

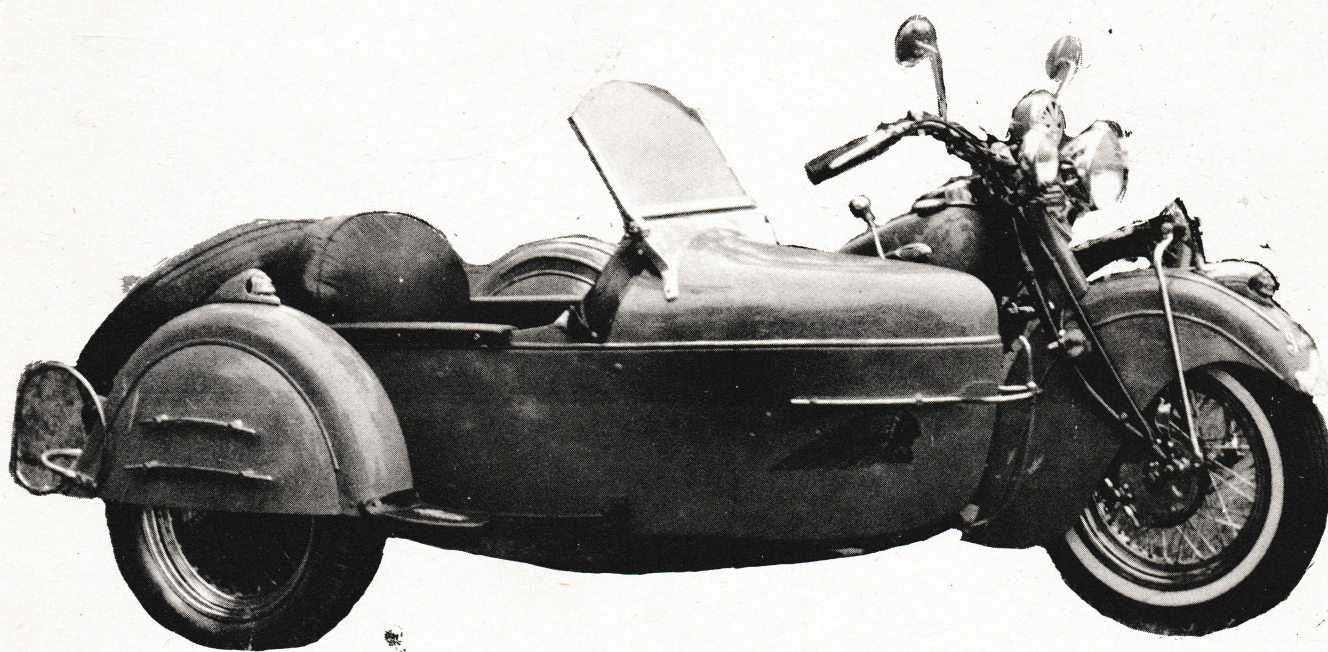
Indian



FOUR MOTORCYCLE NEWS

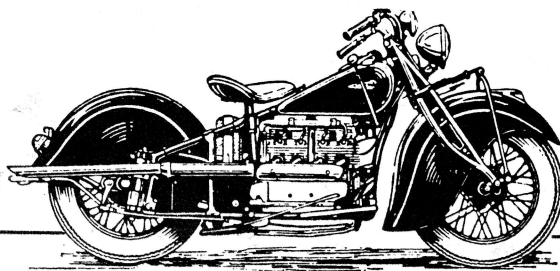
VOLUME 9 NUMBER 3

FALL 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.

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1973 - 1974

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INDIAN FOUR CYLINDER NEWS

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

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Cover Picture

One of our first members to respond in providing us with of his four and sidecar was Harry Shaffer of Hampstead, Maryland. Some pictures we receive are not usable because they are poor color, and although Harry came through very quickly, the pictures were not usable. We selected a picture of a sidecar from our files for the first side car rig. Harry was at the annual meet at the Dux Club this year and had his rig there for judging. As we have stated many times that black and white pictures are the best for photo copy, the picture of Harry's four with the side car really does this fine rig justice on our cover this issue.

The Indian Four Motorcycle News is published four times each year for the members of the Indian Four Cylinder Club Inc.. Price of the magazing 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 magazing 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.

1 - Annual Meet at the Dux Club near Lambertville and Temperance, Michigan, August 10-11, 1974.

Greeting most everyone at the gate this year was a very willing worker, Doug Backer, son of Fran Backer of Sioux Falls South Dakota. Fran, a long time member of the Indian Four Club, makes it to the Annual Meet as often as he can make the long trek from South Dakota. Doug volunteered his services at the through the entire two days as well as selling half and half tickets and tickets for the drawing each day. Everyone got the big Backer smile when they did business with him.



2 - Looking down the road north, toward the gate and the rows of parking on either side of the entrance road. It was interesting to see the license plates from almost every part of the country. This was not all the parking as other pictures will indicate.

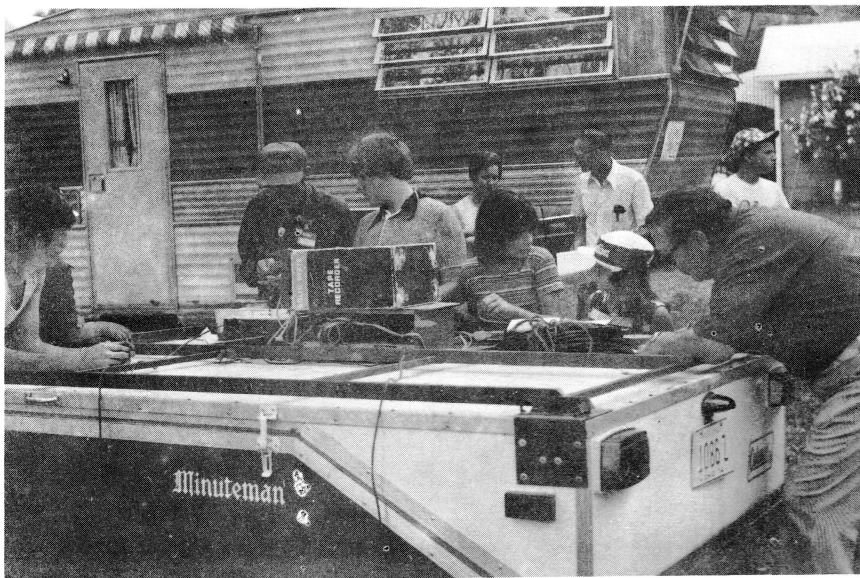


3 - After taking the picture down the road, we walked to the far end of the Club Grounds. This picture shows camping and cycles with the Club house at the far end. There was ample room for campers and cars but open grounds for events and riding was rather limited. Doc. Walters, Four Club Secretary was quite interested in the trailer.





4 - From midway on the grounds we took this picture of the concessions stand where both beverage and food could be purchased. Just at the left of the picture is President Wickham, and in the foreground is Fran Backer of South Dakota. Just south of the tree stump is Homer Mahle and Lew Maule with a friend. This pictures shows cars parked at the perimeter of the grounds.



No 5 - The President's Office
On the top of a camper, all folded down, John Wickham and Doug Backer count the cash from the ticket sales. On previous years the P A system was not always adequate and sometimes was not in working order. For the first time, this year, the Club now has its own equipment. Through the efforts of Percy Wallace of Atwater, Ohio, Percy found us a reasonable priced unit with speakers and lots of cord. The preformance at the annual meet proved it a good outfit. Many thanks to Percy for his efforts.



6 - As usual, the start off parade began moving just inside the perimeter of campers parked all around the edge of the clearing. We can't identify the lead cycle with the flag but the second side car rig is Harry Shaffer of Maryland. Harry is second with the Club Banner.

1974 ANNUAL MEET

DUX MOTORCYCLE CLUB
Lambertville, Michigan
August 10 - 11, 1974

After so many years meeting at the Traveler's Club Grounds at Toledo, Ohio, the growing Indian Four Club had to seek out a new meeting place with larger facilities to handle the growing number of friends and members who attend the annual meet each year. An invitation was extended to the officials of the Four Club to hold the annual meet and the June meet at the Dux Motorcycle Club near Lambertville, Michigan. The Club is primarily a Harley Club but they made all their facilities available to our members and friends from coast to coast and foreign countries.

These clubs are generally not Country Clubs with elaborate club houses and 9 hole golf courses, and the well to do actively engaged in their sport every day of the week. Motorcycle clubs usually meet on the weekends, weather permitting, and an occasional business meeting or work detail so necessary facilities is provided at minimum cost to get by. However, when mixed crowds of men, women, and children come to a two day meet, these facilities become inadequate. The Executive committee kept these facts in mind in searching for a place to meet but more modern facilities cost more in rental money for one or two days meet.

The greater number of our annual meets have been favored with fine weather but occasionally a thunder storm or mid-night rains made the beginning days of the meets look like a lost cause. But, after a little sunshine put things on the bright side and all things went on as usual. The month of July was a long dry spell in Ohio and Michigan then August rains produced an effect the other way. The Thursday before they had heavy rains and spotty rains on Friday, Saturday and Saturday. The track at the Dux was a field of mud and could not be used but the infield was dry enough for parking and events were held in the center area. The weather conditions discouraged many from coming but a good number did come and from long distances. We again have to compliment Whitey Metzger who again braved the elements to ride his four all the way from Philadelphia and back. President Wickham hitched up his camper on the back of his Chevy and camped out on the soggy grounds. Cliff Cochran drove in all the way from California in his new self-propelled home on wheels with a trailer hitched on behind to haul his four. Chuck Myles covered the miles from Sloansville, New York in his big truck loaded with parts and sleeping accommodations and Bob and Shirley Paulette came up from Kentucky from much nicer weather to display their parts and treat many there with some delicious southern fried smoked ham sandwiches.

We cannot list them all but they came from all directions. One individual who did not attend this year and very much missed was Nick Gansinger. Nick and friend Ed Morrison were always together but Ed informed us that Mrs. Gansinger was in the Hospital in Chicago very seriously ill and not expected to pull through. Everyone who knew Nick extended their sympathy to Ed for Nick and his wife and prayed for possibly recovery.

The usual program was followed and between rain drops the parade, events, judging, and the daily activities all happened on schedule. Right up to the awarding of trophies on Sunday afternoon everyone hung right in there regardless of the inclement weather. At the Traveler's Club the riders were accustomed to the banked track which could shed water quite rapidly, but the Dux track was a muddy mess. The infield being all grass, walking or riding, the moisture did not seem to bother much.

