

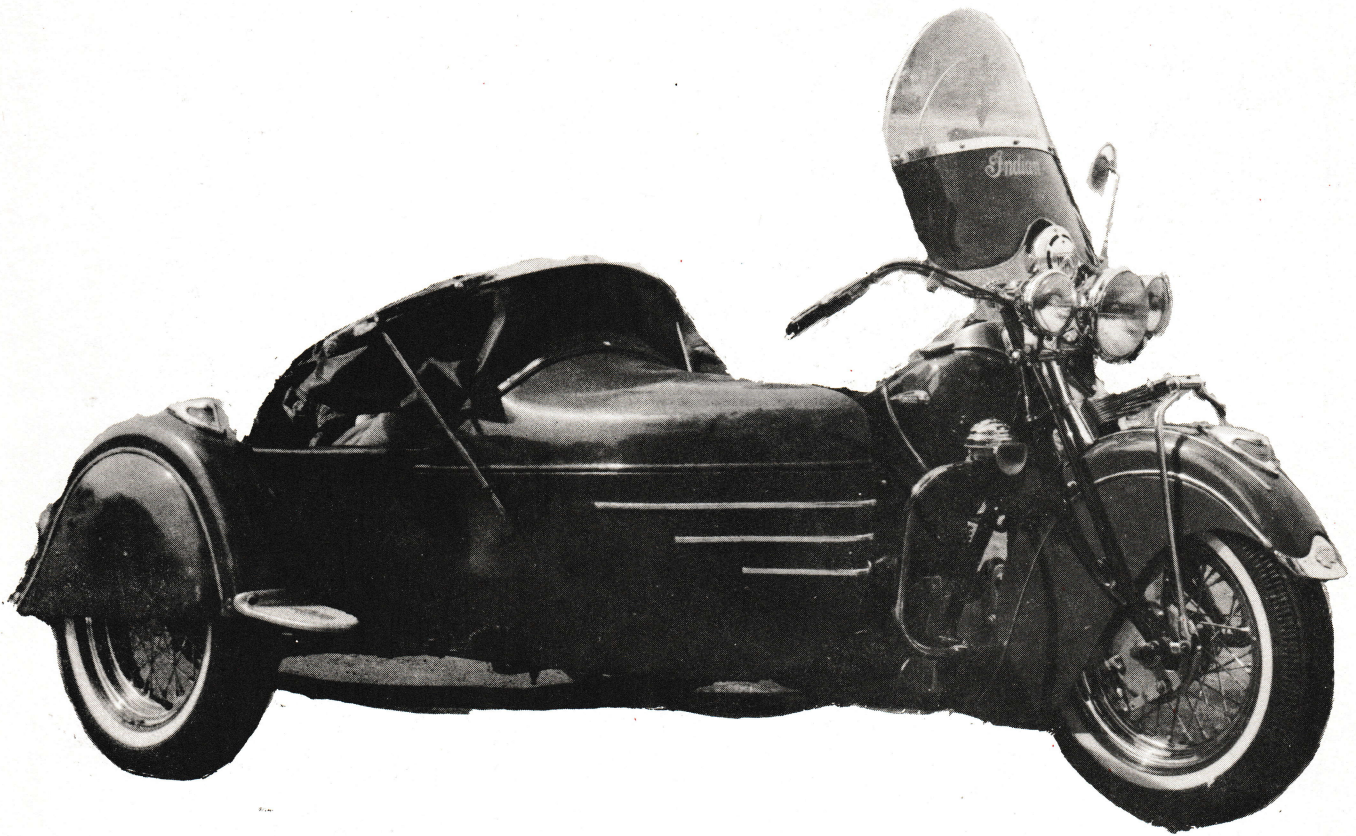
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FOUR MOTORCYCLE NEWS

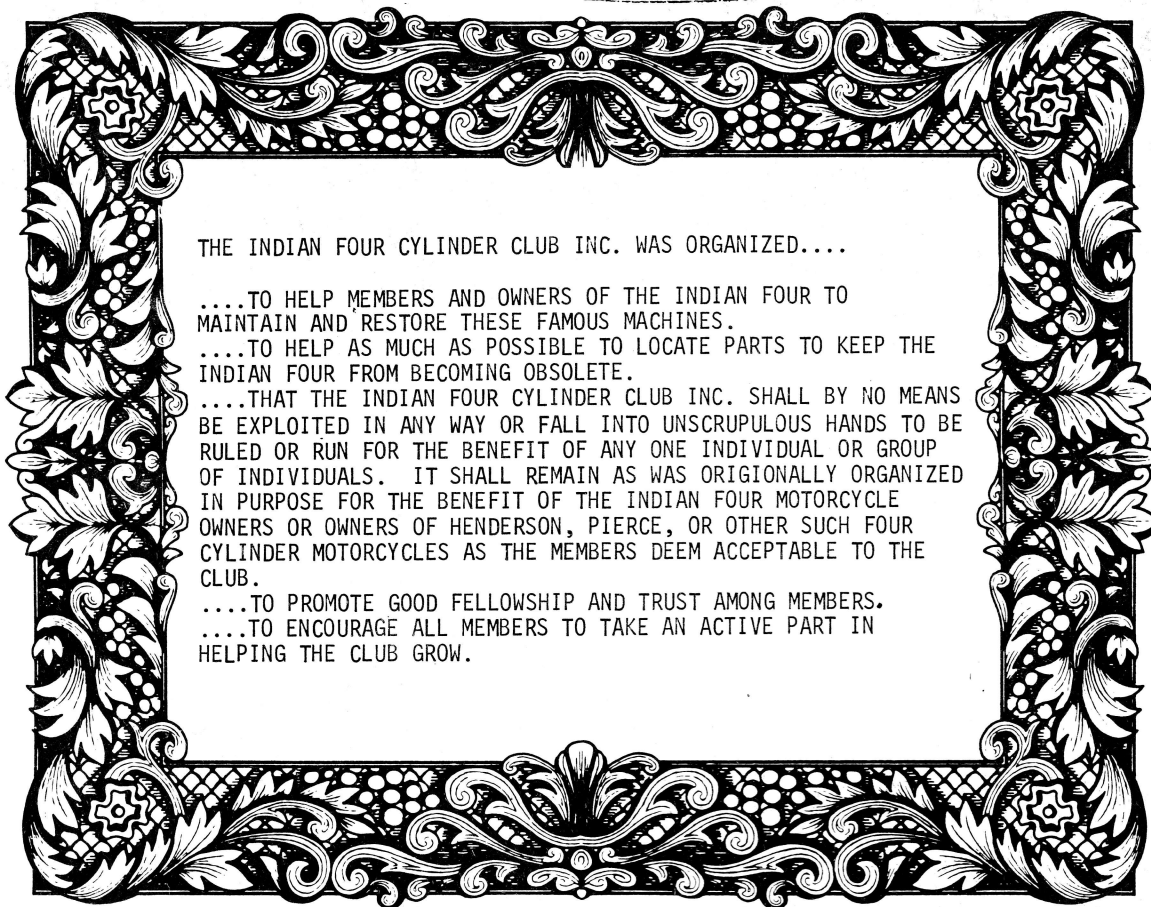
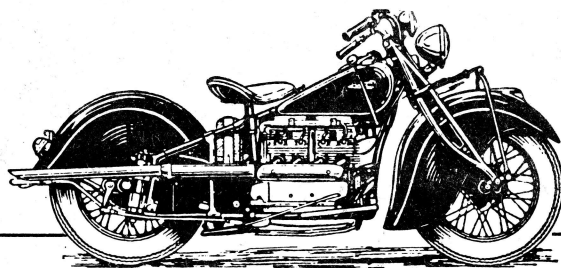
VOLUME 8 NUMBER 4

WINTER 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 CYCLINDER CLUB INC.

1973

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INDIAN FOUR CYLINDER NEWS

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Cover Picture

Up to 1968 when the present publisher took over printing the Magazine, the cover picture had been an Indian Advertizing picture of a late model four. After 1969 we decided to use pictures of member's fours except, for a couple of issues. To date we have not used a picture of a four and sidecar. For the four and side car on this issue the honors go to Nick Gansinger of Whiting, Indiana. Nick's bike is a beautiful red, standard Indian color, and in excellent condition.

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 Cylinder 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.

Most of you will recall in the last issue our lengthy write-up on the visit of our member from Germany after the Annual meeting. Hans Arendt and his friend Wolfgang Thomas were in America for the International Field Trials held in Massachusetts. Hans had written us several months earlier telling us of his trip in the fall. We gave you as close a detail report of each day they were in Findlay and made their stay as pleasant as possible. When they left for Toledo and a few other stops before their plane took them back for Germany we only naturally asked them to be sure and write so we knew they arrived safely home. Day after day, week after week and finally in the middle of December we received a unique Christmas greeting and letter from Hans. We print here his letter - -

Liber Tom!

Berlin, den 13, 12 73

So it's time for the Season's Greetings, and I should have written much earlier. I'm also writing on behalf of Wolfgang who's still sure that Findlay's got the World's best ice-cream. Those were the days . . .

Of course, we had a good flight home. Having left Findlay, we spent a day at Toledo for the Rodeo. Greyhound then took us to Chicago. There we visited a gang of friends we knew from the Six Days Trials, and actually teamed up with one of them for an endure in Indiana, the two of us forming his mechanics and service crew.

We then set off, after 5 days, for New York City, again by bus. Takes you some 16 hours, so I dare say, we now know every mile of north eastern U. S. ! We got to the Grand Prix at Watkins Glen by rented car, enjoying a fine weekend. Then back to New York for a few days and - Good-Bye America, we loved it.

I now got Hodgdon's book about the four-cylinders from England. With the lazy traffic-free Sundays we're having here, I'll soon be able to send you photos of makes he didn't mention.

Greetings to you and your family & to all friends.

Hans

We shall never forget how much Wolfgang appreciated a simple American Chocolate Soda, and especially after he told us that they did not have such a delicacy in Germany. And, it wouldn't surprise us none, if we should see him again next summer coming to Findlay, Ohio, just to enjoy another Chocolate Soda.

In one of the discussions we had with Hans on multiple cylinder motors, it was interesting to hear his research that he had worked on at Berlin University. Rather than try to recall and put into our own words his statements, he will receive this same magazine and we'll let this paragraph be a letter to him to let him know that we would like have a sort of detailed story on the multiple cylinder motors.

