

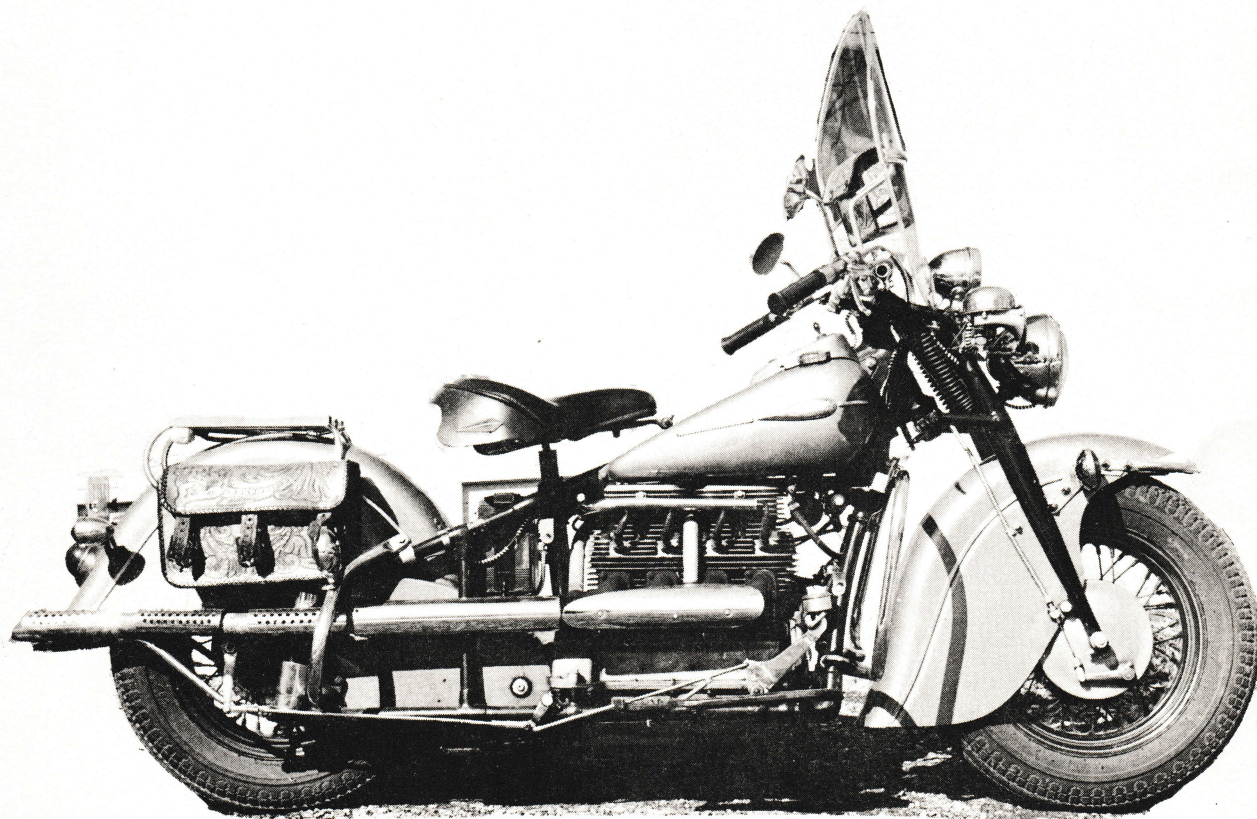
Indian



FOUR MOTORCYCLE NEWS

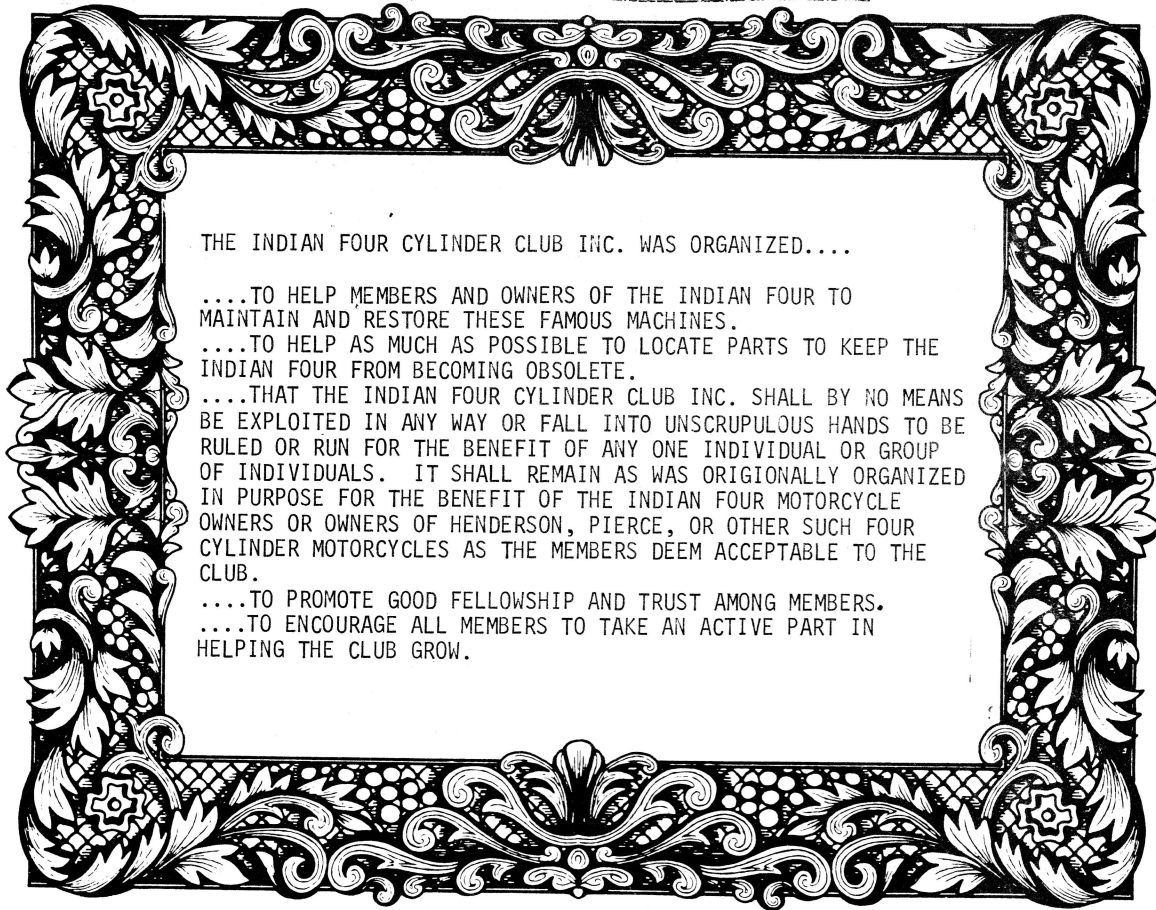
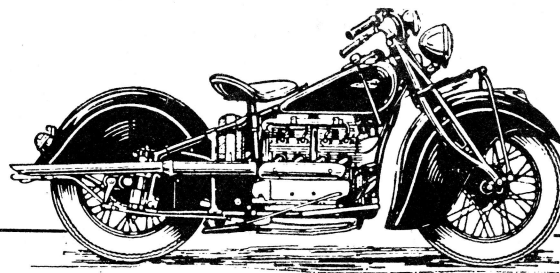
VOLUME 9 NUMBER 2

SUMMER ISSUE 1974



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

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



THE INDIAN FOUR CYLINDER CLUB INC. WAS ORGANIZED....

....TO HELP MEMBERS AND OWNERS OF THE INDIAN FOUR TO MAINTAIN AND RESTORE THESE FAMOUS MACHINES.

....TO HELP AS MUCH AS POSSIBLE TO LOCATE PARTS TO KEEP THE INDIAN FOUR FROM BECOMING OBSOLETE.

....THAT THE INDIAN FOUR CYLINDER CLUB INC. SHALL BY NO MEANS BE EXPLOITED IN ANY WAY OR FALL INTO UNSCRUPULOUS HANDS TO BE RULED OR RUN FOR THE BENEFIT OF ANY ONE INDIVIDUAL OR GROUP OF INDIVIDUALS. IT SHALL REMAIN AS WAS ORIGINALLY ORGANIZED IN PURPOSE FOR THE BENEFIT OF THE INDIAN FOUR MOTORCYCLE OWNERS OR OWNERS OF HENDERSON, PIERCE, OR OTHER SUCH FOUR CYLINDER MOTORCYCLES AS THE MEMBERS DEEM ACCEPTABLE TO THE CLUB.

....TO PROMOTE GOOD FELLOWSHIP AND TRUST AMONG MEMBERS.

....TO ENCOURAGE ALL MEMBERS TO TAKE AN ACTIVE PART IN HELPING THE CLUB GROW.

OFFICERS, INDIAN FOUR CYLINDER CLUB INC.

1973 - 1974

PRESIDENT	JOHN E. WICKHAM
VICE-PRESIDENT	CHUCK MYLES
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INDIAN FOUR CYLINDER NEWS

EDITOR, 1966 - 1967	CECIL HASSER
EDITOR, 1968 - 1970	JOHN E. WICKHAM
EDITOR, 1970 -	THOMAS J. MILES
ASSISTANT EDITOR	AL FELDMAN

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Cover Picture

Once again we have printed the picture of the President's Four on the cover and for quite a good reason. John has been in ailing health for a year or more and was hospitalized the second time just prior to the June meet and the Dux Club. When meet time was rapidly approaching, John simply told the Doc. that he had to be at the June meet and there was no two ways about it. The Doc must have agreed to his request for John was there both days. Seems as though his medicine was a little strong and John was fighting it all the way so they made it a little less potent and put John back on his feet, but it did something else to John. It gave him riding fever and the only way to get over riding fever is to ride a four. His four didn't have a ghost of a chance to balk for John got aboard, turned on the gas and the ignition, and gave the peddal all the kick he had. Well, you pretty well know the rest. That blue four started and John headed her out the garage door. She responded just like she always did, and any of you who have talked to John recently know that he has thinned down considerable from his bout with his illness. But ain't no bug gonna stop this old timer when he wants to ride his four. Just a few years short of his 80th birthday (not quite), John took off for Fostoria, Ohio to a meet 15 miles away. A friend followed behind on his Scout. John drove the four both ways. Then a week later, he took off for Kenton, Ohio to see his friend Dave Sloan who lives 35 miles south of Findlay near Kenton. I have been trying to decide whether his wife should hide his keys or smell his medicine bottle.

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., 6323 Tahitian Dr., Bradenton, Florida 33507.

The Indian Four Cylinder Club is a non-profit Club, incorporated in the State of Ohio. The Indian Four News is published by Thomas J. Miles - Printing and Photography, RR 5 Box 2, Findlay, Ohio 45840. The magazine is available to non-members for \$10.00 per year contribution or \$2.50 per single copy, mailed to the Treasurer.

Applications for membership in the Indian Four Cylinder Club should be sent to the Treasurer.

JUNE MEET

June 10, 1974
Dux Club, Lambertville, Michigan

For the past few years the Indian Four Club has been sharing the second weekend in June in a weekend meeting with the All American Indian Club who met on Saturday and the Four Club on Sunday. Since the Indian Four Club is exclusively fours, several years ago within the Four Club many who owned Indian twin cycles and friends of their's who owned twins but not fours, decided to organize The All American Indian Club and hold an annual meeting each year on the Saturday before the Indian Four June meet.

This dual meeting parallels the annual meeting of the Indian Four Club in August of each year and brings together the members of both clubs at least twice a year to build a better fellowship, an exchange of ideas, better source of parts, and the main program, keeping all American made four cylinder machines and the Indian twins and singles, operating classic motorcycles, original and in perfect working order.

Due to the fact that the Traveler's Motorcycle Club requested the Four Club to locate a different place to hold their meets, both clubs together met with officials of the Dux Club to ask them to reserve the second weekend in June for the two clubs to schedule and meet there over the weekend of June 9 and 10, 1974.

Over the years of June meets, weather played a part in the outcome of the meet. We have been rained out on the day of the meet, and we have experienced rain for several days before the meet. At the Traveler's Club, wet grounds and track made it impossible to hold events and risk riding any distance to come to the meet. This year was one of those wet weekends that rain made the grounds and roads nearly impossible to hold a meet. On the day before several more members were present for the All American Indian Club meet for it was their annual meet, but the June meet is not the annual meet for the Indian Four Club and many of the members did not attend.

The June meet at the Dix Club gave the officials an opportunity to see the potential of this out-of-the-way Club and it's facilities. It is not all we have been accustomed to at the Traveler's Club, but it is a lovely wooded setting and not a whole lot further than the Traveler's Club. The Dux Club is primarily a Harley Davidson Club and therefore the appearance of Harleys will only be natural.

Our friends who are campers usually seek out-of-way-places and the Dux Club will surely provide something new. Fortunately, many of us usually traveled Ohio I-75 and I-475 to get to the Traveler's Club. The Dux Club is just about 3 miles east of I-475 which is Michigan I-23. All of you received a mailer with a map showing location of the Dux Club showing it to be about 3 miles north of the Ohio-Michigan line.

During the 2 day meet a small flea market was set up with lots of parts for sale. Some events were held that could be held for the condition of the grounds. A business meeting was held and of prime interest here was a request by the newly organized Delaware Valley Four Club for additional amendments to the Indian Four Club Constitution. We have printed on separate page the amendments that were printed in the Spring issue of the Indian Four News. The trustees were charged with consideration of the amendments and to present at the annual meet the amendments for vote by the membership. Some questions hang over the amendments and the annual meeting will have to decide if the amendments are what the membership really wants to put to a vote. We will attempt to explain the suggested amendments and a sort of personal comment on the amendment.

