

Indian



FOUR MOTORCYCLE NEWS

VOLUME 9 NUMBER 1

SPRING ISSUE 1974

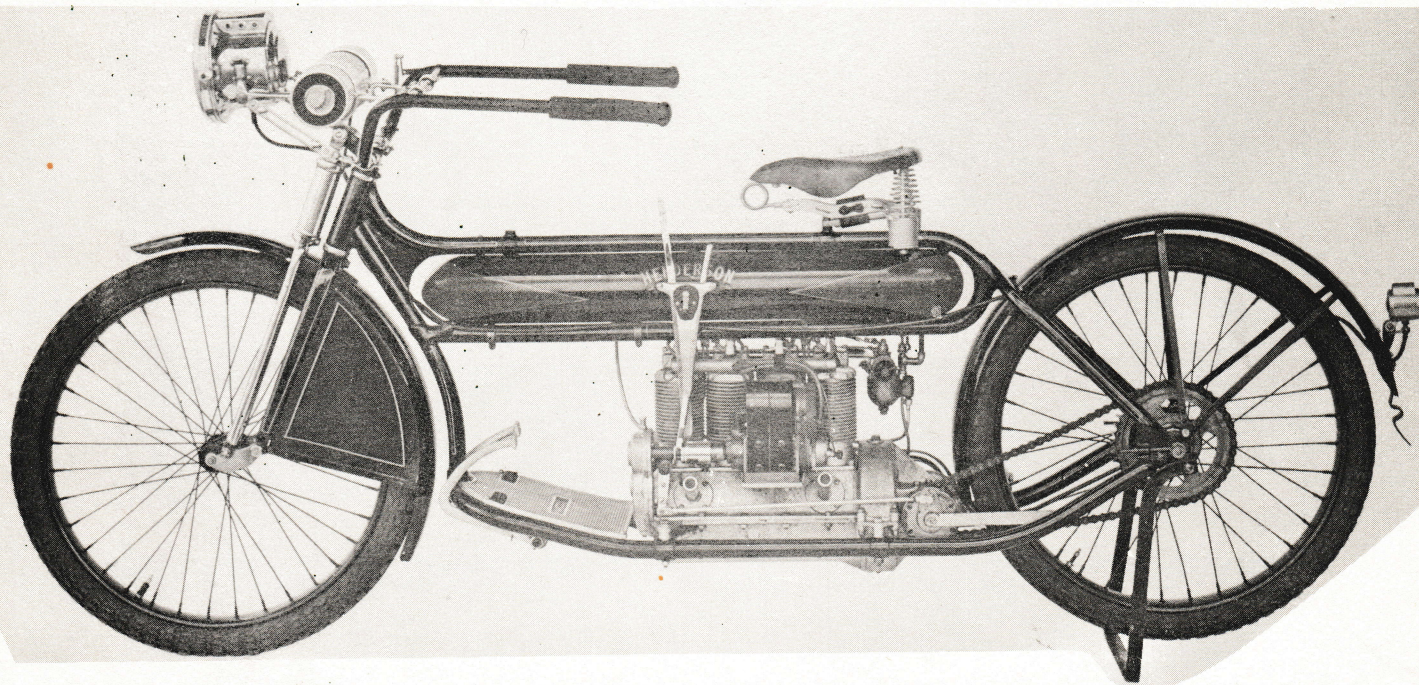
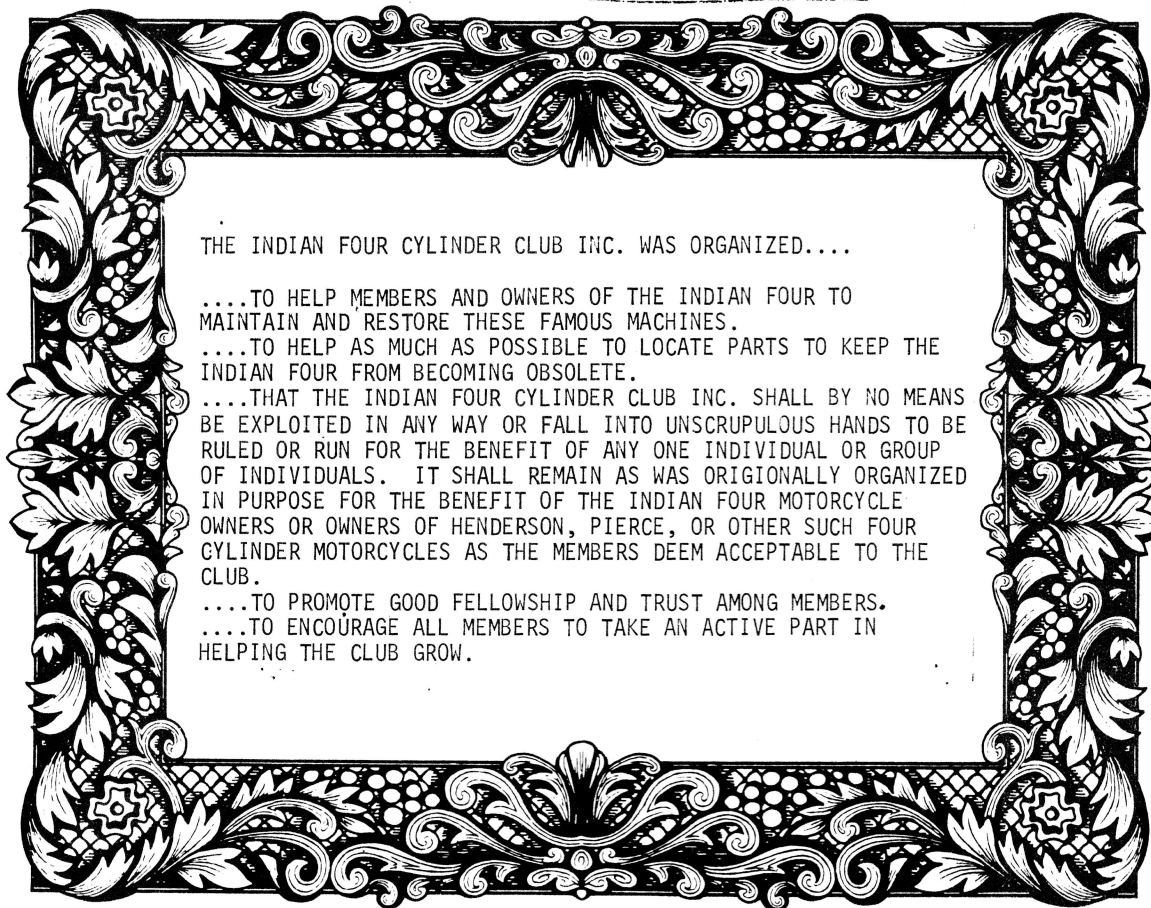
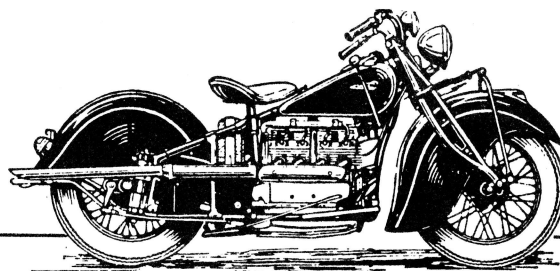


Photo courtesy of Harrah's Automobile Collection.

AMERICA'S MOST BEAUTIFUL MOTORCYCLES

PUBLISHED BY THE INDIAN FOUR CYLINDER CLUB, INC.
FOR ITS MEMBERS



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1973 - 1974

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INDIAN FOUR CYLINDER NEWS

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The Cover

Not an Indian Four, but definitely an American made Four that would entitle it's owner to a membership in the Indian Four Club. Your editor has tried unsuccessfully to get some plastic model companies to make up dies of an Indian four. While looking over models at the local Hobby Center Store I discovered a model of the 1912 Henderson and the 1918 Harley. These were Japanese made models. The box was large and this beautiful picture of the 1912 Henderson on the top. I bought the model which was less than \$5.00 and looked over the parts very carefully. When putting it together I found it a very tough plastic and a rather small model, not exactly what I wanted. Regardless, the picture on the cover was a color shot of a very beautiful restored real machine in the Harrah's Automobile Collection in Reno Nevada. As far as we know, this is the 1912, 66 inch wheelbase Henderson Four production model, built in Detroit, Michigan. Some interesting facts on this machine may be found on pages 14 and 15 of this issue.

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.

Business Meeting
Indian Four Cylinder Club
April 21, 1974

Fifteen members of the Indian Four Club met at the Millstream Ramblers Club in Findlay, Ohio for the Spring business meeting with John E. Wickham, President presiding. Attending the meeting were; David Bozung, Harry Maule, Lew Maule, Chuck Myles, Herman G. Metzger Jr., Fred Provin and wife, Lloyd L. Mc Williams, Ed Wolski, Bob Aldrich, Jack Maurer, David Sloan, Cliff Spohn, John E. Wickham, Larry Barnes, Steve C. Hess Subscriber, Wally Enders.

As noted in the President's letter items brought before the group were pending legislation for the headlight law, no fault insurance, and a Constitutional Amendment.

Selection of a new meeting place was presented. President Wickham had requested of the Dux Club of near Temperence, Michigan the use of their grounds for the 1974 June meet and the August Annual meet. A verbal agreement was made for the regular dates - June 9th and August 10 and 11 this year. Members of the Dux agreed to the dates for this year. A second meeting place had been chosen at the Seneca County Fair Grounds in Tiffin, Ohio at a reasonable price per day. Since a previous commitment had been made to the Dux Club, it was decided to go to the Dux Club for this year only and beginning next year at the Seneca County Fair Grounds.

A map for locating the Dux Club is found on the inside back Cover page.

At the 1973 Annual meet request was made by the Reluctant Turtles Motorcycle Club of the Philadelphia area to organize a local chapter of the Four Club. On vote, it was decided to allow the chapter to organize but within full accordance to the Constitution and By-Laws of the Indian Four Club. The Chapter Club has been very active and recently has requested of the parent club to amend the constitution to allow for chapter clubs. At the April 21st business meeting Herman (Whitey) Metzger of the Reluctant Turtles presented to the meeting amendments to articles of the Constitution for consideration and further be submitted to the Annual meeting for acceptance into the Constitution by the membership. This is in accordance with the articles of the Constitution for amendments.

The following is the recommend amendments to the Constitution as submitted by members of the Executive Committee special Committee for consideration by the membership.

April 21, 1974

Business Meeting

Executive Committee Meeting for: Indian Four Cylinder Club

Topic: Chapter Memberships

Amendment to the Constitution to permit Chapter Memberships to the Indian Four Cylinder Club

Amendment accepted as submitted with one exception: a minimum of 12 (twelve) members shall be required for the issuance of Chapter Charters.