To this we add only one question - the pancake type engine is believed by engineers to be the most efficient type, yet, the designer of the Monmoth who so meticulously enclosed every running part in good lubrication, the motor 90° to the frame, the drive chain at the end of the engine instead of the middle, and the rear wheel a part of the cooling system, yet the engine is not a pancake but cylinders at an angle. We don't wish to sound critical of the facts that the pancake motor is highly efficient for the VolksWagan has certinately proven this point. Its a good point in discussion. Editor

CHARTER MEMBER OF INDIAN FOUR CLUB
RETIRES FROM U S NAVAL RESERVES

ENC John Maurer, or Jack as he is known to his friends of the Indian Four Club, retired from the Naval Reserve on January 21st, 1973 with the rank of Chief.

Jack and his wife Cele live in Detroit, Michigan and their son Jack and his wife and family.

Noting from the picture on this page, the markings on Jack's left shoulder show that he has the rank of Chief Petty Officer, and the diagonal stripes in Navy language are hash marks, show that Jack has served in the Navy for twenty years, making Jack eligible for retirement.

He began his Naval career in the C Bs (Naval Construction Battalion) in June 1943 and after service in the Pacific, was honorably discharged in December, 1945. However, as most navy men know, once that saltwater gets into your blood, your hooked, and in Jack's case, just three years after his honorable discharge following World War II, Jack reinlisted in the active Naval Reserves, C B Division, 9-14 NNSD 9-5 Chicago, and finally with 9-8, which we presume is the Naval Reserve Station in the Detroit area.

While Jack was on World War II duty and later in the active Naval Reserves, on the home front Jack's wife Cele, stayed home and raised their only son, 3 month old Jack Jr., who is 30 now. He and his wife Joan have Jack senior's only two grandchildren, Adrienne and Barton. Like his father, the motorcycle bug rubbed off on him for he has two cycles.



Jack has operated a garage in Detroit for a number of years, even while he was yet in the Naval Reserves in the Detroit area. Since he has retired, Jack has given the job of shop manager to his son and turned to his more desireable hobby, motorcycles. Owning a garage tells us that Jack's Naval career from 1948 on was what we old sailors termed as below deck or in the engine room. Under the old Navy designation, Jack's title we believe was Motor Machinest Mate, and later toward his retirement he advanced to Chief in his rate. Your editor made it to Carpenter's Mate 3rd Class, a rate under the old rate system and has since been discontinued.

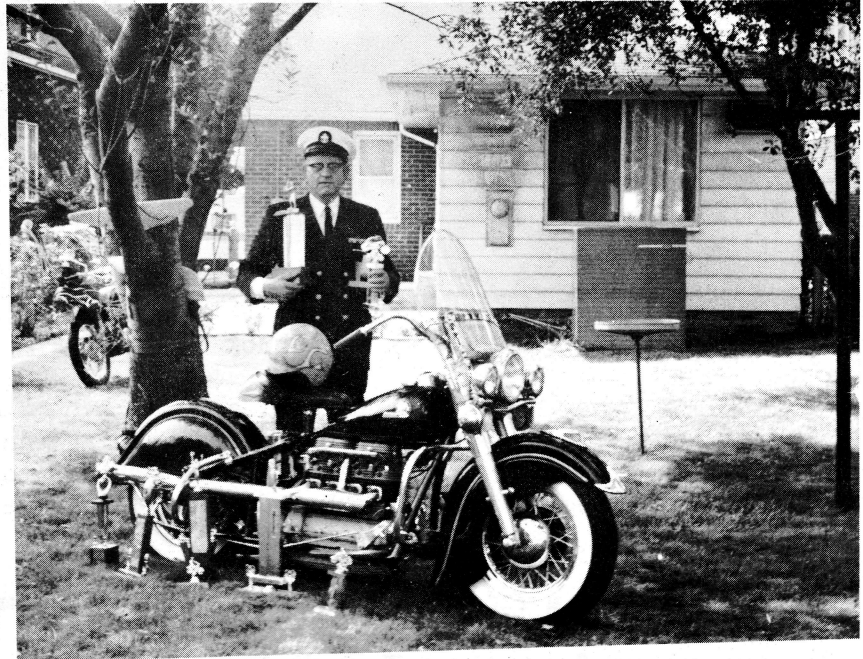
From our conversation with Jack on numerous occasions, we judge that it would have been a pleasure to serve under Jack above or below deck. He's just a real nice guy. Jack earned several medals and campaign ribbons - Meritorious Service Reserve Medal, American Defence Medal, American Campaign Medal, Asiatic Pacific Campaign, Navy Occupation Service, Philippine Liberation Medal, Victory Medal World War II.

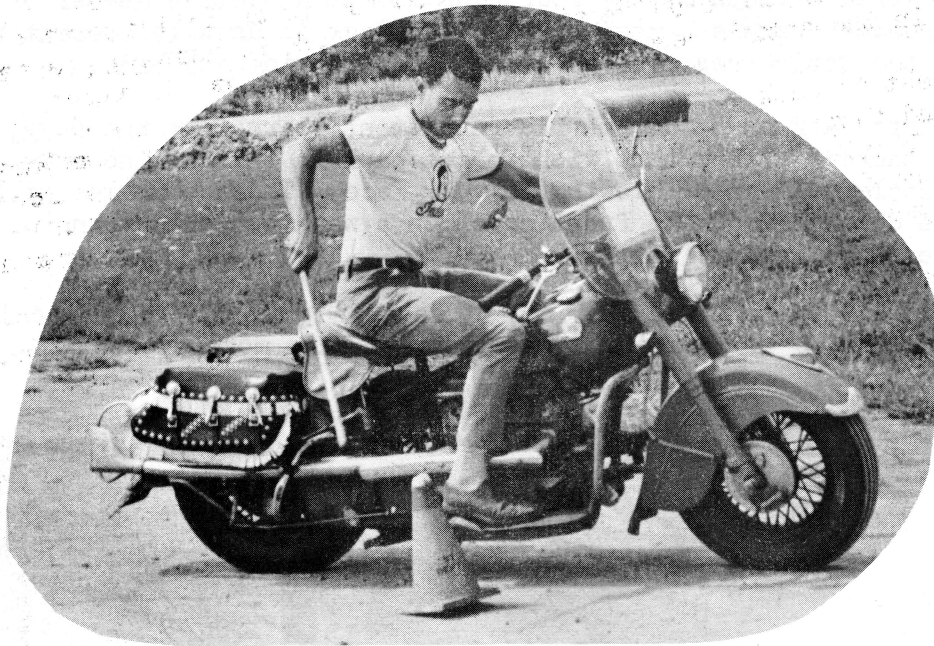
Jack was among the handful of men who met at the Millstream Ramblers Club house in Findlay, Ohio to organize the Indian Four Cylinder Club. He rode a very beautiful black and chrome '41 four. However, Jack's motorcycle career goes back to his younger days before he was married when his favorite bike was the Henderson four. Today he has a stable of bikes which include 2 1941 Indian fours, a German Monmoth and a Yamaha. Both the '41 fours are all black and chrome. Jack's wife Cele wrote us and stated that she wants it to be known that Jack courted her on the last Henderson for two years - way back when ? ? It was a solo seat at that time ! ! Jack has gained some weight since then.

Jack has held several offices in the Four Club and is an active member of Club activities. Whenever there's a meet of the club Jack is usually present but while he was still in the active reserves he often had to divide his time.

We wish our best to Jack as he begins his retirement years from the Navy, but he's an old salt and there's always that wish to get back in that engine room, or out on the deck or a little salt water blowing in your face. Those memories will be very real and when he doses off on the front porch on a warm summer afternoon, he'll re-live those memories again.

We have printed below a couple of pictures of Jack and his stable of machines. We have seen them all at the meets and they're real fine motorcycles.





A FEW WORDS FROM THE NEW VICE PRESIDENT

Chuck Myles

Nearly every boy has a bicycle, and I was no exception. I had a paper route and saved up enough money to buy a nice used Raleigh racer when I was 12. Three speeds with real skinny racing tires were the keen things to have in 1955. At that age I realized an appreciation for work and how it could be applied monetarily toward anything a young boy's imagination desired!

At the age of 15, a friend of mine had a BSA, 500 single, and we decided one night to ride from Long Island into New York City's famous lower Manhattan, Chinatown district to buy fireworks. We rode in on that little single and rode up and down the narrow one way sidestreets, with the tall multiple story buildings on each side, alternately retarding and advancing the spark! The evening's experience was one that would program my destiny.

My parents hadn't wanted me to have a motorcycle, so I saved for college and in 1959 headed for Springfield, Massachusetts where I would major in Physical Education at America's first and foremost school in this field.

Springfield, Massachusetts, the "Crossroads of New England". The location for the first International Y.M.C.A. College in 1885, Home of Basketball, invented by Dr. James Naismith in 1891, birthplace in 1901 for the now non-manufactured but classic and much sought after Indian Motorcycle, Home of Milton Bradley toys for Children, manufacturer and home of the Stevens-Duryea automobile, are some of the contributions which can be attributed to this New England City.

Incidentally, six years or so ago when man first landed on the moon, I read in Motorcycle Dealer magazine that the American flag that was planted on the moon, was made in one of the offices in the original Indian Plant in Springfield. Now Indian can be attributed with being the first on the moon. In 1962 while still in College, my earlier motorcycle friend informed me that a garbage disposal works at Roslyn, New York, had picked up a Four Cylinder Indian in front of someone's house on cleanup day, and were asking \$50 for it. less fenders. I did my best to scrape up the money and we brought it home. A '36 converted to a '38. We cleaned the points, put a charge in the battery, added a couple of cups of gas, and she fired right up. I rode that machine halfway around the block and it ran out of gas. I pushed her home, but was surely impressed with the quality of that 25 year old Indian motorcycle that was given up years earlier for one reason or other.

My last year in Springfield found me trying to follow up on my Indian four, but time was hard to come by. I remembered one day I walked into Willard Wolf's Cycle Shop, looking for a spare distributor for my four. Willard turned around and did not take 5 steps to his bench, when he picked up a brand new one and handed it to me, informing me that the price tag was \$10.60, the original factory price, and this was as late as 1963. I then asked Willard if he ever had anyone bring an Indian in or trade for one of his contemporary models. "No," he exclaimed, "I wouldn't give fifty dollars for one of those things." I had a blue day for the remainder of the day. Here was a former Indian dealer, winner of the 1935 National Championship with his 45" Scout, and winning flat-tracker, harboring a very obvious grudge toward Indian, so common with old Indian dealers, but I would find out why this was so later on.

