over, the street names had been removed during the road rebuilding program and Philip didn't know one street from another. He had been out near John's house but couldn't find Dayton Ave. We left Philip's car parked near the fire Station and headed out to Shady Grove Driving Range where John was working on his supper. Philip had planned to stay overnight in Findlay and John invited him to stay with him for the night. Early the next morning Philip started on his way east of Findlay heading for Buffalo, New York. He's always an interesting guy to talk to and with a million experiences. It was good to see him and help him find his way in this sprawling metropolis of Findlay, Ohio which is no more than 7 miles north and south and 3 miles east and west.

Is Our Face Red - We have done given you the wrong information, and right now we want to correct a very bad error. Now, all the error is not exactly our fault for we simply accepted the information given to us from our president who started the whole thing. John called us one night before the Spring Issue was gone to press, and told us that the Club had voted in its first woman member. At the previous meeting John had introduced the application of Beverly Ferreira of California as the first Woman applicant to the Indian Four Club. After some discussion, they decided to allow the membership for the constitution did not discriminate whether members had to be all male, so the club voted in it's first woman member. We picked up this information and a picture sent in and published it in the Indian Four News. This past week Jack Maurer sent us some material for the News and stated in his letter that our statements were thoroughly false, that Ferreira was a gentleman and not a woman as we had previously stated. The name Beverley is a woman's name to most of us but in this case such is not true. Mr. Ferreira was in Detroit to see Jack and place an ad in our Four News. Mr Ferreira, we apologize most sincerely for this error and inform our club members that this is still very much an all men's organization. Our thanks to Jack for helping us straighten out this error.

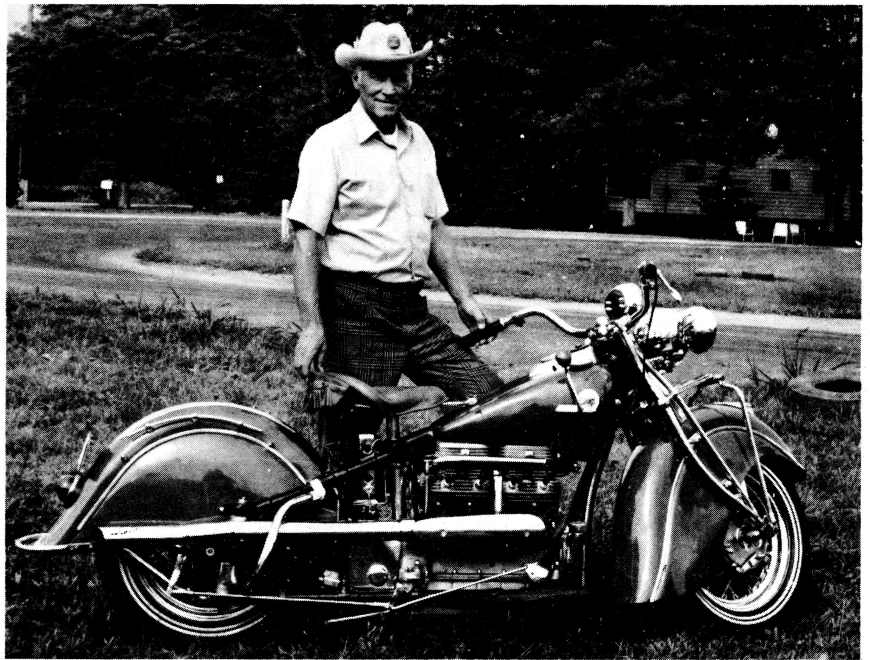
Two Foot Boards

As usual, when we go to the Annual Meet each year, we are always on the lookout for good stories about fours and their owners and this year was no exception. We have printed stories about individuals who were looking for fours and any tip they got, many weekends were spent going places far and near, fibbing to their wife about where they were going, and looking up some stranger in some small town who once owned an Indian or his dad did and he has to check out all tips to make sure that it is the real thing or not. Or, as one individual put it, all he got was a lot of rusted junk but he wanted that four so bad he bought rust and all.

Many four owners have purchased parts all over the country to construct bikes and keep those fabulous fours on the highway. In fact, we might consider the fact, the Indian Company is still very much in business only the manufacture is just no longer in Springfield. The manufacture of Indian Four parts is all over the country for some members have specialized in certain parts and this is where our story has its beginning. Your Indian Four News can direct any one wanting to build or repair a Four to good new or used parts and no bike need to set because of need of parts that they might believe are out of production. They are in production. Just ask us and we'll put you in contact with the source.

A beautiful red four showed up at the meet this August that began as a pair of foot boards.

Bert McKee of Islington, Ontario, Canada came to the meet 3 years ago and purchased from Paul George of Des Moines, Iowa a pair of molded for a late model four. This was all or the only parts that Bert had. From then on Bert went to work to acquire piece after piece - frame, wheels, tires, motor, seat, fork, handle bars, every part inch by inch till he had a complete motorcycle. Now this is not the first time such a venture has been undertaken. Harold Randall of Battle Creek, Michigan built his four from parts from many places. We had first contacted Harold from a story in the Popular Mechanics magazine when Harold brought to one of the meets his all electric or battery powered four.