This document is submitted for acceptance by the membership as an amendment to our Constitution. After acceptance by the membership, the receipt of 12 applications from the Delaware Valley Regional Chapter will follow. A ratification vote by the

Executive Committee will then be held.

Article III. Shall be amended to provide for: a) "voting" members as members who own approved manufactured 4-cylinder motorcycles and b) "associate" members who are interested in owning approved manufacture 4-cylinder motorcycles and activities related to owning and operating 4-cylinder motorcycles. Amendment No. 2.

Addition of Article XIII A) To provide that local chapters of the Indian f-cylinder Club may form, apply sanction, be approved and function as satellite units subordinated to the function of the National Club by adoption of the articles of the National Constitution and By-Laws. The membership of the local chapters must primarily be members of the National Club and subordinate all activities to the approval of the Executive Committee of the parent Club. Local chapters may levy additional annual dues supplements as may be deemed necessary.

Amendment No. 3 (B) To provide that local chapters may provide within their officers a "Delegate of National Affairs" whose duty it shall be to coordinate all chapter activities with the National Club and who may, on occasion of receipt of written invitation, attend Executive Committee meetings and be recognized as a participant in any business related to any chapter activities.

Amendment No. 4 (C) Shall provide that at no time shall the local chapter(s) be permitted to promote, sponsor, or make any activity as would cause criticism or suspicion that any purpose of the club as stated in Article II is not fulfillment. Chapter(s) shall be non-profit and shall be subject to audit by the National Club at all times. The Chapter Treasurer shall submit a copy of his report to the National Trustees.

Conclusion: Executive Committee submits to the membership this document for their acceptance.

Chairman, Dave Sloan
Trustee, David Bozung
Trustee Ed Wolski
Chuck Myles

The above amendments to the Constitution are printed for your study and consideration, to be presented for vote at the Annual meet in August 1974. This is not a ballot. According to the Constitution amendments must be presented to the membership present at the Annual Meeting.

Business Meeting
April 21, 1974

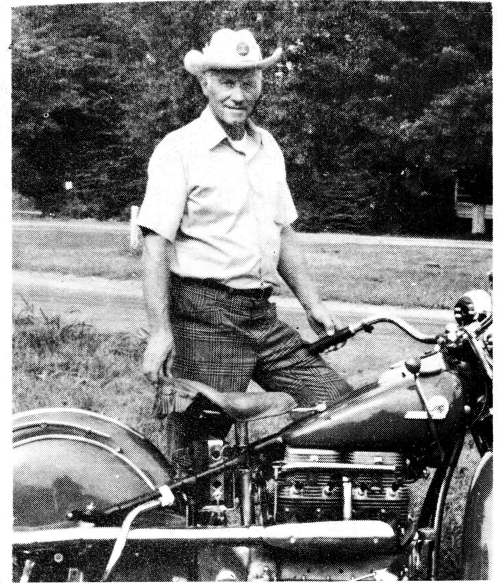
C O M M U N I Q U E

From -
Chief Superintendent
Traffic Division
Ontario Provincial Police
Ministry of the Solicitor General
125 Lake Shore Blvd. E.
Toronto, Ontario
Telephone - 965-4405

Bert McKie, our good friend from over Toronto way, sent us some good material for this quarter magazine and on his letterhead, on which we found the chain-of-command for Bert's office as an officer in the Provincial Police, we thought all the proper heading and title would be just right in a Communique from Bert to the members of the Four Club.

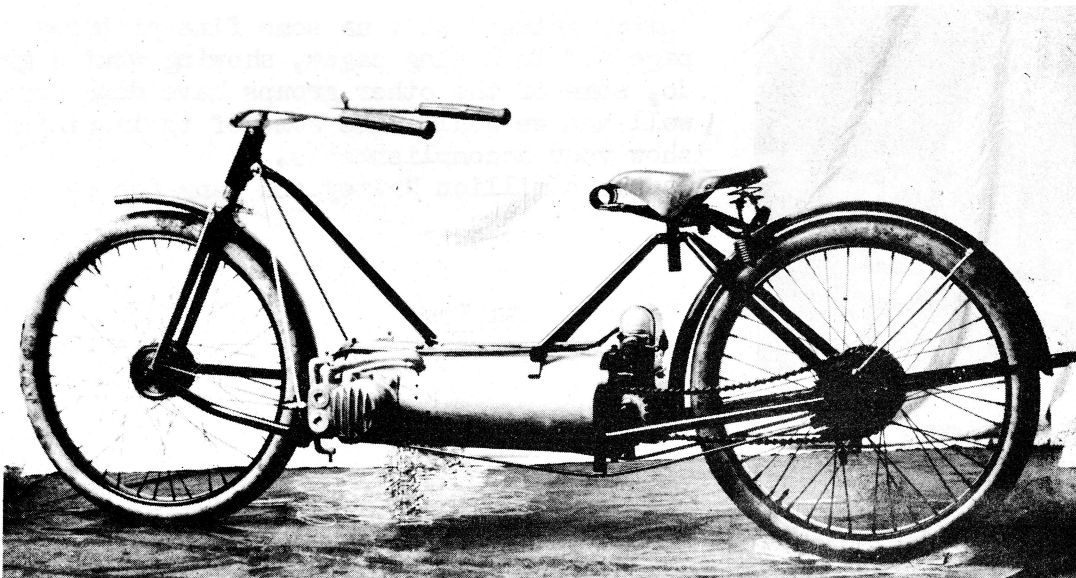
Bert informed us that a group in Toronto called Speed Sport, put together and organized a Big Cycles, Antiques and Cars Show, etc., a huge affair, paid attendance, and the fabulous attendance of 50,000 people. Well, as usual, you display any of the fours recognized by the Four Club and you can depend on them winning a trophy. Bert displayed his 1924 Henderson, his 1942 Harley, and his WW II 45. He took first and second place trophies. The enthusiasm of this first show is just the beginning for one next year and Bert promises to take his four that we wrote about last year that had its beginning with only two footboards.

Pictured below is the first motorcycle built in Canada. The machine was built and assembled by Abel and Josh Hill in their foundry which faced Station Street about where the Wasco Plant is located in Toronto today. The date is not known, however, the photo was taken by Kreighoff and he moved from Essex in 1904. Thanks to Bert for the story and the picture.



This is Bert in official hat and badge, and the four that grew from two foot boards.

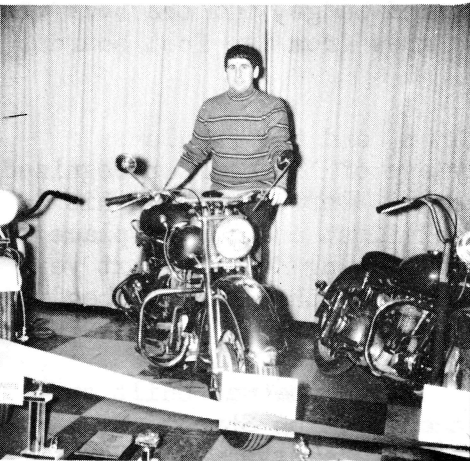
ESSEX — FIRST IN CANADA



Antique Auto Show In Philadelphia



A. J. Humsher's '41 four, 2nd place in show.



Edw. Hamill, '47 Chief



Carl Saudry, Steve's son)
'52 Indian Warrior

Generally when an antique auto show is to be held, they usually include a class for antique motorcycles, and when such a show was advertized in Philadelphia, Penn., the Reluctant Turtles Motorcycle Club to which several of our Indian Club members belong, signed up with the Show to exhibit their machines - new and old. Among their members are Whitey Metzger, Joe Karis, Fred Wood, Frank George, Steve Savory, Ronald Scuglia, all four owners, pitched in to put on display at the Antique show, their fours, chiefs and other bikes. The pictures on these pages show the proof that they worked hard and made their exhibit an attractive one to show the public that they are justly proud of those Indian motorcycles.

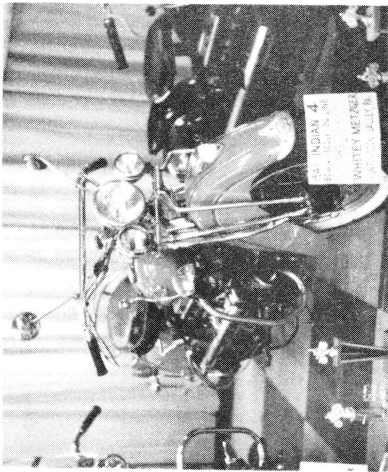
An often forgotten aspect of showing machines in such as show as this is security measures to protect such valuable property. Regardless the security of the entire show, the Reluctant Turtles set up watches all night long to make sure.

For their efforts, they were awarded several trophies for their machines. A few years ago President Wickham entered his four in the National Antique Auto show that meets in Bluffton, Ohio each year and easily took home a trophy for they have a class for motorcycles and his was the only one.

The members of the Reluctant Turtles have displayed at other shows and each time they show their bikes put them in that much more demand for other activities the area over. Antique Autos are generally in demand for promotion of every kind and an ideal opportunity to either work with them or become available as a Club to either just display or some well practiced formation riding. A Chief Club of Lima, Ohio, the Shawnee Indians all have red bikes, and all riders wear red jackets, red helmets, pants and boots. They usually parade in precision in all parades.

Whitey Metzger sent us some fine pictures on this page and following pages, showing what a group can do, some of the other groups have done equally as well and we would like some of their pictures to show your accomplishments.

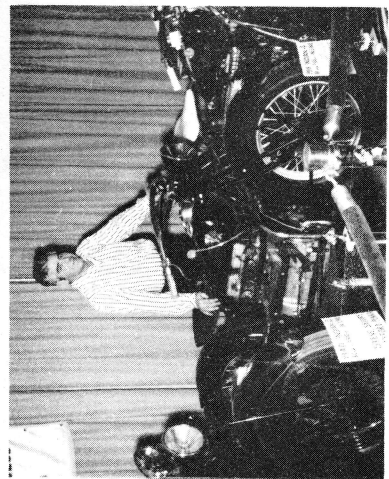
Thanks a million Whitey and gang for the story.



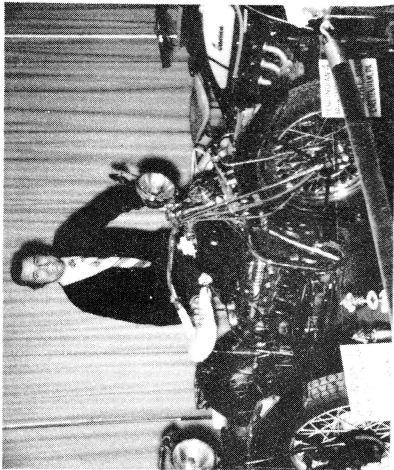
My pride and joy - '11 four
Butter Scotch color, Wickham's old red
four.