During the events held in the afternoon a new event was held this year. Two strings were stretched for about 50 feet and the width of the cycle tire. The contest was to drive the cycle into the space between the lines and to the best of the riders ability,

drive into the space between the lines to the end. Speed was essential to keeping within the lines, and careful observation by several of those present two winners proved their ability and won trophies. Winner of this event were 1st; Whitey Metzger, 2nd; David Leitner, 3rd; 3rd, Paul Pearce. (Editor's Note) We learned at almost press time that this particular event was officially called The Plank Run.

The second event was the favorite event, the Poker Run, a course which was laid out through the wooded grounds. The winners for this event were; 1st, Whitey Metzger, 2nd; Wally Enders, 3rd; Ben Ordas.

It has been stated in the President's letter that all things considered, many Indian Four members were not present for the June meet for many reasons thus there were few machines and members present for large participating events.

Trophies were awarded following the business meeting and as we usually do, we awarded a trophy to the member who came the longest. Whitey Metzger earned this trophy this year, having driven around 650 miles from Philadelphia to Lambertville, Michigan. Following the business meeting the president's gavel adjourned the June meet and all members outside for a group picture.

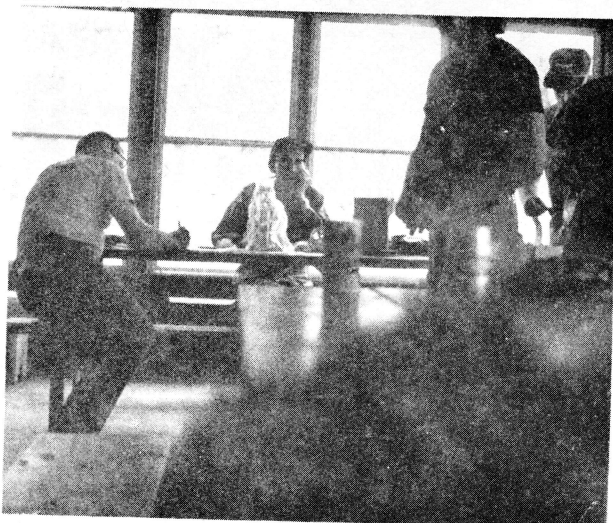
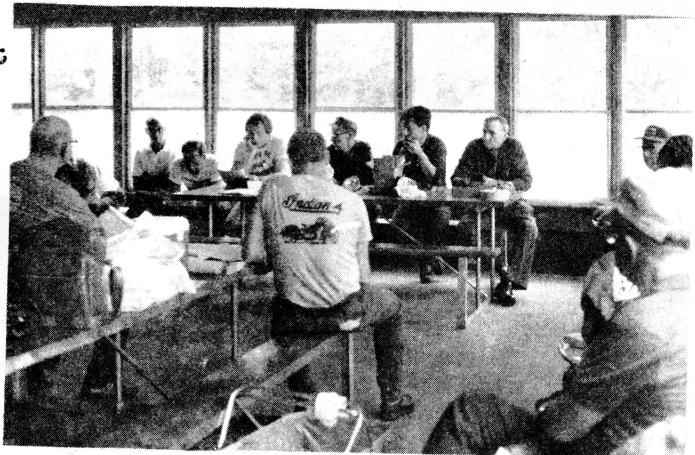
We would not go to any meet without taking pictures to give all our members a birdseye view of what the place looks like and some of the activity. A large picture of the gang is found on the inside of the back cover.

A concluding note. Generally someone will have something to sell and we appreciate the efforts of Indian Motorcycle Sales of Chicago, Mr. Wagner and associates for their fine display of parts and generous service to supply by mail parts from their Chicago store. Also, Chuck Myles of Sloansville, New York for his van full of items, and Wally Enders of Bucyrus displaying his parts. Other brought some parts in their trunks but we did not see all that was on display.

The June meet of the Indian Four Club and the Saturday meet of the All American Indian Club were fine meets and the officials appreciate the efforts of everyone who did attend to start off the '74 season with good meets.

Picture at right.

After all present were seated, President Wickham requested all officers to be seated at the table with him. The Executive Committee faces the membership. L - R Ed Wolski, trustee, Bob Aldrich, Sgt-at-arms, Dave Bozung, trustee, John Wickham, President, Chuck Myles, Vice President, and Dave Sloan, Trustee.



To bring a meeting to order sometimes takes persuading to get all members present seated and then bring the meeting to order. In the photo to the left, President Wickham patiently waits for all to be seated to call order and present the items of business. It all just takes a little time.

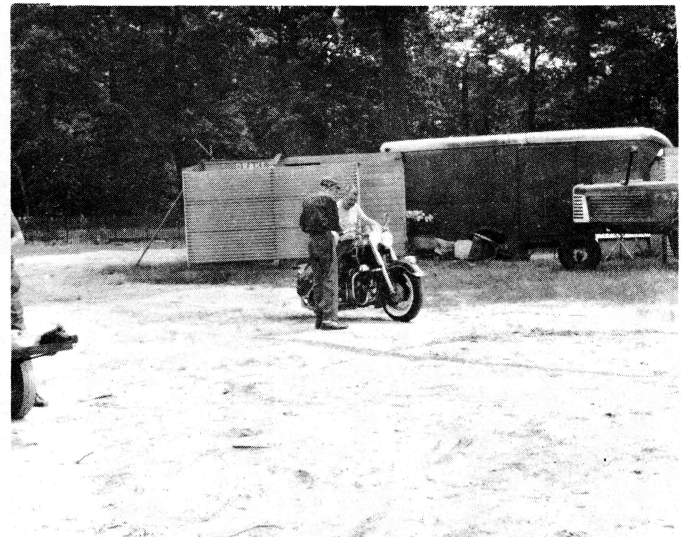
Picture to right - View of the Dux Club grounds behind the Club House. As stated before, the Dux Club grounds is several acres of wooded area and yet room enough for club activities. Campers will find it ideal for camper life. It may not please everybody but they should not object, for we hope for better location next year. This view is looking south behind the Club House.



Picture to left - Bob Aldrich and Dave Bözung are already to get the Poker run under way. Stations are set up for each rider to stop and pick up his poker hand. Bob is checking if all riders are ready to go.

Poker run winners - Whitey Metzger, 1st, Wally Enders 2nd, and Ben Ordas 3rd. Dave Lietner and Paul Pearce. The Poker run ran a course through the trees and riders stopped at each station to pick up their cards. After card pick-up, each one opened his hand to check winning hands.

Picture at right - John Wickham checks Whitey Metzger for name, rank, and serial number as he signs him up for the plank run (string run) Whitey also won the trophy for the longest milage ridden to the meet. From Philadelphia, Penn.



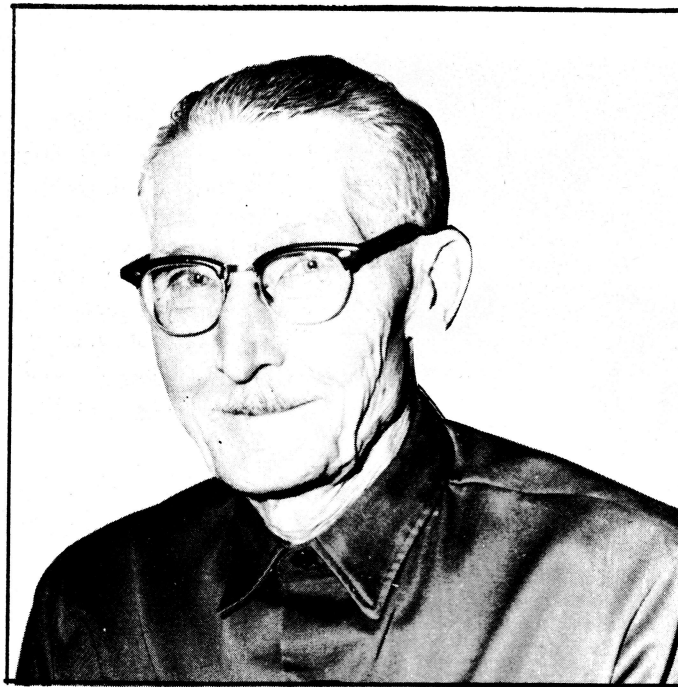


Picture at left - Ready for the "Plank Run", only in this case two chalk lines boarder the path in which the front wheel must run. Several tried their skill on this event and found it not as easy as it looked. Officials ready to start the event - Fred Provin, John Wickham, Bob Aldrich, referee, Chuck Myles, and Dave Bozung. Whitey Metzger is on the bike.

Whitey Metzger goes through first and really trying to stay within the lines. His first try was to go slo and easy but to stay upright the rider automatically turns the frontwheel to balance her. The rider also leans to the right or left to maintain that balance and yet stay within the lines. The second try he gave it some throttle and went through faster. Plank run winners - Whitey Metzger 1st, David Leitner 2nd, Paul Pearce 3rd, Ben Ordas and Wally Enders.



Picture at left - Another contestant, Paul Pearce, leans to the left to keep his bike between the lines. Dave Bozung and Bob Aldrich watch carefully to see that paul stays in. Coming in third shows that he got out to far to win.



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

President's Page

Dear Members, Ladies, Gentlemen and Subscribers;

It will be time for our August meet very soon and I hope to see a good turnout for this meet. Although it will be somewhat different than what we have been used to having at the Traveler's Club, we hope that you will bear with us at this different location for this year only. It may be a little more distance for some and a little out of the way to find, but we nearly went crazy trying to find a suitable meeting place for this year.

The flyer you recently received gave you the details of the place and a map of how to get there plus motels, so I sincerely hope that you will be able to find the Dux Club. They have 10 acres there for activities, parking and camping and we will have to help in all areas. Some of our members will have to be present to supervise parking, camping, and reserve areas events, flea market and judging. The area in front of the Dux Club house I believe would be best for spectator parking.

It is amazing how our club has grown from year to year and requires larger areas and facilities. So . . . if we are cramped a little this year please remember we did our best to find a place to meet. We are now 336 members and new ones continuing to come in. We have had inquiries from So. Africa and France wanting applications.

We have stated before that next year our meet will be held at the Seneca County Fair Grounds in Tiffin, Ohio which will provide us the best facilities yet. There is thus-far only one little problem - they do not permit the erection of tents for camping. This is due to fire hazards and a regulation by the local Dept. of Health. A large and fine meeting room is available to us, also to dine in, and if possible, we are planning to try to have round and square dancing on Saturday night. We hope to secure music for this entertainment. There must be some square dance callers

in this big club of ours and I'd like to hear from you and get your promise to help. To have a square dance it is also necessary to have music so we'd like still more volunteers. All this is not for this year's annual meet but for 1975 at the Seneca County Fair Grounds when we meet their next year.

We have been accustomed to an annual corn roast and Jack Maurer has the trophies to prove it, but we will not have the facilities at the Dux Club that we had at the Traveler's Club in previous years. We are trying our best to line it up but don't get your hopes up. If not, we will try for some other activity for Saturday evening.

Our June meet was not as large as in previous years and this was due to a new location, wet and muddy weather, a little hard to find, illness for some, graduation for some, but some did get there. We did have a Flea Market, some events and some machines. Some of our regulars who normally brought their bikes in other meets, came by car on account of the weather.

I believe that I have brought you up to date on what's happening so let's go ahead and make up our plans to attend the 13th annual meet of the Indian Four Club at the Dux Club near Lambertville, Michigan August 10 and 11, 1974.

Sincerely
Your President, John E. Wickham

PARTS GALORE

Some time ago we received from Gerald Kenworthy of Greenville, Ohio a parts catalog published by Ballak and Company of St. Louis, Missouri, Mr. John Ballak owner. It had gotten mixed in with some other material and after we recently located it we thought reprinting it in the Four News might be appreciated by the membership. The first step was to get permission from Mr. Ballak for reprinting. We called him by phone at his home in St. Louis and found him to be a very pleasant individual to talk to by phone. We told him of our intentions to reprint his catalog in the Indian Four News and he very gladly consented. Mr. Ballak is 84 years old and still doing business. Several of our Four Club members had heard that he had sold out because of loss of business and was now set up for business at his home. He stated over the phone that his business was located at his home because the site where he had been located for many years was selected with many other business as the site for the new Convention Center in St. Louis so he sold it and moved.

He is still doing business from his home either by phone or letter. He gladly gave permission for us to reprint and wanted it known that he filled orders either by mail or phoned in orders. He has sold considerable parts still has around 40,000. The catalog may consist of 12 pages and has long been known to motorcyclists everywhere, but one day it will be no more.

Last minute changes in the Spring issue would not permit the space needed to reprint the catalog but we decided to take space in this issue. On the following 12 pages are the pages from the Ballak Catalog. We thank Mr. Ballak for permission to reprint his catalog in the Indian Four News. Editor

BALLAK & CO.**811 N. 9th St.****St. Louis, Mo.****AMERICAN MADE MOTORCYCLES AND MOTORBICYCLES**

The following is an interesting list of some of the various motorcycles manufactured in the United States during the past eighty years. Do you know of any others? Do you have a picture of any of these?