To be eligible for Club membership, Harold had to own a four motor powered four and like Bert, his parts came from everywhere. Bert rounded up a 1938 four engine in Ontario, in fact, many of his parts came from his native Ontario which was somewhat better than shipment all the way from California. The engine however, was not altogether. The upper and lower cases came from source but front and rear cylinders from 2 sources. Other parts came from the Antique Motorcycle Meet, some parts through the Indian Four News Ad section and the result, the beautiful red bike shown above and Bert now has it altogether. As we stated above that machines are assembled from sources all over the country and the production line was in Islington,

Ontario, Canada. Fortunately Bert came across a brand new seat for a four as one source had a brand new one, never used before. Like other fours that have grown from the ground up from parts from everywhere, it might be a '38 motor in a '42 frame, or a '42 motor in a '38 frame. This might cause some confusion in regard to what year it is and the search by Carl Reichenbaugh for motor numbers to find the latest factory built bikes, these home produced fours can't really qualify for this distinction. It would be hard to figure the percentage for the number of bikes across the country that have been assembled from parts from here and there compared to the number of bikes that are still original from the factory.

Either way, the system of restoring fours works, and over 100 of very beautiful Indian fours were on hand for the 12th annual Indian four meet in Toledo, Ohio. Bert McKee started with just 2 foot boards, a very unusual place to start because most assemblers and restorers start with a frame.

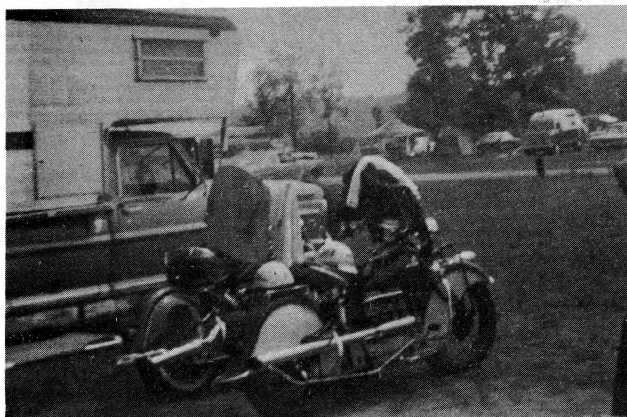
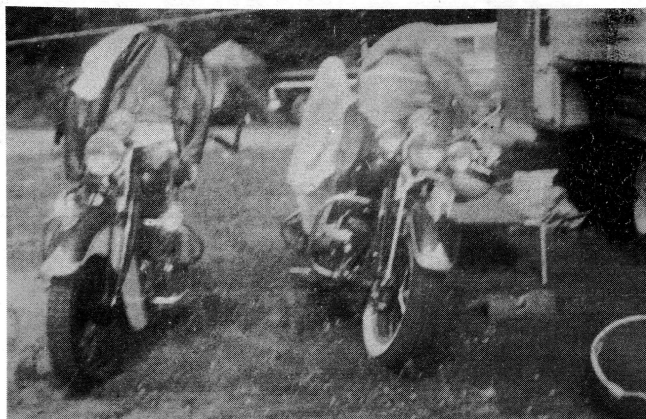
We don't wish to cause any separation between four owners on the basis of whether they are home assembled or factory originals, because fours are fours and much effort has gone into restorations. Even some of those factory originals were in such condition that they wind up 1/3 new or used parts and the rest a delicate job of holding the rest of the bike together by whatever means to make her safe for on the highway.

Our salute to Bert McKee and Harold Randall for two magnificent fours.

Two Rare Birds

Whether it be a trailer camp, a modern cycle meet or just a county fair, when two odd motorcycles show up on the scene and especially two beautiful Indian fours, these birds attract a lot of attention. This is just what happened when Bob Aldrich and Don Knapko showed up at a camp in Jackson, Michigan on their fours. Bob told us people gathered around their bikes like they were something that dropped out of the sky for many of them had never seen an Indian four before.

They asked questions - how old were they, where were they built, what make were they, how fast would they go, what horse power were they and many more as they looked over these strange birds. They may be over 30 years old but they still give a smooth ride and plenty of pleasure wherever the owners ride them. Bob loaned us these two pictures taken of the bikes as they were parked in this Jackson, Michigan camping area and attracted all the attention.



More Facts

In the last issue we printed several facts about motorcycles sent to us by Fred Provin of Heath, Ohio, and when we met Fred at the recent August meet Fred said that he forgot to send on. The largest motorcycle ever made in the U S was a Henderson by name and manufactured between 1926-1931. It was a 1301 cc, inline four. Since it was known as a Henderson, it was Schwinn built for Schwinn acquired Henderson in 1917 and continued manufacture of fours thru 1932. Thanks again Fred.