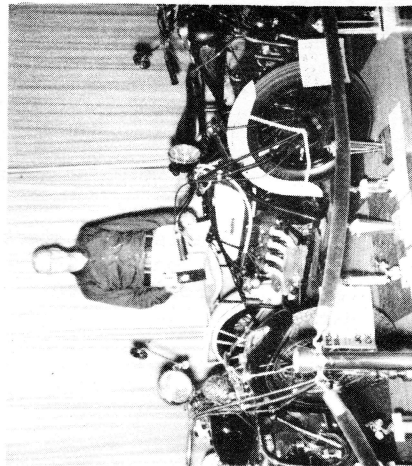
Scott Metzger (my son) on '11 four



Frank George, 1938 four



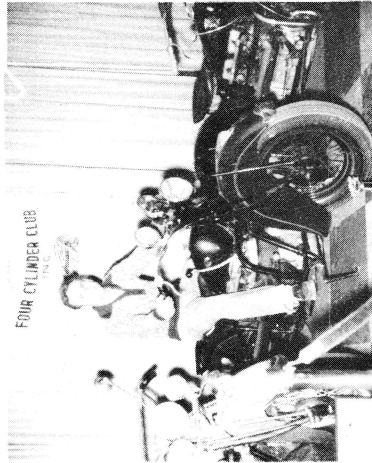
Joe Karis, '36 four



Fred Wood, '31 four, 1st place



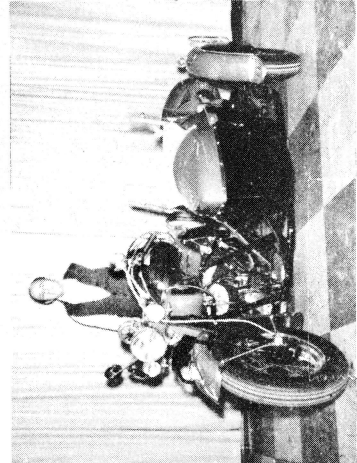
All Indian Fours



Steve Savory, '40 four



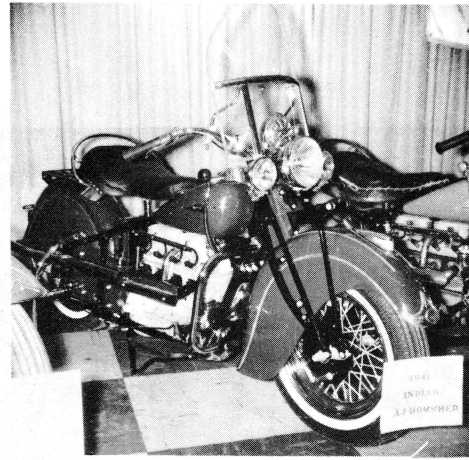
Whitey Metzger, '41 four



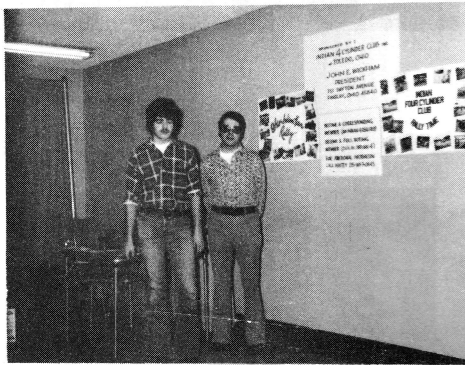
Frank Luba, '42 Chief with side car



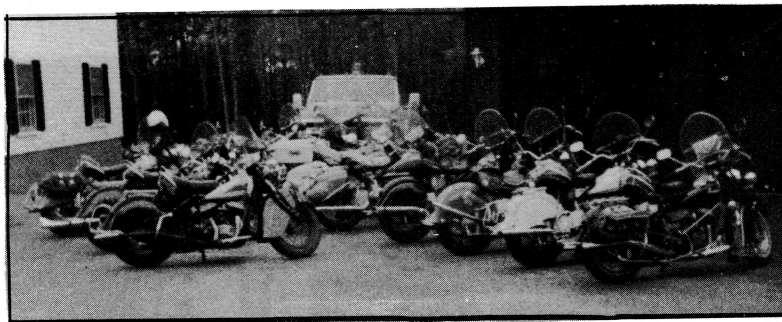
Miss Radio and T V - Station W F I L
Channel 6, seated on '41 four.
My machines and J. E. Wickham's red
four.



A. J. Humsher '41 four - 2nd place



Wall display, charts and posters
Lou Friedman and son, Bill
Lou was at last Four Meet on
'69 Harley.



Looks like a Club meeting in progress but
guess again. There's a little bit of every
model and kind in the picture. Fours, Chief's
Harley's, etc.. They are all owned by one
person and the lucky owner is, Fred S. Tinkerham,
(Four Club Member), of Hindall Pond Rd., West
Windham, New Hampshire. 03087.
A beautiful picture in color. Thanks to Fred for
sharing his fabulous stable with our members.



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

President's Page

Dear Members, Ladies and Gentlemen and Subscribers:

We are in the beginning of a new year and doing our best to get things ironed out as to the new meeting place plus dozens of small items taken care of to make the 1974 meets enjoyable to all. Our first business meeting is April 21 at the Millstream Ramblers Club in Findlay, Ohio where the club originally in 1961. It is of utmost importance for as many of the membership as possible to attend the April meeting to take care of all the business before the June meet and the August meet. Many new members have come into the club and require official action to grant them membership.

An important item we to bring to your attention is new legislation coming up in various states pertaining to motorcycles is the no-fault insurance law to include motorcycles. We are asking our members to keep posted on what is happening to this legislation as states hold hearings prior to voting on it. Write your senators and Congressmen to forget politics and think twice before enacting into law and suggest that they exclude motorcycles if they must have it on autos. The no-fault insurance legislation is being considered in Ohio and will be very detrimental to cycles and should be excluded from the overall law. Its not a good thing for autos either and in my thinking should not pass.

For a few years now, the National Safety Council has requested motorists to drive with their headlights on in the daytime and more especially on weekends and holidays. It is a voluntary for autos but in some states it is now mandatory for motorcycles. It is like the Helmet Law that too has its disadvantages. The headlight requirement can be detrimental for the larger cycles have generators large enough to keep the battery up even with the lights on on daytime riding. But the smaller bikes the little generators can't keep up and the result is a dead battery. The helmet law and the headlight law should both be at the rider's discretion.

There is however, one piece of legislation we are working for here in Ohio. The Antique Vehicle License plates are available to Four owners but they are too large for the bikes. It is standard auto plate size. The State of Penn. issues one the size of a regular motorcycle tag and this is what we are working for. Owners here in Ohio are asked to write Mr. Donald Curray, Bureau of Motor Vehicles, Columbus, Ohio and state that you prefer the smaller tag. I have written to Mr. Curray and received a favorable reply. Fred Provin of Heath, Ohio is personally acquainted with Mr. Curray and told Fred that he would his request and all others under advisement. So, you guys from Ohio get busy and write and let Mr. Curray know we want a motorcycle plate and not the bigger tag to but on that most beautiful cycle on the highway.

A question and request has been raised by some of our members in the east for permission to start Chapter Clubs of the Indian Four Club. This is one of our important items of business at our April business meeting to present it for a vote at the Annual meeting in August. Rules for such clubs have not been worked out therefore no answer can be given until some decision is made by the executive committee. Permission was granted in last year's business meeting for a pilot chapter which was organized and they seem to be doing very well.

As many of you already know, the Traveler's Club of Toledo, Ohio where we have held our meets since 1961, have officially told us they no longer can handle the Indian Four Club meets because of its size and wish the club to look for another meeting place. We began to look for another place to meet with facilities for our big August meets in such places as Toledo, Perrysburg, Fremont, Lindsey, Delta, and Tiffin, Ohio. Mr. Tony Gaito of Tiffin, Ohio, a long time friend of mine and an enemy where motorcycles are concerned, offered the use of the Seneca County Fairgrounds at a reasonable price. I say enemy, for Tony and I have been riders for many many years, he's a Harley man and I the far better Indian. So, our likes and dislikes in motorcycles was a constant rivlary between otherwise good friends.

Also, our good friends over in Michigan near Lambertville, Michigan have invited us and even cancelled some dates for this summer to intice us to the Dux Club grounds for our meets. Decision will be made at the April business meet and we hope our decision will be in the interest of all.

We sincerely appreciate all the effort and good will the Traveler's Club provided for over 10 years as our club came through its growing years at their Club grounds. The memorys of the activity that made the Indian Four Club the fine club is today is due to the fine cooperation and assistance of the Traveler's Club. We would wish to thank those who worked in the kitchen area and Al Borer and his fine crew for their desire to serve our every wish.

When the decision is made as to where the next meets will be held, maps will be printed to assist anyone planning to attend to give then several routes to locate the place.

(The remainder of this President's letter is information from the Business meeting held at the Millstream Rambler's Motocycle Club in Findlay, Ohio)

Decision was made to hold the June meet and the August meet for 1974 at the Dux Club grounds for this year only. The 1975 meet will be held at the Seneca County Fair Grounds in Tiffin, Ohio. A map is included in this issue to direct you to the meet. The Dux Club is located 4 miles west of Temperence, Michigan on Piehl Road. It contains about 11 acres of grounds with track and clubhouse. There is plenty of parking area, good restrooms and room for the activity. It is 4 miles north of the Ohio-Michigan State line and easily accessable from I-475 and U S 23 in Michigan.

Here is a little rundown on the Seneca County Fair Grounds in Tiffin, Ohio - a map will also be provided on location and routes to get there. The Fair Ground has a large meeting room and dining room and the possibility for a dance on Saturday evening.

Toilet facilities are exceptional plus wash-up facilities. The grandstand and track is for horse racing but easily adaptable for our events. There is a building that will house the cycles overnight providing good security and from stormy weather. There is plenty of area for camping but Fair grounds rules does not allow tent camping, but instead, tents may be set up in a building for that purpose. Meals, beer and soft drinks will be catered by the Cactus Steak House. The Cactus Steakhouse is located near the intersection of U S 224 and Route 18 west of Tiffin but they will have food services at the Fair Ground. There is oodles of room for camper, trucks and trailers but all must park in one section of the Fair Grounds for available electric and water connections.

Meeting one year at the Dux Club was necessary for a committment was made with them long before the Tiffin Fair Grounds was made available. You see, we have spent considerable time in checking various places trying to keep the club one big happy family and for the betterment of the club.

A different meeting place will require more planning and some changes from accustomed programs, but whatever changes are necessary be sure that they will be for the benefit of everyone. The Dux Club is about 15 miles from the Traveler's Club so there won't be a lot of milage difference and we hope that the gasoline shortage will not be any problem. Tiffin is 50 miles Southeast of Toledo which may make a little more milage for the Michigan members but a little less for Pennsylvania and Ohio members. Tiffin also has a fine Airport not too far from the Seneca County Fair Grounds, but of course not all the airport that Toledo has.