Ace 4	Cyclemotor	Hefelfinger	M. B.	Pilot	Speedibike
A.B.C.	Cyclone	Henderson 4	Miami	Pillsbury	Steffy
A. M. C.	Davis	Hercules	Michaelson	Pioneer	Sterling
American	Dayton	Hillman	Midco	Pirate	Stepper
Apache	DeLong	Holley	Mid-Land	Pope	Stratford
Armac	DeLuxe	Imperial	Millitaire 4	Powell	Super X
Arrow	Detroit	Indian 1, 2 & 4	M. & M.	Racyle	Thiem
Auto-Bi	Doherty	Iver-Johnson	Minneapolis	Rambler	Thomas Auto-Bi
Auto-Ped	Eagle	Ives	Minerva	Reading Standard	Thompson
Bailey-Flyer	Emblem	Jefferson	Monarch	Regal-Green	Thor
Barber	Erie	Johnson	Moore	Reliance	Throup
Breed	Evans	Jordan	Motorette	Rocket	Tiger
Bradley	Excelsior	Kelecom	Mitchell	Royal	Torpedo
Black Hawk	Feilbach-Limited	Lampson	Mustang	Sachs	Torque 4
Briggs & Stratton	Flanders	Langford-Steam	Ner-A-Car	Salisbury	Tourist
Camfield-Steam	Flischer	La Roy Power	New Era	Schickel	Unicycle
Carson	Flying Merkel	Cycle	N. F. U.	Sears	Wagner
Clement	Green Egg	Lea	N.S.U.	Servicycle	Warwick
Cleveland 1 & 4	Greyhound	Light	Oaks-Steam	Shaw	Waverly
Columbia	Harley-Davidson	Limited	Octo-Auto	Simplex	Whizzer
Crawford	Haverford	Marsh	Orient	Singer	Yale
Crocker	Harry R. Geer	Marsh-Metz	Paramount	Smith	Yankee
Crouch	Hawthorne	Marvel	Peerless	Snell	Young Cyclone
Curtiss	Hedstrom	Merkel	Pierce-Arrow 1 & 4	Spacke	Zephyr

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All Orders Will Be Filled at Latest Prices.
Prices Are Changing Too Fast,
Write for Prices.

POSITIVELY

No Parts Will Be Sent Unless a Deposit
Accompanies the Order.

SPECIALIZING

In Parts for the Older Models
of American Made Motorcycles.
We Make Parts to Order.
Send Sample Old Part.

Introduction

In issuing this catalogue we desire to express to our customers and dealers our appreciation of their friendship and cooperation.

Your encouragement and confidence in us has enabled us to build up one of the largest businesses of its kind in this country.

We have grown to this proportion by fair and honest dealing and a determined effort to give our customers high quality merchandise at the lowest possible price. We trust you will find this catalogue as interesting as we have tried to make it. If you are not already one of our customers, we are sure a trial order will make you a permanent patron.

VISITORS ARE ALWAYS WELCOME

We have a very interesting establishment, and will be glad to show you through our plant at any time. Besides the motorcycle parts department, we have manufacturing departments and a large well equipped machine shop. We develop patents and inventions, make models, build special machinery, make dies and stampings. We have electric and acetylene welding departments where we weld parts of motorcycles, adding machines, cash registers, typewriters and heavier machine parts of every description. We also have our own foundry where we cast all our alloy pistons; we make special bronze, brass and aluminum castings for various industries.

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Our motorcycle service includes engine rebuilding, cylinder grinding, connecting rod rebushing-service, fly wheels and shafts assembled—trued and balanced, bearings lap-fit. Magnetos, Generators, Carburetors and Transmissions overhauled.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

Write for prices on parts that are not listed herein. All prices on new and used parts are subject to variations, newer models of used parts have higher prices, some older models of used parts have lower prices. We try to describe the condition of used parts honestly. When ordering parts, be sure to state make of motorcycle, give engine number and year made, or send us the old parts to avoid mistakes. If we do not have used parts in stock we may substitute new parts at new parts prices, or hold your order until we can ship the complete order. We wholesale some items marked * in lots of 50 and 100.

Do not expect shipments too quick, it takes time to get orders for parts filled and shipped. When in a hurry for parts always send a Money Order as it takes about ten days for personal checks to go through the banks. Add 10c bank charges for checks. You can save the C.O.D. charges by sending a money order with the order and refunded or credited to apply on a future order, we accept stamps when the order is small. No order less than \$2.50 accepted. We sell for cash only. We do not have charge accounts or time payments. We do not accept collect telegrams. We do not pay the postage or express on shipments. We will not make any shipment unless a deposit accompanies the order. Always prepay your shipments to us. Claims for damages to parts in transportation must be made to the carrier, not to us. Parts cannot be returned to us for credit except by previous agreement. Do not return anything to us without our permission. When we accept parts returned for credit we deduct a handling charge of 25% and postage on new parts, and 50% and postage on used parts. When an order is accepted by us, we will not allow it to be cancelled under any circumstances. We do not sell parts for foreign made motorcycles.

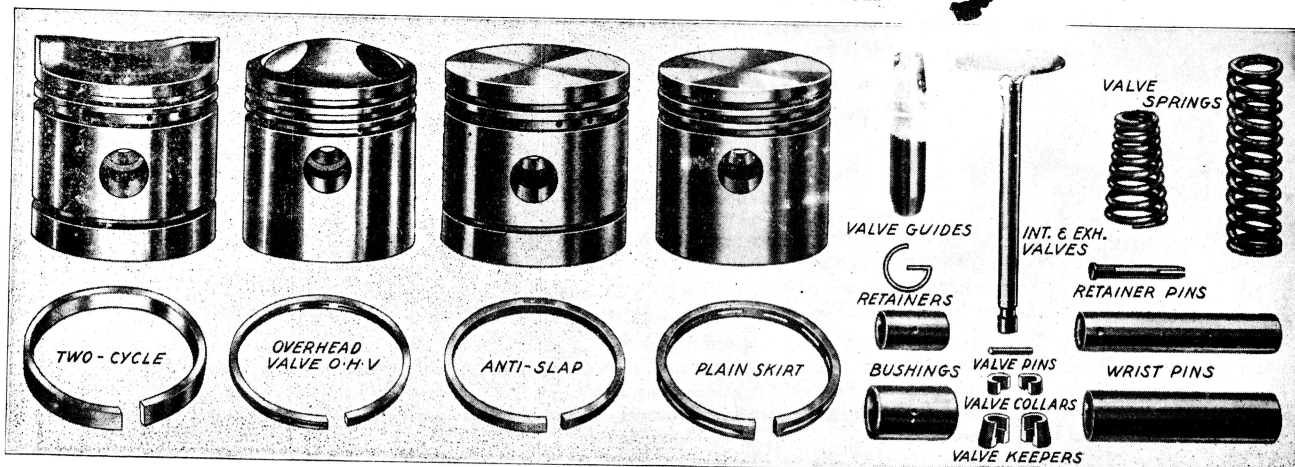
We do not sell new or used Motorcycles; we sell parts and supplies only. Send us a list of the surplus parts that you have, we may take some of them in trade or buy them for cash. We buy wrecked motorcycles for parts. We also buy the stocks of dealers discontinuing business. Show this catalogue to your friends or dealer and tell them they may obtain one by sending fifty cents to cover mailing cost.

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It is not foolish to spend four or five hundred dollars to rebuild an old motorcycle that will serve you as well as a two thousand dollar new one.

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FOR ANY MAKE OR MODEL OF MOTORCYCLE



SUPER-SERVICE ALLOY PISTONS—For all models of HARLEY-DAVIDSON, INDIAN, HENDERSON, SUPER-X, CLEVELAND, EXCELSIOR, ACE, some models of motor-scooters, outboard motors, English and German motorcycles, aircraft, automobile, tractor and stationary engines. Pistons supplied in two types: Plain-skirt and anti-slap. Any oversize up to .100 over.

Pistons with flat top heads,
plain or anti-slap, any oversize.....
Compression rings, 1/8, each.....
Oil-control rings, 1/8 or 3/8, each.....
Special narrow rings, comp. or oil,
1/8, 3/8, 5/8, each.....
Special wide rings, comp. or oil,
1/8, 3/8, 1/4, each.....
Wrist pins, Std., .005, .010, .020,
each..... **2.50**
Wrist pin bushings, bronze, each..... **1.00**
Wrist pin retainer G rings..... **.25**
Wrist pin center lock retainer..... **.50**

Valve guides, oil-less, bronze.....
Valves, intake or exhaust.....
Valve springs, intake or exhaust..
Valve pins
Valve collars
Valve keepers
Open head cylinders re-bored.....

Pistons with dome-top for O.H.V. or
baffle heads for two-cycle, any oversize.....
Cyl. re-ground, cast in pair type.
Each hole
Cyl. honed, after boring or grind-
ing, open head only.....
Cyl. bases machined to raise
compression,
Wrist pins fit to bronze bushings, each... **1.00**
Wrist pins fit in rods with no bush., each **2.00**
Valves refaced, each..... **1.00**
Valve seats re-faced, each..... **1.00**

	Pin Size
Henderson Streamline Model K.J., 1929 to 1931. Bore 2 1/8", Plain..	.734
Henderson Streamline Model K.L., high comp., 1929 to 1931, plain skirt only. Bore 2-11/16"	.734
Henderson Model K or DeLuxe, 1920 to 1928. Bore 2 1/8", Plain...	.623
Henderson Model Z, 1917 to 1919, plain skirt only. Bore 2 3/4", Plain	.500
Henderson Model H, 1912 to 1919, plain skirt only. Bore 2 1/2" and 2 1/8", Plain	.500
Super-X 45" Stock Model, 1925 to 1931, plain skirt only. Bore 3"	.625
Super-X 45" Sport Model, 1925 to 1931, plain skirt only. Bore 3"	.625
Super-X 45" Super Sport Model, 1925 to 1931, plain. Bore 3"	.625
Excelsior 61", 1910 to 1924, plain skirt only. Bore 3-21/64"	.625
Ace Four Cylinder, 1920 to 1926. Bore 2 5/8" and 2 3/4"	.562
Indian Ace, 4 cylinder, 1926 to 1928. Bore 2 3/4"	.562
Indian Four, 1928 to 1942. Bore 2 3/4"	.687
Indian Prince, one cylinder, 1925 to 1928. Bore 2 3/4"	.625
Indian Pony 30.07", 1932 to 1934, plain skirt only. Bore 2 1/2"	.750
Indian Junior Scout 30.07", 1935 to 1942, plain skirt only. Bore 2 1/2"	.750
Indian Scout 37", 1920 to 1931. Bore 2 3/4"	.625 and .750
Indian 37", Mod. 741, U. S. Army, 1942.	.750
Indian Motoplane 45", 1933 to 1935. Bore 2 7/8"	.750
Indian Scout 45", 1927 to 1942. Bore 2 7/8"	.750
Indian Sport Scout 45.44", 1935 to 1942. Bore 2 7/8"	.750
Indian Bonneville or Daytona Scout 45", 1938-42. Bore 2 7/8"	.750
Indian Scout 45", special 4 1/2" long stroke. Bore 2 7/8"	.750
Indian Scout 45" Spec. stroked to 57". Bore 2 7/8"	.750
Indian Dispatch Tow 37", 1932 to 1942, plain skirt only. Bore 2 3/4"	.750
Indian Chief 61", 1922 to 1928. Bore 3 1/8"	.625
Indian Chief 74", 1925 to 1949. Bore 3 1/4"	.625 and .750
Indian Standard 61" and 72", 1916 to 1922, plain skirt only. Bore 3 1/8" and 3 1/4"	.562 and .625
Indian Hedstrom 61" and 72", 1913 to 1915. Bore 3 1/8" and 3 1/4"	.562
Indian Opposed Twin, Model O, 1917 to 1919, plain. Bore 2"	.437
Harley-Davidson 80" V.L.H. or U to H. Hi-Comp., 1936 to 1948. Bore 3-7/16"	.790
Harley-Davidson 80" VLHS or UHS Med.-Comp., 1936 to 1948. Bore 3-7/16" VHS ULH	.790
Harley-Davidson 74" U or V Std.-comp., 1937 to 1948. Bore 3-5/16"	.790
Harley-Davidson 74" UL, VL, or VLD. Hi-Comp., 1937 to 1948. Bore 3-5/16"	.790
Harley-Davidson 74" V and VC, Std.-Comp., 1930 to 1936. Bore 3-7/16"	.790

	Pin Size
Harley-Davidson 74" VL, Hi-Comp., 1930 to 1936. Bore 3-7/16"	.790
Harley-Davidson 74" JD, JDCA, FD, FDCA, 1921 to 1929. Bore 3-7/16"	.609 and .790
Harley-Davidson 80" Special 4 1/2" long stroke, 1921 to 1942. Bore 3-7/16"	.609 and .790
Harley-Davidson 74" Spec. 2 cam., H & L, Hi-Comp., dome top, 1928-29. Bore 3-7/16"	.790
Harley-Davidson 61" Spec. 2 cam., H & L, Hi-Comp., dome top, 1928-29. Bore 3-5/16"	.790
Harley-Davidson 61" O.H.V., Med.-Comp. E., 1936 to 1949, plain skirt only. Bore 3-5/16"	.790
Harley-Davidson 61" O.H.V., Hi-Comp. EL, 1936 to 1949, plain skirt only. Bore 3-5/16"	.790
Harley-Davidson 61" O.H.V., Lo-Comp. E.L.S., 1936 to 1949, plain skirt only. Bore 3-5/16"	.790
Harley-Davidson 61" O.H.V. long stroked to 74" O.H.V., 1936 to 1949, plain skirt only. Bore 3-5/16"	.790
Harley-Davidson 74" O.H.V. F. Med-Comp., 1941-1949. Bore 3 1/8"	.790
Harley-Davidson 74" O.H.V. FL, Hi-Comp., 1941-49. Bore 3 1/8"	.790
Harley-Davidson 61" J, JE, F, FE, 1909 to 1929. Bore 3-5/16"	.609 and .790
Harley-Davidson 45" D. R. & W. Lo-Comp., 1929 to 1942. Bore 2 3/4"	.790
Harley-Davidson 45" DL, DLD, RL, RLD, WL, WLD. Hi-Comp., 1929 to 1949. Bore 2 3/4"	.790
Harley-Davidson 45" Servi-Car, 3 wheel, G and GD, 1932 to 1949. Bore 2 3/4"	.790
Harley-Davidson 45" WLDD & WLRD Spec. Racing, 1930 to 1949. Bore 2 3/4"	.790
Harley-Davidson 45" Mod. XA. U. S. Army, 1942.	.790
Harley-Davidson 30.50" One cylinder, C and CM, 1929 to 1935. Bore 3-3/32"	.790
Harley-Davidson 21" One Cyl., O.H.V., AA and BA., 1926 to 1935, plain skirt only. Bore 2 7/8"	.609 and .790
Harley-Davidson 21" One Cyl. Side valve, A and B., 1926 to 1935. Bore 2 7/8"	.609 and .790
Harley-Davidson 35.6" Opposed twin, Model W, 1919 to 1923, plain skirt only. Bore 2 3/4"	.609
Cleveland Four 61", 1928 and 1929, plain skirt only. Bore 2 1/2"	.500
Cleveland Four 45", 1927, plain skirt or anti-slap. Bore 2 1/4"	.500
Cleveland One Cyl., Two Cycle, 1914 to 1922. Bore 2 1/2" and 2 3/4"	.625
James M.L., one cyl., two cycle, 1947 to 1949. Bore 1.969	.500

When ordering pistons, be sure to specify wrist pin size and piston oversize, or send micrometer measurements of cylinders.