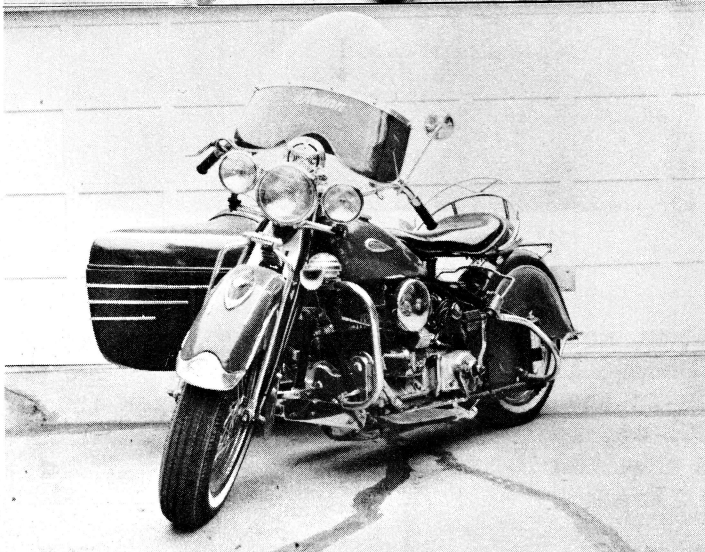
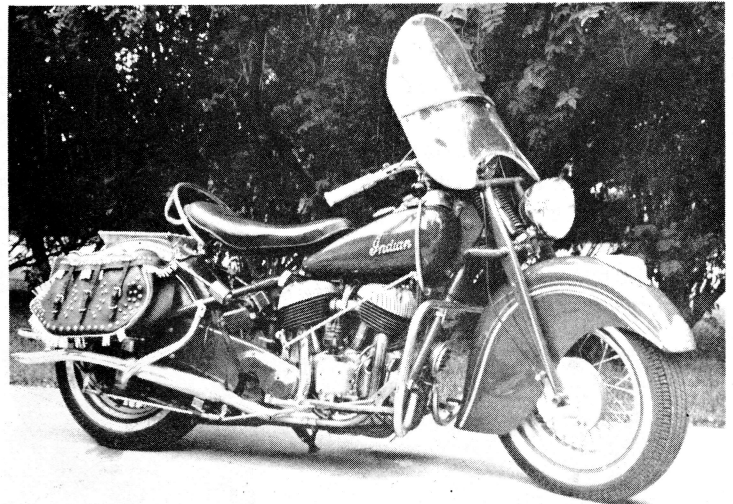
PROUD OF HIS FOUR

If you were able to take a trip through the midwest and included on one of your many stops, a stop in Whiting, Indiana and you noticed a store in the business area, Gansinger Jewelers, the name should ring a bell with you for Nick Gansinger is a member of the Indian Four Cylinder Club. And if you stopped in the store you would soon learn there is another Indian Four member in the same city, Ed Morrison. Ed and Nick have been friends for a long time and it was Ed's influence that led Nick to become a motorcycle enthusiast.

While in the Jewellery Store you would see some very real evidence that Nick is very proud of his red Indian Four and Sidecar for all isn't jewelery on the walls the store. Nick proudly displays many pictures of his four taken at the meets and some he and Ed together. Also, his trophies won at the meets are on display. Now one would think that a guy would want all these prized possessions in his trophy den at home where he could tell all about it when his friends called, but Nick believes he can share them with more people in his place of business. What's more, his beautiful four is no longer a production item and is an antique. Unless the public gets a glimpse of an old bike, well preserved and restored, the younger generation might never know there ever was an Indian Four.

Not only do customers just see pictures of the four but Nick also likes to talk about his hobby. And, this is where most members of the Four Club are quite similar. If you are well acquainted with Nick and should stop in to say hello, anyone in the store at the moment would not be a stranger to you, for Nick would soon introduce you.

Several of the pictures we have printed of Nick and Ed taken at the Four Meet are on display and the pictures printed below are some early pictures that Nick first put on display.



Membership and Subscribers
Indian Four Cylinder Club
June 1973

Arizona

Darrel Kight 1608 S Craycroft Tucson Ariz 85700

Arkansas

Dr. Claude M Walters 410 Hospital Dr Camden Ark
Club Secretary

California

William T Alloway 821 Columbus Dr Capitola Calif 95010
Kenneth Austin 5229 Saddlebrook Dr Oakland Calif 94619
Cliff Cochran P O Box 963 Dinuba Calif 93618
William Crawford 1276 Jaunita Dr Walnut Creek Calif
94595

Russell R Cupp 461 45th St Sacramento Calif 95879
Emil Damia 859 Cowan Rd Burlingame Calif 94010
Jack Danvers 2840 Forest Hill Blvd Pacific Grove Calif
93950

James E Davis 1613 Chester Ave Arcadia Calif 95521
James E Davis Jr 965 San Miguel Santa Clara Calif 95050
M M Denham 19163 Garrison Ave Castor Valley Calif 94546
Robert DeSaussure 160 Altura Way Greenbrae Way Calif
94904 (Sub)

Beverly Ferreira 74 Gragmont Ave San Francisco Calif
94116

Lyle Finley 117 Oryx Box 358 Balboa Island Calif 92662
C Walter Frick 4304 Varsity St Ventura Calif 93003
John L Gale RR 2 Box 105A Oakhurst Calif 93614
P R Goetz 303 Hengenberger Rd Oakland Calif 94621
John F Gormley 2005 Capitola Ave Sacramento Calif 95814
Jack Lange P O Box 56 Kalamath River Calif 96050
Dennis Morgan 12544 Jackson Hill Dr ElCajon Calif 92021
Ernest Pretor 3294 43rd Ave San Francisco Calif 94116
Robert A Schnaible 481 Page St San Jose Calif 95126
Frank Smith 621 Eucalyptus Way Mill Valley Calif 94941
Francis A Sooy MD Univ of Cal Hosp Room 4994 3rd and
Parnassis San Francisco Calif 94122
Robert E Stark 1941 Tedman Ave Anaheim Calif 92804