After reading about Earl Chalfant's special Indian four in a 1962 magazine, I joined the Four Club and shortly thereafter, left Springfield, to be married, with a honeymoon planned around the trip to Toledo for the annual meet of the Indian Four Cylinder Club Rally held in August. While in Toledo, enjoying the Four Cylinder Club Rally, I met people that could not be forgotten. Carl Reichenbaugh of Findlay, Ohio, loaned me his Rider's Instruction Book, so I could familiarize myself with engine identification prefixes. Maynard Whetstone and family of Winona, Minnesota vied with me for the long distance trophy, Jack Maurer of Detroit, Michigan, manufacturer of the beautiful heat riser tubes and smiling corn eating champion, Paul Murray of Temperance, Michigan, the master engine rebuilder using his previous Harley and Indian racing experiences as a guideline for accuracy in fours, Ed Wolski is always game for new innovation, and many others, eternalized in the Indian Four Cylinder Club archives. Chuck Metenkanick of Alaska, had the vinyl helmet transfers made up, George Young leave his four home and ride in with the dual ignition Chief. And there was Jerry Tacoma with his beautiful yellow '53 Chief, the only bike riding around the Traveler's grounds at night with revolving wheel lights.

The time has come when I am really honored to know and say, that I've been associated with a group of dedicated people, all trying in their own way to help revive and maintain interest in this vanishing American product. It was really gratifying to see numerous persons from the Michigan-Ohio-Illinois and Indiana areas attending the Indian Come Home Day Rallies these last two years. And likewise, it was gratifying to see New Englanders, Fred Small and Dick Carpenter come to the last Four Cylinder Club Rally. Both, are Indian enthusiasts, with Fred owning a pair of 1931 Hendersons. It might be worthwhile to point out that Fred Small and his father own a machine shop in West Springfield where they sub-manufactured parts for The Indian Motorcycle Company when Indian was still manufacturing motorcycles. And they are ready to lend their assistance in machine shop know-how, should a new Indian ever be developed again in Springfield, Massachusetts.

The mid-west areas of Ohio and Michigan, Illinois and Indiana, have been foremost the country over in keeping this vanishing American alive. It might possibly be due to the automotive manufacturing in these areas with subsequent greater number of mechanically interested individuals tinkering with these high-quality (for their day) motorcycles. But the trend, set in the mid-West, has carried on to the coasts, and no area in this country, no where, can you expect to go by a \$100 Indian.

Our friend and President, John Wickham, in one of his letters to me in June of 1963 says, "We are eventually going to enlarge the club as we grow, and get other Four Clubs organized so as to stage future meets over the country and help bring out lots more of these Fabulous Fours." Think about this statement dear friend, and of its possibilities. The club has been growing, and now has members throughout the country. Is there a possibility for state chapters, or provincial chapters? As terrific as the Indian Four Club is, there must be opportunities where more enthusiasts can benefit and enjoy this sport, more so than it is ready. No organization can grow without ideas and innovations on the part of its members. If you have an idea or suggestion that you think would be of interest to the Indian Four

Club, would you please drop me a line? Write Chuck Myles, Vice President, Indian Four Cylinder Club, P O Box 150, Sloansville, New York 12160

We invited Chuck to write for the Vice President's Page just as President Wickham contributes a page. On his letterhead Chuck has "Chuck Myles" Indian Motorcycle Company, he specializes mainly in Indian Scouts and Chiefs, although he will help anyone inquiring information on a four. He has been a good worker in the Four Club and worked hard in bringing parts for the flea markets since the club started. His experience and love for the Indian machines, brings to the executive committee and the entire club a dedicated member. Our thanks to Chuck for this contribution to the Four Cylinder News. Editor

Many of the boys out in the Ohio-Michigan way who came east the last two years for "Indian Come Home Day", know Fred Small of Westfield, Massachusetts as one of the finest and giving of one's self individual as does exist. Being one of the organizers of the 1st Annual Indian Come Home Day Rally - Fred and his family opened their doors and welcomed all who wanted to camp in his house, outside in the yard, out in the back woods, fed and wineed them, and will never be forgotten by anyone who has met him or his family. Chuck Myles

Below is a picture of Fred Small on his 1930 101 Scout trying his skill at hill climbing. This past year was his first try at this fun and yet risky action of hill climbing. At 45, he is one of the oldest sportsman riders on the oldest machine. Even so, on many a Sunday he put the new bikes to shame with old Indian antics. Fred is a member of the Indian Four Club. Just another one of our members helping to keep tradition alive.





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

President's Page

Dear Members, Friends and Subscribers

A year has come and gone and with it a year of national historical events such as scandals, strikes, fires, and price increases on about everything we use and consume and the energy crisis. It seems that with all the facilities and commodities available plus the money and the manpower available that we still have to endure the problems that we had last year. We hope that 1974 will see some solution to most of the carried over problems and will not effect the many programs that have been scheduled for '74.

After the 1973 Annual Meeting we were informed by the Traveler's Club to find another meeting place for 1974 for they felt that facilities there were very inadaquate for the big turnout of the Indian Four Club. Since this loss happened after the meet, we have been seriously looking for another location. I hope, that wherever we meet that any change will not effect attendance at either the June meet or the August meet, and we have a successful year of meets, same as usual.

The place selected for the 1974 meet has better facilities and more room than we have been accustomed to before. It is known as the Dux Motorcycle Club, has a fine group of members and will cooperate with the Four Club to make the annual meet as fine as possible. We will have a map printed in the next issue of the Four News to give directions to the club, its location on the map and information on such facilities as motels and phone numbers, airports, resturants. The Dux Club is not as closely located to some of the important highways and airports as the Traveler's Club was, and a little out of the way, but we will give you specific direstions to locate it.

This location does not mean that we have given up to locate an even better factlities. Two inquiries are presently awaiting answer with one of them apperaing to be the best of all yet. We have had problems before in some areas of the Traveler's Club but

we hope to overcome many problems at a different location. As we stated about the Dux Club, should this be our final decision, whatever place we decide upon, plenty of information will be sent out to get you there.

Correspondence I receive concerns various items concerning the club and I call your attention to one of the by-laws found on the inside of the front cover of each issue.

. . . . the club shall remain as originally set up for the preservation and restoration of the Indian Fours.

. . . . that we shall be fair in all of our dealings with fellow members

. . . . and there shall be unscrupulous dealings for an unfair profit for an one group of persons or person.

We have had complaints of excessive prices but we have no control over this, so ask that all persons bringing parts to the meets - be fair in dealing and consider the fellow member. We realize that parts are scarce and often hard to come by, so we ask your consideration and price your parts accordingly. A little consideration on parts will help considerable and keep our members happy and the club growing.

I could ignore such correspondence that I receive on this subject and to make comment on it hurts me deeply, but neither do I believe as president that I can just let it slide by. Remain loyal to the club and practice the rules and I am sure we can all be helpful to one-another and without problems.

If you have questions or problems with your machines or suggestions concerning the club, don't hesitate to write and I'll do my best to answer.

We are cancelling any business meeting for February this year and will be meeting in April in Findlay at the Millstream Rambler's Club on Country Rd 100, north of Findlay. This road is just across from Whirlpool on old Rt 25. This is where the Four Club was organized. Have a happy safe year and we will see you in June at the Dux Motorcycle Club at Lambertville, Michigan.

Your President

John E. Wickham

P S

Many States have cooperated with Antique Automobile Clubs and Motorcycle Clubs in their request for special license plates recognising the machine as an antique vehicle. Presently in the State of Ohio there is only one such plate available - for antique Autos only. Through the efforts of Fred Provin of Heath, Ohio and member of the Four Club, contact has been made with Mr. Don Curry, Deputy Registrar of Motor Vehicles in Columbus, to consider supplying a plate especially for motorcycles that is more the size of the regular motorcycle license plate. Ohio members are urged to write and express their desire for this special plate. Our thanks to Fred for taking the initiative and working on this matter.

Just Passing Through.....

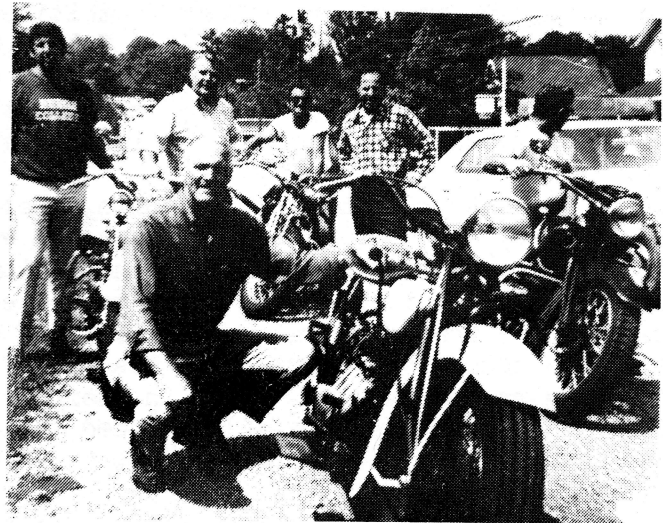


Many of you will remember the story we printed last year of the trip that Whitey Metzger of Huntingdon Valley, Pennsylvania and his friends made to the annual meet in Toledo on their cycles. Whitey rode his '41 four that once belonged to President Wickham. Whitey and his friends belong to a local Cycle Club they call the Reluctant Turtles. A lot of planning and correspondence had gone into the trip for there were several places of interest they wanted to see along the way. But, as anyone who has ever planned a trip in the summer there's usually a demon that louses up our meticulous plans and for Whitey and his friends it was no different. Detours bugged them all the way. This past year they took somewhat more precautions and checked on the roads to make sure what routes they could take.

Also, they met up with a common incident that most every four owner has met up with wherever they take those fabulous

fours, curiosity seekers. Many people have never even seen an Indian motorcycle let alone an Indian four, so if it don't look like a Honda, or some other foreign make, they've never heard of it. The Toledo bound group were stopped in No. Summit Pennsylvania for a stop light when a news reporter for the North Summit Times happened to see them and wasted no time hailing the group to ask them a few questions. Much to his surprise there were 4 Indian four motorcycles models 1930, 1936, 1938, and Whitey's 1941. And such a quaint sight brought on the photographer for the two pictures shown above.