During the business meeting Saturday afternoon several items of business were passed and one important item was the location of the 1975 annual meet. The invitation to

the Seneca County Fair Grounds was presented and from all indications the facilities there would be the finest the club has experienced to date. The track and grandstand, two large buildings, lots of parking room, separate judging area, an area that can be isolated for the protection of the machines, camper parking, indoor parking of the machines at night if necessary, good restroom facilities, shopping center close by, motels, restaurants, concessions on the grounds for beverages, sandwiches, cold drinks, other food items and many other things we have overlooked. The business meeting voted to go to the Fair Grounds for the 1975 Annual Meet.

Another item of business was consideration of an increase in the annual dues which have not been raised since 1967. At the Traveler's Club the daily grounds rental had more than doubled from 1962 thru to 1973 but no increase of dues for the magazine or ground rental. The business meeting had accepted the postage cost of mailing the Four News but no increase in the magazine costs. A motion was made to raise the dues but a following motion decided to table the decision till the next annual meet.

The flea markets were in full operation both days and there were a lot of goodies available. From the Club's beginning parts were a lot on the used side of the parts picture, but today there are most parts in manufacture and a lot of them of better quality than original.

We have included a number of pictures we took at the annual meet and some that others took to give you not only the story of the annual meet in words but a pictorial record of it in action. The picture on the back cover was the trophy winners and most of them don't look too soggy (rained on) to me. It was a great occasion and another annual meet of Indian Four members and friends. If you could not be there we missed you and hope you can make it next year. If the weather kept you away, we'll try to order better for next year.

Editor's Note. There is some question concerning meeting at the Seneca County Fair Grounds. The rental is \$125 per day and adding up the total rental for the June meet plus the two days of the annual meet puts the rental for the three days at \$375.00. Our officials feel that this is too much money to pay out of the treasury for rental alone. There is some talk of returning to the Dux Club at a lesser figure. In the President's letter he is asking for comments from members and friends on this question plus some that he has already received in opposition to going back to the Dux with the poor facilities. The poor sanitary facilities is objected to by both men and women and rightly so. Over the years the annual meets have grown to a large number and this because many of the entire families now come to the annual meet to camp out. This might raise the question that camping out should be considered on the roughing it side but there are some women and children that do not camp out and stay in motels at night. Generally there is very little for the women and the kids to do and even though the Traveler's Club was at the edge of Toledo and within 5 mile was a big shopping center, the women were not too interested. The Fair grounds offers a shopping center within 3 blocks and many other things of interest to those who come long distances. The facilities alone at the Fair Grounds offers a whole new dimension to attract people to the annual meet. The main problem of the larger rental fee is the possibility of rain or just poor attendance for other reasons. As editor I see the whole thing differently than the others who are so concerned. Never at any time has the annual meet been an advertized public affair. True, at the Travelers there were many times local people have come in to just see, but this crowd was never large. In 1975, I believe that we can advertize in two or three of the local papers and the two nearby radio stations one of which I have already talked to the manager and he is all enthused. I have had many people in a area of 50 miles radius tell me to be sure and let me know the dates for they want to see the antique bikes. This is the area in which your editor and chaplain preaches each Sunday at a small Methodist Church and we have a good following right there. We do not want to be indifferent to the skeptical ones who feel the cost is too much and the risk too great to spend this kind of rental money from the club treasury, but I believe there is no need to take any money from the treasury if we put on this advertizing campaign and let the area

when and where the 1974 annual meet of the Indian Four Club will be. Even though this is the exclusive meet of the Four Club we have contact with other possible antique attractions that will be of interest to everyone. Although the president has ask for your comment on either returning to the Dux Club or going to the Fair Grounds, we would also like comment on what the Fair Grounds have to offer in fine facilities. We have been there and our very first reaction to what we have seen is, this is perfect for the annual meet. We further believe that after a first year's meet there, the facilities will be worth every penny spent. Mr Wickham has asked Mrs. Paulette and Mrs Provin to head up a committee of auxillary women to put on display items for sale or other women with products to sell. Our annual meet can be like a small county fair with lots of attraction and we believe the Seneca County Fair Grounds is the right place to hold it. We stated that this is shelter to put all the fours under cover plus shelter for members and friends to get under cover. This alone is more facility than we have ever had at any club. We believe its the best regardless the cost. Let's hear it from the membership how you would like some decent facilities for once.

Editor

Historical License Plates for Ohio Cycle Owners

If you recall, last year we requested as many of you that would, to write the Director of Motor Vehicles requesting the State to issue a special Historical Vehicle license plate for motorcycles, the same size as the regular motorcycle plates. The only plates available at the present is the one issued for antique automobiles which is too large for motorcycles. Our request earlier this year didn't bring too much response by our Ohio members as only 14 sent the prepared letter to Fred Provin to mail in. Fred is acquainted with the director and agreed to get the requests to him. For 1975, Ohio vehicle owners will not get a metal license plate but a decal to be placed in the corner of the 1974 plate. This move is to cut expense. New plates are to be issued for 1976. This will give you Ohio cycle owners ample time to jot down your request for the State to produce a Historical Vehicle plate the same size as the regular cycle plate. However the requests or demand will have to be greater than the number that did write. Fourteen would be hardly enough to set up dies for.

Fred Provin of Heath, Ohio agreed to spearhead this movement for requests and would like to know if you really want this special plate for 1976. His address is - Fred Provin, 371 Heath Rd., Heath, Ohio. Let's get Ohio on the ball and get this special plate in production. Some other states have them, so should Ohio.

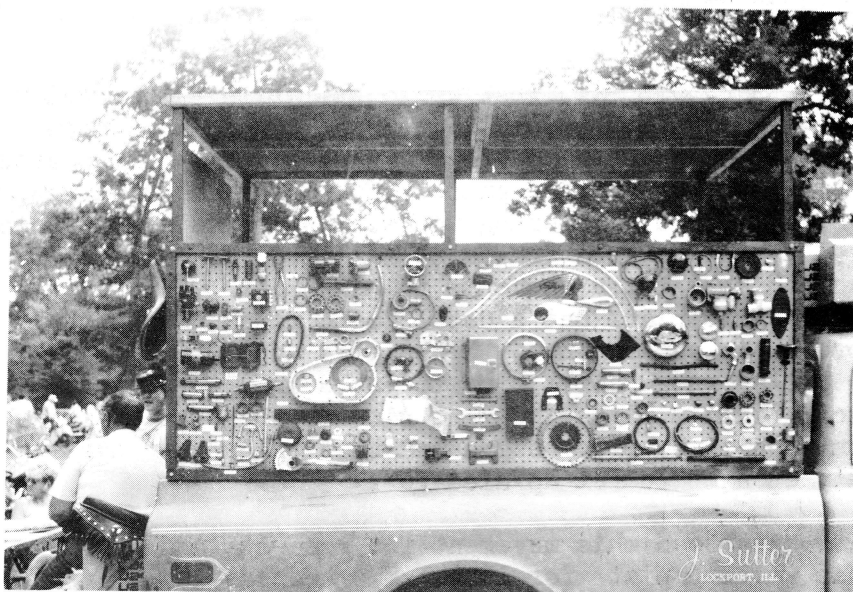
Editor's Note

For the past several years Ohio's license plates have been produced commercially as a result of a fire at the old penitentiary in Columbus. Although there will be no metal license plates for 1975, they will be produced for 1976. If the '76 plates are to be produced in the new institution of correction I have heard nothing of such a plan. Wherever the plats are made for '76, regular plates or Historical plates, you Ohio four owners and others from Ohio, get your letter into Fred Provin and let the state know you really want that motorcycle Historical Vehical Plate.

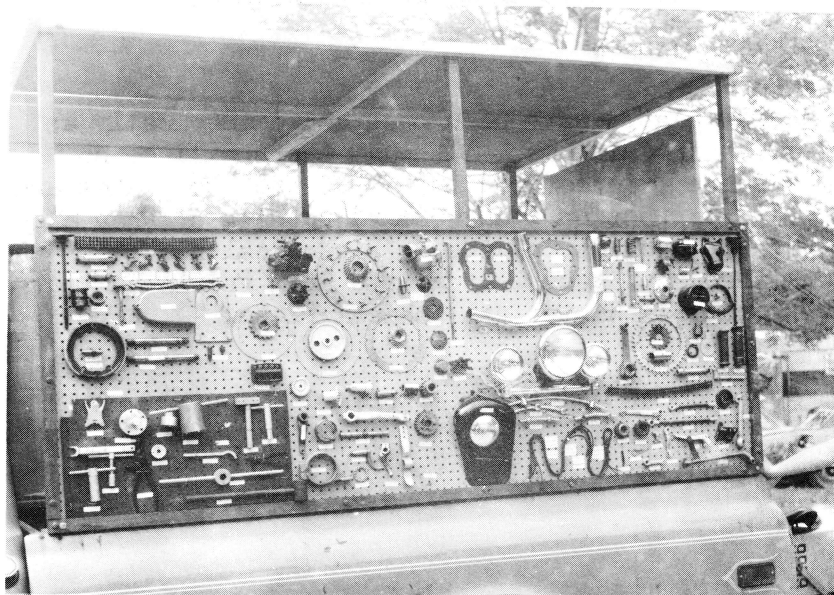
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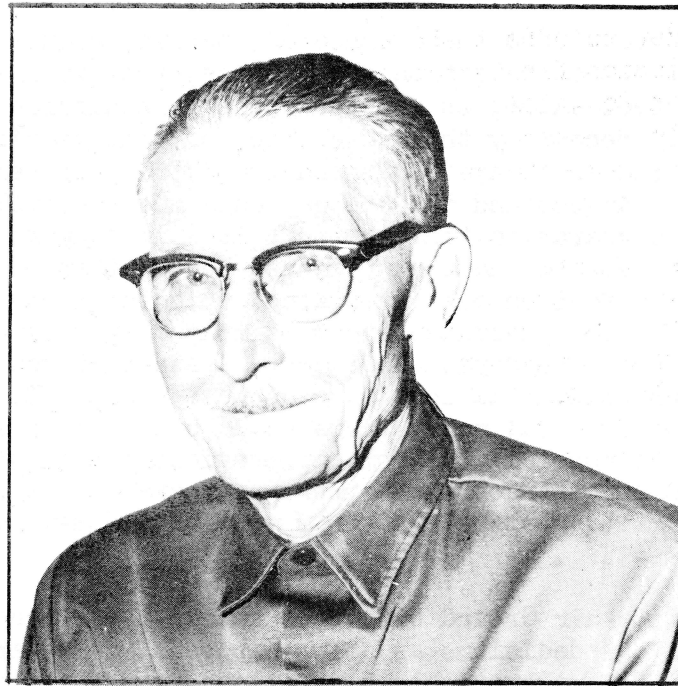
7 - Heading toward the camera in the parade is Cliff Cochran of Dimuba, California and his beautiful red four.