Harry V Sucher 8841 Garden Grove Blvd Garden Grove Calif
92641

Jebb E Tagasugi 12027 Ralto Sun Valley Calif 91352
Ken Ward Motorcycles 2405 Eagle Ave Alameda Calif 94501
C E Williams Jr 1212 Temple Terrace Laguna Beach Calif
92651

Ken Young 1051 Hoffman Long Beach Calif 90813

Colorado

Robert V Hoyt 1307 N College Ave Ft Collins Colo 80521
Richard Greco Salina Star Rt Gold Hill Colo 80302
Connecticut

Roswell T Davis 689 Bee St Meriden Conn 06450

Florida

Casper Barnes Hawaiian Village 63rd Ave NE 6323 Tahitian
Treasurer Dr Bradenton Fla 33507
R A Burke P O Box 3429 Tallahassee Fla 32301
W R Durrett 800 S Riverdale Dr Indiantrlic Fla 32903
Ralph Embler 61-8th Ave Shalemar Fla 32579
Ellis C Evans 448 Pine Hill Rd Port Ritchey Fla 33568
Ted Hodgdon 536 Outrigger Lane Sarasota Fla 33577
Dennis F T McCarthy 1219 NW Joplin Ave Rt 23 Port
Charlotte Fla 33952

Ray Munn 2720 NE 8th St Pompano Beach Fla 33062
Ollie Raunsen 6621 Katherine Rd W Palm Beach Fla 33406
Bert Van Hole 938 Brengle Ave Englewood Fla 33533
John Webb 2510 Tuscaloosa Trail Maitland Fla 32571
Arthur R Woods 4211 26th Ave E Bradenton Fla 33505

Georgia

Marlen Baerenwald 2595 Emerald Dr Jonesboro Ga 30236
James H Boucher 735 N Central Ave Hapeville Ga 30354
Gerald Carpenter 5912 Ponderosa Pl Forest Park Ga 30050

Harry

Harry Dukes 4241 Cranton Ct Altoona Ga 30319
Roger F Hensley 770 DeKalb Industrial Way Decatur Ga 30033

Illinois

L H Anderman 7718 Clarendon Hills Rd Clarendon Hills Ill 60514
Jack Bajo 14816 Minerva Dolton Ill 60628
John Dohnal Jr 9437 Burlington Blvd Brookfield Ill 60513
E R Eisele 215 E No Ave Naperville Ill 60540
Clare G Frantz Box 27 Sugar Grove Ill 60554
James A Herman RR 2 Manito Ill 61546
Stanley E Jensen 230 Sharon Dr Dundee Ill 60118
Thomas C McCleod 333 Sumac St Wilmington Ill 60481
Angelo Ranieri Jr 2905 78th Ave Elmwood Park Ill 60635
Boris Kagy-Garey Rt 2 Box 561 Antioch Ill 60002
Robert Shingler 4 McCarthy Rd Park Forest Ill 60466
Barry Stelford RR 1 Urbana Ill 61801
James D Sutter 324 South Ave Aurora Ill 60505
~~James R. Sutter~~ RR 1 DeWitt Ill 61735
Fred Wacker Jr 2100 Commonwealth Ave No Chicago Ill 60064
R E Wiechman 803 E Locust Fairburg Ill 61061
Mervel E Wood 911 Washington St Oregon Ill 61061
Stephen E Hooker 7570 W 195th St St Palos Hill Ill 60465

Indiana

Robert J Armstrong 24W Michigan St Evansville Ind 47710
John Blouch 1532 S 8th St Terre Haute Ind 47802
Glen Brutus RR 1 Box 37 Pine Village Ind 47975
C W Crafton RR 3 Box 44 Plainsfield Ind 46168
H Frank Entwesle 5309 Cranston Ave Ft Wayne Ind 46815
Nick Gansinger 1246 119th St Whiting Ind 46394
Ronald Gruenks RR 3 Box 661 Michigan City Ind 46360
G S Herbison Box 637 Syracuse Ind 46567
Louis Kamaski 1508 Bullseye Lake Rd Valpariso Ind 46383
David Kitson 418 Winchester St Decatur Ind 46733
Henry Krueger 97 Walnut St Morroco Ind 47963
Chester W Miller Route 6 Box 276 Elkhart Ind 46514
Lynn A Miller 500 S Ruston Ave Evansville Ind 47714

Edward J Morrison 1926 Lincoln Ave Whiting Ind 46394
Charles J Pettgs 602 Cosby St Washington Ind 47501
Arthur P Smith 602 Napoleon St Valpariso Ind 46383
Bob Speck Mtd Rt 235 Box 338 Valpariso Ind 46383
Arthur Weaver RR 2 Berne Ind 46711
Charles W Stoner 312 River Vista Dr Goshen Ind 46526
Robert C Skaggs Jr 6529 Delaware Ave Hammond Ind 46323
R E Wasson 3151 Lockburn St Indianapolis Ind 46241
Dick Winger 219 N Greenberry St Sweetsot Ind 46987