Whitey had just recently refinished his cycle in a Butterscotch gold finish and was an attention getter. If all their route had been as pleasant as this one stop along the way about all they would get done would be to explain it over and over again. They did make it to the meet however. There is a certain satisfaction from riding a machine all the way to Toledo, but Whitey and the Reluctant Turtles will one day be able to write their memoriors on their escapades over the Pennsylvania and Ohio roads to the annual meets in Toledo, Ohio.



THE HENDERSON STORY

The following story was sent to us by Mr. Fred Provin of Heath, Ohio which gives those members of the Four Club who own one of those fabulous Hendersons, the granddaddy of the fours, some information on this bike that they may have not known. Other reading that we have done on this old four gave us considerable amount of history, but this story adds greatly, giving the famous Henderson a real honored position.

Fred also sent us some pictures of his early cycle days and some very thrilling bike riding.

The Henderson Story by Maurice D. Hendry. - - - How much was there in the stories that said sausages could be fried on the rear cylinders? - - - That it could excellerate from five to 108 in high gear? - - - That one made a 400-mile trip sealed in low gear? - - - Now at last - the truth about the Fabulous four. March 1954

There have been countless good motorcycles made in the last half-century, many great ones, and a few which rank as classics in history. It is with one of these classic machines that this article is concerned, a machine that for twenty years made even the fastest and best of the day appear mediocre by comparison.

It was generally admitted that when you owned a Henderson De Luxe four, you rode the finest motorcycle in the world. The De Luxes, and later the Streamlines, were the costliest, fastest, most impressive and luxurious motorcycles manufactured in the United States (or anywhere else, for that matter), during the entire vintage period. The factory themselves had no doubts on the subject.

The "Henderson Four", modestly read their catalog, "is the last word in motorcycle engineering, It has achieved and holds the enviable position enjoyed by any product that is undisputed leader in its field."

Recently, writing in "The Motor Cycle", "Ixon" paid tribute to the name and remarked, "The Henderson was one of the most ambitious projects in motorcycling ever conceived." The comment of a dealer at the 1913 Toledo Motorcycle Show is interesting. "The Henderson appeals to a class of riders who are old hands at the game. They like something out of the ordinary and as near the automobile as possible. Comfort, reliability, speed and lots of it is what they want, and we deliver the goods."

Unlike most advertizing announcements, these statements were not exaggeration but simple fact, and we now examine the model which justified them.

Tom and William Henderson were brother automotive engineers who, after experience with motor cars, entered the motorcycle field in 1911. Their first machine had unmistakable traces of automobile design. Right from the start this make was a "four", indeed destined to be throughout its life, the greatest four of all.

The brothers had nuts and bolts in their heads and oil and gasoline in their blood. Their father had designed and produced the Henderson car at Indianapolis, and was a nephew of the great Alexander Winton, one of America's most famous automotive pioneers.

William G. Henderson originally revealed his intentions to the public in a letter to the editor of "Cycle and Automobile Trade Journal", July 1910, in which he described the design which later, considerably modified, went into production. The editor published Henderson's letter and drawings together with some comments of his own, and a year later was able to announce, in the November issue: "A newcomeer in the field of motorcycles has recently attracted considerable attention. It is a four cylinder machine and is manufactured by the Henderson Motorcycle Company of 268 Jefferson Ave., Detroit, Michigan. The Company has been incorporated under Michigan laws with a capital of \$175,000, by T.W. Henderson, W.G. Henderson, George Monaghan, William E. Metzger, Charles Larned, C.W. Dean and F.M. Aiken. The machine was designed by W.G. Henderson, who has been engaged in automobile designing for a number of years."

The first model, announced in October, 1911, from the Detroit factory, had a wheelbase of 66 inches and used a curved trapezoidal cradle frame with a single down tube running into two tubes forming a platform for the motor and clutch casing. The motor was an overhead inlet, side exhaust type (all valves mechanically operated), straight four of 2 1/2 inch bore and 3 inch stroke, giving 56 cubic inches or 920 cc, and was along lines similar to those in the more familiar models produced later. Splash lubrication was employed with the upper half of the crankcase carrying the crankshaft and the lower finned half serving as the oil reservoir. There was a sight oil feed on the crankcase. Ignition was by Bosch magneto and the Schebler carburetor was situated behind the rear cylinder. The bottom link forks were similar in appearance to the Harley, and the 22 inch wheels carried 3 inch tires. Oil and gas and tools were carried in the divided torpedo-shaped tank. The single-speed drive was through a handlebar operated clutch, bevel gears, jackshaft and belt. Unit construction was employed from the start, the gearcase being cast integral with the lower half of the crankcase. The makers claimed 5 to 65 m.p.h. in the one gear and asked a price of 325 dollars.

In 1916 came the "shortcoupled" 3-speed version with a 60 inch wheelbase and "5-75 in high gear".

In 1917 Alan Bedell set a new 24 hour record at Ascot Park, Calif., on a Henderson averaging 48 m.p.h. for 1154 miles. This was one of Henderson's first records.

In 1918, the Detroit concern changed ownership, the buyers being the famed American Excelsior (Big X), more correctly known as the Excelsior Motor Manufacturing and Supply Co. of Chicago. Will Henderson then severed his connection with the company, and founded the Ace Motor Company in 1922.

(Editor's Note)

We stop at this point in the story and refer our members to the Summer issue of 1971 in which we printed a bit different version of this Henderson story. That Will Henderson ran into financial trouble on account of a drop in sales of his fabulous cycle, agrees with this author, but there is a difference concerning the sale of Henderson Motorcycle Company. We printed these facts from our source - Henderson had gone to the Schwinn Bicycle Company in Chicago that had shortly before taken over the manufacture of the Excelsior motorcycle known as the Super X, a twin cylinder machine. Schwinn was a big company solely in the manufacture of bicycles and now moving into the field of motorcycles. In the Chicago area there were competitors in the cycle field, the Thor, built by the Aurora Motor Company located just west of Chicago and Harley-Davidson up north in Milwaukee, Wisconsin. And far away in Springfield, Massachusetts, world renown Indian Motorcycle Company was the leader in the field racing cycle manufacturing.

In the deal with Henderson, both Will Henderson and his brother Tom were to go to work with the Schwinn Company in the Engineering Dept. With this kind of financial backing or reserves to work with, Will Henderson didn't have to worry about the finances or business income for bicycles were the real bread and butter of this company. Henderson put his mind to some real designing in improvement of appearance, speed and other innovations to make it the best four in the world. But many improvements cost a lot of expenditure of profits and Ignatus Schwinn was satisfied to let the present designs carry on for a while and let sales prove the value of the four. Henderson believed he could capture some of the glory of the racing field that Indian was winning race after race. His ambitions and Schwinn's hold on the purse strings developed into considerable indifference and Will Henderson and his brother Tom departed from Schwinn's employment leaving his brain-child behind. The Henderson four still retained his name till all motorcycle production ceased in 1932 as you will read about later in the story. Henderson left Schwinn in 1920 and went on the hunt of further financial backing to build more four cylinder motorcycles. He found such backing in Philadelphia, Pennsylvania and founded the Ace Motorcycle Company. From here, we pick up again the story as told by Mr. Maurice D. Hendry.

A year later he was killed in a car accident. The Ace also a straight four, though a good machine (some are still running on New Zealand roads) was never quite the

equal of the Henderson either in design or workmanship. As one example, it still retained the splash lubrication system. When Will Henderson died, the Ace Co. enticed Arthur Lemon, a clever engineer, away from the Excelsior Co. and made him Chief Engineer of the Ace concern. Since Henderson was breaking records right and left, and enjoying much favorable publicity as a result, Lemon built two special Aces, XP3 and XP4, at a cost of about \$10,000. These two jobs peaked at 6,000 rpm and one was times at 129 mph. The Ace concern was taken over by the Indian motorcycle Company in 1927, produced as the Indian Ace in 1928 and from then on as the Indian four, Lemon remaining as the designer. The Indian four steadily improved, with an alloy motor added in 1939 and a spring frame in 1940, and finished up two years later.

Despite the vicissitudes of ownership, the original Henderson four never looked back. In smoothness and flexibility of performance it was acknowledged to be unrivaled. But it was not perfect. The one criticised feature was the splash lubrication system. Owing to the length of the crankcase, the front cylinder tended to be starved of oil on a long grade and consequently overheating in hilly country was not unknown. To overcome this, Henderson engineers took a drastic step forward and introduced, for the first time in motorcycling history, the pressure lubrication principle of full force feed to the three main bearings, and through the drilled crankshaft, to the four big end bearings, clutch, transmission and timing gears. In detail, the new engine had little in common with its predecessor.

Since the shift to the Chicago plant it had become a side by side valver, and with its bore and stroke of 2 11/16 x 3 1/2 in. (68 x 89 mm), was now an "80 inch" (1,300 c.c.). The forged steel crankshaft ran in babbit-lined bronze bearings 1 1/4 inch in diameter, which together with the big end bearings, were lubricated by a gear pump, splash lubrication being entirely dispensed with.

The flywheel clutch had seven steel plates and ran in oil. The flywheel was supported by a bearing on each side and the drive to the gearbox (cast integrally with the crankcase) was through spiral bevel gears, the counter shaft being at right angles to the crankshaft. The gearbox was of the progressive sliding gear type with an optional reverse for side car use, and an auxiliary hand clutch control was provided similar to the gear lever. 17, 16, 15, or 14 tooth countershaft, and 36 or 39 tooth rear wheel sprockets were available, giving a choice of four different solo or side-car ratios, ranging from 3.68 to 4.1 in the case of the former and from 4.25 to 4.6 for the latter.

Most of the side car ratios were higher than the present day Squarrel, Thunderbird, and Golden Flash ratios, and indication of the Henderson's tremendous torque and extreme flexibility in top gear.

Ignition was by magneto, and the mag. distributor and generator were positioned together on the left side of the engine. Just in front was the oil gauge. The timing gears were helically cut, and the forged alloy steel camshaft in three bearings. The motor was suspended at three points in the exceptionally massive double loop frame, which had integral sidecar lugs. A unique type of trailing-link "Kushion" fork was used with a large enclosed central spring. Despite the size of the engine, a 1 inch venturi Zenith carburetor proved quite satisfactory and gave reasonable economy, 50-55 miles per gallon. The motor developed 28 bhp at 3,400 rpm.