8 - The Flea Market is as important to the meets as the events and even the judging. A very fine display of parts by the Indian Motorcycle Supply of Hickory Hills, Illinois in north Chicago. We took pictures of both sides of this rig and then a close of a group of parts. The parts were well identified but a bit small for reading in this picture.



9 - Picture 8 is the right side from the rear end and No 9 is the left side from the rear end.



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

President's Page

Dear members, Ladies, gentlemen and subscribers;

It was very gratifying of me to see the fine turnout at our August meet at the Dux Club. I am sure all those who made it to the Annual meet enjoyed the two days of get together. We did our best to make it enjoyable for everyone's benefit. Our Saturday night shindig at which we especially enjoyed a plentiful corn roast, was cut a little short this year on account of the poor sweet corn yield. However, the gang did a fine job of cooking the corn and everything went along fine. Rain was our big obstacle which occurred on Friday afternoon and evening before, plus the big rain on Thursday that made the track a field of mud and the grounds quite soggy. All the events and any riding was limited to the infield as cars and campers lined the perimeter of the Club grounds. More rain on Sunday afternoon curtailed some events and some of the judging. Delicious meals were served by the ladies of the Dux Club.

I received a letter from the Dux Club sometime after the meet stating they enjoyed hosting our annual meet this year, and meeting the fine members of the Four Club. All things taken into account, the Dux Club may have been a little out of the way and maybe hard for some to find, we re happy for all those who could attend. A number of signs were posted in the area to direct people to the Club grounds but some were stolen and added to the problem of finding the grounds.

I have heard that there were complaints concerning the facilities at the Dux and they would be discouraged to return there another year. The Dux was the best we could provide in an emergency situation and hope that we can do much better next year. At the business meeting a motion was adopted to meet at the Seneca County Fair Grounds at Tiffin, Ohio for 1975. However, we also have our June meet which along with the annual meet would be considerable expense. We have available at the Fair Grounds a tremendous amount of facilities but the rental per day will tax our treasury

considerable. In order to offset the expense of the June meet at which we normally do not charge an admission fee to get on the grounds, this June it would be necessary to charge an admission fee. Also, as generally charge admission to both days of the August, is is absolutely necessary that we charge for this year's meet and all the members and friends we can encourage to attend the '75 meet possible. A large enough gate for the two days in August and the one day June meet we will not have to tax our Treasurery other than to guarantee the gate that it will support the 3 days rental. One other factor arises here, we have experienced bad weather on one or more years and last year did have some effect on our attendance. Signing a contract in advance for the three days will need some guarantee and we simply must rely on our treasurery if bad weather happens on those days. Therefore, I ask that you consider the possibility of going back to the Dux which will cost us much less money. We don't know how much discount or return of rental money there would be if the meet is ruined by bad weather, but there is the possibility from our previous statement that the buildings are large enough to hold the meet indoors. At the Dux there are no large buildings and it is strictly an outdoor meet. Let me hear from you that I may have something to report by the April Business meeting.

Both the Dux Club and the Fair Ground officials set up their secudules in advance, therefore we must know your decisions as soon as possible. By April we must decide where the meet shall be for we must obtain sanctions from A M A for the individuals members who belong to A M A for their insurance protection. I have been in contact with Paul Pearce of the All American Indian Club and relayed all this information so their club can also make arrangements for their April and June meets. So you see that the high costs of rental must be considered in planning where we shall meet for 1975 and only you members can help with the decision. Let's hear from you.

As we planned on the facilities at the Fair grounds, round and square dancing are planned if music can be obtained. If we have a caller among our members or friends let us know. If not we can hire onr reasonable. There is a large building that 4 or 5 sets can be put on on the floor. There is an excellent kitchen for meals. Toilet facilities have not been the best at our meets and one of our chief complaints. At the Fair Grounds there are very modern rest rooms which would be of interest to all. Behind the building I referred to before is a fine judging area and plenty of camping plus shade.

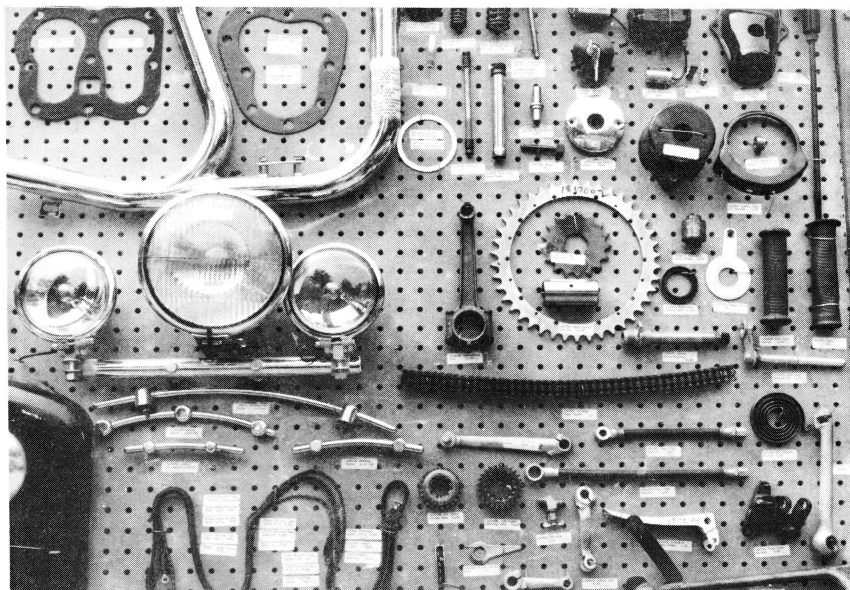
We can secure the services of two retired policemen to take care of the gate for a little compensation. There are paved roads through the Fair Grounds. We have use of the Grand Stand and the track. There is another large building to house all our machines at night in case of rain. This use of all facilities I have mentioned is at no extra cost other than the daily rental.

North of the Fair Grounds about 3 blocks is the Westgate shopping center for the ladies to shop while the men ate busy with the meet. There are restaurants, motels, and service stations nearby. All this will be more expensive for both June and August meets, but it was voted at the business meet this year to go to the Seneca County Fair Grounds for 1975. If it is still your desire and wish to pay the price in rental for these fine facilities, the April meet will start the arrangements for the second weekend in June and the Second weekend in August for the finest Indian Four meet yet.

In closing, I want to thank all my assistants, officials and anyone else who helped in anyway to make the 1974 annual meet a success.

John Wickham - President.

10 - Close-up of the left side shows the parts all labeled and identified. We tried to get close enough to read the writing and yet get as many parts as possible. This is the best we could do. We did a good job on the holes also. This truck will probably be at the next annual meet - try to see it.

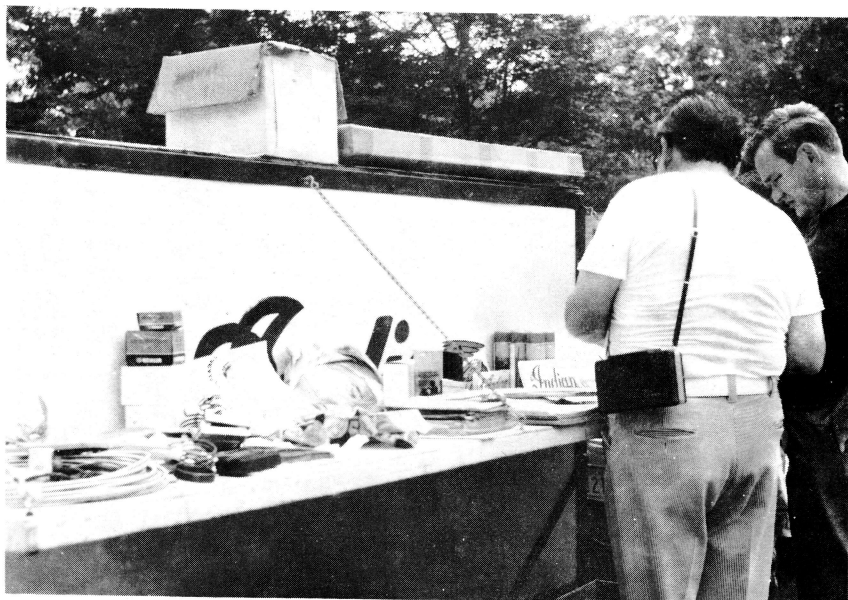


11 - After we shot the pictures and interested buyers shopped around, seems as though two characters came on the scene and Mr. Wagner of the Motorcycle Sales was trying to tell us something about the two. The two guys happen to be Ed Wolski of Detroit and trustee of the Four Club, and Jack Maurer also of Detroit and member of the club and just want to be friendly. There was no problem, just good acting for the picture.



12 - See, we told you it was a put up job for the mean look is now a smile. Man in the pickup is also with Motorcycle Sales. The entire rig is built to dismantle for travel.





13 - Moving around the Flea Market is another special trailer owned by Jim Cook of Barberton, Ohio. Jim is at the right and discussing parts with a customer.

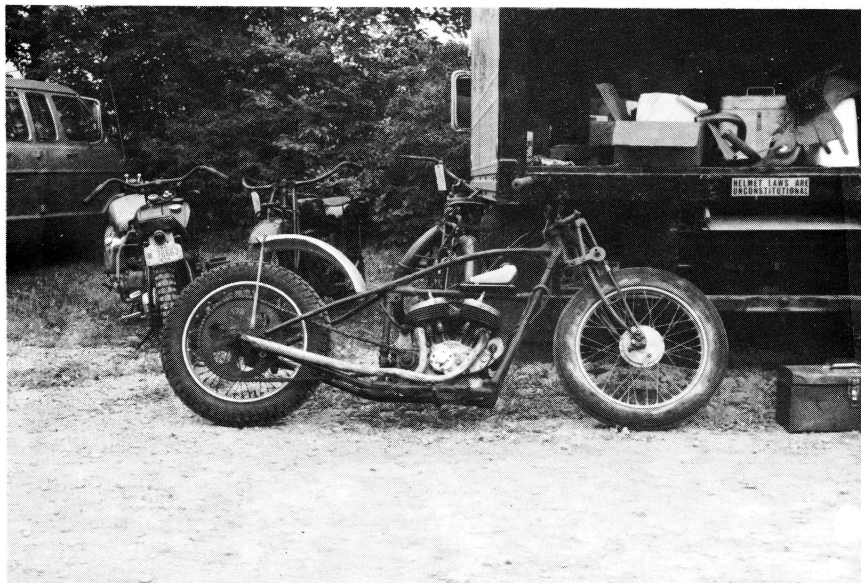


14 - Mrs. Cook and friend watch the business for customers. From all indications business in the Flea Market was very good, from the smallest vender to the big truck with many parts for sale.