Iowa

Loren Flanders Rt 2 Oskaloosa Iowa 52577
Paul V George 2590 SE 52nd Ave Des Moines Iowa 50302
Silvan Goesser 1710 2nd Ave North Dension Iowa 51142
Raymond F Harvey 4223-C State St Bentonodorf Iowa 52722
Dale Duane Pearson 122 Edgewood Rd NW Cedar Rapids Iowa 52405
Robert D Saar 310 23rd St Fort Madison Iowa 52627

Kentucky

R W Paulette P O Box 401 Midway Kentucky 40347

Louisiana

Gerald Neighbors 807 Crosley St W Monroe La 71291

Maine

Irving A Hill New Gloucester Maine 04260

Maryland

Harry G Shaffer R F D 1 Box 151 Hampstead Md 21074
Rufus C Wysong 1601 Whittingham Dr Silver Spring Maryland 20901

Massachusetts

Ed A Larter Jr Main St Dunstable Mass 01827

Roger A Mathieu Storage Rock Rd Brimfield Mass 01010
Frank Peckham 2147 Pleasant St Fall River Mass 02723
Fred E Small Root Rd Westfield Mass 01085
William A Wescott Box 66 N Chatham Mass 02650
Newton E Thompson Hillcrest Ave R D 2 Southwick Mass
01077

Michigan

Kenneth Adams 33521 Six Mile Rd Livonia Mich 48152
Robert Aldrich 28616 Dover Livonia Mich 48150

Refugee

Walter E Benjamin Rt 1 7147 Gale Rd Morrice Mich 48857
David Bozung 24800 Lasher Southfield Mich 48075

Trustee

Robert D Donald 209 W Dohner Rd Oxford Mich 48051
Richard J Ferry 17119 Anne St Allen Park Mich 48101
Marvin A Grahm Rt 4 Box 585 Colma Mich 49038
Victor L Grahm Rt 4 Box 585 Colma Mich 49038
R J Gravelle 19305 Gerald Ave Box 84 Northville Mich
48167

George Hopps 7352 N Dort Hwy Mt Morris Mich 48458
A Everett Jones 23509 W River Rd Grosse Isle Mich 48138
Don Knapko 31027 Elmwood Garden City Mich 48135
William Laport 6254 Brace Detroit Mich 48228
David C Leitner 390 Robert Court Pontiac Mich 48000
Glen Logan 221 Vass St Battle Creek Mich 49017
Robert Loomis 816 Lafayette Ave NE Grand Rapids Mich
49503

Homer Mahle 28375 Schroeder Rd Farmington Mich 48024
Jack Maurer 12626 7 Mile Rd Detroit Mich 48205
Jack Missler 14275 S Custar Rd Dundee Mich 48131
Paul Murray 9010 Jackman Rd Temperance Mich 48182
Clifford Oglesby 2076 Twelve Mile Rd Warren Mich 48091
Paul Pearce 639 Pontiac St Oxford Mich 48051
Andrew Pelc 16146 Eureka Southgate Mich 48192
Mark Duane Pence 12900 Wormer Ave Detroit Mich 48239
Sylvester Price 166 Redman Rd Milan Mich 48160
Harold Randall 231 Hopkins St Battle Creek Mich 49017
Richard Rial 211 E Derrison St 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
Richard J Terry 17119 Anne St Allen Park Mich 48101
Ed Wolski 16514 Toepfer Rd E Detroit Mich 48021

Trustee

George Young 20640 Midway Southfield Mich 48075

Sargent-At-Arms

Robert Wallace 656 Lothrop Apt 10 Detroit Mich 48202 (Sub)

Minnesota

Maynard Whetstone 256 Bellevue St Winona Minn 55987
Kenneth Trimbo Box 166 Henderson Minn 56044
Russell Moga 2624 Bittersweet Lane St Paul Minn 55109

Missouri

Louis Anderson Box 258 Mansfield Mo 65704
Alan D Hagaman Box 329 Palmyra Mo 63461

Montana

Floyd R. Garner Box 1101 Livingston Mont 59047
Jack Kullish P O Box 280 Stanford Mont 59478

Nebraska

Dr. Arthur R Croft 722 E Londerdary Box 364 O'Neill Neb
68763

Everett W Palser R R 2 Scottsbluff Neb 69361
R W Peterson Peterson Mfg Co DeWitt Neb 68341
Howard P Wagner 4803 N 60th Omaha Neb 68104

Nevada

Orel Young 1813 Walnut Ave Las Vegas Nev 89101

New Hampshire

Henry J 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.
 (Sub)
 Bill Fainglass 62 Washington Ave Morristown N J 07960
 Jules W Frolick 1175 Goffle Rd Hawthorne N J 07506
 Frank Krawica 300 Jefferies St Perth Amboy N J 08861
 Lewis Lowell 86 W Warren St Washington N J 07882
 Richard P Newkirk 49W Millbrooke Ave Woodstown N J 08098
 Joseph Poinsette 94 Garden St No 86 Hoboken N J 07030
 Lewis Powell 86 West Warren St Washington N J 07887 (Sub)
 Leslie H Salisbury 306 Washington Place Englewood N J
 07631
 L E Schwoerer P O Box 189 Lebanon N J 08833
 Edward J Skillman 39 Anderson St Trenton N J 08600
 Stephen Sturm 5307 Browning Rd Pensauken N J 08109