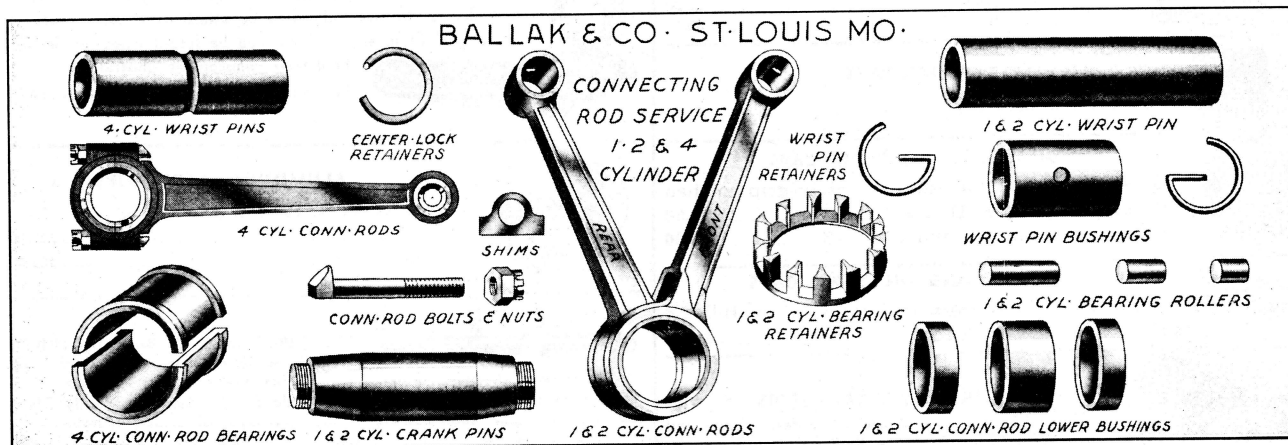
BALLAK & CO.

811 N. 9th ST.

ST. LOUIS 1, MO.

Super-Service Connecting Rods and Bushings

FOR ANY MAKE OR MODEL OF AMERICAN MADE MOTORCYCLE



SUPER SERVICE CONNECTING RODS AND BUSHINGS—FOR ALL MODELS OF INDIAN, HARLEY-DAVIDSON, HENDERSON, SUPER-X, ACE, CLEVELAND, also some models of English and German motorcycles, old model motorcycles, motorscooters, marine motors, tractors and stationary engines.

Front connecting rods for 2 cylinder.....		2 cyl. flywheels and conn. rods assembled, trued and balanced, labor charge	12.00
Rear connecting rods for 2 cylinder.....		4 cyl. conn. rod rebushed for std. wrist pin.....	
Special wrist pins made to order.		4 cyl. conn. rods machined to take replaceable oil-less bronze bearings, each	8.00
Connecting rod for 4 cylinder.....		4 cyl. conn. rods, rebuilt used rods complete with replaceable oil-less bronze bearings, each.....	25.00
Wrist pins, 1 and 2 cyl., Std. .005, .010, .020, each.....		4 cyl. conn. rods rebuilt, exchange price, old rod and.....	20.00
Wrist pin bushings, each.....	1.00	4 cyl. conn. rod bolt with nut, each.....	.50
Wrist pin retainer G rings, each.....	.25	4 cyl. conn. rod shims.....	.50
Wrist pin retainer center lock rings.....	.50	4 cyl. wrist pins, std. .005, .010, .020 oversize, each....	2.50
Lower bushings for front and rear rods, set.....		4 cyl. conn. rod bearings 1 pair, 2 halves	14.00
Re-bush your conn. rods, upper and lower ends		4 cyl. crankshaft bearings, .020 or .030 undersize, two halves	14.00
Re-bushing labor charge only, per pair.....	8.00	4 cyl. crankshaft re-ground, undersize bearings extra:	
2 cyl. conn. rod bearings lap-fit to crank pin and conn. rods, labor charge	8.00	Re-grinding, 1 throw 9.00 4 throws 15.00 7 throws 19.00 9 throws 20.00	
Special crank pins made to order.		4 cyl. conn. rod and crankshaft bearings lap-fit to crankshaft, labor charge each bearing.....	
Crank pins, 1 and 2 cylinder.....		4 cyl. wrist pins fit to conn. rods, labor charge each.....	2.00
Bearing rollers, short, each.....	.10 to .25	Bent conn. rods straightened and aligned.....	
Bearing rollers, long, each.....	.10 to .25	Cyl. heads cut down to raise compression, each.....	
Bearing retainers, each.....	2.50 to 3.50		
2 cyl. conn. rod bearings and retainers, set.....			
2 cyl. wrist pins fit in wrist pin bushings, each.....	1.00		

IT DOESN'T PAY TO TAKE CHANCES, the condition of connecting rod bushings, bearings and crank pins are very important details. They should be inspected carefully when overhauling the engine. If they have become worn, loose or pitted and are used in that condition, serious damage may result, such as breaking the connecting rods, pistons, crank case, cylinders or fly wheels.

Send us your connecting rods to be rebushed or rebuilt. We have special machinery for properly installing the bushings and super-finish lap-fitting them. We employ only skilled mechanics with years of experience in this precision work to insure you a perfect job.

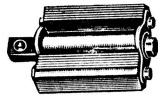
SUPER-SERVICE OIL-LESS BRONZE connecting-rod and crankshaft bearings are positively the best bearings you can buy; they will not melt out like babbit lined bearings; they will not sieze because of the lack of oil and will not score the shaft.

Our Oil-less Bronze Main and Rod Bearings are semi-finished and must be scraped or lapped to fit the shaft.

SUPER-SERVICE OIL-LESS BRONZE is one of our own products. We originally developed it to replace the babbit lined bearings used in four cylinder motorcycles, but in subsequent research it proved merited performance in other bearing problems. It is recommended for many bearing installations, for bearings as large as those used in a battleship to the tiny bearings used in an electric shaver.

Next time you have trouble with babbit lined or brass bearings, try Super-Service Oil-less bronze bearings.

PARTS AND ACCESSORIES



KICK STARTER PEDALS

Indestructible, tough cast aluminum pedal pad, steel pin.
Kick starter pedal complete. Each.....\$2.00
Pedal pin only.....\$0.75



PEDAL PADS

For clutch or brake. Each.....\$1.00



GASOLINE AND OIL TANK CAPS *

Screw in type, cast aluminum, handy-grip notched dege. For Ind., H-D, Each.....\$2.50
Genuine Henderson and Super-X.....5.00



GASOLINE AND OIL TANK CAPS

Pressed steel, knurled edges, for latest models of H-D and Ind. Chrome plated. Each.....\$1.25



GASOLINE TANK TRANSFERS *

Made in pairs for right and left sides. Easily and quickly applied. A few well placed transfers make a big difference.

Indian Head transfers. Per pair.....\$1.00
H-D Arrow Head transfers. Per pair.....1.00
Indian Scout transfers. Per pair.....1.00
Henderson transfers. Per pair.....1.00



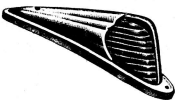
ORNAMENTAL WINGS *

Made in pairs, right and left. Highly polished cast aluminum. Per pair....\$1.00



TAIL LIGHTS & STOP LIGHTS

6 volt tail light\$3.00
Tail light - stop light, 6 volt\$5.00



STREAMLINED FENDER LIGHTS

Chrome plated, for added appearance and extra safety. Complete with globe and rubber pad.



HEAD LAMPS

Side bolt type, 6 inch. Foreign made
Black enamel head lamp. Each.....\$10.00
Chrome plated head lamp. Each.....\$12.00
Bottom bolt head lamp, 5 1/2 inch\$12.00



SEALED BEAM SPOTLIGHTS

Chrome plated, beautiful, practical and useful. Made in two styles, long and short brackets.
Short bracket type. Each.....\$7.95
Long bracket type. Each.....8.95



PLASTIC TAIL LIGHT GLASSES

H-D, 2 inch and ind. 2 1/4 inch. Each.....\$1.50
3 1/4 inch for Indian.....\$3.00
1947 to 1954, H-D.....\$4.00



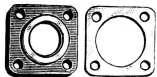
REAR VIEW MIRRORS

Chrome plated, adjustable to any position, a good safety precaution. Each.....\$2.75



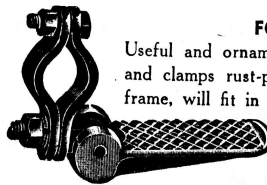
GEAR SHIFTER KNOBS

Made of plastic, molded-in threaded metallic part.
Price, each\$1.00



EXHAUST VALVE SEATS

For 1935 to 1937 Indian 4. Each.....\$6.00
Gaskets for exhaust valve seats. Each......50



FOLDING FOOT-RESTS *

Useful and ornamental, made of bright strong bronze, bracket and clamps rust-proofed. Can be attached on safety bars or frame, will fit in any position, can be folded when not in use. Foot-rests complete as illustrated.

Per pair\$3.00



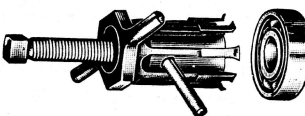
ALUMINUM SPOOL HUBS

Ball bearings, 40 holes, for 3/8 inch axle.
Standard\$20.00
Precise\$25.00



HAND TIRE PUMPS AT BARGAIN PRICES

Made of seamless brass tubing with cast aluminum frame clamps, patent connection fits any tire-valve or camp stove. These pumps formerly sold at \$2.50. While this lot lasts, price only \$1.50



BEARING PULLER

For pulling right main trans. bearing #2280-30 in 1936-68 H-D big twins. Saves its cost in two jobs. Price.....\$10.00



REAR CHAIN GUARD

1920 to 1929, J.O.\$10.00



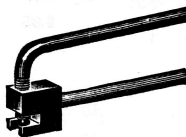
SPOKE NIPPLE WRENCH

Adjustable to fit any spoke nipple\$2.50



WHEEL LUG WRENCH

Solid steel wrench and extension for tightening or loosening H-D wheel lug bolts. Each.....\$1.50



CHAIN REPAIR TOOL *

Fits either 3/8" or 1/4" chains. Pushes the pin out of side plate. Pushing point made of special tool steel. Each\$1.00
Extra pushing points only. Each......25



STURDY U-BOLTS

For Jiffy Stands, Safety Bars and many other uses. Made of 3/8" steel. Inside measure 1 1/8x2 1/8". Each.....\$1.00



IGNITION SWITCH KEYS

For 1926-36 H-D. Each.....\$0.50



TOOL BOX KEYS

For 1926-48 H-D. Each......50



HALF ROUND SHAFT KEYS

All sizes for crank pins, main shafts, etc. Each .50



KICK STARTER PEDAL RUBBERS

Pedal rubbers to fit H-D pedals. Each.....\$0.75
Pedal rubbers to fit Ind. pedal pin. Each......50



BEARING LAPPING COMPOUND

For use in lap-fitting bearing rollers and bronze or babbitt lined bearings. Contains no emery. Per box.....\$0.50



HIGH SPOT BEARING BLUE

Used to show the high spots to be scraped off when fitting bronze or babbitt lined bearings.

BALLAK & CO.

811 N. 9th

ST. LOUIS 1, MO.

PARTS AND ACCESSORIES



MOTORCYCLE MANUAL

A mechanical manual for motorcycle riders and repair men. Contains information, data and instructions for the care and adjustments of many makes of motorcycles. Every Motorcyclist can profit by owning one of these books. Each.....\$3.00

Post Paid 3.50

Overhaul & Repair Manual for Indian Chief \$10.00



VALVOLINE MOTORCYCLE OIL

The best motorcycle oil for the money. 24 one-quart cans to a case. S.A.E. 10, 20, 30, 40, 50, 60, 70. Per quart.....