Always a notable performer, the Henderson, upon introduction of the Delux with its magnificent engine, showed itself capable of astonishing feats of speed and endurance. In February, 1922, Paul Anderson, a famous racer of the period, was officially clocked at 98mph riding a Chicago Police Dept. Henderson fully equipped with lights and all police accessories on the Roosevelt Highway near Chicago. Later the same year, Wells Bennett, single-handed rode a Henderson to set a new 24-hour record, including all intermediates ones, on the Tacoma Speedway, piling up 1,562.5 miles at an average speed of 65.1 mph.

Not until 11 years later was this record broken by a French Peugeot machine, ridden by a team of four. Only in 1937 was this single-handed record beaten when Fred Ham rode a 1,000 cc Harley for 24 hours alone at an average of 76 mph.

Early in 1923 a remarkable run was made from Indianapolis to St. Louis, some 400 miles at an average speed of 30 mph on a Standard De Lux. What's remarkable about that, did someone say? Only that the machine was locked and officially sealed in low gear before the start of the run, which was made under official observation and the deluxe came in through the gruelling test with flying colors . . . and the seals unbroken!

Also at this time, the 3,000-mile transcontinental record (Los Angeles-New York), the three flag record (Canada to Mexico), the Boston-Chicago record and the Melbourne-Sidney record were all held by this four cylinder marvel, while as far back as 1921, Roy Artley, riding a Henderson on the Cotati, California, 1/4 mile board track averaged over 77 mph for 300 miles, and over 80 mph for 100 miles. Henderson even took to the air at Dayton in 1922, and air race of 25 miles was won at 65 mph by a small monoplane using a Henderson engine.

Small wonder, then, at the intense interest taken in the announcement of a contest to be staged in April, 1922, between a De Lux four and a "74" (1200cc) Harley twin. The Milwaukee boys were confident. They had been in the habit of thrashing all opposition in Class A racing for years, and they felt secure, too, in the knowledge that their "74" was the fastest road-going big twin produced. A memorable day it was thirty years ago on Dundee road, Chicago, when the best in big twins harshly bellowed a challenge, and in reply came the smooth, unruffled purr of the world's finest "four" . . . and the big twin lost.

True, in the initial run, Red Parkhurst chaulked up fastest time on his Harley. But Milwaukee's first victory proved to be their last, for Paul Anderson the Henderson pilot, had been nearly warming up. In the eleven succeeding runs the Harley came off second best eleven times, and Anderson nonchalantly drifted through the trap at over 100 mph on each of his final half-dozen trips. It is significant that no further such contests with Henderson were ever sought by Harley or any other makes.

For 1924, the four was further improved. The "K" De Lux appeared with a redesigned frame giving a lower center of gravity. Alloy Pistons, with an optional choice of cast iron, using three compression rings and one oil ring, were fitted, and also a new design of cylinder and a 9/32 in. lift camshaft (as compared with the 1/4 in. lift used previously), resulted in higher performance. Other improvements were the 3.85 balloon tires in place of the 3.50 size previously used, a gas tank enlarged to four gallons capacity, and altered reverse and low gear ratios.

The factory decided to see how fast the new De Lux could really go, and a standard side-valve was given a work-over. In addition to souping up the motor, narrow-section racing tires, and streamlined fairings fore and aft (probably first streamlined record motorcycle) were fitted, with the result that Fred Ludlow, whipped the job over a flying 1/4 mile at 127.1 mph, officially timed Ludlow, still riding motorcycles today in his vocation as a traffic officer in Pasadena, California, thus earned the nickname of "The World's Fastest Cop".

Naturally, with its flexibility and immense power, the "Swift Silent Four" was a police favorite and was used by more than 600 police departments in the U.S.. And . . . returning to my own country . . . many old timers can remember Christchurch's (N.Z.) very first motorcycle mounted traffic Inspector. Mr. H. McIntosh and his Henderson. Back in the days just after World War I, when the new instituted traffic force was not even supplied with uniforms of office, Mr. McIntosh was a familiar figure as he purred through the city's streets on his four. In late 1927 came the finest De Lux of all. With its Ricardo-type cylinder heads machined and polished, it developed 35 bhp at 3800 rpm and a police model was road tested at 56, 77, and 94 mph in the gears. Standard models were capable of 90 mph and weighed about 450 lbs, fully equipped. Even laden with the beautifully sprung Excelsior "chair" the Four could still plough along at a 75 odd mile an hour clip, equal to most of the fastest contemporary solos. To cope with the extra power, two more plates were incorporated in the clutch, and there were other detail improvements. And in March, 1929, came the famous Model KJ, the immortal "streamline",

which was Arthur Constantine's masterpiece. For his greatest achievement the Excelsior chief engineer returned to the overhead-inlet side exhaust valve arrangement of the old Detroit model, but retained the dimensions of the side-valve De Lux "80", with the result that the new "1300" developed 40 bhp at 4000 rpm, and gave the KJ a maximum of around 100 mph. The new engine featured no less than 5 main bearings and to quote an American KJ owner: "By just holding the bars and revving the motor, you can tell the difference between the DeLux and the Streamline. The five mains make the later job as smooth as an electric motor. There is no trace of whip in the crankshaft. The five bearings have slightly more friction than the three, of course. When timing my KJ I find the motor is a little harder to turn over than my 1922 DeLux. The KJ does have stronger valve springs, but to offset this, on a four when one valve is opening the other is closing. You be the judge. The side Valve DeLux (1920-1928) cylinders will fit the KJ crankcase, tappets, etc., lining up perfectly, but the magneto timing is different." 18 in. drop-center wheels and a front wheel brake appeared on this model and a new design of front fork, very similar to that used by Harley a year or two later, with, however, the central plunger spring retained in addition to two exposed fork springs. The new aluminum alloy tank was of very pleasing lines and carried a neat dash panel incorporating dashlight, speedometer, ammeter and oil gauge. The tank shape and instrument layout were copied by Harley and Indian several years later. The KJ weighed considerably more than the DeLux - 522 lbs. fully equipped. In 1930, to obtain more mechanical silence, the inlet valve lift was decreased so that the exhaust valves actually lifted 1/16 in more than the inlet, but timing modifications resulted in additional H P output. In 1931 the superlative "four stacker" was still further developed when the so-called "Sports version" of the streamlined appeared. This was the legendary Model KL, which because of its speed became known as the "Century Job". The top-gear range of this marvellous machine has never been equalled by any two wheeler before or since, and for flexibility of performance, the KL is still unchallenged as the greatest motor-cycle of all time. To quote a British correspondent in "The Motor Cycle" recently: "The KL could do any speed from 5 to 108.5 mph in top, and in the hands of a good rider the gearbox was totally unnecessary except for starting up hill. A walking pace to three figures-plus ... all in one gear!

Getting from the melodramatic to the technical, the KL featured a higher compression ratio than the KJ. The new two-ring pistons were raised on one side to fit Ricardo heads, and with an enlarged carburetor the improved engine gave some 45 bhp at 4500 rpm, which meant that the most powerful motorcycles of the day could be brushed off with little more than half throttle. Acceleration was shattering whether the gears were used or not, and sixty was obtainable in low! The KL was the absolute pinnacle of motorcycle design in the vintage era, and its remarkable engine would be considered modern even today. That such advanced design and elastic performance were provided twenty years ago is a technical achievement little short of the fantastic.

In that era there were two kinds of motorcycles . . . in one class you had a Henderson, and in the other, all the rest, and the difference was apparent in design, performance and workmanship. In the words of "The Motor Cycle" correspondent referred to earlier, the Henderson was made with the kind of craftsmanship found in a "Swiss" watch, and any examination of Henderson workmanship and finish always bears out this contention. The alloy intake manifold was carefully polished and the finish of the crankcase casting was immaculate both externally and internally. Packard cable was used for the electrical wiring.

A spring-loaded ball was provided to lock the kick-starter in its folded position, wheel bearings were Timken adjustable taper roller with knockout axles, line-bored crankshaft bearings, and a locking device was provided to ensure that the gears could not be engaged without first depressing the clutch. There was nothing shoddy or flimsy . . . the only requirement of almost every part was that it had to be the very best. I say almost, because, like many notable works of art, the Henderson did possess a few points which merited criticism, the worst being the retention of the external contracting rear brake, even though an efficient internal expanding front

brake was fitted. The rather preposterous set-up was common to all American makes at that time. A motor overhaul was quite a major job, of course, and to get at the clutch it was necessary to dismantle the engine. Some riders consider that this lack of accessibility may have had some bearing on the make's disappearance from the market, since riders would prefer to ride the clutch to destruction rather than go to such trouble to examine it. Such a theory, however, though it may have been true in few cases, does not tie up with the facts. In the first place, the cessation of production had nothing to do with lack of demand, the reverse being the case, as orders were always heavy. Secondly, the clutch was of extremely robust construction, consisting of steel plated running in oil, and inspection was rarely necessary. Engine overhauls were very few and far between, the four retaining its tune indefinitely. Third, the machine was built for the luxury market and such considerations were unimportant. Here, too, should be dismissed the old fable that "you could fry sausages on the rear cylinders". From the introduction of the pressure oiling system in 1920 onwards, this accusation was a mere fairy tale. (In fact, I would like to see a modern Squariel try a 400-mile run in low gear, and an attempt on Wells Bennett's thirty year old 24-hour record would be extremely interesting.)

Why, then, did the design fail?

The answer is that the design did not fail . . . far from it! . . . but by some queer freak of fate or mental twist, Ignaz Schwinn, the penniless immigrant boy who arrived in the United States thirty years before and who had risen from brazing bicycle frames for eight dollars a week to the head of the third largest company in the American Motorcycle industry, suddenly decided at the peak of the Excelsior-Henderson Company's career to abandon motorcycle manufacture and revert to the production of bicycles! Thus were suddenly removed from the picture two names which had achieved so much, and the American motorcycle industry as a whole suffered a severe blow. (Schwinn had done some queer things before. When Bob Perry, star rider of the Excelsior racing team and Schwinn's protege was killed while trying out one of the extremely fast overhead camshaft Excelsior racers. Schwinn went through the factory and smashed the remaining machines with a sledge hammer. He had treated Perry like a son and paid his way through school.)