New York

Harry Ellis Savage Rd Sardinia N Y 14134
 Paul Freeman 14 Pelton Ave Staten Island N Y 10310
 Clinton Gates 6167 Country Club Rd Rt 3 Gowerneur N Y
 13642
 L S Juillerat Box 820 Highland N Y 12528
 Leonard Moeller 2124 Grove St Baldwin N Y 11510
 Allen Moore 2748 S Main Rd 358 Albion N Y 14411
 Chuck Myles P O Box 150 Sloansville N Y 12160
 Vice President
 George Pespas 501 Chestnut Lane E 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 (Sub)
 Emmanuel Sperazza 2339-129th St College Pt Long Island
 N Y 11356
 Frank Tybush R R 1 Box 78 Troy N Y 12180

North Carolina

Vernan Eanes Rt 5 Box 164-1 Salisbury N Car 28144

North Dakota

Gilbert E Horton Box 1351 Jamestown N Dak 58401

South Dakota

Fran D Backer 2724 E 26th St Sioux Falls S Dak 57103
 E McComish KOA Riverside Rt 3 Mitchell S Dak 57301
 Curtis B Weigold Flandrean S Dak 57028

Ohio

Richard Adams 1117 Fehl Land Cincinnati Ohio 57103
 Larry Barnes Box 24 Grand Rapids Ohio 43522
 Casper Barnes (See Florida Address)
 Treasurer
 Robert Burge 7612 Erie St Sylvania Ohio 43560
 W B Cleveland MD 2522 Norfold Rd Cleveland Heights Ohio
 44118
 James L Cook 3608 Reines Rd Norton Ohio 44203
 Gordon Deye 3524 Corey Rd Toledo Ohio 43615
 Gerald R Dellevar RR 2 Rock Rd Shelby Ohio 44875
 Maynard Eatherton 1454 S Main St Fostoria Ohio 44850 (Sub)
 John Elber RR 2 Box 55 Milan Ohio 44846
 J E Enck 185 Delaware St Lexington Ohio 44904
 W C Enders 1117 Teddy Ave Bucyrus Ohio 44820
 Donald Farrow 491 W Broad St Columbus Ohio 43215
 Paal Geltch 31431 Densmore Rd Willowick Ohio 441904
 John W Groves 424 Courtley Dr Rtl Fostoria Ohio 441830
 Anthony Harpster 16577 State Rd N Royalton Ohio 44133
 Thomas W Harris 800 Hazel St Akron Ohio 44305
 Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio
 45324
 Steve C Hess 33 Hall St Tiffin Ohio 44883 (Sub)
 Max Harry 834 Cants Cruz Dayton Ohio 45410
 William L Howell 228 E Lisbon St Box 138 Waynesburg Ohio
 44688
 Victor E Huguenin 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 43613
 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 (Sub)
 Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215
 Harry Maule 444 Main St Box 96 Castalia Ohio 44824

(Ohio cont.)

Lew Maule 405 Kansas St Box 566 Green Springs Ohio 44836
Ted McGee 2009 5th St Sandusky Ohio 44870
Milton Mehl 2641 Andrew Ave Hamilton Ohio 45015
C E Monnot 22413 Wallace Ave Alliance Ohio 44601
Fred Provin 371 Heath Rd Heath Ohio 43055
Clarence F Puckett 4378 Catalina Ave Dayton Ohio 45416
John S Rees 1795 Ridgeview Dr Wickliffe Ohio 44092
Carl J Reichenbaugh 1421 Bernard Ave Findlay Ohio 45840
William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140
Hugh W Kiddle 431 Rosedale Box 287 Ravenna Ohio 44266
Dave Sloan R F D 3 Kenton Ohio 43326 Trustee
Clifford Spohn 327 Homer St Marion Ohio 43302
Waldo Stevick 916 Dingleline Ave Lima Ohio 45804
Percy Wallace 302 Petrie Rd Atwater Ohio 44201
John E Wickham 751 Dayton Ave Findlay Ohio 45840
President
Leland E Scholl 184 N Center St Pickerington Ohio 43147
Ronald Thomas 5724 Chagrin Dr Mentor-on-the-Lake Ohio 44060
Charles Thompson 193 Canton Ave Huron Ohio 44339
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 Lancaster Ohio
Maynard Etherton 1454 S Main St Fostoria Ohio 44850 (Sub)
John Palmer 5968 319th St Toledo Ohio 45140
Virgil Dale Smith Worthington Corp P O Box 69 Buffalo New York 14240
John W Groves 424 Courtley Dr Rt 1 Fostoria Ohio 44830

Oregon

Darrel Dixon 7435 SW 4th Ave Portland Oregon 97216
Jesse F Cox 8805 Monteray Ave Portland Oregon 97266
Errol L Eshala 47590 Union St Oakridge Oregon 97463
John E Hedderly 2111 103rd Dr Rt 3 Portland Oregon 97216

Pennsylvania

Earl Chalfant Rd 1 Brookville Penn 15825

Pennsylvania (cont)