SADDLE SPRINGS



Short outer springs, 2 1/2 inches long.....\$1.50
Outer coil springs 5 inches long 2 in. dia. soft riding for overload, etc. Each\$2.00
Inner springs, extra cushion for short outer springs. Each\$0.50



VALVE HOLE PLUGS AND GASKETS

For Indian Scout. Made of aluminum for extra cooling.....

Valve hole plugs, gaskets. Each.....\$0.50



CONNECTING ROD SHIMS

For Henderson, Model K J and Deluxe. Also for Indian 4, Ace 4 and Cleveland 4. Each.....



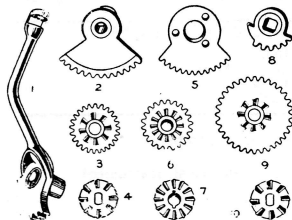
TAPPET ADJUSTING SCREWS

Henderson and Indian 4 Exhaust. Each.....

Henderson and Indian 4 Intake. Each.....

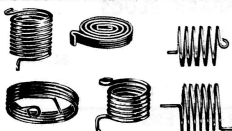
H-D Intake or Exhaust. Each.....

Indian Intake or Exhaust. Each.....



KICK STARTER GEARS, HALF GEARS, STARTER PINIONS, CLUTCH DOGS AND CRANKS

For all models of
H-D, Indian, Henderson, Super X
and Cleveland. Write for prices.



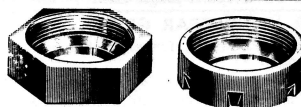
KICK STARTER CRANK RETURN SPRINGS

Ind. 45 & 74".....\$1.00

Ind. Jr.....1.00

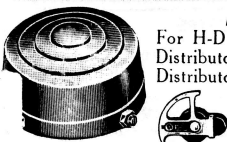
Ind. 4, Hend. 4.....2.50

H-D 45, 61, 74 & 80".....1.00 & 1.50



EXHAUST PIPE COUPLING NUTS

For H-D J-61" & JD-74", Indian
Scout 37" & 45", Super X 45".
Each\$2.50



METAL COVER FOR DISTRIBUTOR

For H-D J-61" & JD-74". Each.....\$2.50

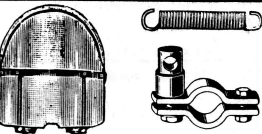
Distributor contact points. Per set.....2.25

Distributor rotor or bug for H-D. Each.....2.50



RE-MANUFACTURED CAM GEARS

For H-D Model J-61" & JD-74". Exchange price, your old
gear and\$4.50
Without old gear in exchange.....6.00



WINDSHIELDS AND PARTS

Sport model windshield.....\$20.00

Set of two handlebar clamps... 2.25

Set of two apron springs......50

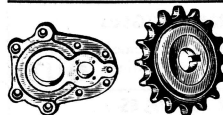
Clear Plastic Sheet 20x24".....5.00

20x12" 3.00



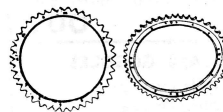
TRIPLE GEARS AND SHIFTER GEARS

For 1926 to 1934 H-D 45" and Singles.
Triple gears. Each.....\$20.00
Shifter gears. Each.....10.50
Write for prices on other transmission parts.



TRANSMISSION CASE COVERS AND COUNTERSHAFT SPROCKETS

For 1926 to 1934 H-D 45" & Singles.
Side cover for transmission case. Each..\$15.00
Countershaft sprocket, 16 teeth. Each...10.00



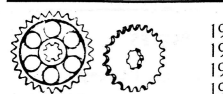
SPROCKETS FOR REAR WHEELS

H-D 61", 74" & 80", 51 teeth.....

H-D 45" 41 teeth.....

Indian 45" & 74", 43 teeth.....

Hend. & Super, 39 teeth.....



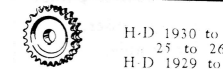
COUNTERSHAFT SPROCKETS FOR H-D

1915 to 1936, 74", 27 & 28 teeth.....

1933 to 1940, 45", 16 teeth.....

1941 to 1952, 45", 17 teeth.....

1936 to 1959, 61", 74" & 80", 22 teeth....



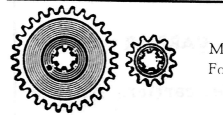
DUPLEX ENGINE SPROCKETS

H-D 1930 to '52, 61", 74" and 80", 17 to 24 teeth.....

25 to 26 teeth.....

H-D 1929 to '52, 45", 17 to 34 teeth.....

Indian 2, 3 and 4 row—write for prices.



INDIAN COUNTERSHAFT SPROCKETS

Made of best sprocket steel, case hardened for durability.

For Indian 37", 45" and 74".

12 to 17 teeth: \$5.00 18 to 22 teeth: \$6.00

23 to 28 teeth: \$8.00



Left drive shaft\$20.00

Left shaft and case bushing20.00

Crank pin16.00

Special H-D 61 & 74 crank pin made of best steel,

tempered\$25.00

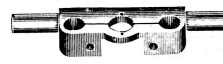
Sprocket: shafts, 1930 to 1954, 61-74-80.....\$20.00



RIGHT & LEFT CASE BUSHINGS

24621 - 40 left\$25.00

24596 - 40 right\$23.00



SPECIAL TRIPLE CLAMP

Special triple clamp for H-D. Spring fork high
rise bars, one piece, made of steel.....\$48.00



CAST BRASS CHROMED TRIPLE CLAMP

\$20.00



3-INCH RISERS

Cast brass, chromed, pair.....\$16.00



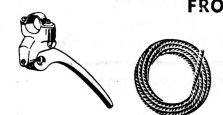
NUT FOR PROCKET SHAFT

1930 to 1954, 61-74-80\$3.50



MOTORCYCLE WHEEL RIMS

Complete range of sizes 16 to 21"



FRONT BRAKE HAND CONTROL PARTS

Complete Control Assembly.....

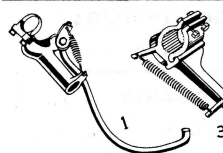
Hand lever assembly.

Brake cable clevis

Front brake cable

Front Brake Cable

Casing75



JIFFY SIDE STANDS

No. 1—H-D.....

No. 3—Ind. 45" & 74"....

No. 4—Hend.

No. 5—Super & Scout....

BALLAK & CO.

811 N. 9th

ST. LOUIS 1, MO.

PARTS AND ACCESSORIES



SUN GLASSES
Gold plated metal frame; clear, smoked, amber colored lenses. Per pair..... **OUT**



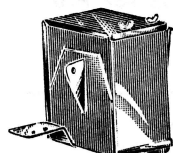
PLASTIC LENSE GOGGLES
Metal frame with rubber mask. Smoke colored plastic lenses, replaceable. Special price. **OUT**



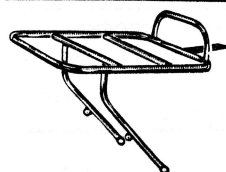
CURVED LENSE GOGGLES
Metal frame with chenille binding. Clear curved glass lenses. Per pair..... **OUT**



NON-SHATTER GLASS GOGGLES
Metal frame with heavy chenille binding. Also made with sponge rubber binding.



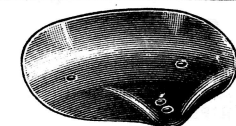
BATTERY BOXES
with Cover . . . for Large Battery . . .
1925 to 1936\$40.00
Battery boxes made to order.
Send old box for sample.



LUGGAGE CARRIER
Auxiliary luggage carrier, chrome plated\$10.00



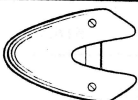
SADDLE TOPS
Solo top only for one passenger.....\$12.00
1 inch thick, 9 inches wide, 13 inches long



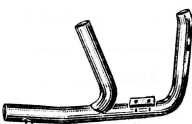
SOLO SADDLE TOP
Cast aluminum bucket, seat top only, no covering\$20.00



AUXILIARY SEATS
For that extra passenger. Made of cast aluminum. Fastens to front of solo saddle. Two styles, complete with bolts. Hinged folding type.....\$3.50



EXTENSION NOSE FOR SOLO SADDLES
Made of cast aluminum, fastens to front of saddle to make a long nose saddle. Complete with clamp bar and bolts.....\$1.50



HEADER PIPES
Header pipes for Indian Chief 74" not chromed
Muffler pipe for same.....
Tail pipe only



MUFFLERS
2 1/2" dia., 24" long, for 1 3/8" exh. pipe..... \$8.00



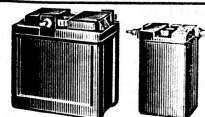
HORN BUTTONS
\$2.50



LIGHT SWITCHES
\$3.50



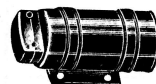
CARBURATOR AIR CLEANER
Carburetor Air Cleaner. 7 inch round. Fits all model Linkert & Schobler Carburetors\$10.00



MOTORCYCLE BATTERIES

Finest construction, heavy plates and insulation, for all makes of Motorcycles.

4 7/8" x 3 1/4" x 6 3/4"	6 1/2" x 3 7/8" x 6 1/4"
4 1/2" x 3 1/4" x 6 3/4"	4 1/2" x 4" x 8 1/4"
6 1/2" x 3 7/8" x 7 3/8"	4 1/2" x 3 1/8" x 5 3/4"



2 CYL. IGNITION SPARK COILS

Heavy insulated, long lasting, good hot sparks. Used with separate condenser. Each.....\$12.00



4 CYL. IGNITION SPARK COILS

Will give good long service and a hot spark. Used with separate condenser. Each.....\$5.00



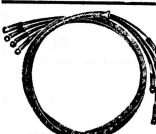
HIGH TENSION WIRE

Extra heavy insulation, stranded copper wires. Price, per foot.....



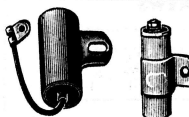
LOW TENSION WIRE

Moisture-proof insulation, stranded copper wires. Per foot



WIRING HARNESS

4 wires, 48 inches long in a woven metallic casing\$5.00



MOTORCYCLE CONDENSERS

Fine quality condensers, give good fat spark when used with any good spark coil.

With pig tail for Ind. Each.....\$1.00
Without pig tail for H-D. Each.....\$1.50



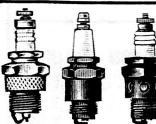
MOTORCYCLE RELAY CUT-OUTS

For all models of H-D and Ind. Type with two wire connections. Each.....
Type with three way connections. Each.....
Autolite voltage regulator. Each.....



MOTORCYCLE AMMETERS

Very sensitive, made by a leading electrical instrument manufacturer. Each.....



MOTORCYCLE SPARK PLUGS

All thread sizes, 16 MM., 14 MM.,
Leonard, air cooled. Each.....\$1.50
Champion. Each.....\$1.25



SPARK PLUG RUBBER COVERS

Keeps moisture and your knees off of spark plugs. Each.. .50



RUBBER HANDLEBAR GRIPS

Made of pliable molded rubber, for all makes and models of Motorcycles.

5 1/2 Inches Long, per Pair.....\$1.50
Short black grips for 1935 and newer H-D. Per Pair.....\$0.75
Soft Rubber Plastic Finger Grips. Per Pair.....\$2.00



FINGER GRIPS

Soft rubber plastic finger grips. 4 3/4 inches long, per pair.....\$2.00



CASING FOR CONTROL WIRE

Coiled spring temper wire, 3/8" outside, 1/8" hole, 5 foot lengths. For Scooters, Motorbikes, Motorboats, etc. Each.....



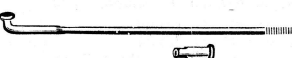
SPARK AND GAS CONTROL WIRES

Made of spring tempered music wire. For H-D, Ind. and Hend. Each.....\$1.00



BRAKE, SPARK AND GAS CONTROL CASING

Coiled spring temper wire, 1/4" outside, 3/8" hole, 5 foot lengths. For all makes and models of motorcycles. Each



SPOKES WITH NIPPLES

When ordering give length and thickness or send an old spoke for sample. With nipples

Also Many Sizes of Spokes for Sport Cars

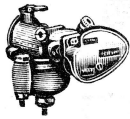
Wheels Respoked and Trued

BALLAK & CO.

811 N. 9th

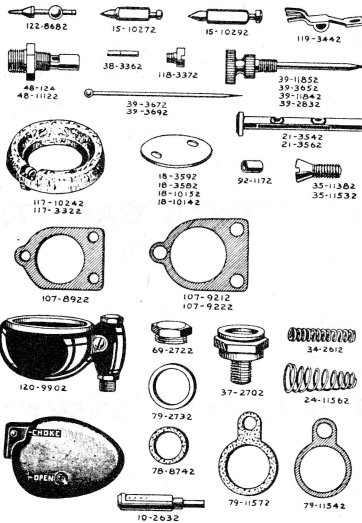
ST. LOUIS 1, MO.

PARTS AND ACCESSORIES



LINKERT CARBURETORS

For all makes and models of American made Motorcycles. When ordering, state make of motorcycle, give engine number, model and year, or send your old carburetor for trade-in. Prices from \$35.00



PARTS FOR LINKERT AND SCHEBLER CARBURETORS

ORDER BY PART NUMBER, MODEL NUMBER AND SIZE.

When ordering, send old parts for comparison and prices.

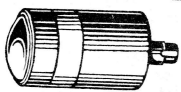
Air intake shield.....