15 - And the big truck belonged to Chuck Myles of Sloansville, New York. Large enough to carry both machines and parts and some special machines of interest to Chuck - hill climbing.

16 - This picture shows one of Chuck's machines converted to a hill climber. Note the short fender high over the rear wheel and the power gearing at the transmission and the big gear on the rear wheel. Yes it is quite stripped as a beautifully restored machine but it is a hill climber, and if you will recall a few issues a 45' Scout took a pretty big championship proving that the Indian is still built to take it, even from some of the new fast bikes. Up state New York is a center for this type of activity and a sport very much liked and appreciated by active hill climbers of that area. Also on display were many parts, complete motors, transmissions and an old bike.



17 - Events time soon rolled around and in this picture are several lined up for a start of the obstacle course through the woods. We would make you aware of the fact, as we have done previously, all meets are designed with the utmost caution and safety. Those classic Fours are not cross-country bikes, especially when most machines have been restored both mechanically as well as beautifully finished. The Dux Club grounds was not totally smooth but all riders were very carefull for each other's machine is equally respected.



18 - The prennial poker run and the riders stopping for another card. Fred Provin left, and Joe Karis right, getting their cards from J. Wickham.





19 - Fred Provin eagerly awaits as official Fran Backer looks on.



20 - a new bunch all stopped for their poker hand.



21 - Lady in the foreground is check-point for one of the events and awaits Fred Provin coming in to check out for next check point.

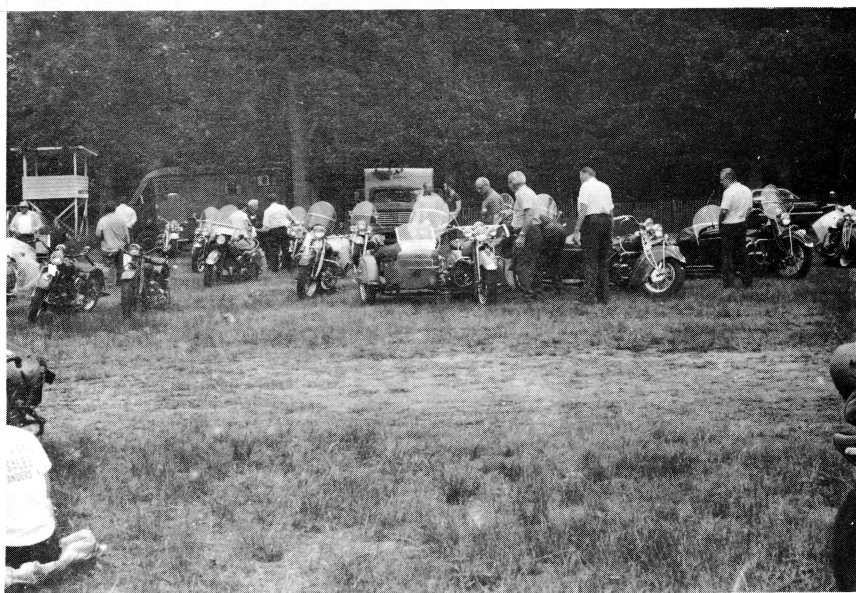
22 - Cliff Cochran rides before the camera to the check point. Cliff has attended several meets although he is a resident of California. This year Cliff arrived in a little different vehicle than before. Now retired, he and his wife stayed on the premises in a very beautiful self-propelled camper with all the comforts of home. He was in no hurry coming or going.



23 - - and single file they rode in for the event. Sorry we can't identify all the riders, but they all enjoyed the events for their trophies to win.



24 - and now the judging for originality. Dave Sloan (white shirt), Bob Paulette (with glasses), Fred Provin, and the fourth man not visible to the camera, all go over the machine carefully in fine tooth judging to find the most original. The owners pick their class and the judges do the rest.





25 - Just before the judging Pres. Wickham was in the judging area handing out cards to enter their machines and choose their class.

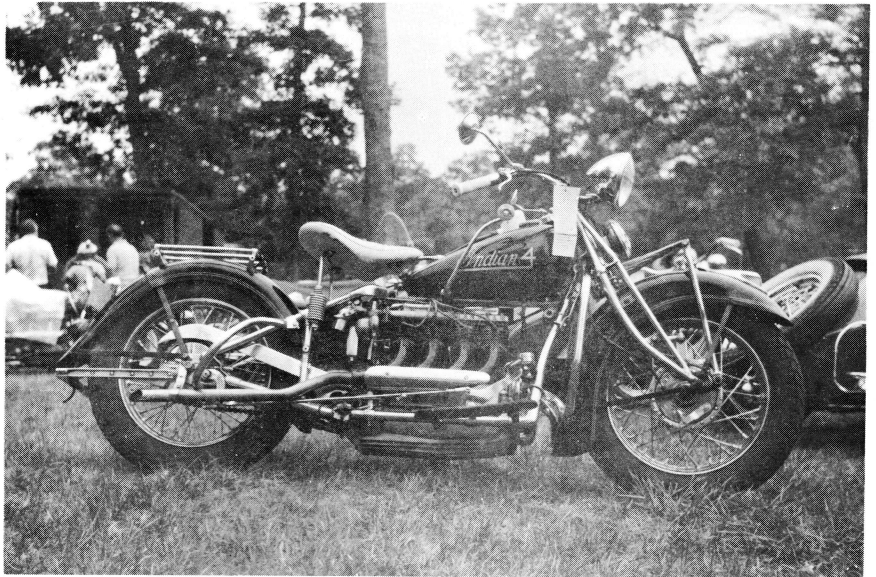


26 - When you get to be as old as our oldest rider (the president) and try to assume all that responsibility, it isn't long before ya hunt a good place to set down. And, you can bet John found a good seat on a four which he knew was comfortable and a place he'd rather sit than in his easy chair at home. Interest was growing in the judging. Buck Jones of Detroit finds something amusing.

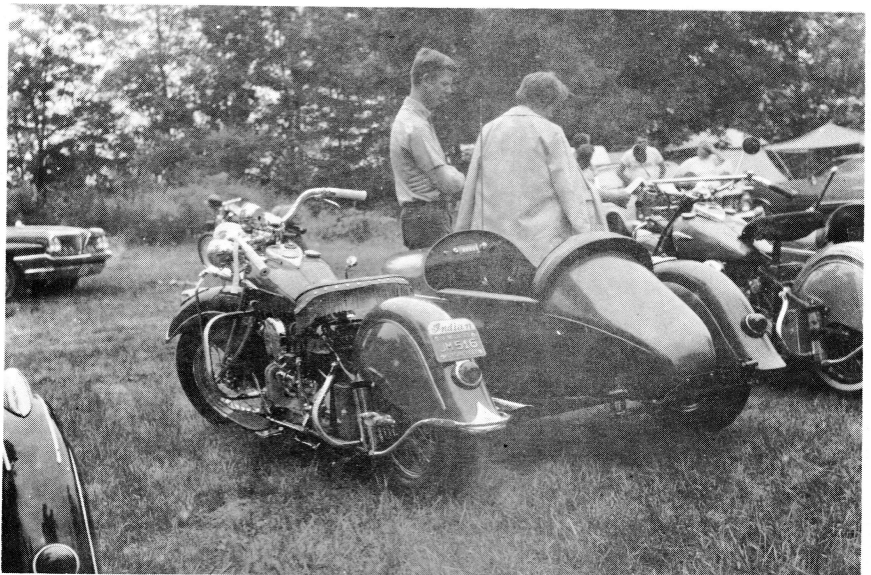


27 - One of our long time members, John Groves of Fostoria, Ohio is looking over the machines but for some reason John did not bring his four to Michigan.

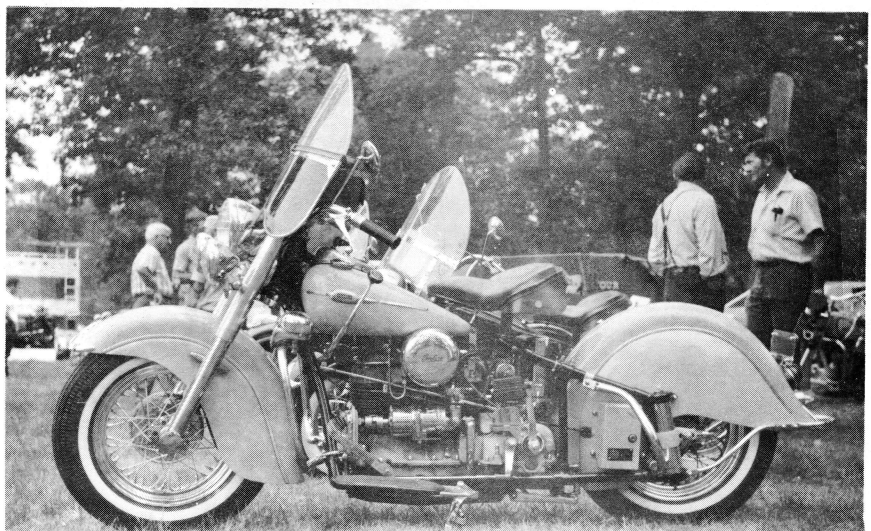
28 - Ready and waiting for the judging. An early Indian four with tag on the handlebar showing the owner's designated class. Area was cleared of all spectators to allow judges freedom to make their choices.



29 - A beautiful sidecar outfit. A real task for the judges when there were other outfits there just as fine.



30 - This four should be familiar to us all for it has appeared in the Four News occasionally. Not long ago it had a different finish and if this picture was in color, it would be a beautiful yellow and chrome. Before it was a shiny black and chrome. You guessed the owner - Ed Wolski of Detroit, Michigan. Don't let the forks fool you, they're off a Chief (I think) and Ed had her changed over for riding comfort. She's still very much of a four and Ed puts a lot of mileage on her.