The Henderson story ended in 1931. For two decades it had reigned supreme, and had pioneered multi-cylinders, pressure lubrication, plain bearings, unit construction with motor, clutch, transmission, electrical equipment and lubrication plant including oil reservoir, in one entirely self-contained unit readily removable for servicing. It was the neatest, cleanest and most advanced motorcycle of its time, and was considerably superior in many important respects to accepted present day practice. Small wonder that those Henderson "Streamlines" still in existence are so zealously preserved by their enthusiastic owners. The tradition was carried on by the Indian Four until 1942, and "multi" enthusiasts still have the "Squariel", which began as a 500 cc infant in the very year the "KL" was produced, but neither has equalled the performance nor taken the place of the original "Four", which paved the way for others, and even today, twenty years after its decease, remains the most wonderful top gear motorcycle the world has yet seen. Will such a machine ever be made again? - - - M. D. Hendry. Written in 1954

GRAND DADDY OF THE AMERICAN MADE FOUR CYLINDER MACHINE

Most of the news that appears in the Indian Four News is generally about the Indian Fours, but equally important to the club are those other American made fours - Henderson, Pierce, Ace and Militaire, because owners of these machines are also eligible for membership in the Indian Four Cylinder Club.

We titled this article "granddaddy of the four machines" and the one four cylinder bike that deserves this renown title is the Henderson. Although the first four cylinder machine (we understand) was the Pierce there was a relationship between the Henderson and the Pierce other than the fact that the Pierce too was a four cylinder variety, real relationship existed between the Henderson, Ace and Indian fours. One source of information (not authenticated), stated that Will Henderson copied some of his designs from the F N made in Belgium, although Henderson was an automobile designer.

The line of relation came following the sale of the Henderson to the Schwinn Company, and after new financial backing, the Ace Motorcycle Company was born and the product contained many of the Henderson features plus some new ideas he wanted to try. The Ace Company later became the Indian four and still retained some of Henderson's designs. The 1932 Henderson by Schwinn and the 1932 four by Indian were closely related machines for it was this year that Schwinn had the advantage on Indian by 3 months changing the three main bearing design to five main bearings. The two bikes could have been real competitors but from the Henderson story you read about the tragic end of the Henderson and the Indian four cylinder machine became an orphan child. No other four cylinder bike existed. The Indian four went through more refinement and a fabulous machine. Few changes in the Indian four did improve it, but it could not be mistaken - it still had the looks of its parent or grandad, the Henderson four. Credit will have to be given to the Japanese and German cycle builders, for they veered from the conventional, turning the motor 90° to the frame in the Honda and Momoth.

Several of our members own Hendersons and the fine machines they bring to the annual meets bears out their confidence in these fabulous machines. Some of them prefer the Henderson over the Indian four and I am sure the Henderson Story would lead any green-horn like me to believe that the Henderson four is a fine, and if not the finest 2 wheeler ever to hit the road. Among the several of our members who presently own Hendersons are - Fred Provin, Milt Mehl, Dr. Cleveland, Glen Logan, and some of our members who rode the Henderson fours in their early motorcycling years were John Wickham and Jack Maurer. They have all related stories of the good times they had on their Hendersons.

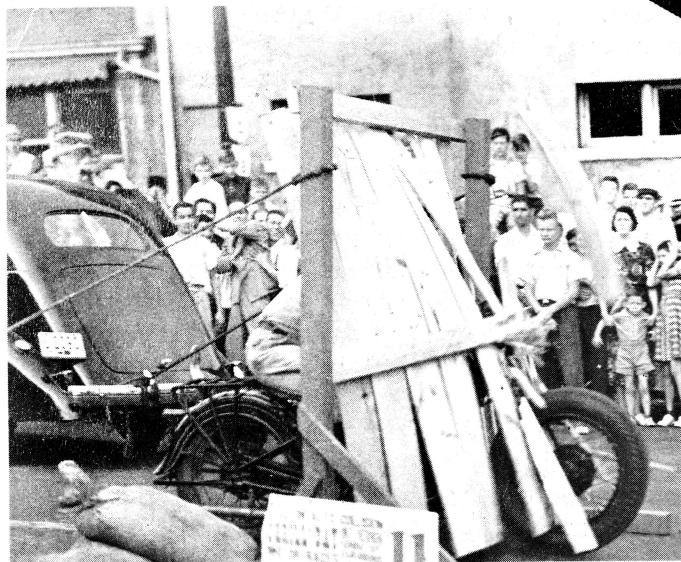
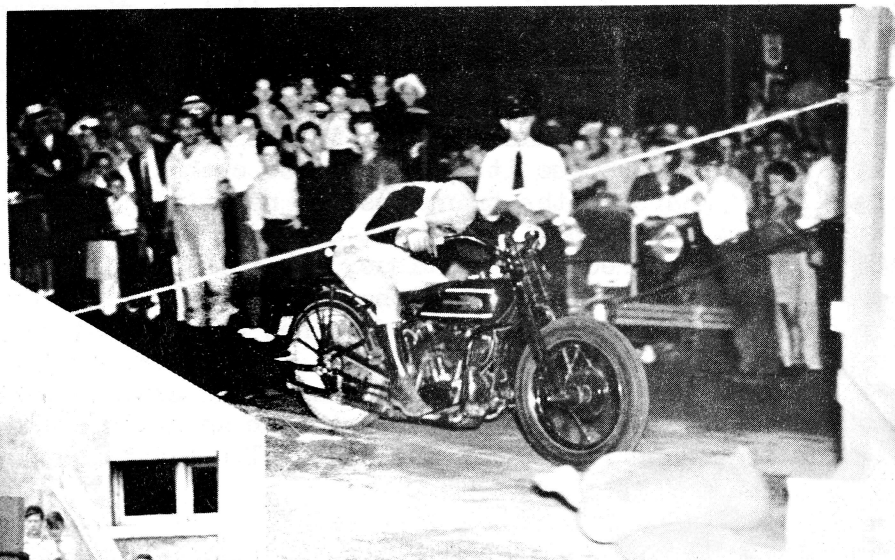
From our observations at the Toledo meets we have seen Dr. Cleveland's 1917 Henderson four and his old Pierce out on the track. We have also seen Milt Mehl's later model Henderson perform superbly, running the track in very smooth operation. And . . . then we saw a foreign bike out there on the track and we thought we might insert a few comments here in comparison to that foreign machine. The Swedish built "Nimbus" bike is not much to look at for the one at the '72 annual meet was a military model and far from the luxurious looks of the Indian four or the Henderson four, but it did have something that attracted your editor's attention. When the bike was on the track that motor ran as smooth as any four I have ever heard. When the rider pulled off the track to park it I had opportunity to look at the motor to see if it was much different than the conventional fours. It was. Henderson had retained the removable cylinder design of the F N which required 16 studs in the upper case to bolt on the cylinders. Later, the Indian four paired up the cylinders and required 12 studs to bolt on the cylinders. But the Nimbus was different - the cylinders and upper case were all cast into a cylinder and upper case block similar to the water cooled engines. Unlike the Henderson or Indian, the block was of cast iron. The lower case or pan was of aluminum. The Nimbus construction was not such that it

was designed to last forever or win a trophy for the most beautiful bike in a judging contest, for it was built with a quick production design during wartime and is out of the classic cycle class. It was the motor only that impressed me.

In the same thought, the Indian Four has one of the finest designs in the motor department with its paired up cylinder design. At this point, the Henderson, in my opinion, is quite a machine but the Indian motor would win in its unique design. We will have to agree somewhat with the Henderson owners that the granddad of them all is a mite finer bike in the operations depart, and since it's production was ceased in the early thirtys, the Indian four turned out to be the most beautiful four of all.

We are grateful to Fred Provin for sharing this Henderson material with us and moving us to write this small editorial.

Fred also sent us a personal item of his cycle riding days along with some pictures. Fred was a stunt rider some years back for the Bee Ward Beam Dare Devil Shows and developed a special act to thrill the crowds. The stunt consisted of a wood wall through which Fred would drive his cycle, breaking the wood wall and come through the other side unharmed. Now, the stunt of driving through a wood wall was not new, for the several who preformed this act would erect some thin box plywood and breaking through it was not a great feat othet than learing to keep one's head down and avoiding breaking one's neck. Fred's was a bit tougher, because he had a 2 X 4 at the top and bottom and one across the middle, and a little thicker wood on the rest of the wall. This feat required starting back a distance and getting up some good speed, keeping his head down to put the impact on the front end of the machine and not his head. Breaking 2 X 4s in this wall made his act unique as the pictures show, and Fred began it in 1928 and continued it up to 1941 when Fred's wife said quit. Fred had begun looking like a porcupine with the splinters he picked from the flying wood.



\$485 - - - - - \$4000

In 1942, the last the Indian Four was produced for civilian use, the price of this very beautiful machine was somewhere around \$485, and by price standards of 1942, \$485 was just as hard to come by as the prices of today's bikes. In 1961, when the Four Club was organized, many old bikes began showing up for sale and were in various states of condition. Some were beautiful, original shape, some restored to beautiful color and new parts, some running but in bad shape, and still others badly in need of an overhaul and many parts. It was not hard to find a battered old bike that needed restoring and priced at \$50.

Since those early days of the club, prices have inched steadily upward and like the old Model Ts, if she was all there, running or not, 2 brand new Fords could have been purchased in 1927 for the price of one in bad shape today. Just a few years ago at a meet, a beat up old four was priced within \$20 of a brand new four in 1942. Today we have listings in our Ad Section of restored bikes for sale priced from \$1500 to \$4000. Some are near original as possible and have been restored with new or rebuilt parts. Many of these parts are better than factory original and not only do they cost more to manufacture, they also make a better bike which in turn makes the bike worth more. No one buying a machine to restore need to worry about parts, or assembling a bike from parts from everywhere for again we state that parts are in many cases are better than original thus the part now costs more than the original.