Matched float-valve and seat

Chrome plated air cleaner. Fits all Linkert and Schebler carburetors

Cork floats. \$1.50 to \$2.50

7" Round Air Cleaner....\$10.00



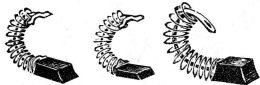
IND. & H-D MOTORCYCLE GENERATORS

model 32 E. For all models except radio \$53.00
Re-built generator, exchange price, your old H-D or Autolite generator



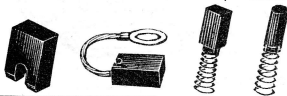
ARMATURES — H-D OR AUTOLITE

Rebuild generator armature, exchange price, your old armature and.....
H-D Bearings, small \$1.25 Large..\$2.40



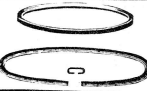
GENERATOR BRUSHES

For all models of H-D, Ind., Each Light \$0.25 Heavy Autolite



MAGNETO BRUSHES

For all models of American Bosch, Splittorf, Robert Bosch, and others. Each \$0.85



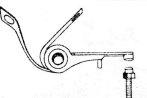
GENERATOR BELTS

For Indian, Henderson and Super X. Round leather belt with hook. Each.....\$1.00



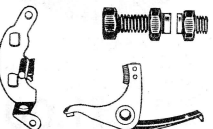
DISTRIBUTOR CONTACT POINTS

For H-D distributor, 1930 and newer models of 45", 61", 74" & 80". Per set....\$1.40



BREAKER CONTACT POINTS

For all models of Indian Battery ignition distributors. Per set.....\$2.50



MAGNETO BREAKER CONTACT POINTS

For all models of American Bosch, Splittorf, Robert Bosch and others.
Tungsten Screw Set.....
Splittorf Set

GENUINE MOTORCYCLE CHAIN MADE IN U.S.A.

Best heavy grade, guaranteed for high powered Motorcycles. $\frac{3}{8}$ "x $\frac{5}{8}$ " pitch.



Per foot

Light grade for old or small motorcycles. $\frac{3}{8}$ "x $\frac{5}{8}$ " pitch. Per foot



CHAIN REPAIR LINKS

Roller block links. Each.....
Repair connecting links. Each...
Onset or half link. Each.....
Connecting link spring only. Each
Duplex double repair link. Each
Connecting link for duplex chain. Each

DUPLEX FRONT CHAINS



H-D 61", 74" & 80", two row.....
H-D 45", two row.....
Ind. Chief 74", four row.....
Ind. Scout 45", 2 or 3 row.....
Ind. Jr. Scout 30", two row.....
Ind. Arrow, two row.....



MOTORCYCLE TIRES & TUBES

All sizes
If you want a used tire or tube, write us, we always have a large stock.



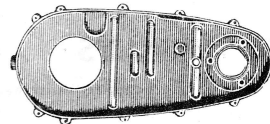
BRAKE LININGS

For front or rear brakes of all models of H-D, Ind., Hend. and Super X. Per set.....\$4.50
Brake lining rivets. Each.....\$0.02



CLUTCH FACINGS OR LININGS

For all models of Ind. and H-D. Each.....
Clutch lining rivets. Each.....

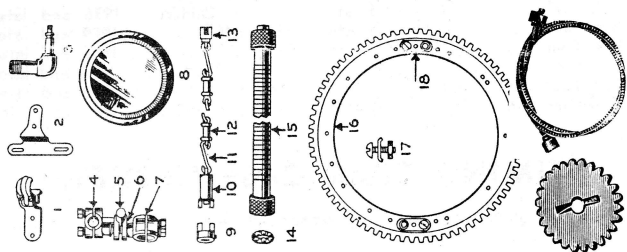
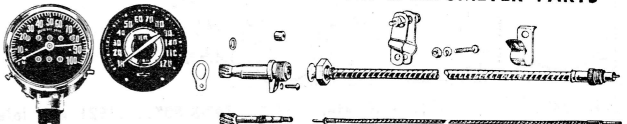


INNER PRIMARY COVER

For 1936 to 1954

61 - 74 - 80.....\$25.00

CORBIN AND STEWART-WARNER SPEEDOMETER PARTS



New Stewart-Warner speedometer head.....
Used, overhauled Corbin speedometer head.....
Corbin fibre gears. Each.....
Steel bushing for fibre gears. Each.....
Write for prices of other parts to fit Indian, H-D, Henderson or Super X.
46-inch Corbin cable assembly.....\$20.00



FOOT BOARD RUBBER MATS

Copies of Originals
Made on Order Only

Per Pair \$15.00

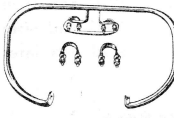


Late H-D

mats for late

Indian

Rivets



SAFETY SPILL BARS

Front Bar for H-D....

Front Bar for Ind.....

Rear Bar for H-D....

Rear Bar for Ind.....



DISTRIBUTOR CAPS AND ROTORS

Ind. 2 Cyl. Cap. Each.....
Ind. 4 Cyl. Cap. Each.....
Rotor or bug for Ind. 2 or 4. Each...
Rotor or bug for H-D to 1929. Each...



Splittorf
Mod. S.



Robert
Bosch



American
Bosch

MOTORCYCLE MAGNETOS

Used, rebuilt magnetos for Indian
Twins and Fours, Harley-Davidson
Old Model Singles and Twins,
Super X Twins and Henderson
Fours. Splittorf Model S, Split-
dorf-Edison, Robert Bosch, American
Bosch Model Z.E.V.

BALLAK & CO.

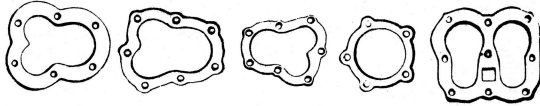
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ST. LOUIS 1, MO.

GASKETS FOR ALL MAKES

CYLINDER HEAD GASKETS

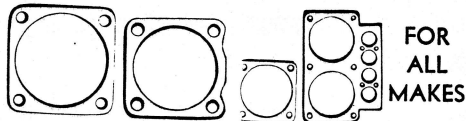
Our gaskets are made of high grade, long fibre asbestos with a center of perforated sheet steel. Conforms to irregular surfaces; will not burn or blow out.



H-D. 74" & 80".....1936 and later	Ind. 74".....1939 and later
H-D. 74".....1930 to 1936	Ind. 74".....1927 and later
H-D. 61" & 74".....O.H.V.....1936 and later	Ind. 45".....1927 and later
H-D. 45".....1936 and later	Ind. 30.07.....1932 and later
H-D. 45".....1929 to 1936	Ind. 37".....1920 and later
H-D. 30.50.....1926 to 1935	Ind. 4, 1938 to 41.....
H-D. 21".....1926 to 1935	Cleveland 4-61.....1928 and 1929

CYLINDER BASE GASKETS

Made from sheet fibre-paper treated by a special process to resist heat and oil. Can be used with or without gasket shellac.

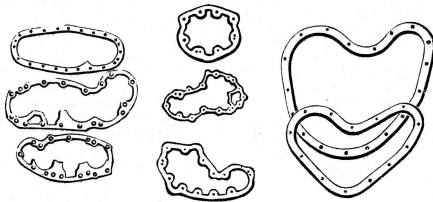


FOR
ALL
MAKES

Ind. 74".....1923 and later	H-D. 74" & 80".....1921 and later
Ind. 45".....1927 and later	H-D. 61" & 74".....O.H.V.....1936 and later
Ind. 37".....1920 and later	H-D. 45".....1929 and later
Ind. 30.07.....1932 and later	H-D. 21".....1926 and later
Ind. Four.....1928 and later	H-D. 30.50.....1926 and later
Ind. Four.....1938 to 41	Henderson Four.....1920 and later
Ace Four.....1920 and later	Super "X" 45".....1925 and later
Cleveland 4-61.....1928 and 1929	

TIMING GEAR CASE GASKETS

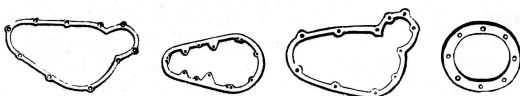
Made of high quality treated fibre-paper, same as used for base gaskets.



H-D. 74" & 80".....1921 and later	Ind. 74".....1923 and later
H-D. 61" & 80".....O.H.V.....1936 and later	Ind. 45".....1927 and later
H-D. 45".....1929 and later	Ind. 37".....1920 and later
Henderson Four.....1920 and later	Ind. 30.07.....1932 and later
Ace Four.....1920 and later	Ind. Four.....1928 and later

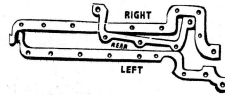
CLUTCH COVER GASKETS

Made of same quality treated fibre-paper, same as used for base and gear case gaskets.

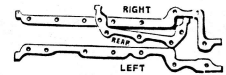


Ind. Chief 74".....1923 to 1933	Ind. Scout 45".....1934 to 1940
Ind. Chief 74".....1934 to 1940	Sport Scout 45".....1935 to 1940
Ind. Scout 45".....1927 to 1933	Junior Scout.....1932 to 1940
H-D. 61", 74", 80"....1936 to 1949	Ind. Scout 37".....1920 to 1927

CRANK CASE GASKETS

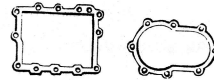


Ind. 4 Right.....
Ind. 4 Left.....
Ind. 4 Rear.....



Full Set of Gaskets
for Ind. 4.....

TRANSMISSION COVER GASKETS



FOR
ALL
MAKES

H-D. 61" & 74".....1915 to 1929	H-D. 61" & 74".....O.H.V.....1936 to 1949
H-D. 74" & 80".....1930 to 1949	H-D. Single.....1926 to 1935

CARBURETOR & INTAKE GASKETS



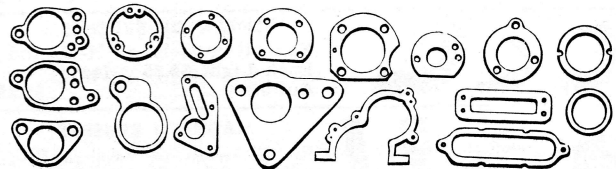
CARBURETOR GASKETS

Schebler flange
Linkert flange
Zenith flange
Bowl lid gasket.....
Bowl bottom outer.....
Bowl bottom inner.....
Valve seat gasket.....
Zenith jet seat.....

MANIFOLD GASKETS

Ind. 2 cyl. Int. Ring.....
Ind. 4 Int. or Exh.....
Ace 4 Int. or Exh.....
Hend. 4 Int. or Exh.....
Cleve. 4 Int. or Exh.....
H-D. 2 cyl. Int. Ring.....
Super "X" Int.....
Super "X" Valve cage.....

MISCELLANEOUS GASKETS



Tappet guide gaskets, H-D., Ind., Hend. Each.....
Oil pump body gaskets, H-D., Ind., Hend. Each.....
Oil pump to case gasket, H-D., Ind., Hend. Each.....
Generator end to case gasket, H-D. Each.....
Generator drive case gasket, Ind. Scout. Each.....
Valve hole plug gaskets, Ind., Hend. Each.....
Crank case breather gasket, Ind., Hend. Each.....
Starter hub gasket, Ind., Hend. Each.....
Spark plug gaskets, all sizes. Each.....
Sump valve plate gasket, Ind. Each.....
Drive shaft and pinion cork gasket, Ind., Hend., Super. Each.....
Oil sump cover gasket, Hend. 4, Ind. 4. Each.....

SHEET GASKET MATERIALS



CORK SHEET

1/16" thick for general use, except for heat. Per square foot.....



FIBRE SHEET

Treated fibre paper. 1/16" thick for heat re-use, except for heat. Make your own gaskets. Per square foot.....



ASBESTOS

1/16" thick for heat resistant gasket use. Per square foot.....

GASKET SHELLAC AND CEMENT



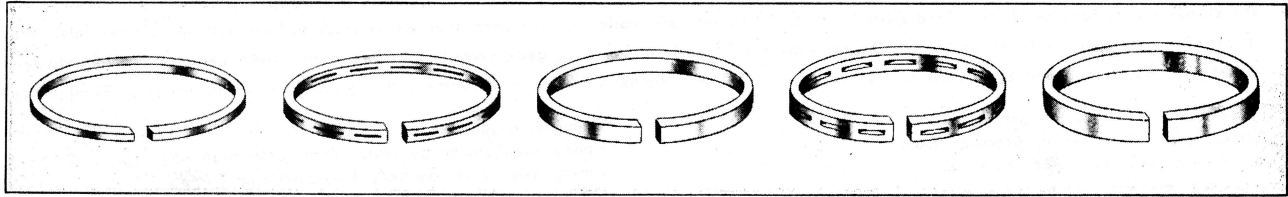
Gasket shellac. Bottle.....



Form-A-Gasket.....

Super-Service Piston Rings

FOR ALL MAKES AND MODELS OF MOTORCYCLES



Super Service compression and oil rings are made of the best grade of cast iron, extensive tests have proven this to be the best for motorcycles. Super Service rings are velvet finish for quick seating, no long periods of breaking in necessary, the metal is not too hard and does not cause excessive cylinder wall wear.

Super Service rings are accurately machined and ground to size, each ring is carefully processed and inspected.

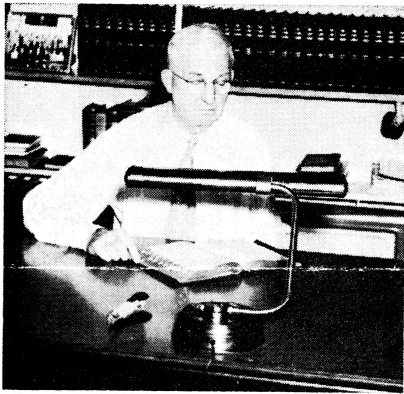
A new set of rings will increase compression, speed, power and gasoline mileage, reduce oil consumption and carbon deposit, prevent overheating caused by blow-by.