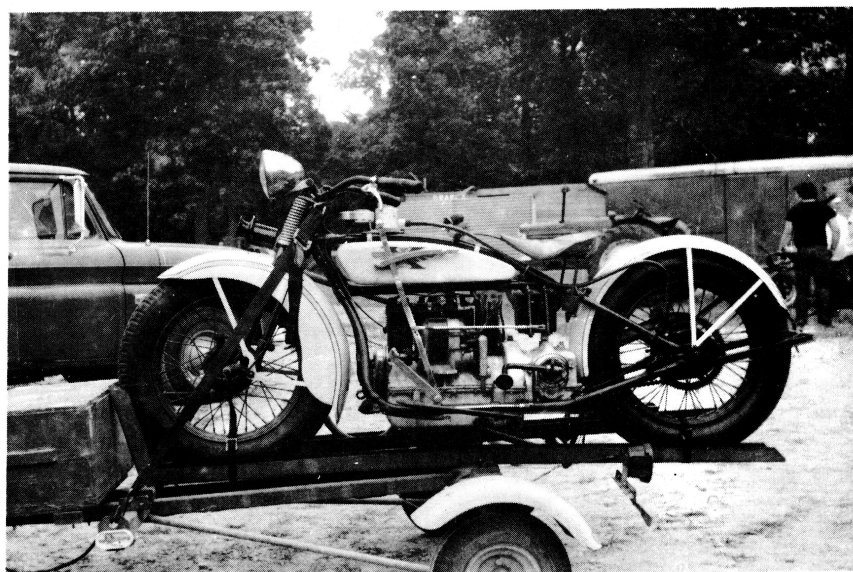




31 - A beautiful black and chrome four with original sidecar outfit. This was the last sidecar outfit to leave the judging area as there were several sidecar outfits for this year's judging. This outfit had plenty of chrome with many parts not normally chromed protected with chrome. It may not have come that way from the factory but chrome is good protection from the elements and to any enthusiast, it makes her look sharp.



32 - Harry Shaffer of Maryland owns two sidecar rigs and manages to bring one or the other to the meet each year. Not having used a picture of a sidecar outfit on our cover since we began publication, the first sidecar outfit to appear on the cover was Nick Gansinger's four. Harry Shaffer has the honors in this issue.



33 - Almost missed this picture of a Henderson. A fine restoration that performed like all the rest of those hard to beat fours. A quick lookover looks like she's pretty much original and has no doubt been a trophy winner many times. This model Henderson was on the scene and winning many awards some time before the Indian Company acquired the assets of the Ace Company.

34 - Annual Meet time brings together old friends and new ones. And even before there is a wild dash for the goodies in the Flea market old friends have to greet one another and meet new ones. Then its take a walk to see all the machines and finally the Flea Market. In the picture, everyone seems to be moving a different direction just to look around.



35 - Machines are hauled many ways and generally the entire bike is lashed down to a channel track on a trailer or a flat bed trailer with side boards. The method of hauling in the picture might be a little on the risky side. The front wheel rests on a short piece of channel over the ball hitch and the rear wheel riding on the highway. It sure is different. It arrived safely at the meet and we hope that the owner had an equally safe trip home. We believe that such a method would be a little on the risky side for some drivers have the habit of braking up very close to the car ahead. One good case of brake failure and the bike's had it. The trangular reflector and a lighted tail light whether travelling in daylight or dark would help keep that following driver alert and out of the machine.



36 - Start the in young.
Jason B. Enders, 3 1/2 mo. son of Butch Enders, seems very contented on his father's lap, seated on the Chief. Butch Enders is the son of Mr. and Mrs. Wally Enders of Bucyrus, Ohio, member of the Four Club and dealer in parts.





37 - Caught in a little crossfire. While Wally Enders and a few others tell the man how the sign should go up, lady in the foreground sees man at her right with a camera and if she should turn around she would see the camera getting the rear view. And then we were not far getting the whole scene. Pretty tricky bunch of photographers don't you think.



38 - Looks like its about lunch time as the two men appear to be eating. The trailer behind looks loaded with parts for the flea market. Many did come with packed baskets for the two days and the cars became sleepers, diner, and shelter from the elements. There were of course tents and campers of all sorts which sheltered those who stayed over night. It all may be a little unhandy but the urge to buy parts, sell parts, judging, events, trophies, old friends, or whatever it takes to urge a guy to drive 500 - 1000 miles or even 2400 miles to the annual meet, they came, enjoy it, roughit, its the Indian Four Meet.

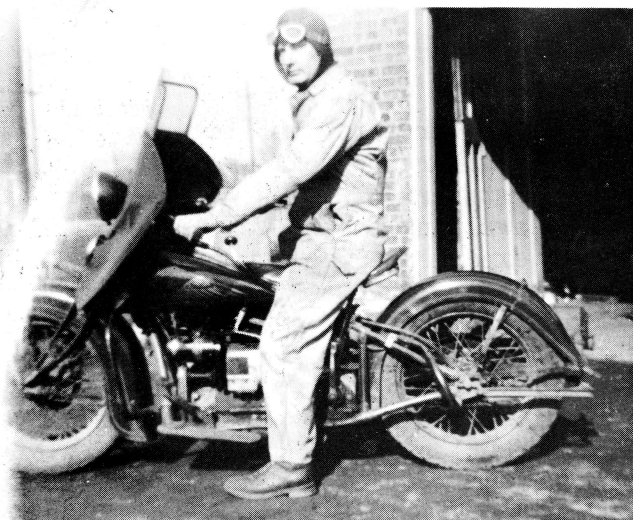


39 - Last but not least - Wally Komondy of Michigan and two daughters enjoyed the meet. There may not be much for two little girls to do that is unless they meet two other little girls to play with, but kids have a way of amusing themselves with most anything while the big kids (dad) can spend two whole days looking at all the cycles and talking to members and friends. But don't forget, the kids are always welcome and so is dad.

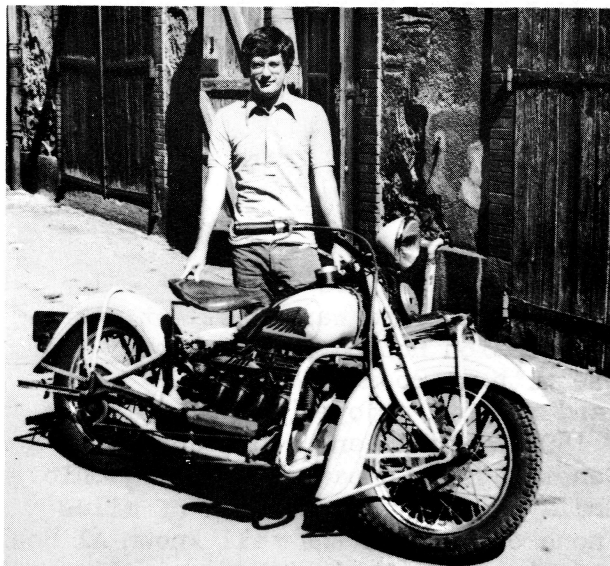
We often receive pictures from members and friends and we try to get them in the next issue but like many things something gets misplaced. Glen Logan of Battle Creek, Michigan sent us these pictures taken in his younger days of motorcycle riding.



Glen all wrapped up in foul weather gear on his 1946 Chief. Picture taken 1971.



Glen's 1936 Indian Four that he rode to work at a War plant in Chicago, Ill. Picture taken in front of their home at 6728 So. Komensky, their home for 4 years, 1941-1945. They now live at 221 Vaso, Battle Creek, Michigan 49017



All the way from France

Bernard Bresson
5 Ave., Leon Blum
63000 Clermont-Ferrand
France
1935 Indian four - Aug. 1974
Age 30



Just returned from their wedding trip, Glen and Sylvia Logan, August 3, 1925. The bike is a 1919 Indian 61 Cu.In. World War I Model with side car.

Editor's Note

We're sorry for the lateness of the Fall Issue of the Four News but we'll just have to offer the following excuse as the reason.

The first part of October I was confined to my home for 5 days with chills and fever and a swelling to the left side of my jaw. My immediate thoughts was the mumps which I had experienced as a kid. I went to my dentist to see if some infection had developed in my teeth and he informed me that my teeth were good shape and there was no infection. However, the swelling suggested mumps to him and he suggested that I see my medical doctor.

No only was the left side swollen but the inside of my mouth - my gums were swollen and canker sores all over. My throat was so sore I could not swallow. One look at my throat and my doctor stated that it was the worse case of bacteria infection he had ever seen. This put me in our local hospital for 7 days and the first four days on interveinous feeding. Some may not relish being fed with a needle in the arm but when your so hungry and thirsty, it may be only a bottle of glucose solution and a small bottle of anti-biotics in solution dripping into your arm but its needed liquid and food. It was like steak on the table to me.

When the soreness in my throat began to improve they removed the bottle feeding and it was then trial and error what I could swallow and chew with an extremely sore mouth and gums. Jello, tea, cream-of-wheat, oatmeal, sanko coffee and milk. Some solid foods such as scrambled eggs and ground up meat were not so easy to chew so it was back to those things I could get down. I had long been a lover of the soft drinks such as Coke which was also a great contributor to my weight problem. This bug brought an end to the soft drinks and also a loss of about 18 pounds of weight.

When I returned home I found myself on a sort of baby food diet and nothing cold to drink. Now 30 days later I still cannot enjoy a cold drink of water because of the tenderness. The doctor says it could have been a virus infection but they found bacteria causing much of the damage. Less weight makes me feel much better but believe me don't try this for a diet, its murder.

Some think the hospital as a place to stay away from but believe it or not - I enjoyed every minute of it and for several reasons. The care was excellent, what food I could eat was good and I considered it a vacation not having one thing to do but eat sleep, read the daily paper and converse with my room mate. My room mate was an exceptionally fine person and we both enjoyed conversation on a subject I enjoy very much. During the early '50s he had been head mechanic on a late model stock car owned by the Atlas Road Construction Company of Toledo, Ohio. His name is Ray Rose and presently lives in Findlay, Ohio just a couple of miles from where I live. The driver of the car was none other than the well known Al Beals also of Toledo, Ohio. I am not especially a race track enthusiast but more interested in the mechanical aspect of the motor and the car.

The racing team was well known at the old Toledo race track and the present Toledo Raceway Park on Benore road. Their record of wins on tracks in Ohio, Michigan, Canada and New York were exceptional. For two years I frequented the Findlay dirt track as photographer and met many of the drivers and mechanics. It was at this track that I had a chance to observe the mechanics of the many cars, sprints, late models and all the careful tuning up for that perfect running on the track.