We have heard the static about prices too high at the meets as well as ordering by mail but anyone wanting parts has but one prerogative - pay the price or don't buy it. Is a machine that sold for \$485 31 years ago worth 3 times that today \$2000 - \$3000. Several factors will verify that such is somewhat true. The machine is over 25 years old which puts it in the Antique Class such as an automobile. With an automobile, its a gamble to buy a car 10 years old and plan on keeping it till it becomes old enough to become an antique, for unless it is a discontinued production model - it will have to go its full time, 25 years to start gaining in value as an antique. The same applies to motorcycles as well, and the Indian Four after 8 years in the antique class have been steadily rising in the scale price. However, its value is determined by what has been put into the machine to put it back into perfect running order. Suppose it has a chromed crank, new non-slip clutch, new pistons and rings, good gears in the transmission, new tires, remolded footboards, restored gas tank and completely new finish all around, rebuilt carburetor - this bike has not simply been restored as an antique, but this bike has been restored to go back on the highway to operate right along with the new bikes and at the same speed. Anyone of these parts are as good as new and in most cases far better than original. The factory didn't build them so well. There are more years now in that bike than when it left the factory. Such a bike could claim several new owners for there are those who would pay the price to own such an antique and yet they have a restored antique that runs like a new one and will do just that. All that any owner will have to do is care for it properly.

Suppose you had spent several years assembling parts to complete a bike and you finally realized your dream after 10 years, but after seeing other bikes, you have your sights set on a later model. You have put some mileage on yours and all these parts but to eventually acquire this later model, you must either trade or sell. What will you take for her or how much boot to make a trade. You just aren't going to give her away. What will you want out of your 10 years of effort - all you can get.

Therefore, the very thing that makes those prices on parts what they are is what you can get out of that bike. The suppliers know what these bikes are being sold for, they can read too, so they feel that they too are entitled to their cut. Certain ones of the club that are tooled up for production for certain items may

produce an item that is either of the same quality as original or far better. He is entitled to charge what he feels is a price that rewards him for his efforts. He is manufacturing a part for an antique.

Price gouging has been brought to our attention several times and reference is usually made to the paragraph on the inside cover of the Four News on taking advantage of fellow members. Are we not faced with a similar situation as a nation in almost every area of our life. However let me remind you - over 20 years have gone by since any part has been produced by the factory and its been only those who have assembled an inventory of parts that club members have a source of supply today. The country is antique conscientious and anything that even appears to have some antique value is either stored or put on display in the home, in hopes of some day getting a good price for it. Your editor has a few such items and I prefer not to be bitten by this wierd bug.

If the Indian fours being restored were just being kept as museum pieces or covered up out in the garage in hopes of someday getting out of it about what you have put into it in clean-up and paint, then some of these prices would sound ridiculous. These bikes are not just an empty motor and transmission, but new parts and lifetime bearing surfaces that make it a running model and one that will do more than most of the antique cars will do. An old model T never was built to 70 and 80 mph even with the "fronty" head, but the four was built to match the bikes of its day which were designed to out-do any automobile on the roads of that day. The new breeds of today were also designed to do the 70 and 80 mph. The fours, chiefs scouts and others were all competitive built and restored ones today will still do it on dependable parts that cost more.

The one area of restoration that brings the most frustration in the price bit is the individual set on making her original and here like the old cars is where the part owner takes the advantage. Its his part and he has a price on it. You may be really "turned on" at what he wants for it, or he may decided not to sell it. What to do - remain friends and respect his rights no matter how bad you want it. Look elsewhere or try to repair the one you have. Is the desire to have what you want worth the price to destroy a friendship and ridicule, or have a little more patience and believe that someone else may have the part. Someday that part owner will either soften up or his widow will sell it.

We don't want to seem to be taking sides in what seems to be a prennial problem therefore we want to remind the membership that the Indian Four Club was organized to help one another to keep those fabulous fours in good condition. Sometimes it meant a different model part or a foreign part, never-ther-less, it worked and the bike was back on the highway. Then several decided to work on the originality desire and replacing foreign parts make come easy or a long agonizing process. The same philosophy of the club applys - helping one another to restore the bike like original. We must then realize one very important factor - "it aint as cheap as it used to be, and this applys to anything we do or buy".

To close, we leave this thought - if you feel that the price is too high and you manage to locate the part at what you believe to be a fair price, when you decide to sell that bike, will you get together with a prospective buyer and sell for what you both believe is a fair price or do you think you should hang a tag on it that is take it or leave, and that's it. You be the judge.

The Editor

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W R Durrett 800 S Riverdale Dr Indianthic Fla 32903
Ralph Embler 61-8th Ave Shalemar Fla 32579
Ellis C Evans 448 Pine Hill Rd Port Ritchey Fla 33568
Ted Hodgdon 539 Outtrigger Lane Sarasota Fla 33577
Dennis F T McCarthy 1219 NW Joplin Ave Rt23
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 Englwood Fla 33533
John Webb 2510 Tuscaloosa Trail Maitland Fla 32571
Arthur R Woods 4211 26th Ave E Bradenton Fla 33505

Georgia

Marlen Baernwald 2595 Emeradl Dr Jonesboro Ga 30236
James H Boucher 1442 King Rd Riverdale Ga 30274
Gerald Carpenter 5912 Ponderosa Pl Forest Park Ga 30050

Harry Dukes 4241 Cranton Ct Altoona Ga 30319
Roger F Hensley P O Box 29361 Atlanta Georgia 30329

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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 RR2 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 Rt2 Box 561 Antioch Ill 60002
Robert Shingler 4 McCarthy Rd Park Forest Ill 60466
Barry Stelford RR1 Urbana Ill 61801
James D Sutter 324 South Ave Aurora Ill 60505
James R Troxel RR1 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 105th St St Palos Hill Ill 60465

Indiana

Robert J Armstrong 24W Michigan St Evansville Ind 47710
John Blouch 1532 8th St Terre Haute Ind 47802
Glen Brutus RR1 Box 37 Pine Village Ind 47975
C W Crafton RR3 box 44 Plainfield Ind 46168
H Frank Entwesle 5309 Cranston Ave Ft Wayne Ind 46815
Nick Gansinger 1246 119th St Whiting Ind 46394
Ronald Gruenks RR3 Box 661 Michigan City Ind 46360
G S Herbson 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 6175 Cedar Rd Mishawaka Ind 46544
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 Rt235 Box 338 Valpariso Ind 46383
Arthur Weaver RR2 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 Sweetstot Ind 46987

Iowa

Loren Flanders Rt2 Oskaloosa Iowa 52577
Paul V George 2590 SE 52nd Ave Des Moines Iowa 50302
Silvan Goesser 1710 2nd Ave North Dension Iowa 51442
Raymond F Harvey 4223-C State St Bentondorf 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 KY 40347
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Gerald Neighbors 807 Crosley St W Monroe La 71291

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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 RD2 Southwick Mass 01077

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David Bozung 24800 Lasher Southfield Mich 48075

Trustee

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Marvin A Grahm Rtl4 Box 585 Colma Mich 49038
Victor L Grahm Rtl4 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
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Sylvester Price 166 Redman Rd Milan Mich 48160
Harold Randall 231 Hopkins St Battle Creek Mich 49017
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Alan D Hagaman Box 329 Palmyra Mo 63461

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

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R W Peterson Peterson Mfg Co DeWitt Neb 68341
Howard P Wagner 4803 N 60th Omaha Neb 68104

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Richard P Newkirk 49W Millbrooke Ave Woodstown N J 08098
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07631

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11356

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Virgil Dale Smith Worthington Corp P O Box 69 Buffalo
N Y 14240

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Curtis B Weigold Flandrean S Dak 57028

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Thomas W Harris 800 Hazel St Akron Ohio 44305

Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio
45324

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Errol L Eshaia 47590 Union St Oakridge Oregon 97463
John E Heddley 2111 103rd Dr Rt3 Portland Oregon 97216

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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 Pittsburg Penn 15235
Robert W Hangan RFD 2 Quakertown Penn 18944
Edwin R Johnson 1065 Easton Rd Horsham Pa 19044
Joseph Karis 18 Edgemore Rd Cheltenham Penn 19012
Otto C Link 2nd and Charles Sts Coopersburg Penn 18036
Bob Markey RRL 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 Levitown Penn 19054
Albert P Sigmans Rt212 Pleasant Valley Penn 18948
Leon Slifer 561 Maplewood Rd Wayne Penn 19087
John P Smagach 2840 E Thompson St Philadelphia Penn 19134
Matthew J Smahach 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

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Max Harry 834 Cants Cruz Dayton Ohio 45410
William L Howell 228 E Lisbon St Box 138 Waynesburg Ohio 44688

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R E Kerns Box 634 Belle Center Ohio 43310
Gerald Kenworthy RRL 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 Iuedeke 737 Arlington Heights Cincinnati Ohio 45215
Harry Maule 444 Main St Box 96 Castalia Ohio 44824
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 Mamisville Rd Loveland Ohio 45140
Hugh W Kiddle Box 287 Ravenna Ohio 44266
Dave Sloan R F D 3 Kenton Ohio 43326 Trustee
Clifford Spohn 327 Homer St Marion Ohio 43302
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President

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Harry Robinson 677 N Howard St Akron Ohio 44310
Karl R Schuele 650 Union Coerce Bldg Cleveland Ohio 44115
Lloyd Williams 1255 Grinder Rd NW Rt Lancaster Ohio
John Palmer 5968 319th St Toledo Ohio 45140
Ralph L Javens Sr 453 Shawnee Rd Indian Meadows Dover Ohio Sub

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 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)
 Chester R Casey 1425 Murray Bay Dr Houston Tex 77055

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 Donald E Collar 1705 Fern St Alexandria Va 22302
 Mervin Ryan 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 Wisc 53140
 Ervin G VanBeek 517 N Main St West Bend Wisc 53095
 Carroll E Spenser Rt3 Box 311 Burlington Wisc 53105
 Edward A Romas 10022 W Keefe Ave Wawwaatosa Wisc 53222

Foreign

Canada (Cont)

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 Paptotoe N Zealand

Germany

Hans-P Arendt 1000 Berlin 44 Birknerstr W Berlin Germany

Sweden

Ali Drimmer Skarsgaten 27 41269 Goteborg Sweden
 Henry Melin Prastgarden Akerby 755 90 Upsala Sweden
 Hans Rennerfeldt S 18040 Brotty Sweden

New Members

Marvin H Gebhardt 1705 N 3rd St Grand Forks N Dak 58201
 Don Lipsky 1304 Day St Galesburg Ill 61401
 Kenneth Slechter 17403 8th NE Seattle Wash 98155

AD SECTION
FOR SALE - ITEMS WANTED
ITEMS TO SWAP

For Sale Have a fully restored 1952
Indian Chief 80 for sale.
Have over \$2200 invested but will
sell for \$1500
Write Tony Colelough
3917 Malaer Dr.
Cincinnati, Ohio 45241

For Sale 1940-1942 Indian Four Teardrop
Tank Emblems, Same as original, ready
to Chrome plate \$25 pair. If you need
clips that solder to tanks- I can make
for \$5.00 a pair.
Write Henry A. Krueger
Morocco, Ind. 47963

Wanted - Any model four - preferably
1938 - 1939 model or any model
available.
Write Dalton Harrow
Mt. Blue St.
Norwell, Massachusetts 02061

Wanted - Front fender and original
tail light for 1937 - 30 50.
Write Stanley Pernic
1043 Elmwood Ave
Deerfield, Illinois 60015

For Sale or trade
1 - tubular luggage rack for bigger
Indians. Similar to regular rack -
brand new.
Will trade for one to fit on 30 50
fender. Also want tail light for
'37 30 50 twin.
Write John Wickham
751 Dayton, Ave
Findlay, Ohio 45840

BOB SPECK FOR DECALS
Bob Speck the Decal Man
Mtd Rt 35 Box 338
Valpariso, Indiana 46383

Wanted - for Indian four;
Tail-light ruby glass, 1-15/16"
Dia.
Set of wrist-pins, standard size.
Headlight, bottom mount, focusing
screw, flat lens.
New exhaust valve guides.
Intake rocker arm support
Someone who can rebabbit rods.