We recommend rings be replaced often, the saving will many times pay their cost.

Super Service rings are furnished in the following range of oversizes:

Std. .005 .010 .015 .020 .025 .030 .035 .040 .045 .050 .055 .060 .065 .070 .075 .080 .085 .090 .095 .100

WHEN ORDERING RINGS, BE SURE TO GIVE THE NAME, YEAR AND MODEL OF ENGINE, BORE OF CYLINDERS, THE OVERSIZE, WIDTH OF RINGS AND HOW MANY COMPRESSION OR OIL RINGS WANTED. OR SEND OLD RINGS FOR SAMPLE.



JOHN F. BALLAK... Founder of Ballak Company. Born June 11, 1890. He learned metal working in his father's blacksmith shop. His first trade was engraver and pen and ink artist. Attended Benton Technical School of Engineering. Invented and perfected many inventions for customers and self. Invented pictures by wire in 1907. Invented saddle for two riders and rocker clutch control for Henderson and Indian Four. Invented stamped wing nuts for ammunition cases in World War II. Built Engines for Heath type aircraft. Manufactured alloy piston and other parts for all models of motorcycles. Now engaged in manufacturing truck tire regrooving machines, Taximeter mileage checking machines and Therapeutic devices.

Bargains in Used Motorcycle Parts

\$1.50 SERVICE CHARGE ON ALL ORDERS UNDER \$5.00

We do not always have all of these used parts in stock. Quotations are made on used parts that are in stock but are subject to prior sale. We try to describe and price used parts honestly. Do not expect used parts to be in as good condition as new parts. Used parts cannot be returned for credit. We buy some good used parts or take them in trade. No shipment will be made without a deposit. No orders less than \$2.50 accepted.

Pistons, used all makes, no oversize. Each.....	Timing cam gears, used. Others
Pistons, used, all makes, if oversize. Each.....	Timing, magneto or generator drive gear, used.....
Wrist pins, used, all makes. Each.....	Timing idler gear assembly for Cleveland 4.....
Wrist pin retainers. Each	Oil pump, used, complete, all makes.....
Wrist pin retainer pins for cast iron pistons. Each.....	Oil pump hand plunger, used.....
Wrist pin retainers center locks for 4 cyl. Each.....	Oil pipes, used, large, all makes.....
Connecting rods, 2 cylinder, used, rear.....	Oil pipes, used, small, all makes.....
Connecting rods, 2 cylinder, used, front	Oil or gasoline shut off valves, used.....
Connecting rod with cap, 4 cylinder, used. Each.....	Oil or grease fittings. Each.....
Conn rod Indian 4, rebuilt new bearing, exchange. Each.....	Transmission and clutch, all models, used.....
Conn rod bearings, new, Indian 4 or Henderson.....	Transmission cases, used, old models.....
Conn rod bearings, used, Henderson 4. Each.....	Transmission cases, used, newer models.....
Conn rod bearings & retainers, used, 2 cyl. set.....	Transmission side cover, H-D 45", 1926-34.....
Conn rod bearing retainers only, used. Each.....	Transmission case cover, used.....
Conn rod bearing rollers only, new. Each.....	Transmission shaft, used, H-D, 10 5/8" long.....
Cylinder used, 2 cyl. models. Each.....	Transmission shaft, used, others.....
Cylinders used, 4 cyl. models. Each.....	Transmission shaft bearings, used, all makes.....
Cylinder heads, used, removable top part only. Each...	Transmission tripple gears, used, all makes.....
* Cylinder head gaskets for all makes. Each.....	Transmission shifter gear, all makes.....
Cylinder head gaskets for 4 cyl. cast in pair type, each.....	Transmission gears, high, low, etc., used.....
Cylinder primers, used. Each.....	Transmission small bevel gear, 4 cylinder, used.....
Valves used, intake or exhaust. Each.....	Transmission large bevel gear, 4 cylinder, used.....
Valves new, intake or exhaust. Each.....	Kick starter pedal complete
Valve springs, all makes. Each.....	Kick starter pedal pin only.....
Valve spring covers, used, all makes. Per pair.....	Kick starter aluminum pedal only.....
Valve seats, 1936-37 Indian 4 exhaust seat. Each.....	Kick starter pedal rubbers only. Each.....
Valve cage, used, H-D intake. Each.....	Kick starter crank only, used
Valve cage cap, used H-D intake. Each.....	Kick starter crank & half gear, rebuilt, exchange, Indian.
Valve cage cap, used H-D intake. Each.....	Kick starter crank stud or axle, Indian or Super, used...
Valve cage cap lock nut, used, H-D intake. Each.....	Kick starter bushings, H-D, new
Valve hole plugs, used, Indian or Henderson. Each.....	Kick starter return spring, all makes.....
Valve hole plug gasket. Each.....	Kick starter half round gear, used, H-D.....
Valve tappets, used, all makes. Each.....	Kick starter round gear, used, H-D & Ind.....
Valve tappet guides, all makes. Each.....	Kick starter round end ratchet, all makes.....
Valve tappet adj. screws, all makes. Each.....	Kick starter gear cover, used, H-D.....
Valve push rods, used, intake. Each.....	Clutch fibre plates, all makes. Each.....
Valve rocker arm, used, intake, all makes. Each.....	Clutch steel plates, used, all makes. Each.....
Valve lifters, used, all makes. Each.....	Clutch plates and springs assembly, used, H-D.....
Crank pins, used, 2 cylinder, all makes. Each.....	Clutch springs, used, all makes. Each.....
Crank pin nuts, used, 2 cylinder. Each.....	Clutch and chain guard, used, H-D, front.....
Crank pin nut lock washers. Each.....	Clutch release pull rod, H-D, used.....
Crank-shaft used, 4 cyl. Hend. K. or Deluxe.....	Clutch pull rod bearing and race set, used.....
Crank-shaft used, K.J., Ace, Ind. 4 or Cleveland 4.....	Clutch pedal, used. Each.....
Crank-shaft main bearings, 4 cyl. used, pair 2 halves.....	Sprockets, used, odd sizes, for experimental purposes...
Crank-cases, used, 2 cyl. pair.....	Engine sprockets, for 74 H-D, to 1929, 14 and 15 teeth..
Crank-cases, used, 4 cylinders	Engine sprockets, for 75 H-D, to 1929, 17 and 18 teeth.....
Crank-case bushing, right & left.....	Engine sprockets, 1/4", 1926-27 H-D single, 15 teeth.....
Crank-case bolt and nut.....	Engine sprockets, 17 and 18 teeth, Henderson. Each.....
Fly wheels, used, Indian 45 and 74. Each.....	Engine sprockets, 17 and 18 teeth, Indian Four. Each.....
Fly wheels, used, all other makes. Each.....	Engine sprockets, H-D duplex, 17 to 23 teeth. Each.....
Fly wheel shafts, used, right or left, 2 cyl. Each.....	Engine sprockets, H-D duplex, 25 teeth.....
Intake manifold, used, 2 cylinder.....	Transmission or front sprockets, Indian, 2 cyl.,
Intake manifold nut, 2 cylinder, used. Each.....	13 to 25 teeth. Each.....
Intake manifold ring gaskets, 2 cylinder. Each.....	Transmission or front 1/4" sprocket, for H-D 1926-27, 1 cylinder.....
Intake manifold, used, 4 cylinder.....	Engine sprocket keys, all makes. Each.....
Intake manifold gaskets, 4 cylinder. Each.....	Engine sprocket nuts, all makes. Each.....
Intake manifold stud and nut, 4 cyl. Each.....	Transmission sprocket, 16 tooth, 1929-34 H-D 45".....
Exhaust manifold, used, 4 cylinder.....	Transmission or countershaft sprocket, for H-D 45 to 34.....
Exhaust manifold gaskets, 4 cylinder. Each.....	Transmission or countershaft sprocket, for H-D 61 and 74.
Exhaust manifold stud and nut, 4 cyl. Each.....	Transmission sprocket for 1936 and later H-D 61, 74 and 80
Exhaust pipes used, 2 cyl. short down pipes. Each.....	Transmission sprocket lock nuts, all makes. Each.....
Exhaust pipe nuts, 2 cylinder. Each.....	Clutch sprocket, new, 74 H-D to 1929.....
Timing gear case covers, used, all makes.....	Clutch sprocket, used, 74 H-D to 1929.....
Timing gear case cover screws, all makes. Each.....	Clutch sprocket, used, 74 H-D 1930 and later.....
Timing cam gears, used H-D No. 614-17 exchange, old gear and.	Clutch sprocket, used, 45 H-D 1929 and later.....

BALLAK & CO.

811 N. 9th

ST. LOUIS, MO

Bargains in Used Motorcycle Parts

Clutch sprocket lock nut and washer.....
 Clutch keys, all makes. Each.....
 Rear wheel sprockets, H-D 1929, dished, rebuilt.....
 Rear wheel sprockets, used, H-D, older models.....
 Rear wheel sprockets, H-D 1930 and newer.....
 Rear wheel sprockets, Indian hub drive.....
 Rear wheel sprockets, Indian drum drive.....
 Rear wheel sprocket rivets, Indian and H-D. Each.....
 Rear wheel sprockets, Henderson and Super X, 39 teeth..
 Front wheels, used, old models, clincher rims, no sprocket
 Rear wheels, used, S.S. rim, no brake or sprocket.....
 Rear and front interchangeable wheels, 1930 and newer...
 Front wheels, used, old models, clincher rims, no brake...
 Front wheels, used, clincher rim, with brake.....
 Front wheels, used, S.S. rim, with brake.....
 Rims, used, clincher 18 & 20.....
 Rims, S.S. 16, 18 and 19", used.....
 Spokes with nipples, light, all lengths, new. Each.....
 Spokes with nipples, heavy, all lengths, new. Each.....
 Chain, used, no guarantee, per foot. Made in U.S.A.....
 Chain, new, light $\frac{3}{8} \times \frac{5}{8}$, no guarantee, per foot.....
 Chain, new, heavy $\frac{3}{8} \times \frac{5}{8}$, guaranteed, per foot.....
 Chain, Duplex, front H-D and Ind.....
 Chain connecting links. Each.....
 Chain roller links. Each.....
 Chain connecting link springs. Each.....
 Chain connecting links, for duplex chain. Each.....
 Chain repair tool, new.....
 Tires, all sizes and types, used and new. No clincher...
 Inner tubes, all sizes.....
 Hand tire pump with frame clamps, new. Bargain price.....
 Clamps only for hand pump. Each.....
 Front forks, old models, complete, used.....
 Front forks, newer models, complete, used.....
 Front fork springs, Indian, flat leaves, complete. 5.00 to
 Front fork springs, large round for H-D. Each.....
 Front fork springs, round for Henderson. Each.....
 Front rocker plates, used, all makes. Each.....
 Fork top triple clamp, used, H-D.....
 Handlebar rubber grips, for all makes. Each.....
 Handlebar plastic grips, for all makes, per pair.....
 Handlebars, used, all makes.....
 Handlebar sleeve and spiral, all makes, used.....
 Handlebar control wires, gas or spark, all makes. Each.....
 Handlebar control wire casing, all makes. Each.....
 Handlebar windshields, Summer or Winter.....
 Motorcycle frames, all makes and models.....
 Footboards, used, all makes. Each.....
 Footrest folding type, per pair.....
 Rear stands, used, all makes.....
 Rear stand catch.....
 Jiffy side stand, for all makes.....
 Spill bars, front or rear.....
 Spill leggings, used, police special, knee length, per pair.....
 Front fenders, all makes, old models.....
 Front fenders, all makes, newer models.....
 Rear fenders, all makes, old models.....
 Rear fenders, all makes, newer models.....
 Chain guards, used, front.....
 Brake drums, front and rear. Each.....
 Brake shoes, front and rear, per pair.....
 Brake linings, with rivets, front or rear, per set.....
 Brake lining rivets. Each.....
 Brake rod clevises, all makes. Each.....
 Brake rod clevis pins. Each.....

BALLAK & CO.

Brake and clutch pedals, all makes. Each.....
 Brake hand lever and cable assembly, for front brake...
 Brake cable, for front brake, all makes. Each.....
 Brake cable casing, for all makes. Each.....
 Brake cable clevis and pin, for front brake.....
 Brake hand lever, for front brake.....
 Batteries, new, for all makes.....
 Battery metal box and cover, all makes.....
 Battery ignition coils, used.....
 Battery Ign. coil, new, Edison type, for H-D and Indian.....
 Condenser, for H-D and Indian. Each.....
 Generator, used, overhauled, guaranteed, exchange.....
 Generator armature, rewound, exchange.....
 * Generator brushes, all models. Each.....
 Generator belts, all models. Each.....
 Generator or cut-out or relay, Ind. and H-D. Each.....
 Ammeters, for all makes.....
 Magnetos, used, overhauled and guaranteed, exchange...
 Magneto contact points, all makes, per pair.....
 Magneto brushes with springs. Each.....
 Distributor rotor or bug, for H-D.....
 Distributor metal cover, for H-D.....
 Distributor assembly, used, H-D, less rotor or cap.....
 Distributor contact points, new, H-D to 1929. Set.....
 Distributor contact points, H-D 1930 and newer. Set.....
 Distributor contact points, Indian. Set.....
 Switch keys, H-D to 1936. Each.....
 Spark plugs, new. Each.....
 Spark plugs, used, cleaned and tested. Each.....
 Spark plug gaskets. Each.....
 Spark plug high voltage wire, per foot.....
 Spark plug rubber covers. Each.....
 Carburetors, new, Linkert, for all models.....
 Carburetor flange gaskets, for all makes.....
 Carburetor flange screws. Each.....
 Carburetor air intake shield.....
 Carburetor air cleaner.....
 Carburetor float.....
 Carburetor float valve needle.....
 Gasoline tanks, used, all makes.....
 Gasoline tank caps, for all makes. Each.....
 Gasoline tank transfers, all makes. Pair.....
 Gasoline tank to frame screws. Each.....
 Gasoline or oil shut off valve. Each.....
 Saddle tops only, used.....
 Saddle top, long nose type for 2 to ride, used.....
 Saddle extension aluminum seat, for front of saddle.....
 Saddle springs, outer for Ind. & Hend. Each.....
 Saddle springs, inner for Ind. & Hend. Each.....
 Saddle spring seat post.....
 Luggage carriers, for all makes.....
 Speedometers, for all makes.....
 Speedometer small fibre gears, open driven type.....
 Speedometer fibre gear steel bushing.....
 Speedometer large gear, attach on rear spokes.....
 Tool boxes, 1940 H-D tear drop.....
 Tool box keys, for H-D. Each.....
 Horns, electric, for all makes. Each.....
 Horn buttons, for all makes. Each.....
 Head lamps, for all makes. Each.....
 Tail lamps, for all makes.....
 Tail lamp, red glass.....
 Tail light glass retainer spring.....
 Spot lights, for all makes. Each.....
 Side-car frames, used.....
 Side-car fittings. Each.....
 Ball bearings, all sizes. Each.....