My room mate not only repaired and overhauled the late model race car, but had a fleet of road building machinery to keep in top notch working order. In our week of conversations I listened attentively to his practices as mechanic in certain areas in

which he was very confident of the engine's performance plus that of the car on the track. Any race car even those of Indianapolis fame, all require a certain amount of financial backing and this company supplied my friend with necessary funds to build and maintain a winning car. Some of his practices may carry over into the ordinary family car simply because they kept the racer in good working condition, they also do the same for the family car. In the racing industry there was always much to-do about oil pressures, additives, and frequent removal of the pan to check bearings. High pressure pumps were developed to aid oil pressure and give a greater volume of oil to rods and mains. After a trial run with a high pressure pump he decided the ordinary pump was volume enough to circulate the hot oil and keep bearings well lubricated. He did however in using the oil only so long and changing it long before recommended mileage change. This also meant a new filter with each change. This practice was proved when he told me that he had not taken the pan off the motor for 6 years and never no bearing trouble.

You might ask, what does this have to do with a four cycle - a four too, needs frequent oil changes ridden and un-ridden. Being a good mechanic also meant the ability to detect trouble, before it started and after it started. He is an expert in the use of gauges not only for electrical trouble but pressures and vacuum. The vacuum gauge not only detects a good or bad fuel pump but also the vacuum necessary in the intake manifold for a smooth running motor. The efficiency of the carburetor, valves, rings, pistons, valve guides, head gasket, manifold gasket, etc. Four the automobile motor works best at 22 inches of vacuum whereas troubles in any of these areas could lower this efficient operating vacuum to change the smoothness of high speed as well as idling to a rough running motor.

You may wonder why I stated it was an enjoyable week at the hospital. Each day it was like setting in a classroom with the automotive professor putting it on the blackboard. You may be a believer in the use of the nationally advertized S T P as an oil additive. Well, I have used it too and put a lot of confidence in it for I have seen racer mechanics pour in from one to two cans at every race. My friend stated that he did not use it and would not for the following reason. His company had purchased certain test equipment that was used for both their race cars and the heavy road equipment. One of the pieces of test equipment was to check the break down point of these additives to see if they were worth buying for the life of the equipment. Since the temperature of the oil and pan are somewhat higher than that of the cooling system, 200 degrees is not uncommon at all and the temperature often much higher. He claimed that STP would breakdown at 200 degrees and became useless as a friction fighter in the oil. Today he advises me to use Wynn's Friction proofing oil and upper lube additives for are doing the job way above the normal operating temperature. That isn't much promotion for S T P, but again he said when he finally did tear the engine down, he was thoroughly satisfied with the minimum of wear after 6 years of the Friction proofing oil.

One final fact that was completely new to me was lubrication he used in the quick change gear box. He had seen various mechanics have a lot of trouble with various sizes of quick change gears which are necessary whether racing on a black-top track or changing gears for a dirt track. They had converted their car to the regular racing rear end. He had been interested in the Indianapolis cars for a number of years and read considerable about some of their practices, especially the lubrication. Castor Oil was once the only crank-case oil and the air on the track verified it. He had also read somewhere about using white lead and castor oil in the quick change gear box. So he decided to use it in their lat model. He said they changed the gears frequently depending which kind of track they were on, and every time the gears were bright and shiny. At the end of 8 years of racing, they had not worn out one gear and were still using the same set they originally started with. The actual metal of two gears never came together because the lead was always there to cushion. Being softer than metal it did not wear away, only lubricated. It would not be much for a crankcase lubricant but a separate gearcase, it would be ideal. I have a few more ideas for the next issue.

Membership of the Indian Four Cylinder Club - October 1, 1974

Arkansas

Dr. Claude Walters 410 Hosp. Dr Camdem Ark
Club Sec.

California

William T Alloway 821 Columbus Dr Capitola Calif 95010
Cliff Cochran 220 E Mariposa St Dimba Calif 93618
William Crawford 1276 Juanita Dr Walnut Calif 94595
Russell R Cupp 461 45th St Sacramento Calif 95879
Emil Damia 859 Cowan Rd Burlingame Calif 94010
Jack Danvers 2840 Forest Hill BLVD Pacific Grove Calif
93950
James E Davis 1613 Chester Ave Arcadia Calif 95521
James E Davis Jr 695 San Miguel Santa Clara Calif 95050
M M Denham 19163 Garrison Castor Valley Calif 94546
Beverly Ferriers 74 Cragmont Ave San Francisco Calif 94116
Lyle Finley 117 Onyx Balboa Island Calif 92662
C Walter Frick 43004 Varsity St Ventura Calif 93003
John R Gale RR 2 Box 105A Oakhurst Calif 93664
John F Gormley 2005 Capial Ave Sacramento Calif 95050
P R Goetz 303 Hengenberger Rd Oakland Calif 94621
Jack Lange P O Box 56 Kalamath River Calif 96050

Ernest Pretor 2294 43rd Ave San Francisco Calif 94116
Robert D Sausure 556 Mission St San Francisco Calif
94105 (Sub)

Robert A Schnaible 481 Page St San Jose Calif 95050
Francis A Sooy MD Univ Of Calif Hosp 3rd and Parnassis
San Francisco Calif 94112

Robert E Stark 1914 Tedman Ave Anaheim Calif 92804
Harry V Sucher 8841 Garden Grove Blvd Garden Grove Calif
92641

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

Ken Young 1051 Hoffman Long Beach Calif 90813
Allan D Fowler 4651 Varsity St Ventura Calif 93003

Colorado

Oliver Flury Rt 2 Box 120A Montreese Colo 81401
Billy G Sanders 1010 Panorama Dr Colo Srings Colo 80904
Robert V Hoyt 1307 N College Ave Ft Collins Colo 80521

Colorado Cont.

Richard Greco Salina Star Rt Gold Hill Colo 80302

Connecticut

Roswell T Davis 589 Bee St Meriden Conn 06450

Florida

Casper Barnes Hawaiiin Village 63rd Ave NE 6323 Tahitian Dr
Treas Bradenton Fla 33507

R A Burke P O Box 3429 Tallahassee Fla 32301

Ralph Embler 61-8th Ave Shalemar Fla 32579

Ted Hodgdon 539 Outtrigger Lane Sarasota Fla 33577

Dennis F T McCarthy 1219 NW Joplin Ave Rt 23 Point
Charlotte Fla 33952

Ray Munn 2720 NE 8th St Pompano Beach Fla 33062

Ollie Raupsen, 6621 Katherine Rd W Palm Beach Fla 33406

John Webb 2674 Derbyshire Rd Maitland Fla 32751

Arthur R Woods 4211 20th Ave E Braconton Fla 33505

Charles W Roadman 370 Geneva St Port Charlotte Fla 33950

Georgia

Marlen Baernwald 2595 Emerald Dr Jonesboro Ga 30236

James H Boucher 1442 King Rd Riverdale Ga 30274

Illinois

Robert G Walker 11255 Walker Rd Lemont Ill 60439

Donald Kolad 2903 N Dawson Ave Chicago Ill 60618

L H Anderman 7718 Claredon Hills Rd Claredon Hills Ill
60514

Jack Bajo 14816 Minerva Dolton Ill 60628

Harry R Courtney RR 2 Kemont Ill 60439

E R Eisele 215 E NO Ave Naperville Ill 60540

Clara G Frantz Box 27 Sugar Grove Ill 60554

James A Herman RR 2 Manito Ill 61546

Stanley E Jensen 230 Sharon Dr Dundee Ill 60118

Thomas McCleod 333 Sumac St Wilmington Ill 60118

Angelo Ranieri Jr 2905 78th Ave Elmwood Park Ill 60635

Robert Shingler 4 McCarthy Rd Park Forest Ill 60466

Barry Stelford RR 1 Urbana Ill 61801

Illinois Cont.

James D Sutter 324 S Ave Aurora Ill 60606
Fred Wacker Jr 2100 Commonwealth Ave NO Chicago Ill 60064
Mervel E Wood 911 Washington St Oregon Ill 61061
Don Lipsky 1304 Day St Galesburg Ill 61401
Lewis R Bartley Lii City Ill 61259
W K Hau 59 Park Dr Glenview Ill 60025

Indiana

Robert J Armstrong 24 W Michigan St Evansville Ind 47710
John Blouch 1532 8th St Terre Haute Ind 47802
Glen Brutus RR 1 Box 37 Pine Village Ind 47975
C W Crafton RR 3 Box 44 Plainfield Ind 46168
H Frank Entwesle RR 3 Anberen Ind 46706
Nick Gansinger 1246 119th St Whiting Ind 46394
Ronald Gruenks RR 3 Box 661 Michigan City Ind 46360
G S Herbson Box 637 Syracuse Ind 46567
Louis Kamaski 1508 Bullseye Lake Rd Valpariso Ind 46383
Henry Krueger 97 Walnut St Morroco Ind 47963
Chester W Miller 6175 Cedar Rd Mishawaka Ind 46544
Lynn A Miller 500 S Ruston Ave Evansville Ind 47744
Edward J Morrison 1926 Lincoln Ave Whiting Ind 46394
Arthur P Smith 602 Napoleon St Valpariso Ind 46383
Bob Speck MTD Rt 235 Box 338 Valpariso Ind 46383
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Charles W Stoner 312 River Vista Dr Goshen Ind 46526
R E Wasson 3151 Lockburn St Indianapolis Ind 46241
Harold E Baker 2740 Sycamore St Columbus Ind 47201
W Leroy Delph RR 1 Wilkinson Ind 46186

Iowa

Loren Flanders Rt 2 Oskaloosa Iowa 52577
Paul V George 2590 SE 52nd Ave Des Moines Iowa 50302
Silvan Goesser 1710 2nd Ave North Dension Iowa 51442
Raymond F Harvey 4223-C State St Bentondorf Iowa 52722
Dale Duane Pearson 122 Edgewood Rd NW Cedar Rapids
Iowa 52405
Robert D Saar 310 23rd St Fort Madison Iowa 52627

Kentucky

Kentucky Cont.