Vincent J Connelly 237 W County Line Rd Hatboro Penn 19040
Clayton H Derstler R D 1 Washington Boro Penn 17582
George B Fisher 1051 N Fifth St Reading Penn 19501
Frank George Jr 317 Hartel Ave Philadelphia Penn 19111
Daniel P Graham 2333 Forest Dr Pittsburgh Penn 15235
Robert W Hagen RFD 2 Quakertown Penn 18944
Edwin R Johnson 708 Middle Rd Perkasie Penn 18944
Joseph Karis 18 Edgemore Rd Cheltenham Penn 19012
Otto C Link 2nd and Charles Sts Coopersburg 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 Huntingdon Valley Penn 19006
Steven Savoy 4420 Elk Ave Oakland Penn 19047
Ronald Scuglia 153 Birch Dr Levittown Penn 19054
Albert P Sigmans Rt 212 Pleasant Valley Penn 18948
Leon Slifer 561 Maplewood Rd Wayne Penn 19087
John P Smagach 2840 E Thompson St Philadelphia Penn 19134
Matthew J Smagach 2840 E Thompson St Philadelphia Penn 19134
Edgar Stoner RD 1 Etters Penn 17319
James Staats 7 Kiltie Dr New Hope Penn 18937
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 95 LaFeria Texas 78559 (sub)

Virginia

Robert K Singleton 1201 N Sycamore St Arlington Va 22205
Donald E Collar 1705 Fern St Alexandria Va 22302
Mervin Byan RFD 1 Edinburg Va 22824
John M Sandy P O Box 144 Stephens City Va 22655
Clifford K Pease 4164 Ewell Rd Virginia Beach Va 23455

Washington

Mel Brewster 3731 N Frace Ave Tacoma Wash 98407
 Henry 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 53140
 Ervin G VanBeek 517 N Main St West Bend Wisc 53095
 Carroll E Spenser Rt 3 Box 311 Burlington Wisc 53105
 Edward A Romas 10022 W Keefe Ave Wauwatosa Wisc 53222

ForeignCanada

Pete Gapan 502 Lolita Gardens Mississangle Ontario (sub)
 Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ontario
 Mal Middlebrook 102 Rockview Gardens Concord Ontario
 Philip Picard 860 Calaxia Lavallee Apt 1 Quebec City
 George P Taft 216 Elmwood Crescent Milton Ontario
 Newel Taylor 2760 E 27th Vancouver 12 British Columbia
 Frank Tucker 9204 Allison Dr SE Calgary 30 Alberta
 Robert McKie 29 Ashwood Crescent Islington Ontario
 Thomas Stackhouse 49 Queensway West Simcoe Ontario
 Charles Wilson 2017 Ward St Wille St Laurent Quebec

England

Robert Sidney Powell 27 Clinque Ports Ave Hythe Kent

New Zealand

Patrick William Wood 7 Maxwell Ave Papatoetoe N Zeal

Germany

Hans-P Arendt 1000 Berlin 44 Bürknerstr W Berlin Germany

Sweden

Ali Drimmer Skarsgaten 27 41269 Göteborg Sweden
 Henry Melin Prastgarden Akerby 755 90 Upsala Sweden

A D S E C T I O NF O R S A L E - I T E M S W A N T E DI T E M S T O S W A P

For Sale - Remolded foot boards for 1940 to 1935 Indians. Footboards for Indian motorcycles of these years were molded around the metal core therefore we must have your present cores, if they are in good condition, or better cores if they are badly damaged. We guarantee the remolded footboards on good cores. Price per pair - \$23.00. Postage for return of remolded footboards \$1.50

Footboards for Indian models 1913 and up - and up, were molded on separate piece of metal and rivited to the regular footboard. Molded footboards for the older models \$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.

Write Paul George
2590 SE 52nd Ave
Des Moines, Iowa 50320

For Sale - Heat Riser tubes.

A few heat riser tubes for the later fours. These are the fours with the carburetor on the left side of the motor and not at the rear of the cylinders such as the older machines. Tubes made of new metal and give satisfaction of long life - \$30.00 per set. These are not old tubes reconditioned, 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

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

1 (original) needs work

1 - 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.

Send self addressed envelope for prices on parts desired.

Write Bob Vandenburg
525 Lester Ave
Findlay, Ohio 45840

For Sale - Parts for Indian 841 Shaft Drive.

Have over 3000 pounds of parts - 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.

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 each plus shipping cost.

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

S W A P

Will Swap 1950 Scout - model 249 - all original - ready to run. Make me a deal

Write Robert Shingler
4 McCarthy Rd
Park Forest, Ill 60466

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 4s 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" Metzger Jr.
2174 Winthrop Rd.
Huntingdon Walley, Penn. 19006

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

Write Lyle Finley
C/O D & 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 DeSaussure
160 Altura Way
Greenrae, Calif. 94094

Wanted - KJ Henderson Sidecar
Top money paid for KJ Henderson sidecar.
KJ upper and lower engine case, or complete engine.
1937 - 1957 H - D Sidecar.

Write Cliff Pease
4164 Ewell
Virginia Beach, Va 23455

For Sale - 1945 Military Chief \$450

Write - Glen Brutus
Pine Village, Indiana 47975

For Sale - 1969 Clinber Munich Mammoth 4 cylinder 98 HP, 1200 CC. 160 MPH.
One owner. All moving parts running in oil, chain driven at end of crankshaft. A very well engineered motor-cycle.