If there are any questions don't hesitate to write me and I'll do my best to give you an answer. I believe our meets will become better and better as our membership is growing larger and larger. These changes in location may well be our wisest decision. Start planning now to attent the June and August meets. And, before I close - The All American Club that has held its June meet at the Traveller's Club on the Saturday before our meet on Sunday is also leaving the Traveller's Club and will be meeting at the Dux Club on the Saturday just before our meet. As some members belong to both clubs, meeting at the same place makes it quite convenient. We'll be looking for all of you June 8th and 9th at the Dux Club for the June meet of the All American Indian Club and The Indian Four Club on the 9th. The August meet is August 10th and 11th 1974.

Very Sincerely
Your President John E. Wickham

A black and white illustration of a man riding a motorcycle. He is wearing a light-colored shirt and dark pants, and is waving with his right hand. The motorcycle is a classic style with a large headlight and a prominent front fender. The background is plain white.



Approved by _____

Ship via _____

[illegible]

Shipment Will Be Made The Cheapest Way Unless Otherwise Specified

Right from the Old Indian Factory. Bob and Shirley Paulette sent this old factory order blank and added the "HOLIDAY CHEER". It wasn't exactly designed with Christmas in mind but what factory order blanks are. The company may not have mean't their order blank as a Christmas card but Bob and Shirley mean't their few words.

ANNUAL AMERICAN INDIAN MOTOCYCLE COME HOME RALLY

Post Office Box 10009

Elmwood, Connecticut 06110

Secretary, Karen Smith--Phone 203-527-7829

3rd Annual "Come Home Rally" --July 13-14, 1974

Westfield Fair Grounds in Westfield, Mass.

There will be a showing of Indian Motocycles and Flea Market both days.

Saturday night banquet--Highpoint Motor Inn--July 13, 1974

Arrival Time: 7:00 p.m.

Serving Time: 8:00 p.m.

The prices are as follows:

Admission

Indian Owners - - - - - \$2.00 (covers both days)

Spectators - - - - - \$2.00 per person per day

Flea Market

Undercover booths--each is 8 feet by 15 feet

The fee is \$25.00 for each booth for two days. This includes admission for two people and a camp site.

Non-commercial booth is available for \$3.00 per day.

This fee does not include admission or camping.

Camping

\$2.00 per vehicle. tent, etc. This covers both ways.

Banquet

Roast beef dinner \$7.00

Chicken dinner \$5.75

Dutch Bar

The price of the dinner includes an entire meal plus tips. There will be speakers, live music and dancing.

Please indicate below what you are paying for. Make checks payable to Indian Rally and mail to the above address. Reservations by mail must be received no later than June 22, 1974.

Name

Motocycle

Address

Admission

No. of people

Flea Market

Camping

Banquet

Chicken \$5.75

No. of dinners _____

Roast beef \$7.00

No. of dinners _____

TOTAL AMOUNT ENCLOSED _____



A FEW WORDS FROM THE VICE PRESIDENT

Chuck Myles

The four cylinder Indian motorcycle surely can be thankful that there were as many appreciative Indian enthusiasts in the Ohio and Michigan areas in the 1950's who did not allow the wanton evaporation of these fine beauties to the scrap yards! Other geographical areas are not so fortunate.

In the early 1960's I foresaw a tremendous club developing with their recognition of the four, and found myself fortunate in becoming a member. But "they" outlawed the Indian singles and twins for some reason in preference to the other American made fours that belong in the Antique Club. Consequently there are now 6 Indian motorcycle clubs that I know of across the nation, each pulling in their own direction. It is unfortunate that we as the Indian Four Cylinder Club could not have these other 5 pulling in our direction. But, what has been done, is, and we have a bright future to look ahead to.

Back in 1963, our friend and President, John Wickham wrote me, (and I still have the letter). In his letter he says, "we are eventually going to enlarge the club as we grow and get other clubs organized so as to stage future meets over the country and help bring out lots more of these fabulous Fours". Well, it looks like that is finally coming about! The four interest is moving Eastward. From what I've been reading in my correspondence, the club members in the Pennsylvania area have put on some quite impressive displays and shows. These fellows are disseminating enthusiasm throughout their area and working with the Indian Four Cylinder Club in establishing the Delaware Valley Regional Chapter. And they are grabbing up the Twin owners who display interest in the four cylinder machine but are not lucky enough to own one yet!

This group of individuals are swapping parts and helping one another out, interchanging many of the Twin parts to the Four owners etc. This group of Indian enthusiasts are not hoarding up all of the Indians they can get their hands on, the majority never to be seen again, as exists with many Indian owners. But they are getting them out on the road, getting them into circulation where they will be seen! For what purpose would a club member want 5 of the same year Indian four in his collection? This situation does exist, and it is honestly hurting the Indian Four Cylinder Club, doing the Club out of 3 or 4 potential members.

With every new Indian Four owner happens all of his neighbors and friends seeing his

four, and then there are dozens more eyes on the lookout for these Fabulous Fours in an effort to search them out of every nook and old barn before they disappear forever! Congratulations to the boys in the Philadelphia area, "The City of Brotherly Love" for their refreshing new ideas and efforts!

Chuck Myles, Vice President
Indian Four Cylinder Club
Sloansville, New York 12160

Antique Vehicle License Plate for Motorcycles - State of Ohio

It is noted in the President's letter that Antique Vehicle License Plates are available in the State of Ohio for owners of Automobiles and Motorcycles, but there is only one size plate, the large size plate used on the cars. The standard license plate for cycles is smaller than the auto license plate thus a smaller plate is desired in the antique plate. The State of Penn. has the smaller antique plate for cycles. Several members have expressed desire to request the State of Ohio to provide the smaller plate. Fred Provin of Newark, Ohio has been working on this idea and is personally acquainted with Mr. Donald Curray of the Bureau of Motor Vehicles and conversation with Mr. Curray informed Fred that he was in favor of the smaller plate for the cycles.

Fred has suggested that as many of the Ohio members that will, to write to the Bureau of Motor Vehicles requesting the smaller plate and sign your name. Send your letter to either Fred Provin, 371 Heath Rd., Newark, Ohio 43055 or John Wickham, 751 Dayton Ave, Findlay, Ohio 45840, and your letter will be forwarded with the others to the Bureau. Come-on fellows, let's get that letter written and get some action down in Columbus. Let's get a plate fit for our fabulous four, and even though its got some age on it and can be called an antique, get her out on the highway and it'll show any other bike its still got plenty of what it takes to be a good motorcycle!

In Sympathy

Douglas Harold Leass, 27, son of Mr. and Mrs. Enos Leass of Findlay, Ohio was fatally injured in a motorcycle accident in Tampa, Florida March 28, 1974. Doug is survived by his wife and two children, his parents, two brothers and a sister. Doug and his wife both have been to past meets before they moved to Florida. Enos Leass is one of the Charter Members of the Club and held the office of Treasurer of the Four Club for a few years. Mrs. Leass did the bookkeeping for her husband. Flowers were sent by President Wickham for the Four Club. The President stated that the Funeral Procession was over a half mile long. Enos and his wife live at 1502 N. Main St., Findlay, Ohio

The Four Cylinder Motorcycles

How many have seen the new book by Ted Hodgdon of Sarasota, Florida - "Golden Age of Fours". A fine work of pictures and story on all the fours ever built. No one was better qualified to write such a volume than Ted, who before his retirement was head of the Advertizing Department of the Indian Company. We have had a chance to glance through it and our first impression was - a magnificent job and certinately the finest resource volume on four cylinder machines ever produced. A necessary volume for every four owner - Hardbound volume - \$9.95; Paperback \$6.95. Order from Bagnall Publishing Co., Box 507, Lake Arrowhead, Calif. 92352.

More About The Henderson

The story printed in the Winter issue of the Four News, "The Henderson Story" by Maurice D. Hendry, brought the usual comment and we decided to print some of the comment which I believe adds more facts to this colorful history, and some valuable information vital to owners of the Ace and the Henderson machines. John Webb of Maitland, Florida gave us some additional material on the early Henderson and sent some pictures of a 1912 he is restoring plus a request for some parts which are printed in the Ad Section. Whitey Metzger forwarded us a letter he had received from Mr. Lou Lichva of Schenectady, New York in which he wrote a very fine history on the Henderson story. Mr. Lichva has done much research on the subject and proudly owns two fine Ace motorcycles. From Mr. Lichva's letter we noted some facts that have not appeared in previous sources of information therefore we will start with facts from his letter and end with information from John Webb's letter and the pictures.

Mr. Lichva's letter noted the sale of the bankrupt Henderson Motorcycle Co to the Schwinn Co. and in the deal Will and Tom Henderson went to work with the Schwinn Co. in the Motorcycle Division as engineers. This was a golden opportunity for Will Henderson for now he had the resources of the Schwinn Company to improve and advance designs of the Henderson Four. An ambitious individual, Henderson was far more interested in his fours than the singles and twins already in production by the company. However, Schwinn was known to be quite a tempermental individual and not easy to get along with. Indifferences developed between the two and to the point that Will decided to quit. Some design changes had been made in the Four while Will was with Schwinn and he had a lot more improvements he wanted to make, to make his four the best. After he had just about had it with his boss, Will's temper got the best of him and he harbored some resentment toward Schwinn, he vowed to get even. Leaving Schwinn halted his ambitious ideas for his four for the time being till he could find new financial backing.

He went to Philadelphia, Penn., and found new backing from a motorcycle retailer, Mr. Max Gladkin (may be misspelled). A new factory site was leased at Edie Ave. (may be misspelled) and Sepviva St. (may be misspelled) in Philadelphia. Corporate offices were set up at 521 Fisk Building, 5th Ave., and Broadway, New York. Will Henderson was ready to begin again - a lot of ideas and ambition, but now was also the time to get even with Schwinn. Schwinn had the Henderson four and the Super X when he purchased the Excelsior Motorcycle Company. Henderson called his new machine the Ace, and to keep her strictly his own machine and no relation to the Schwinn bike, he designed all the parts of the new Ace so they would not interchange with his former machines. All measurements were changed so they wouldn't fit. From this point we copy directly from Mr. Lichva's letter - even though the Ace was not mechanically perfect, its riding position, handling qualities and general appearance with deep blue chassis, tanks and fenders plus cream wheels and a profusion of nickle plate, the cycle won an immediate response from the riding fraternity.

For the 1921 model year a change was made in the intake manifold however no visable chassis changes were made. In 1922 the Ace continued with only minor improvements, as no major ones were deemed necessary as sales continued excellent. C. M. DeLong assisted Bill Henderson in perfecting Bill's original design and continued after Henderson's untimely death in December 1922 while riding one of his own creations.