R W Paulette P O Box 401 Midway Ky 40347

Kansas

Donald Scott Rt 2 Box 6B Oborlin Kan 67749

Louisiana

Gerald Neighbors 807 Crosley St W Monroe La 71291

Maryland

Harry G Shaffer Rfd 1 Box 151 Hampstead Md 21074
Rufus C Wysong 1601 Whittingham Dr Silver Spring Md 20901

Massachusetts

Ed Larter Main St Dunstable Mass 10827
Roger A Mathieu Storage Rock Rd Brimfield Mass 01010
Frank Peckham 2147 Pleasant St Fall River Mass 02723
Fred E Small Root Rd Westfield Mass 10185
William A Wescott Box 66 N Chatham Mass 02650
Newton E Thompson Hillcrest Ave Rd 2 Southwick Mass 01077
George Chatfield 11 Rowbridge St Cambridge Mass 02138

Michigan

Dick Winger Box 58 Newsport Mich 48166
Robert Aldrich 28616 Dover Livonia Mich 48152

Referee

Marvin A Grahm Rt4 Box 585 Colma Mich 49038
Victor L Grahm Rt4 Box 585 Colma Mich 49038
R J Gravelle 19305 Gerald Ave Box 84 Norhtville Mich 48167
George Hopps 7352 N Dort HWY Mt Morris Mich 48458
A Everett Jones 23509 W River Rd Grosse Isle Mich 48138
Don Knapko 31027 Elmwood Garden City Mich 48135
William Laport 6254 Brace Detroit Mich 48228
Glen Logan 221 Vass St Battle Creek Mich 49017
Robert Loomis 816 Lafayette Ave NE Grand Rapids Mich 49503

Michigan Cont

Homer Mahle 28375 Schroeder Rd Farmington Hills Mich 48205
Jack Maurer 12626 7 Mile Rd Detroit Mich 48205
Jack Missler 14275 S Custar Rd Dundee Mich 48131
Clifford Oglesby 2076 E 10 Mile Rd Warren Mich 48091
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Sylvester Price 166 Redman Rd Milan Mich 48160
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Joseph Romeo 916 Rose Dr Ann Arbor Mich 48103
John A Scholtens 3561 Knapp NE Grand Rapids Mich 49505
Gari M Stroh 909 E Elizabeth St Detroit Mich 48226
Ed Wolski 16514 Toepfer Rd E Detroit Mich 48021

Trustee

George Young 5748 E Rose City Rd Box 329 Long Lake Mich 48743
Sargent-At-Arms
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W W Doyle 5560 Bukey Pontiac Mich 48054
Henry Vogel 2020 W Lincoln Birmingham Mich 48004

Minnesota

Maynard Whetstone 256 Bellevue St Winona Minn 55987
Randy Nelson 2439-15th Ave SO Minneapolis Minn 55404
Kenneth Trimbo Box 166 Henderson Minn 56044
Russell Moga 2024 Bittersweet Lane St Paul Minn 55109
Earl D Bray Jr 1411 5th St Paul Park Minn 55071

Missouri

Louis Anderson Box 258 Mansfield Mo 65704

Montana

Jack Kulish P O Box Stanford Mont 59478

Nebraska

Dr Arthur R Croft 722 E Londendary Box 364 O Neil Neb 68763

Nebraska Cont.

R W Peterson Peterson MFG Co DeWitt Neb 68341
Howard P Wagner 48303 N 60th Omaha Neb 68104

Nevada

Orel Young 1813 Walnut Ave Las Vegas Nev 89101

New Hampshire

Henry J Izart 154 N Acres Rd Manchester New Hamp 03104
Fred S Tinkham Kendall Pond Rd W Windham New Hamp 03087

New Jersey

Arthur S Hull 1100 Philadelphia Ave Natinal Park NJ 08063 (Sub)
Edward J Skillman 904 Hamilton Ave F Trenton NJ 08629
Walter Ahlers Main St Flanders NJ 07836
Kenneth P Docresln 303 Downer Ave Mantiloking NJ (Sub)
Jules W Frolick 1175 Goffle Rd Hawthorne NJ 07506
Frank Krawica 300 Jefferies St Perth Amboy NJ 08861
Joseph Poinsette 94 Garden St NO 86 Hobken NJ 07030
Leslie H Salisbury 306 Washington Place Englewood NJ 07631
L R Schwoerer P O Box 189 Lebanon NJ 08833
Bruce Turner 2065 Pout Spring Mt Holly NJ 08060

New York

Daniel P Graham 401 E Beech St Long Beach NY 11561
Harry Ellis Savage Rd Sardinia NY 14134
Paul Freeman 14 Pelton Ave Stater Island NY 10310
Clinton Gates 6167 Country Club Rd Rt3 Gowneur NY 13642
L S Juillerat Box 820 Highland NY 12528
Leonard Moeller 2124 Grove St Baldwin NY 11510
Allen Moore 2748 S Main Rd 358 Albion NY 14411
Ira Philbrick 406 Court St Little Valley NY 14755
Emmanuel Sperazza 2339-129th College Pt Long Island NY 11356
Virgil Dale Smith Worthington Corp P O Box 69 Buffalo NY 14240

New York Cont.

Robert E Drumm CIJ 323 Main St Pennyan NY 14527
Steve Rauch RD2 Colosima Rd Fulton NY 13609
GeorgeChatfield Box 304 Annagasset Long Island NY 11930
Charles Vetttri 135 Amberston Rd Williamsville NY 14221

North Dakota

Gilbert E Horton Box 1351 Jamestown N Dak 58101
Marvin H Gebhardt 1705 N 3rd St Grand Forks N Dak 58201

South Dakota

Fran D Backer 2724 E 26th St Sioux Falls S Dak 57103
E McMonish KOA Riverside Rt3 Mitchell S Dak 57301
Curtis B Weigold Flandrau S Dak 57028

Ohio

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

Gordon Deye 3524 Corey Rd Toledo Ohio 43615
Gerald R Dellevar RR2 Rock Rd Shelby Ohio 44875
John Elber RR2 Box 55 Milan Ohio 44904
J E Enck 185 Delaware St Lexington Ohio 44904
W C Enders 1117 Teddy Ave Bucyrus Ohio 44820
John W Groves 424 Courtley Dr Rt1 Fostoria Ohio 44830
Anthony Harpster 16577 State Rd N Royalton Ohio 44133
Thomas W Harris 800 Hazel St Akron Ohio 44305
Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio 45321

Max Harry 834 Cants Cruz Dayton Ohio 45110
Steve Hess 33 Hall St Tiffin Ohio 44883 (Sub)

William L Howell 228 Elisbon St Box 138 Waynesburg Ohio 44688

Victor E Huguenin 706 Fairview Galion Ohio 44833
R E Kerns Box 634 Belle Center Ohio 43310
Gerald Kenworthy RRL Ansonia Ohio 45303

Steve Kertez 2020 Marlow Rd Toledo Ohio 43613

Charles Leathewood 54 S Siota St Ashville Ohio
Earl Luedeke 737 Arlington Heights Cincinnati Ohio 45215
Harry Maule 414 Main St Box 96 Castalia Ohio 44824
Lew Maule 405 Kansas StBox 566 Green Springs Ohio 44836
Ted McGee 2009 5th St Sandusky Ohio 44870

Milton Mahl 2641 Andrew Ave Hamilton Ohio 45015
C E Momnot 22413 Wallace Ave Alliance Ohio 44601
Fred Provin 371 Heath Rd Newark Ohio 43055

Clarence F Puckett 4378 Catalina Ave Dayton Ohio 45416
John S Rees 1795 Ridgeview Dr Wickliffe Ohio 44092
Carl J Reichenbaugh 1421 Bernard Ave Findlay Ohio 45840
William H Scott 6512 Branch Hill Miamisville Rd Loveland Ohio 45140

Hugh W Riddle Box 287 Ravenna Ohio 44266
Dave Sloan RFD3 Kenton Ohio 43326

Trustee

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Ralph L Javens Sr 453 Shawnee Rd Indian Meadows Dover Ohio (Sub)

Lloyd McWilliams 1255 Ginder Rd NW Rt7 Lancaster Ohio 43130

Richard J Ferry Rt1 Box 22A Dover Ohio 44622
Forest R Bidlack 1881 Lexington NW Warren Ohio 44485 (Sub)
Eugene Goble 701 Chase Ave Hamilton Ohio 45000
Ray Steelman 136 Sylvania Dr Dayton Ohio 45400
Wm Bruce Day 6406 Deer Ridge Rd Columbus Ohio 43229

Oregon

Darrel Dixon 7435 SW 4th Ave Portland Oregon 15825
Jesse F Cox 8805 Monteray Ave Portland Oregon 97266
John E Heddley 2111 103rd Rt3 Portland Oregon 97216

Pennsylvania

Abram J Homshee P O Box 225 Wayne Penn 19087

Pennsylvania Cont.

Frank Kouba 325 Rogers Rd Norristown Penn 19401
Earl Chalfant RD1 Brookville Penn 15825
Vincent J Connelly 237 W County Line Rd Hatboro Penn
19040
Clayton H Derstler RD1 Washington Boro Penn 17582
Frank George Jr 317 Hartel Ave Philadelphia Penn
19111
George B Fisher 1051 N 5th St Reading Penn 19501
Robert W Hangen RFD2 Quakertown Penn 18944
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Otto C Link 2nd and Charles Sts Coopersburg Penn 18036
Lester J McQuade 6021 6th Ave Altoona penn 16602
Herman G Metzger Jr 2174 Winthrop Rd Huntingdon Valley
Penn 19006
Steven Savoy 4420 Elk Ave Oakland Penn 19047
Albert P Sigmans Rt 212 Pleasant Valley Penn 18948
Leon Slifer 561 Maplewood Rd Wayne Penn 19087
John P Smagach 2840 E Thompson St Philadelphia Penn
19134
Matthew J Smagach 2840 E Thompson St Philadelphia
Penn 19134
Edgar Stoner RD2 Box 32 Lewisberry Penn 17339
James Staats 7 Kiltie Dr New Hope Penn 18937
Fred J Wood 821 Cedar Rd Philadelphia Penn 19111
David A Henry 804 Valley Rd Coatsville Penn 19320
Robert Becker 302 W Valley Forge Rd King Of Prussia
Penn 19406 (Sub)
Bruce Elton 273 Center Church Rd McMurrey Penn 15317
Louis Freedman 3088 Azelea Terrace Morristown Penn
19403 (Sub)
Donald E Hauenstock RR1 Rt 30 Abbattstown Penn 17301
Robin E Mankey RR1 Etters Penn 17319
Ray A Miller RR3 Box 534 Reading Penn 19606 (Sub)
Larry Armstrong 13410 Stevens Rd Philadelphia Penn
19116
Karl Klotzbach 381 King Of Prussia Penn 19406 (Sub)
San P Davidson Queensgate Apts. A206
Morrisville Penn 19007

Texas

Sidney E Roberts 203 W 3rd Littlefield Texas 79339
Stacy Hart Box 766 Littlefield Texas 79339
H J Norman P O Box 568 Weatherford Texas 76086
Linley S Wright P O Box 784 Glen Rose Texas 76043
Robert C Lazell 5104 W Beach Bellaire Texas 77401
Jerry Premisburger Box 95 LaFeria Texas 78559 (Sub)
Chester R Casey 1425 Murray Bay Dr Houston Texas 77055
Frank Krawiec Rt3 Box 165-c2 Roanoke Texas 76262