1941 Indian four - completely restored - \$3800. She's a beauty. Hydra glide fork

Write Jack Maurer
14553 Coram Ave
Detroit, Michigan 48131

For Sale - Paulette Has For Sale
Lots of new and used parts for all models of Indian four cylinder machines. Send your list of what you need, will quote price on whatever parts I have. A few fours in stock worth restoring.

About 15 Indian Chiefs - lots of new and used parts for the chiefs

A dew ^Harleys - 4, J.D. models
3, 45 C.I. models, 2 flat head H D 74s

2 - flat head, 80 C I models.

Write R.W. Paulette
P O Box 401
Midway, Kentucky 40347

Wanted - Parts for 1931 four
2 exhaust pipes, chain guard, battery box and the switch.

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

For Sale - 1940 in good-to-excellent condition. Was completely gone over about 10 years ago. Has 200 miles since overhaul. Few extra parts. Price \$2000 or, another bike in trade and \$1000. Will answer all correspondence.

Write - William Schunacher
250 Albert St.
Waterloo, Ontario
Canada

The owner of this machine sent a small color snapshot. If you are interested in this cycle write to the editor and snapshot will be sent to you. Editor

Wanted - Need an exhaust pipe for 1942
Indian 4 cylinder. Would like to trade
1938 Indian four tool box for 1942
Indian four tool box.

Write - Mr. Beverley Ferreira
74 Cragmont Ave.
San Francisco, Calif. 94116

Wanted - Original tail light lens for
Indian sidecar. Speedometer needle for
1948 Chief.

Write - Dr. Arthur R. Croft
O'Neil Dental Clinic
Box 246
O'Neil, Nebraska 68763

For Sale - 1 Indian four motorcycle rim -
\$15.00.

1 Battery Charger - 6 volt \$5.00.

Write Larry Barnes
Box 24
Grand Rapids, Ohio 43522

Treasurer's Report

The treasurer's report this issue is only
receipts and expenditures at the 1973 Annual
meet.

Gate Receipts

Campers and venders fees

50% of half and half tickets

Total amount \$599.50

Total expenses -

Grounds rental \$200.00

Gate expense 20.00

Identification Badges 15.12

Food items for Sat. Night 49.92

Trophies (June meet not used) 121.82

Trophies for Aug. meet 10.23

Total \$417.09

Receipts 599.50

Expenses 417.09

Net Total \$182.41

Casper Barnes, Treasurer

31
We have been promised by a couple of our
members who have fairly good stocks of
Indian four parts, to send us a listing
of what parts they have to sell.
Usually in demand are pistons, rings,
valves, head and tail lights, lenses.
main and rod bearings, exhaust pipes,
heater tubes, etc.
At the annual meets, members having a
supply of these parts usually bring
such parts along for the Flea Market
and, if they don't have what the
individual wants, they'll send it to
them.

However, this service is somewhat
limited to the annual meets unless,
you corresponde with ads we publish in
the Four News. We have had a couple
of the dealers in new and used parts
promise us to send a list of specials
or commonly used parts. Parts being
the most essential thing for a cycle
that is on the out-of-production list,
is what keeps the club bound together
and the more we make use of the Ad
section, the more important the Indian
Four news becomes to us. Like the
J.C. Whitney catalog is to the Model A
and Model T owners.

The four may be out of production but
today over 30 years later, practically
every part is available but we have to
show it to our many members either by
the Flea Market, by friends of members
or as a wanted item in the Four News.
We are not choosy how you use the ad
section whether for wanted items or
for sale items, and whether or not it
is an Indian Four item, but we are sure
the ad section would be of greater
interest if it were more like the

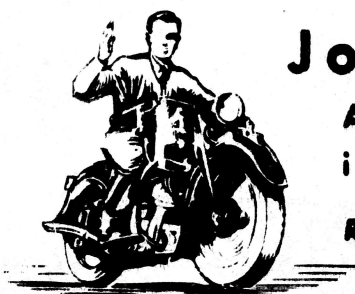
Whitney catalog with a long list of
parts that you simply order from.
So Mr. Chalfant, Mr. Paulette, Mr.
Chuck Myles, Mr. Wagner in Chicago, or
anyone who has parts, you send the list
and we'll come up with a price per
column to take your four parts all over
the U S, Canada, England, Germany, New
Zealand, and Sweden. Some day someone
in Japan is gonna find out about the
Indian Four Club and watch the wants for
parts grow. If I recall his imperial
highness, the Crown Prince of Japan
owned an Indian four when the famous
bikes were in production.

When you turn the page to see the ads
on page 32, you'll find that it is all
blank. Why? That's where we want to
put all those part names in the next issue



THE WINNAHS

Here is a fine picture of the 1973 trophy winners, but sorry to say we do not know all the winners names. So . . . to the best of our ability from L to R, Whitey Metzger, Harry Shaffer, Doc. Claude Walters, John Wickham, Milton Mehl, Ed Morrison. If those of you whose names are missing will write us or anyone who can identify the individuals, please send us the names and we'll reprint the pictures in a later issue.



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