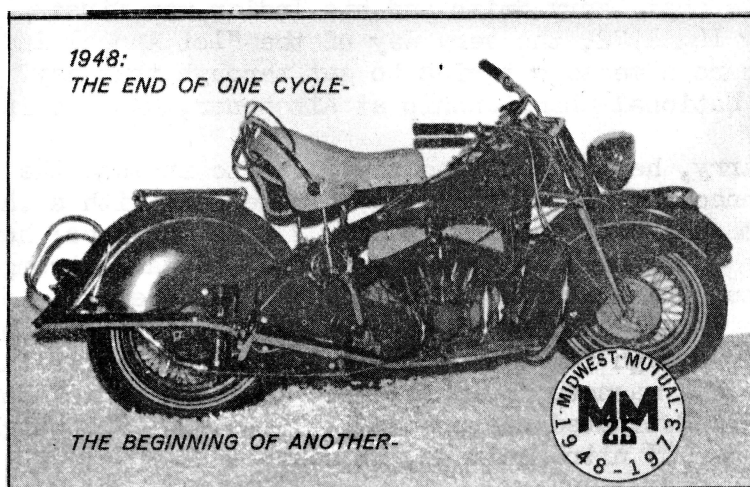
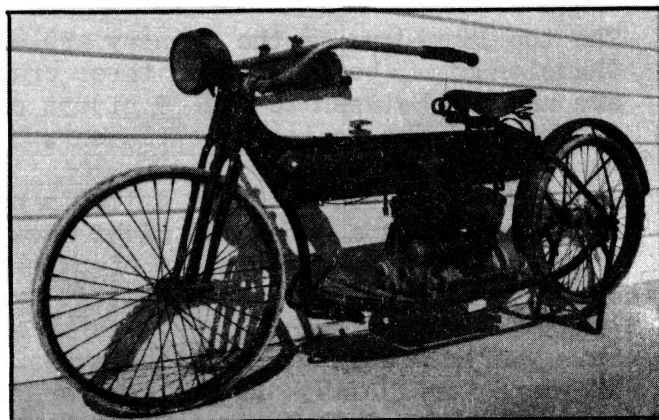
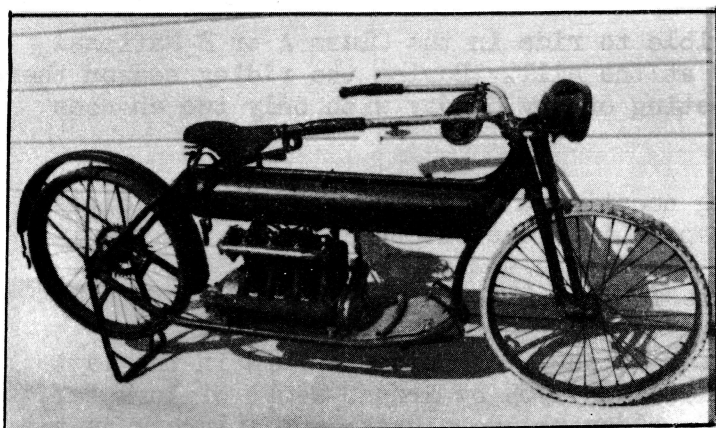
An automobile ran into the Ace causing Bill's demise.

There are more facts involved with the history of the Ace till it became the Indian four, but we drop the story at this point and continue with the information that John Webb sent us in regard to the early Henderson Four and some design facts that are not generally known. From John's letter we quote -

"I have felt that several rather important points were

left out of the Henderson Story. It is true that the first proto-type made in 1911 was belt driven, but the first production models put on the market in 1912 were chain driven. The clutch was not operated from the handlebar, but with a lever on the left side of the tank. There was no place for the tools in the tank. The most important item that Mr. Hendry omitted was that the first model (1912) did not have to be pedaled to start the engine, it had a crank on the right side. The 1913 model was changed and improved quite a bit over the 1912. The '13 engine (and frame) was made about 1 1/2 inch wider. The transverse gear box almost doubled in size, the intake manifold changed, the contour of the tank was changed and a number of other improvements. As a consequence, the 1912 model was sort of one of a kind and as a result, there are very few around today. Ted Hodgdon, author of "Motorcycle's Golden Age of Fours" advises that there are two in museums, one which he restored, and our own club member, Dr. Bill Cleveland, has a very fine original 1912 model.

These additional facts may be of help to the Henderson owners or others of the club, and we will probably hear from others. John provided us with two pictures of his 1912 Henderson which are quite like the cover picture.



Advertising card of Midwest Mutual Insurance Company, one of the first Insurance Companies to insure motorcycles. This '74 Chief is owned by Midwest. The '74 model went out of production in 1948 the year the company began insuring cycles. courtesy Chuck Myles.

INDIAN HILLCLIMB REVIVAL

by Chuck Myles

A 1941 Indian 45' Scout won the 1973 National Class B Hillclimb Championship at York, (Jefferson) Pa., on August 5, 1973. Larry Smith of Goshen, Indiana, in his first ride on the old fashioned Scout, took the National Championship for his first time, for a hill record setting time of 5.94 seconds, beating the old hill record of 6.32" for the 260' 50" uphill grade! This is an average speed of about 30 mph, with maximum speed possibly reaching 45 mph! Carl Wickstrand of Yalesville, Connecticut, riding a Triumph, won the Class A event with the time of 6.18 seconds

Class B is limited to maximum displacement machines of 750 cc flatheads or 500 cc overheads, while the A jobs are limited to maximum of 74" flatheads or 750 cc overheads.

The top 15 riders in the country are eligible to ride in the Class A or B National Championships, being allowed three cracks at the hill. During the riding season there are usually between 20 and 30 riders competing on any Sunday with only two chances at the hill due to the time element.

The above hill record st by Smith is being questioned by the disbelieving officials who assert that a cameraman might have stepped into the electric eye at the top in order to get a better picture of Smith on his record setting ride! But nevertheless, all agree that it was the fastest Class B ride!

This year's win by Larry Smith is the fourth National Championship win in the last 13 years for INDIAN. It was last won in 1966 and 1965 by Breeze Wendt of York, Pa., and in 1961 by Paul Mayer also of York. Considering there have been only one or two Scouts running the Nationals each year against perhaps 8 to 10 Harleys, and 2 to 3 BSAs, it is easy to see that Indian is taking the highest percentage of National wins per bike entered! It might be worthy to say that when the Indian Factory sponsored its team, it seldom was not on top in the number one spot.

Would you believe that Larry Smith and his Indian won first place at Syracuse, New York on July 16, 1972, the very day of the "1st Annual Indian Come Home Day Rally" ! Was there a message trying to get through that day? He also won 2nd Place in the Canadian National Championship at Kitchener, Ontario in 1970

Speaking with Larry, he has modified the Scout to include the heavy duty Sportster crankpin and connecting rod assembly, home made cams with a .470" lift, 2" Chief inlet valves, straight shot dual carb cylinders; 2 - 34 mm carbs; home made heads; home made frame with 64" wheelbase; homemade extra wide and stronger rear hub with 4.00 X 18" tire, aluminum transmission and rear wheel sprockets; telescopic fork; 3.00X 21" front wheel; individual exhaust pipes with shallow taper megaphones; Stock parts considered strong enough for his attempts included cylinder (although modified); oil pump, all cases, magneto, primary drive & clutch (Chief Springs), transmission (high gear Only). Estimated horsepower is 75 to 90. Dry weight is 270 pounds. Running mixture is 98% nitro methane, 2% benzol.

Indian Hillclimb Wins This Season

May 20, 2nd Place, Lebanon, New Hampshire, Sportsman Open Class, Vince Masi
June 8, 1st Place, York, Penn. , Class B, Larry Smith
July 29, 2nd Place, Hunter, New York, Sportsman Open Class, Chuck Myles
Aug. 5, 1st Place, National Class B Championships, York Penn., Larry Smith
Aug. 12, 2nd Place, Cleveland, Ohio, Class B, Larry Smith

Other hillclimbs this season where Indians will be competing:

Aug. 19, Palmer, Mass. Sportsman (Pump gas and knobby required).
Aug. 26, East Palestine, Ohio, Class A & B (Nitro and chains allowed).
Sept. 2, Princeton, (Spanishburg) W. Virginia, Class A & B
Sept. 2, Mountain Park at Holyoke, Mass., Sportsman
Sept. 3, Monday, Meriden, Ct. Sportsman
Sept. 9, Bridgewater, New York, (Utica), Class A & B
Sept. 16, Chillicothe, Ohio, Class A & B
Sept. 16, Palmer, Mass., Sportsman
Sept. 23, York (Jefferson) Penn., Class A & B
Sept. 23, Lebanon, New Hampshire, Sportsman
Sept. 30, Freemansburg, Penn., Class A & B
Oct. 7, New England Sportsman Championships, Monson, Mass.
Oct. 14, Oregonia, Ohio, Class A & B
Canadian National Championships, 1st or 2nd Monday in October, Kitchener, Ontario.

It sure is a ball to be hillclimbing a motorcycle that was given it last rites 20 years ago.

Chuck Myles



Chuck has been associated with the sport of hillclimbing for some time and in up-state New York where he lives is ideal country for such motorcycling activity. Chuck done his share in keeping the Chiefs and Scouts very much alive for this sport as Indian Four riders have done their share to keep the classic four rolling on the highways and in beautiful shape. The picture at the left - Chuck won 2nd place, best ever for cycle and rider class - at the Hunter, New York event, July 29th. The sport of hillclimbing does not maintain the Indians in a classic condition but mechanically these antique bikes are engineered to better mechanical condition than when Indian was winning all the honors the world around. Its still the best bike.



ALL PRICES
F.O.B.
FACTORY

Indian Motorcycle

PRICE LIST

— 1944 —

THIS LIST SUPERSEDES ALL PRICE LISTS PUBLISHED BEFORE OCTOBER 18, 1943

MOTORCYCLES, SIDECARS, SIDEVANS

Model Number	MODEL	F.O.B. Price
344B	INDIAN POLICE 74 Distributor Ignition	\$410.00 *
344M	INDIAN POLICE 74 Magneto Ignition	425.00 *
SCB5	SIDECAR To fit all models of 344B and 344M	130.00 **
VCB6	EXPRESS SIDEVAN Complete with closed cover van body	135.00 **
VC-29	CHASSIS Commercial, with Brake, for body 48" x 25"	80.00

* Models 344B and 344M are equipped with Military Type Fenders ... Jiffy and Center Stands ... Stoplight ... Aircleaner ... Aluminum Cylinder Heads ... Max Hand Speedometer with recording Odometer ... 2 ply Firestone or Goodyear 18 x 4.50 tires. Production models are equipped with front safety guards and rear carrier and will be shipped with this *extra* equipment at extra cost unless definitely specified otherwise.