811 N. 9th

ST. LOUIS, MO.

IS THAT BIKE READY

Planning long rides on that Four during any rideable season of the year, it should be in tip-top condition to give you trouble free operation to avoid those on-the-road problems or breakdowns. Or, are you going to take a chance and just patch it up to something major develops and you have to tow it in or haul it in.

A friend of ours took a Indian out for about a 15 mile run and on the return trip home discovered a gas line leak that kept dropping gas in the distributor wire and into the cap. He told me he rode the remaining miles on edge all the way hoping she wouldn't catch fire and cause a catastrophe with the bike. He was finally at ease when he turned off the ignition at home.

Another friend at the June meet rode some distance and started out to the meet on his four. He, discovered gas leaking from his tank and decided to turn around and go back and get his other bike. This was a wise decision and fortunate he had another bike. He made it to the meet and when telling me of his problem, I asked him what he planned to do with the leak and he said that he would patch it up. He was aware of the seriousness of a gas leak, but just a patch job was not exactly the best way to fix it. Changing bikes fixed it in one way but he does plan to ride the bike after he returns home.

We suggested that after he returned home that he take the leaking tank off and drain it. Then hold it up to the light and inspect it to see how much daylight he could see. If there are pinholes or no visual rays of light, there is a quick fix method that should be done to every gas tank, new or used. We have suggested in previous issues the shellac treatment. This requires pouring gas and roofing nails or stones in the tank and shaking this around in the tank to loosen as much rust as possible. This treatment has worked but its probably not the safest method. So, we advise this method to be on the safe side. Empty the contents of the tank and secure about a gallon of the new nonflammable parts cleaning fluid. Also get a small bag of white marble chips. The marble chips are sharp and will really clean the inside but cannot spark a fire because the solvent is inflammable. A couple of treatments of this should get you down to new metal or at least the loose rust off.

Let the tank dry and then pour in shellac. Slowly turn the tank in all directions to completely coat the inside. Allow this first coat to dry and give it a second. You may want to give it a third. I have been told that there is also a tank coating that can be put on the same way. It is a plastic base liquid and seals against rust holes. Doing this to a new tank should rid rust problems forever.

If the tank has much larger holes that this treatment would not work to first patch holes we then recommend the fiber-glass treatment. In Volume 1 Issue 1, the 1969 Spring edition of the Four News, we ran an article by George Hopps, formerly of Mt. Morris, Michigan. George is an expert in this area and believed that fiber glass was made just for repairing rusted out gas tanks. He has taken tanks that were nothing more than the seams and restored them with screen wire and fiberglass. You might also be fortunate enough to buy a good used tank but it too should be coated inside. A leaking gas tank is probably one of the most hazardous problems that can happen to a four. Or, a leaking gas line causing dripping on a hot engine. Care to ride a bike over a hundred miles leaking gas.

When our friend returned home he wrote that his problems were not over when I talked to him. On the return trip he had covered considerable of the milage when the engine began to loose power, no oil pressure. He pushed her as long as he could but she finally quit. The entire trip was setup for so many hours over a weekend and no allowance was made for a motor to conk out. This required some overhaul and

some home made parts to get her back in operation as soon as possible. Paper gasket on oil feed ruptured. He repaired the damage and was soon on his way again. The breakdown cost him 5 hours that was not planned in his schedule. I asked him if he planned to immediately to check it over and repair it right at home where he had the tools and the proper materials. Well, it ran fine now, why bother. We're hoping for him that it does hold or else he can figure on more loss of valuable time.

We think maybe a check-off list might be a good idea to go over your four before riding any time. Not too many years back, service stations were provided with Chek-Chart lubrication charts for the many lubrication points on most automobiles too numerous to remember when giving a thorough lubrication job. Today, many states require headlights to be on when riding so the rider well knows that his lighting system works before any night riding comes on, for he's checked them all day long.

Our friend may enjoy finding himself many miles away from home or repairs for his four, and improvising with whatever he finds to fix it, but we're very sure most riders would rather make the trip trouble free than cobble it up. We have had several requests for a reprint of the four repair manual. Several issues back we did run a couple sections from the manual but did not complete the book. We have decided to reprint the complete manual in a separate book as the original. This will assist a lot of owners to work over their own machines and have the factory manual if they should have any problems. Originally the manual was mimeographed, and printed on one side of the sheet only. We plan to reprint by offset the same method as the Four News on both sides of the sheet. We plan to have it ready in late fall or early winter and will be announced in the Four News, just in time for a major overhaul next winter.

Thirty some years ago when the four needed an overhaul the owner might hesitate whether to spend on an overhaul or simply trade her in and let someone else take your headache. The new model would have all the factory improvements and new parts and even though it would cost a little more, the price was worth it to have a new bike yet, it would still be less than an overhaul. Thirty years ago that was the easy way out, but today, if you want a later bike you can probably find one, but she's been restored and the price is very high.

Better keep that four in real good operating condition and check her over occasionally, because a breakdown out on the road may be costly when you get back home, whereas taking time to check her over and make repairs right when you have the tools and equipment at home will keep her an operating bike and a dependable bike.

If you disagree with us, write us and tell us about it, maybe your suggestions are better. If you have had some experiences on your trips that others could profit by, let us hear about it.

The Editor

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July 1, 1974

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R E Kerns RR 2 Belle Center Ohio 43310

George Young 5748 E Rose City Rd Box 329 Long Lake Michigan 48743

Correction on name

Robert G Walker 11255 Walker Rd Lemont Illinois 60439

- ADS -

For Sale - New reproduction Indian Four tool boxes and chain guards for 1929-39 models. New battery boxes for "101" Scout and new "BULLET" headlight shells with ears for Indian, Cleveland, and Henderson. Send self addressed stamped envelope for prices and availability date.

Announcement: I am OUT of BUSINESS on all parts and correspondence for Indian Chief, Scout, and all other antiques cycles except as I may specifically advertize. Indian four clutches and parts are still available. If you wish information, please call, 814-849-7418 before 10:00 pm. Please do not write for information. Earl Chalfant
R.D. 1
Brookville, Penn. 15825

For Sale - 1926 Indian Chief - 23V engine, not mounted, but not complete with transmission. Frame altogether with back seat. Extra engine and parts. \$1600
Write or call - A. L. Jones
3452 Edison Rd.
Cleveland Heights, Ohio
216-382-0848

For Sale - 1938 Indian Four Cylinder machine complete and running in nice shape. Also 1926 Indian side car, has small door in side. \$2000
Write or phone Denver Harter
RR 2
Greenville, Ohio 45331
1-513-548-8211

Porcelainized Manifold. Black porcelainized manifold adds beauty and long life to the manifold. The following requirements are necessary.

Manifold must be packaged properly
Manifold should have no brazing or nickle finish

If after sandblasting they find holes or cracks, they desire permission to weld at extra charge.

Porcelain finish in black only

The will proceed with work upon payment

Write or call Ed. Seashultz, 100 First Ave,
West Reading Penn, 19602. Ph 372-5153

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

For Sale - 1928 - 29 rear wheel complete
Has external brake, \$25
Also 1 Indian Warrior rear wheel complete \$25.

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 - 52 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 cylinder head gaskets \$1.75

1 set 36 and 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 - Heat Riser Tubes for later model fours. Heat Riser tubes are for fours with carburetor over the cylinder head and under the tank. On older models the carburetor is at the end of the manifold at the back of the cylinders. Not old reconditioned tubes, but all new and good metal. \$30 per set. Write Jack Maurer

14553 Coram Ave.

Detroit, Michigan 48131

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
W. Monroe, Louisiana 71291

Wanted 1938 or 1939 Indian four.
also 841 Army model shaft drive.
Running condition.

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

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 and eclipse clutch. Have been
trying to locate parts for 2 years.
Will appreciate any help you can
offer. John Webb
2510 Tuscaloosa Trail
Maitland, Florida 32571

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.

Write John Wickham
751 Dayton Ave.
Findlay, Ohio 45840

For Sale Several Indian and Henderson
cycles and many parts.

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

Bob Speck Decals - All Kinds
Mtd Rt 35 Box 338
Valpariso, Indiana 46383

Need Indian ammeter with 10 - 0 - 10
scale for 1932 four. Same ammeter
used on Scouts and Chiefs.

Dave Henry
RFD 1 Box 108
Coatsville, Penn. 19320

Parts and machines, all kinds, Indian
Four Cylinder. About 15 Chiefs and lots
of Chief parts. Few Harleys - 4 JD
models. 3-45cu in models, 2 flat
head HD 74s. 2 flat head 80 cu in
models. Write Bob Paulette

P O Box 401
Midway, Kentucky
40347

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

Best offer Ed Romas
1022 N. 68
Wauwatosa, Wisconsin
53213 ph 1-414-774-2571

For sale - 1923 Indian Chief.
Runs good, looks fair. Has British
19" & 20" rims laced to Indian hubs,
otherwise, pretty much original.
Best offer over \$850.

Want sidecar for Indian four I am
restoring. Write Russell Cupp
461 45th St
Sacramento, Calif. 95819

Remolded footboards for 1935 to 1940
Indians, permanent type and rivit on.
New handle grips for all machines.
Foot boards for older model machines.
Write for prices. Paul George
2590 SE 52nd Ave.
DesMoines, Iowa
50320

Chuck Myles Indian Company, Indian parts
and accessories for all models Indians.
Refer to ad in previous issue of Four
News for detailed list.

Chuck Myles
Rte. 30A, P O Box 150
Sloansville, New York 12160

FOUR CLUB CHAPTERS

Club members will note from the Spring Issue of the Four News, page 2, amendments to the Constitution which allow the formation of Chapter Clubs of the parent Club, The Indian Four Club. The amendments were presented in the June meet 6/13/74 for the first reading and printed in the Spring Issue as required by the Constitution.

Requirement for a chapter anywhere, that each member or applicant for membership in the chapter, shall be first, a member of the Indian Four Cylinder Club. A slight correction shall be noted in proposed article III under item b - "associate member". As of the 1974 annual meeting, no change was made in the Constitution to designate "associate members". The present designation of member and subscriber, only, are all that is permitted by the by-laws.

The articles for the formation of chapters were passed by the Annual Meeting with the Club blessing and the first such chapter is the Delaware Valley Regional Chapter in the Philadelphia, Penn. area. Members of the Reluctant Turtles of Philadelphia were the initiators of the chapters and the amendments to the Constitution to allow the formation of chapters, and are to be congratulated for their efforts in organizing the first chapter of the Indian Four Club.

Any group of members of the Four Club living at some distance from the center of the Four Club activity may get together without organizing into a chapter but this change in the Constitution permits such groups anywhere the Indian Four Club has members. All chapter members must first be members of the Indian Four Club and they must own a four.

The articles for the formation of Chapters passed with the Club's blessing.

Last Minute Ad

Wanted - Tool box, exhaust pipes, rear fender, complete air cleaner assembly, Clutch pedal ratchet, instrument panel, all original for 1938 Indian four.

Write George Chatfield

Box 304

Annagassett, Long Island, New York

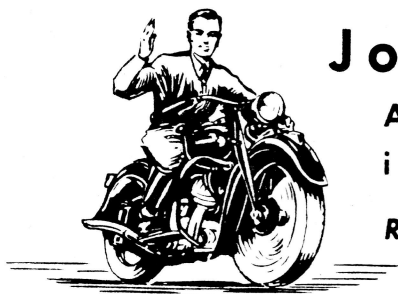
11930



The June Meet of the Indian Four Club was held 6/13/74 at the Dux Club near Lambertville, Michigan. Not a large turnout of either men or machines because of weather, most of those present had a good meet and won some trophies. As many as possible assembled for the above picture.

L to R - Wally Enders (dark glasses), Bob Aldrich (smiley on same bike) Homer Mahle, Jack Maurer, John Wickham (seated on four) Dave Sloan, Paul Pearce, Dave Bozung, Fred Provin, Whitey Metzger, Williams ?, Harry Maule, _____?, Lew Maule, and Robert Donald.

Sorry we cannot identify everyone.



Join the fun —

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

RIDE AN *Indian* MOTORCYCLE