Virginia

Michael A Kearney 2835 Woodlawn Ave Falls Church VA
22402
Donald E Collar 1705 Fern St Alexandria Va 22302
Mervin Ryan RFD1 Edinburg Va 22824
John M Sandy P O Box 144 Stephens City VA 22655
Clifford K Pease 4164 Ewell Rd Virginia Beach VA 23455

Washington

Kenneth Slechter 17403 8 NE Seattle Wash 98155

Wisconsin

John Gierono 217 69th St Kenosha Wisc 53140
Ervin G VanBeek 517 N Main St West Bend Wisc 53095

Canada

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ont
George P Taft 216 Elmwood Crescent Milton Ont
Newel Taylor 2760 E 27th Vancouver 12 British Columbia
Frank Tucker 9204 Allison Dr SE Calgary 30 Alberta
Robert McKie 29 Ashwood Crescent Islington Ont
Thomas Stackhouse 49 Queensway West Simcoe Ont

Harry Robinson formerly lived 677 N Howard St Dayton Ohio 4539

England

Robert Sidney Powell 27 Cinquo Ports Ave Hythe Kent

New Zealand

Patrick William Wood 7 Maxwell Ave Paptoeoe N Zealand

Germany

Hans-P Arent 1000 Berlin 44 Burknerstr W Berlin

Sweden

Lars Eimar Illerbacker 5-S-181-44 Hidingo Brotby
Ali Drimmer Slarsgaten 27 41269 Goteborg
Henry Melin Praastgarden Akerby 755 90 Upsala
Hans Rennerfeldt S 18040 Brotby

Members not listed in their own States yet or have moved

T J Garden 8105 SE 44th MercerIsland Wash 98040
Herman Mullins P O Box 44 D D A 425 Hintsville ALA
R E Kerns RR2 Belle Center Ohio 43310
Paul A Tops 154 Glen Rd Glencarian Cape South Africa
Charles Sweet 48 Butler St Salem New Hamp
Bernard Bresson S Ave Heon Blum 63000 Clarmonth Ferrand
France
Nickolas A Russo Sr Rt1 Box 1133 Woodlaane Mont Holly
NJ
Chuck Metincanich P O Box 1-1978 Anchorage Alaska 99509

New Member

Gene Smithson 2502 Turtle Creek Sherman Texas 75090
211-893-7662

Address Change

Harry W. Robinson R 1 P O Box 387-0 Dayton Texas 77535

Our thanks to the many members and subscribers who are taking time to inform the president, treasurer and the editor of changes of address or if they have not received one or more issues of the magazine. If you have a change of address, please notify the treasurer immediately and he will forward the corr ection to the editor.

- ADS -

WANTED FOR SALE

For Sale - 1934 Indian Four - complete except generator, head light, no rust, has oil gauge. Runs, Best offer.

Write - Larry Habeger

RR 1 Box 165

Big Lake, Minnesota 55309

Wanted - Parts book, repair manual, and information on late model Henderson. Have a 56 Cu. in. Henderson engine (runs) to sell or trade for streamline KS or KL engine.

Write Randy Nelson

2439 15th Ave. So.

Minneapolis, Minnesota 55404

For Sale - Beautiful 1953 Black Hawk Chief. Completely repainted, re-chromed, restored to showroom condition.

Write Ray Bozung

24800 Lasher

Southfield, Michigan 48074

Wanted - seat spring mounting parts, type used with rubber. 1939 Indian four fork lock for 1939 Indian four.

Parts and information on sidecar wheel bushings and bearing for 1938 Indian four.

Original Indian brochures all years, or reproductions.

Write or call Frank Krawiec

Rt 3 Box 165 - C2

Roanoke, Texas 76262

Wanted - Top dollar for Indian four sidecar in A-1 shape, plus fittings.

Write or call Fred Provin

371 Heath Rd.

Heath, Ohio 43055

Phone 522-5194

For Sale - 1 - Army 30 - 50 in good shape - \$600.00

Write - Earl D. Bray

1411 5th St.

St. Paul Park, Minnesota

55071

Wanted - Henderson KD or KL parts and have a single speed Henderson engine for sale. I do repair work on Indian vertical twins. Looking for service bulletins for the vertical twin.

Write - Randy Nelson

3201 - 22 nd Ave. So.

Minneapolis, Minnesota 55407

Wanted - 1938 Indian four or later model or would appreciate a motor of those years. Let me know and I will come to America to arrange for payment and shipping.

Write Hans Rennerfelt

S 18040 Bratitrg

Sweden

Wanted - Any parts for 1913-14 Indian twin motor. Intake push rods, long and short. Gear train case from motor to magneto and gears. Knuckle joints for handle bars to levers on head of frame. Two small gears, 1 on each side of fork head. Clutch release collar. Bracket for clutch lever under tank. One counter shaft sprocket. Good usable. Axles and cones for front and rear hubs. Also pair of long grips for handle bars and parts list book. Need half of crank hanger with sprocket.

Write - John E. Wickham

751 Dayton Ave.

Findlay, Ohio 45840

Wanted - Repair and overhaul manual for Harley Davidson motorcycles - J J D and E approx. 1920

Write - Richard Kotzybar

2507 W. Maryland Ave.

Phoenix, Arizona 85017

We have two other ads on this page from Randy Nelson and each one slightly different. We received this one about press time. 1913-14-15 Henderson four engine for sale or trade for Henderson KS or KL engine.

Randy Nelson, 3201-22nd Ave So.,
Minneapolis, Minnesota 55407

For Sale; 1941 Indian 841 Shaft Drive with skirted fenders. Mechanically A-1 Have everything to return to complete military configuration - \$2500.

1941 Indian 741 - real nice - \$950.

1948 Chief, 800 miles since complete restoration to original. A M A trophy winner \$1500.

Write or call - M.E. Baerenwald
2595 Emerald Dr.
Jonesboro, Georgia 30236
404-478-1712

Wanted - I need the following parts for 1931 Indian four: gas tank, four or 101 Scout '29-'31, set of spokes and nipples, both front and rear, lifter for intake valve, 4 exhaust valve springs, ammeter, light switch, taillight assembly, battery box, also, information on engine, transmission and electrical schematics. I am just starting out in antique restoration. All help will be greatly appreciated.

Write - Steve M Rauch
RD #2 Fulton, New York 13069
Call collect
Home 315-592-6282
Office 315-593-1100

For sale - 1942 Indian four. Now being restored to your specifications. Price negotiable to your desires.

Whole pile of misc. Indian Scout engine parts. Mostly sharp '30-'50' parts. Some '45' parts. Polished cases, covers, etc. Still have about doz. beautiful breakers, "old Indians never die decal on back. Size medium only. Closeout special \$12.00 each. I will pay postage. Contact- Walt Frick

4304 Varsity St.
Ventura, Calif., 93003

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
Anagassett, Long Island, New York
11930

Special News from Bob Paulette

Paulette has sold all two cylinder machines and parts he had. He will no longer repair or service any motorcycles except Indian Four cylinder models.

His shop is equipped to do any repair service for the Indian fours.

Pour bearings - line ream mains - rebuild connecting rods - bore cylinders - install the semi-dry Neoprene clutch.

Paulette is tooling up his shop to reproduce the following parts from original Indian blue prints.

Tool boxes - battery cradles - dial faces for oil pump gauges and ammeters - crank springs - engine sprockets - chain guards - manifold guards - tail pipes - muffler systems - clutch pedals - pedal lock levers - shifter, brake and clutch rods.

Paulette Motorcycle Service

P O Box 401
Midway, Kentucky 40347

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.
Indian four clutches and parts still available.

Earl Chalfant

R D 1

Brookville, Penn. 15825

Clutch and brake pedal rubbers, kick starter pedals, rubber tank strip, handle grips, 40-52 chain guard, belt guard, manifold heat shield, cast aluminum foot boards, 40-53 tool boxes, four cylinder head gaskets, set of '36 & '37 exhaust pipes, spark & throttle cable nuts, cable casing. Four more detailed ad with prices see summer issue or write

Jim Cook

3608 Reimer Rd.

Norton, Ohio 44203

In the last issue we printed the entire parts catalog for Ballak and Company of St. Louis, Mo. We obtained permission of Mr. Ballak to reprint this catalog but in the process forgot to get the present address of Mr. Ballak since the business was located at 811 N. 9th St in St. Louis. Mr. Ballak now is selling the remainder of his stock from his home. We suggest that you either send your order to the old address or call Mr. Ballak by phone for the present address. I had no trouble reaching him on my call.

Heat riser tubes for later model fours. These tubes are for fours with carburetor over the cylinder head and under the tank. On older models, carburetor is at the end of the manifold.

These tubes are not reconditioned but all new metal tubes. \$30 per set.

Jack Maurer

14553 Coram Ave.

Detroit, Michigan 48131

DE C A L S

Bob Speck the Decal Man
Decals - all - kinds

Bob Speck, Mtd Rt 35 Box 338
Valpariso, Indiana 46383

Porcelainized manifold.

Black porcelainized manifold adds beauty and long life to the manifold. If interested the following instructions are necessary - manifold must be packaged properly, must have no brazing or nickle finish, if after sandblasting, there are holes or cracks, we need permission to weld which is extra charge.

Porcelain finish in black only.

Write or call Ed. Seashultz

100 First Ave

West Reading, Penn. 19602

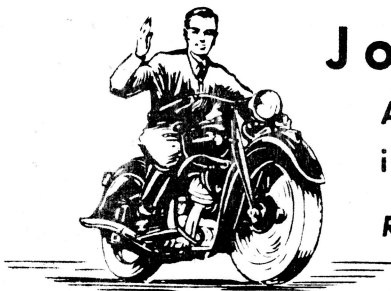
Ph - 372-5153

Last minute reminder -

For all you Ohio Four owners, don't forget to write your request for the small historical vehicle plate to Fred Provin, 371 Heath Rd., Heath, Ohio. Let the state know the Indian Four riders really want a plate.



The trophy and certificate winners at the 1974 Annual Meet assembled around the trophy winners for this fine group picture. We could start left to right to name the individuals but some we do not know their names. The picture was taken just west of the track at the Dux Club and the east edge of the infield. The referee of flagman's stand is in the rear. As usual, since we have been taking pictures of the trophy winners for several years, when we get back at any distance to get everyone in, we are always accused getting too far away to get any picture. Well, if your in the picture can you recognize yourself. Many of the faces are long time friends and others were there for the first time, and they all look like they have been good friends for years.



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