** Models SCB5, VCB6 and chassis VC-29 are equipped with side wheel brake.

OPTIONAL ORIGINAL EQUIPMENT

DESCRIPTION	Price Extra
TIRES: 18 x 4.50 Four Ply, Heavy Duty Firestone or Goodyear as available	\$1.90 pr.
TIRES: 16 x 5.00 with 16" wheels. U. S. Royal, Firestone or Goodyear as available	5.00 pr.
ENGINE: Commercial Motor, low compression for use with Express Sidevan equipment	No. Chg.

GEARING

Model	Standard	Optional
344 Solo	23-43	24-43
344 Sidecar or Sidevan	19-43	18-43

ACCESSORIES

MOTORCYCLE

Part Number	DESCRIPTION	List Price
76446	CARRIER, rear luggage	\$5.00
86042	LEGSHIELDS, for model 344	7.50
102713	MIRROR, rear view	2.00
85788	SAFETY GUARDS, front 344	5.50
86442	SAFETY GUARDS, rear 344	5.50
103032	SIREN, rear wheel, foot operated for model 344	25.00
86941	LIGHT, Emergency Spotlight with switch — WHITE LENS	5.75
86942	LIGHT, Emergency Spotlight with switch — RED LENS	6.50
93644	WINDSHIELD, black apron, 344	11.00
93649	WINDSHIELD and LEGSHIELD combination for model 344	15.50

SIDECAR

102185	APRON, sidecar body black	5.75
93648	LIGHT, sidecar fender	2.50
93647	LIGHT, sidecar tail and stop	3.50

RADIO

93645	RADIO, motorcycle saddlebag type with handlebar speaker. Ultra-High Frequency or Standard Short Wave	On Application
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OPTIONAL COLORS

- Police Gray
 - Police Blue
 - Safety White
 - Indian Red
- Frame and Fork Finished in Black

Due to W.P.B. limitations, no chrome plating can be allowed.

IMPORTANT All prices are LIST F.O.B. Springfield, Mass., U.S.A.; and are subject to increase by the amount of transportation and set-up charges dependent on the distance from the Factory and by the amount of any tax required to be paid by the seller. Prices do not include Federal Excise or local taxes. Orders for Police Departments or other Governmental Agencies, in order to be tax exempt, must be accompanied by a "Tax Exemption Certificate." Prices are subject to change without prior notice. Motorcycles and component parts are covered by standard automotive warranty. Indian Motorcycle Company, Springfield, Mass., U.S.A.

INDIAN MOTORCYCLE COMPANY, SPRINGFIELD 9, MASS., U. S. A.

Advertizing by Indian Motorcycle Company in the 1940s may look good today price wise, but inflation wasn't as high as it is today. Care to go back to \$2 to \$3 an hour to buy a bike at these prices. At those prices, you can't even buy a broken down machine today to be restored, but if you do, new parts of today will make it a better bike. Our thanks to Chuck Myles for the use of this advertizing.

HELMET SUIT FILED!!!

BOSTON, MASS. - It's finally happened!!! Mr. Joseph Oteri, senior member of the Boston Law Firm of Crane, Inker & Oteri, has filed the preliminary brief in the Boston Federal District Court, February 10th, that has initiated the long awaited suit that will decide whether the Federal Government has the right and-or power to force motorcyclists throughout the country to wear 'protective headgear.'

No other details were made available to this publication, but the 'Post' was told that the major part of the filing brief followed.

Charles Simon of Foxboro, Mass., a veteran rider advanced the law firm a \$5,000 retainer fee to begin work for him, but later formed a non-profit group with eleven other Massachusetts motorcyclists into the National Unconstitutional Helmet Committee and began to solicit funds towards an expected cost of \$25,000.

Many reluctant would be contributors have been waiting for the Federal filing before contributing to the fund. Included were several motorcycle distributors and the American Motorcycle Assn.

This publication has gone on record as being against any type of control against motorcycles and motorcyclists, and that includes the harassment of coercion by the U.S. Department of Transportation against few of the states that have attempted to repeal their own 'compulsory helmet laws.'

The case now on file in Boston does not mean that motorcyclists are against wearing helmets, just that they are opposed to being forced to wear them!

The Motorcyclist's Post, a member of the 'Helmet Committee,' will follow this law suit in all the following issues.

(Reprinted from March, 1972 Issue of The Motorcyclist's Post)

STOP HELMET LAW HARASSMENT

FEDERALLY COERCED COMPULSORY HELMET LAWS ARE

NOW A FEDERAL CASE

HELMET COMMITTEE ATTORNEY JOSEPH OTERI,
FAMED CONSTITUTIONAL LAWYER, FILED SUIT IN
U.S. FEDERAL COURT-BOSTON
ON FEBRUARY 10, 1972

THIS IS IT!

THE BIG ONE!

YOUR FREEDOM OF CHOICE

IS AT STAKE. HELP US — IT'S YOUR FIGHT
TOO! SUCCESS IN THIS CASE WILL AFFECT ALL

50 STATES

DO YOU THINK FOR YOURSELF? WE'VE MADE OUR
DECISION — TO REGAIN OUR RIGHT TO MAKE THE CHOICE!

COSTS TO TAKE THIS THRU THE FEDERAL COURTS COULD EXCEED \$25,000.

HELP IS URGENTLY NEEDED FROM EVERYONE. THE AMERICAN MOTOR-
CYCLE ASSN. HAS PROMISED ASSISTANCE, BUT THE MOTORCYCLISTS MUST DO
MOST OF IT. A DOLLAR FROM EVERYONE WOULD PAY THIS COST!

Make Checks Payable To The

"NATIONAL UNCONSTITUTIONAL HELMET COMMITTEE"
c/o Motorcyclist's Post - Stiles Lake Ave., Leicester, Mass. 01524

"GOD PROTECT US FROM OUR PROTECTERS"

The advertisement on this and the following page were sent to us by Chuck Myles, Indian Parts Dealer of Sloansville, New York doing his part to eliminate the Helmet Law. President Wickham mentioned in his letter some of the newer legislation and laws enacted in one or more states. The new Headlight Law, the No-fault Insurance Law, and the Helmet Law. Many riders religiously wear their helmets when riding not only because they believe it to be a safe way to ride, but state laws are extremely strict about it. A new question has been raised

"Help Put An End to the Helmet Law"

"National Motorcycle Helmet Committee", Inc.

HELMET LAW IN FEDERAL COURT

After being harassed for a period of 5 years there is a firm hope to end Federally coerced unconstitutional helmet laws in all states. This means you! It is your **right** to make your own choice. You should not be subject to criminal penalties for failure to wear something "for your own good".

This case **has** been accepted in the **U.S. Federal Court — Boston!** This is it, don't let these bigoted people treat you as a second-rate citizen any longer. You don't have your hands tied any more — there is a way to go. We are represented by Attorney Joseph Oteri for the National Motorcycle Helmet Committee, Inc. in Federal Court **Help is needed from you** — your support and financial help. We need you all. Your talents as an individual and your financial help is desperately needed! **No effort is too small, no contribution is too small!**

WE ARE BEING HELPED BY THE FOLLOWING ORG'S.

ABATE • CAUCUS • CONN. M/C ASSOC.
N.Y. M/C RIGHTS ORG. • N.H. M/C RIDERS ASSOC.
PA. CYCLE RIDERS ASSOC. • VT. CYCLE ASSOC.
MAINE CYCLE ASSOC. • AMERICAN M/C ASSOC.

For Further Information Write:

National Motorcycle Helmet Committee, Inc.
c/o Motorcyclist's Post
Stiles Lake Avenue
Leicester, Massachusetts 01524

Make Checks Payable to the above:

Under I.R.S. regulations personal donations are not tax deductible.

"God Protect Us From Our Protectors"

The decision in this case will affect all 50 States

Cut on line and pass poster along.

NAME _____

STREET _____

CITY _____ STATE _____

QUESTION OR COMMENT _____



courtesy
"ABATE/EASYRIDERS"

"This Can Happen to You"

Believe it or not, the government is now experimenting with "air vests" for motorcycle riders, similar to the air bags being tested for cars. Not only that, but they are also working on helmets with air bags inside to provide more crash protection. If this is **your** bag, then just keep sitting on your duff and do nothing.

National Motorcycle Helmet Committee, Inc.
c/o Motorcyclist Post
Stiles Lake Avenue
Leicester, Massachusetts 01524

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April 1974

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John A Scholtens 3561 Knapp NE Grand Rapids Mich 49505
Gari M Stroh 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 Ehetstone 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 Kulish P O Box 280 Stanford Mont 59478

Nebraska

Dr Arthur R Croft 722 E Londendary Box 364 ONeil Neb
68763
Everett W Palser RR2 Scottsbluff Neb 69361
R W Peterson Peterson MFG Co DeWitt Neb 68341
Howard P Wagner 48303 N 60th Omaha Neb 68104

Nevada

Nevada

Orel Young 1813 Walnut Ave Las Vegas Nev 89101

New Hampshire

Henry J Izart 15 1/4 N Acres Rd Manchester New Hamp 03104
Fred S Tinkham Kendall Pond Rd W Windham New Hamp 03087

New Jersey

Arthur S Hull 1100 Philadelphia Ave Natinal Park NJ
08063 (Sub)
Edward J Skillman 904 Hamilton Ave F Trenton NJ 08629
Walter Ahlers Main St Flanders NJ 07836
Kenneth P Docresln 303 Downer Ave Mantiloking NJ (Sub)
Bill Fainglass 62 Washington Ave Morristown NJ 07960
Jules W Frolick 1175 Goffle Rd Hawthorne NJ 07506
Frank Krawica 300 Jefferies St Perth Amboy NJ 08861
Lewis Lowell 86 W Warren St Washington NJ 07882
Richard P Newkirk 49W Millbrooke Ave Woodstown NJ 08098
Joseph Poinsette 94 Garden St NO 86 Hoboken NJ 07030
Leslie H Salisbury 306 Washington Place Englewood NJ
07631

L R Schwoerer P O Box 189 Lebanon NJ 08833
Stephen Sturm 5307 Browning Rd Pensauken NJ 08109

New York

Harry Ellis Savage Rd Sardinia NY 14134
Paul Freeman 14 Pelton Ave Staten Island NY 10310
Clinton Gates 6167 Country Club Rd Rt3 Gowerneur NY 13642
L S Juillerat Box 820 Highland Ny 12528
Leonard Moeller 2124 Grove St Baldwin NY 11510
Allen Moore 2748 S Main Rd 358 Albion NY 14411
Chuck Myles P O Box 150 Sloansville NY 12160
Vice President
George Pespas 501 Chestnut Lane E Meadow Long Island NY
11356
Ira Philbrick 406 Court St Little Valley NY 14755

Gordon L Prosser RFD 1 Oswego NY 13126 (Sub)
Emmanuel Sperazza 2339-129th St College Pt Long Island
NY 11356