Wanted for 1937 Jr. Scout 30 50
Front fender (fits '36 to '39)
Tail-light assembly (or parts)
Set of distributor drive gears.
Write Stanley J. Pernic
1043 Elmwood
Deerfield, Illinois 60015

Wanted for 1940 Excelsior
1. Manual
2. tail light lens
3. Spark lever control
Wanted for 1940 Indian four
1. Original stop-light switch and
cover.
Wanted - Chief 80 fork and fender.
also, frame for Chief - '48 to '53
Wanted - four speed transmission for
Chief, any condition
Write Dr. Arthur R Croft
Box 364
O'Neill, Nebraska 68763

Wanted for 1934 Indian four
Battery hold down strap
complete spotlight bar with
spotlights (orig. Equip)
Retaining bracket for front wheel
stand that bolts to rear of
front fender.
Chrome cover for ignition switch
that matches chrome ring
around ammeter gauge.
Write - Gerald Neighbors
807 Crosley St
West Monroe, Louisiana 71291

For Sale - The following item is not a part for a machine but a very necessary piece of equipment to overhaul a motor. Anyone owning a Chief and has tried to do a motor overhaul will find reassembly of the flywheels is not an easy task. For this job, the Indian Company made up special gauges for paralleling the flywheels. A motor assembled not giving attention to making sure that the flywheels are within 4 thousandths will have a motor that vibrates and noisy. A man here in Findlay purchased a battered Chief to restore it to as near perfect as possible. It was dis-assembled down to the last piece and thoroughly cleaned. Many new parts were tailor made, and when it was ready to assemble the flywheels, he found in the overhaul manual the directions for this precise assembly and the need for securing the special holder with micrometer gauges to set it to a near perfect parallel. Being a machinist, he decided to make the special holder equipped with gauges. Completed, the flywheel was mounted between the centers and the wheels turned between the gauges, and the final check showed the flywheels to be within 2 thousandths of perfect parallel. My friend took this tool to the annual meet of 1973 and was told by one of the Indian Dealers that this tool was even superior to the equipment used by the Indian Company as he owned one that Indian used. If you are interested in this tool -

Write Robert Vandenburg
525 Lester Ave
Findlay, Ohio 45840

Wanted - KJ Henderson side-car
top money paid for KJ Side-car
KJ upper and lower engine case, or
complete engine.

1937 - 1957 HD Sidecar.

Write Cliff Pease
4164 Ewell
Virginia Beach, Va 23455

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 damaged.

We guarantee the remolded footboards on good cores. Price per pair - \$23.00
Postage for return of remolded footboards - \$1.50

Foot boards for Indian models 1913 and up were molded on separate piece of metal and riveted 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 per 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 fours with carburetor on the left side of the motor and not at the rear of the cylinders such as the older machines.

Tubes are made of new metal and give satisfaction of long life. - \$30 per set. These are not old tubes reconditioned, but all new and good metal.

Write Jack Maurer
14553 Coram Ave
Detroit, Michigan 48131

For Sale - Chief Parts.

Black 16" wheel rims
Good front crash bar with new section to be welded in.

Spoke nipples - 80 count.
Front brake assembly - ready to plate
Restored seat post complete
Restored belt guards -

1 (original) needs work
1 - cast aluminum - polished
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 Robert Vandenburg
525 Lester Ave.
Findlay, Ohio 45840

Wanted - parts for Powell, Model 81 Motorcycle, manufactured in Compton, California. It is a 21 inch cycle. Would appreciate - parts list, specifications or any help available for this cycle.

Write - Paul George
2590 SE 52nd Ave
Des Moines, Iowa 50302

Wanted - for 1931 four
Exhaust manifold
Locking lever on clutch
pedal

Write - R. C. Symondson
Charles Cottage W. Horsley
Surrey England

Wanted - complete clutch pedal for 1939 Indian four.

Write - Lt. Col. C. E. Bowden
Norden House, Corfe Castle
Wareham Dorset, England

Wanted - rear fenders for 1934 - 3 wheel Indian cycle

Write - Ronald Thomas
5724 Chagrin Dr.
Mentor-on-the-Lake, Ohio

For Sale - Parts for Indian 841 shaft drive. Have over 3000 lbs. of parts, most new, some still cosmolined. Please give part number and engine number. If you don't have either of these, 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 Hensley
P O Box 29361
Atlanta, Georgia 30329

For Sale - 1945 Military Chief - \$450

Write - Glen Brutus
Pine Village, Indiana 47975

Wanted - exhaust pipe for 1942 Indian four cylinder. Will trade 1938 Indian four tool box for 1942 Indian four tool box.

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

For Sale - Indian four motorcycle rim
\$15

Battery Charger - 6 volt - \$5.00

Write Larry Barnes
Box 24
Grand Rapids, Ohio 43522

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.

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 Chiefs - lots of new and used parts for Chiefs. A few Harleys - 4 JD models. 3 - 45 cu in models, 2 flat head HD 74s. 2 - flat head, 80 CI models.

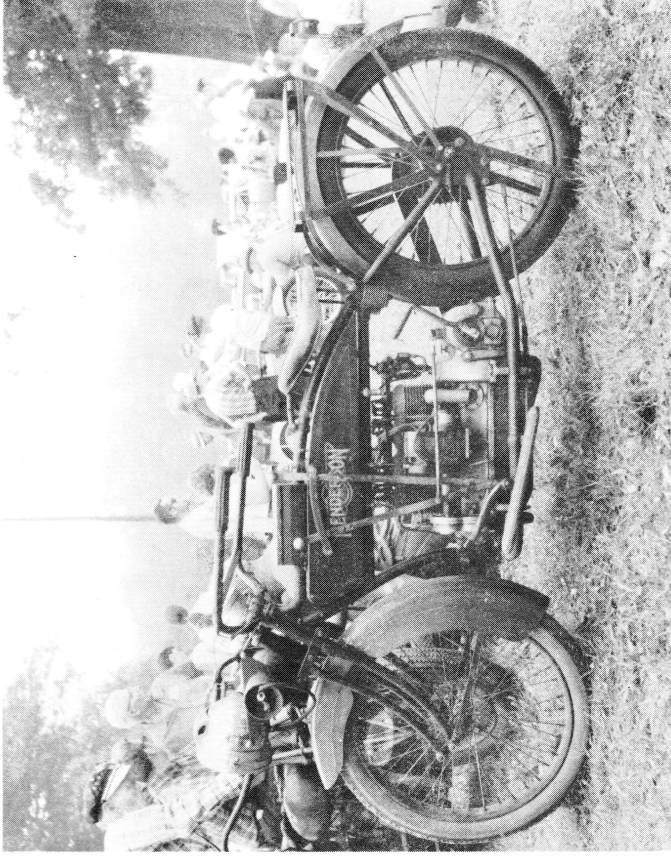
Write - R. W. Paulette
P O Box 401
Midway, Kentucky 40347

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

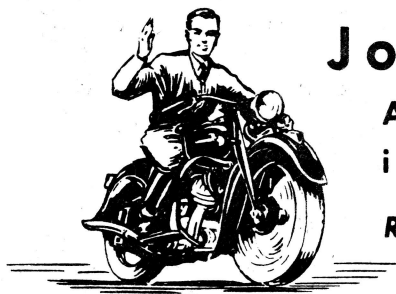
Write Robert Shingler
4 Mc Carthy Rd
Park Forest, Illinois 60466

Wanted - 330X 18 clincher tires or 385 X 18 clincher tires - need 5 of either one or all I can get to restore 3 motorcycles. For Sale - Holly, Triumph or Honda cycle buckles, \$3.50 each. Belts black or tan \$2.00 ea. I.D. bracelets, \$7.00 ea. Indian necklace, \$3.50 ea., Indian Pin double clasp (safety) tie bar \$3.50, Indian Charm \$2.00.

Write Emanuel Sperrazza, 23- 39 129th St., Flushing New York 11356



The "Henderson Story" appearing on pages 10 to 15 of this issue mentions the two above machines. The story states that William Henderson began building his fabulous four around 1911 and the production came off the assembly lines in 1912. We have a good color shot of the 1912 bike, and with its long wheel base is a sort of grasshopper looking contraption. We will feature this picture on the inside of the back cover in the next issue with some story along with it. However, for this issue, we had some good shots of some later Hendersons that were regular in attendance at the annual meets. The one on the left is the beautiful dark blue and cream machine owned by Mr. Milt Mehl of Hamilton, Ohio. It always a faithful performer and a trophy winner. Even after Henderson was completely owned by Schwinn of Chicago and the famous X insigna was on the gas tank, it was still called the Henderson. The cycle to the right is the 1917 owned by Dr. Bill Cleveland of Cleveland, Ohio. This bike too, is a real performer and although (up to last year) it had not yet been refinished, the old paint did not in any way prevent her from doing very well on the track. This bike was possibly one of the last ones to be built in Detroit, Michigan, original home of the Henderson. From the first designs Henderson started with, the cycle soon began to look a lot more like a motorcycle than just a bicycle with a motor. Its wheel base had been shortened from 66 inches to 60 inches and was beginning to give some real performances in speed and racing.



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