Frank Tybush RR1 78 Troy NY 12180
Virgil Dale Smith Worthington Corp P o Box 69 Buffalo
NY 14240

North Carolina

Vernan Eanes RT 13 Box 69 Salisbury N Car 28144

North Dakota

Gilbert E Horton Box 1351 Jamestown N Dak 58101

South Dakota

Fran D Backer 2724 E 26th St Sioux Falls S Dak 57103
E McMomish KOA Riverside RT3 Mitchell S Dak 57301
Curtis B Weigold Flandrau S Dak 57028

Ohio

Richard Adams 1117 Fehl Land Cincinnati Ohio 57103
Larry Barnes Box 24 Grand Rapids Ohio 43522
Robert Burge 7612 Erie St Sylvaia Ohio 43560
W B Cleveland MD 2522 Norfold Rd Cleveland Heights Ohio
44118

James Cook 3608 Reimer Rd Norton Ohio 44203
Gordon Deye 3524 Corey Rd Toledo Ohio 43615
Gerald R Dellevar RR2 Rock Rd Shelby Ohio 44875
Maynard Eartherton 1454 S Main St Fostoria Ohio 44850
(Sub)

John Elber RR2 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 Geltech 31431 Densmore Rd Willowick Ohio 441904
John W Groves 424 Courtley Dr Rt 1 Fostoria Ohio 44830
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 Gallion 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
 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 414 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 Momnot 22413 Wallace Ave Alliance Ohio 44601
 Fred Provin 371 Heath Rd Newark 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 Box 287 Ravenna Ohio 44266
 Dave Sloan RFD 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 Mento- On- The-Lake Ohio 44060
 Charles Thompson 103 Canton Ave Huron Ohio 44339
 Glenn Pierce RR 2 Bryan Ohio 43506

Harry Robinson 677 N Howard St Akron Ohio 44310
 Karl R Schuele Deer Lick Farm Rt 3 Salem Ohio 44287
 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)

Oregon

Darrel Dixon 7435 SW 4th Ave Portland Oregon 97215
 Jesse F Cox 8805 Monteray Ave Portland Oregon 97266
 Errol L Eshaia 47590 Union St Oakridge Oregon 97463
 John E Heddley 2111 103rd Dr Rt 3 Portland Oregon 97216

Pennsylvania

Abram J Homshee P O Box 225 Wayne Penn 19087
 Frank Kouba 325 Rogers Rd Norristown Penn 19401
 Earl Chalfant Rd1 Brookville Penn 15825
 Vincent J Connelly 237 W County Line Rd Hatboro Penn 19040
 Clayton H Derstler RD 1 Washington Boro Penn 17582
 George B Fisher 1051 N 5th St Reading Penn 19501
 Frank George Jr 317 Hartel Ave Philadelphia Penn 19111
 Daniel P Graham 2333 Forest Dr Pittsburg Penn 15235
 Robert W Hangen RFD 2 Quakertown Penn 18944
 Edwin R Johnson 1065 Raston Rd Horsham Penn 19044
 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

Penn Cont.

Matthew J Smagach 2840 E Thompson St Philadelphia Penn
19134
Edgar Stoner Rd 2 Box 32 Lewisberry Pa 17339
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)
Chester R Casey 1425 Murray Bay Dr Houston Texas 77055
Frank Krawiec Rt 3 Box 165-c2 Roanoke Texas 76262
Virginia

26

Robert K Singleton 1201 N Sycamore St Arlington Va 22205
Donald E Collar 1705 Fern St Alexandria Va 22302
Mervin Ryan FRD 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 Rt 3 Box 311 Burlington Wisc 53105
Edward A Romas 10022 W Keefe Ave Wawwaatosa Wisc 53222
Foreign

Canada

Pete Gaoan 502 Loita Gardens Mississangle Ont (Sub)
Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ont
Mal Middlebrook 102 Rockview Gardens Concord Ont
Philip Picard 860 Calaxia Lavallee Apt 1 Quebec City
George P Taft 216 Elmwood Crescent Milton Ont
Newel Taylor 2760 E 27th Vancouver 12 British Columbia
Frank Tucker 9204 Allison Dr SE Calgary 30 Alberta
Robert McKie 29 Ashwood Crescent Islington Ont
Thomas Stackhouse 49 Queensway West Simcoe Ont
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 Burknerstr W Berlin Germany

Sweden

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

New Members and (Subs)

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

New Members And (Subs) Cont.

R E Wasson 2151 S Lockburn St Indianapolis Ind 46241
William Harsaneji 1252 Wincherster Rd La Vale Md 21502
Harold E Baker 2740 Sycamore St Columbus Ind 47201
Bruce Turner 2065 Pout Spring Mt Holly N J 08060
T J Garden 8105 SE 44th Mercer Island Wash 98040
George Chatfield 11 Browbridge St Cambridge Mass 02138
Major Jerry H Hatfield 465-54-3072 FR T FW Box 1469

A P O San Francisco Calif
96288

W Leroy Delph RR 1 Wilkinson Ind 46186
Bob Dobson 26051 179th Ave Kent Wash 983031
Herman Mullins P O Box 44 D D A 425 Huntsville Ala
Kenneth Slechter 17403 8 NE Seattle Wash 98155
Paul Geltech 31931 Densmore Rd Willowick Ohio
Robert E Drumm CLJ 323 Main St Penryn NY 14527
Steve Rauch Rd 2 Colosima Rd Fulton NY 13609
David A Henry Rd 1 Box 108 Coatsville Pa 19320
Robert S Walker 11255 Walker Rd Lemont Ill 60439
Billy G Sanders 1010 Panorama Dr Colorado Springs
Colo 80904(Sub)

Roy Lasson 19 Windward La Madison Conn 06443
Earl D Bray Jr 1411 5th St St Paul Park Minn 55071
Henry Voge Birmingham Mich

Notice

Each Mailing of The Four News ususally brings us a half dozen returned magazines. The reason might be a wrong address, someone moved, or a membership has expired. Check your expiration date on your membership card first and then write if you have not received your magazines.

In the Fall Issue of the Four News we urged Dealers - Parts Suppliers and others with large inventories of parts to send a list to the Four News for the benefit of all the membership and friends of the club. Our good friend Chuck Myles starts off with a list of items he has available for those needed repairs. Before the cycling season really gets in the swing, better check over that machine and see what she needs to make sure you'll have no unexpected breakdowns right when the riding fever hits. We are including with this list of parts from Chuck Myles.

Chuck Myles - Indian Motorcycles - Winter- Spring - '73-'74 Supplementary Parts List
Rt. 30A - P O Box 150 - Sloansville, N Y
25-30 miles West of Albany - Exit 24 - or - 13 miles So exit 28
New York Thruway.

<u>Indian 80 Overhaul & Repair Manual Supplement</u>	\$2.00p.p.
Parts Catalogue - all models, '36-42	\$6.25p.p.
Parts List - Indian Shaft Drive, Military Mc., Model 841	\$6.25p.p.
Shaft Drive Indian Mc. Operation & Maintenance Manual	\$6.25p.p.
Indian News (Reprint) Sept.-Oct 1928	\$1.00p.p.
Q & A Book (Questions & Answers, Covers shop Material on old Indians and H-D's	\$4.00p.p.
Revolving wheel lights, 5 bulbs per kit. Fits '46-53 front axle. Five assorted colors revolve around wheel. 45 min. installation time	Kit \$14.00
Wing Indian jacket emblem, 10" embroidered	\$4.00
Indian Mfg. Co., Head patch, round	\$1.35
Spotlights, original old style switch	\$10.75@
Gas Tank caps	\$2.25@
Oil tank caps, embossed with word "OIL"	\$3.50@
Ammeters, 20-0-20, perfect replacement to '47	\$5.35
Handlebar grips	\$2.00pr.
Ignition Switch, Indian Bakelite	\$12.00
Ignition Switch, W.W.II Olive colored, used by Indian Factory due to shortage of genuine Indian switches. This style was adopted by the Harley Factory shortly thereafter, wiring diagram included.	\$7.50
Kickstarter pedal pin bolt for all Indians	\$.85
Tappet adjusting wrenches, special thinwall 7/16", three for	\$1.75
Chief generator belts	\$1.85
Spark Plug Covers Sparky type rubber, insulated	\$.75pr.
Spark Plug and Coil Wires & Ends, 7/4", set of 3 secondary high tension	\$2.50 set
Horn Buttons, original style	\$3.00
Hi-low dimmer switch, handlebar mounted	\$4.00
Tail-lights, military, new olive, 2 bulb type, used on the Indian and H-D during W.W. II	\$1.85
Manifold wrenches - 7/4" Chief	\$3.00@
Connecting Rod, lower end and lapping arbors	\$10.50
Connecting Rod, upper wrist pin bushing removal & installation tool	\$12.00
Tank Emblems, Royal Enfield	\$2.00
Emblem, Aztec Indian Chrome headlight dust shield, '50-53 forks	\$2.00
Aluminum floorboards, '40-53 style, with Indian script	\$16.00pr.
Speedometer drive ears for rear drive unit	\$1.95
Fender Trim, front and rear	\$10.50pr.
Gas Tank Petcocks	\$3.50@
Grease Fitting, original alemite straight \$.25, angled	\$.40
Universal Side Stand for big Indian frames	\$9.50
Cast aluminum kickstarter pedal and steel shaft, fits all models	\$6.00
Fender light lens, Indian Head	\$6.00
Tank Script, Indian Chrome, '47-53	\$4.50@

Parts List (cont)

Throw Rugs - Indian Head and Script. Oval. 3 1/2' X 2', Black, Red & White	\$12.00
Indian Script Air Cleaners, round or tear-drop, '36-'38 style	\$14.00
Fiberglass front Chief Skirted fenders, '46-'53 style	\$37.00
Fiberglass Chief Chain Guards to fit '40 up	\$21.00
Vacuum Grip Pliers, for Chief and Scout valve spring dust covers	\$4.00
Fender Light Bonnet, (Head dress) for 1947-53	\$6.00
Indian Rider's Instruction Bk., 3 different editions available, '27,'39,'51	\$3.00@
W.W. II, Army Oil Bath Air Cleaners, for Chiefs and Scouts	\$15.00
Parts List, Indian Chief and Side Car, 1922-1928, 106 pgs	\$5.30
Instrument Panels, 1948-1953, cast aluminum, polished. Specify, whether front or rear speedometer is used	\$12.00
Kickstarter Springs, heavier coil than original	\$1.75@
Generator Belt Guards. cast aluminum, highly polished unpolished	\$14.00 \$10.50
Manganese Bronze Front Jiffy Stands, designed for the late 1953 Chiefs, but not produced until presently. Mounts on the left end of the front engine mount bolt.	Complete \$22.00 Leg or bracket only \$12.00@
Either piece fits earlier front jiffy stand, leg or bracket.	
Solo Seats, leather, handcrafted, black or brown with original Indian seal, without fringe, with exchange, (Harley Solo Pan acceptable)	\$70.00
Bates Replacement Solo Seat, Black or tan leather, outright	\$24.00
Chrome Headlight, original style	\$18.00
Genuine Mainshaft Pinion Gear Pullers for Chiefs	\$14.00
Original Style Gas Filters	\$3.25@
Battery, (29amps), original style	\$22.00
Indian Motorcycles for 1912, 25pg. sales brochure with pictures of the various models and all specifications	\$3.00
July 1967 Cycle World, Special Indian Issue	\$1.00
Black Handle-bar Grips, with Indian block lettering	\$6.00pr
Indian Chief Headdress Jacket Emblem, Red-White-Black-Brown or White background, 2" by 2" 4" by 4"	\$1.00 \$2.00
Edison Splitdorf Type RM Magnetos rebuilt, labor and parts, if complete	\$65.00
7/4" Chief INTAKE Manifold Wrenches	\$3.00
Spark Plug and Coil Wires complete with all ends soldered and rubber boots, specify 74 or Scout	\$2.50
Horn Button Wire (inside handlebar) and end	\$1.00

Special Ad

I have purchased the original Indian Factory matchplates for casting the late model 1938 - 1942 Four Cylinder Jugs. Anyone interested in the idea of Aluminum cylinders with steel sleeves and valve inserts? Send me your advise please.

Chuck Myles, P O Box 150, Sloansville, New York 12160

AD SECTION
FOR SALE - - ITEMS WANTED
ITEMS TO SWAP

For Sale - Selling my collection of Indians; 1931 Scout; 1940 Four and sidecar; 1941 - 841; 1944 - 741; 1948 Chief.

Write for details

Art Smith

602 Napoleon St.

Valpariso, Indiana 46383

Wanted - Set of 8 oil rings for 1941 Indian Four. Original size 2 3/4 X 3/32

Write Ken Ward Motorcycles

2405 Eagle Ave

Alameda, Calif. 94501

For Sale - 1928 - 29 rear wheel complete.

Has external brake, \$25.00

Also 1 Indian Warrior rear wheel complete \$25.00

1929 Indian four transmission cluster gear, low gear- little rounded - no broken teeth.

Write - Dennis Morgan

12544 Jackson Hill Dr.

El Cajon, Calif. 92021

For Sale -

Clutch and brake pedal rubbers -
 set of three (3) \$10.00

Kick Starter pedals, exchange only 7.50

Rubber tank strip 1.50

Handle grips 46 -53 4.00

40 - 42 Chain guard 38.50

Belt Guard 15.95

Manifold heat shield, chrome 16.95

Cast Aluminum foot boards 14.00

40 - 53 Tool boxes 29.95

4 Cyl. head gaskets 1.75

1 set 36 & 37 Exhaust pipes 26.95

Spark & throttle cable nuts .25

Cable Casing per foot .50

Write Jim Cook

3608 Reimer Rd

Norton, Ohio 44203

For Sale - I have purchased original Indian Factory matchplates for casting the late model 1938 - '42 Four Cylinder jugs. Anyone interested in the idea of aluminum cylinders with steel sleeves and valves inserts? Send me your advise please.

Write Chuck Myles

P O Box 150

Sloansville, New York 12160

For Sale

Indian Riders Instruction Books, 3 different editions reprinted, 1951, 1939, 1927 - \$2.00

Indian 4 Cylinder Overhaul Manual, 1938 - '42, will apply earlier, \$3.00

1936 - 1942 Parts Catalog, for all model twins and fours - \$6.00

Piston Rings for all year's fours, compression \$1.25@. oil \$1.50@, specify oversize wanted and ring thickness, (1/16", 3/32", 1/8", 5/32")

Gasket Sets for the 4's, specify year, \$8.50

Round Style Air Cleaners with Indian script, \$14.00

Cast Aluminum Floorboards, 1940 - '53 style with Indian script, \$16.00 pair.

Indian Script Tank Emblems, 1947 - '53 style, can be fitted to any tanks, new bronwhite alloy, solid back allows flattening for affixing to fender skirts, license plate brackets, etc. \$3.50@

Cast Aluminum Sidecar Steplates with Indian Script, \$12.00@

1936 - '38 cast aluminum Teardrop Air Cleaner with Indian Script, \$14.00

(cont)

These are as original with provision for the screen.

Oval Indian Throw-Rugs, \$12.00. A great gift, and great to have along side a bike on display.

We can ship via parcel post C.O.D.
Just send a list of what you can use.
Write - Chuck Myles Indian Company
Rte. 30A, P O Box 150
Sloansville, New York 12160

For Sale - 1923 Indian Chief. I reluctantly must sell to finance the restoration of my four. Runs good, looks fair. Has British 19" & 20" rims laced to Indian hubs otherwise pretty much original. Best offer over \$850.00. Also want a side car for my '41 four.

Write Russell Cupp
461 - 45th St.,
Sacramento, Calif 95819

Wanted for 1934 Indian four -
Battery hold down strap
complete spotlight bar with spotlights
(original equipment)

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

Wanted - 1938 or 1939 Indian four.
also an 841 Army model Shaft Drive -
running condition.

Write Ralph L. Javens Sr.
453 Shawnee Drive
Indian Meadows
Dover, Ohio 44662

Wanted - 1910-11-12-13 Indian Forks.
Will buy or trade 1938 - 1939 30-50
forks.

Write Fred Provin
371 Heath Rd.
Newark, Ohio 43055

For Sale - We have one of the most beautifully restored 1939 Four's that you ever saw. We spent 2 years collecting all original parts and finished it last May. We had it at the last Springfield Rally. It is white with black pin strips. Cycle, had an article in their magazine about it and Feb. '74 issue of Cycle Rider (page 58) has a color photo of it.

We have other Indians and just today decided to sell the "four".

It is too good to ride on the road, although we did have it licensed for 2 weeks last summer to try it out.

What a cycle. If you know someone who is interested in a ready to go "Show Cycle", we are asking best offer - \$4000, plus.

We have quite a few Four parts (a 5 drawer chest full) that we will dicker in with the deal.

Write Frank Tybush
RR 1 Box 78
Troy New York 12180

Wanted - Badly in need of parts for 1912 Henderson. Need jack shaft, large bevel gear, bearings, etc., which go in the little transverse gear box (or a complete or partial engine). Also need an eclipse clutch. I have been trying to locate these parts for 2 years. Would appreciate any help I could get from my fellow members.

Write John Webb
2674 Derbyshire Rd.
Maitland, Florida 32751
Phone (305) 831-7946

Wanted - Fender for late model Indian side car to fit 1941 four.

Also want set of exhaust pipes for 1937 - 30-50 Indian twin. Need these parts badly and appreciate all help I can get.

Write John E. Wickham
751 Dayton Ave.
Findlay, Ohio 45840

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

Write - Lyle Finley
C/O-D & L Indian
1411 E Edinger
Santa Ana, Calif.

For Sale - 1928 - 101 Scout 45, all beautifully restored, new parts all through, new paint and chrome. Best offer.

Write - Ed Romas
1022 N. 68
Wauwatosa, Wisconsin 53213
Phone 1 - 414 - 774 - 2751

For Sale - 1938 Indian four Cylinder - Complete and running in nice shape - Also 1926 Indian side car, has small door at side. Price for all - \$2000.

Write Denver Harter
RR 2
Greenville, Ohio 45331
Phone 513-548-8211

For Sale - 1929-'31 Henderson - not original engine - model K engine. KJ frame and gas tank. Pocket valve engine.

Write - Robert Vandenburg
525 Lester Ave.
Findlay, Ohio 45840
Phone 1-419-422-0724

Wanted - Please Help !

Need Indian Ammeter with 10-0-10 scale for 1932 Four cylinder. This Ammeter is same as used on Scouts and Chiefs. This is the last part I need to finish restoration

Write - Dave Henry
RD 1 Box 108
Coatsville, Penn. 19320

For Sale - upper Indian four crank case, 1941 Indian four crank (has been reground). Good cylinders and heads. Good cams for the four cylinder.

Write - Fred Provin
371 Heath Rd.
Heath, Ohio 43055

Wanted - tool or gauge for measuring size or oversize of approx. 200 to 300 Indian 4 piston rings (compression type).

For Sale - sets of 8 Indian 4 cylinder piston rings (compression type). Put new ring in your four next time you have it apart. If your four is a standard bore rings can be tailored to proper end

clearance. \$2.00 Post Paid. Buy an extra set for a later overhaul.

Trade - set of rings described above for any oversize Indian Scout piston rings.

Write - Whitey Metzger
2174 Winthrop Road
Huntingdon Valley, Penn. 19006
Phone - 1-215-W117-0843

We remind you of the following parts sources and to check the Winter issue for complete ads each one sells.

Bob Speck - Decals

Paul George - Footboards, handle grips.

Bob Paulette - parts all kinds.

Jack Maurer - Heat Riser Tubes.

Our space was rather limited this issue therefore we did not take the space to print more detailed ads for these regular advertizers but ask you to refer to the previous issue.

N

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W

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Motels and Phone Numbers

Toledo Motel
 State Rt., 184
 Between Exp. I-75 & I-23
 845 W. Alexis
 1-419-475-6796

Alexis Motel
 217 W Alexis
 1-419-472-3019
 1-419-472-1941

Plantation Motel
 5849 - Alexis and Monroe
 Exit off I-23
 1-419-882-7141

Crown Motel
 1727 W. Alexis
 1-419-479-8478

In Michigan -
 Munich Inn
 Just off Consear turnoff
 on Consear Rd.

(23)

(23)

(1-475)

ST. ANTHONY'S

ERIE RD.

PIEHL RD.

W HITCHCOCK RD

CENTER RD

MUNICH INN

WHITEFORD

JEFFS RD

SECTOR RD.

SMITH RD

JACK MAN

LEWIS

CRABO

TOLEDO MOTEL

DOUGLAS RD

CROWN MOTEL

STATE LINE MICHIGAN OHIO

ALEXIS

PLANTATION MOTEL

ALTERNATE TO DOWNTOWN AND TOLEDO AND I-75 INTER-STATE

TEMPERANCE

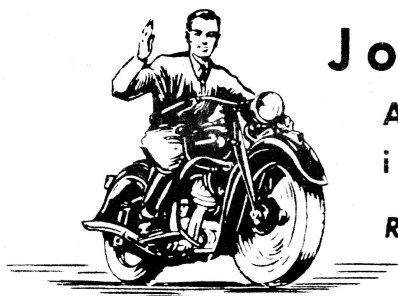
TEMPERANCE RD

CONSEAR RD.

DEAN.

STERNS

OLD (23)



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

