

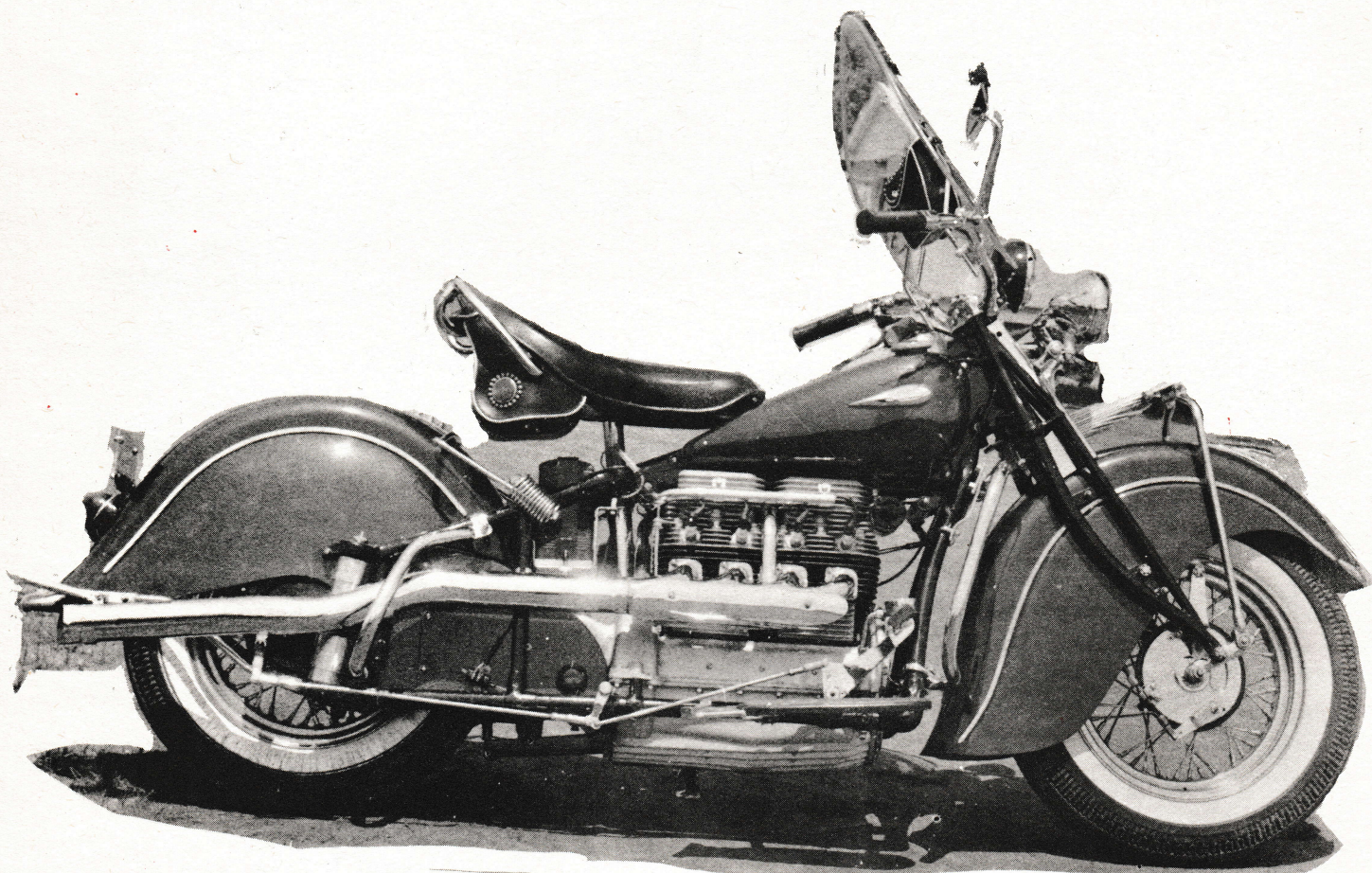
Indian



FOUR MOTORCYCLE NEWS

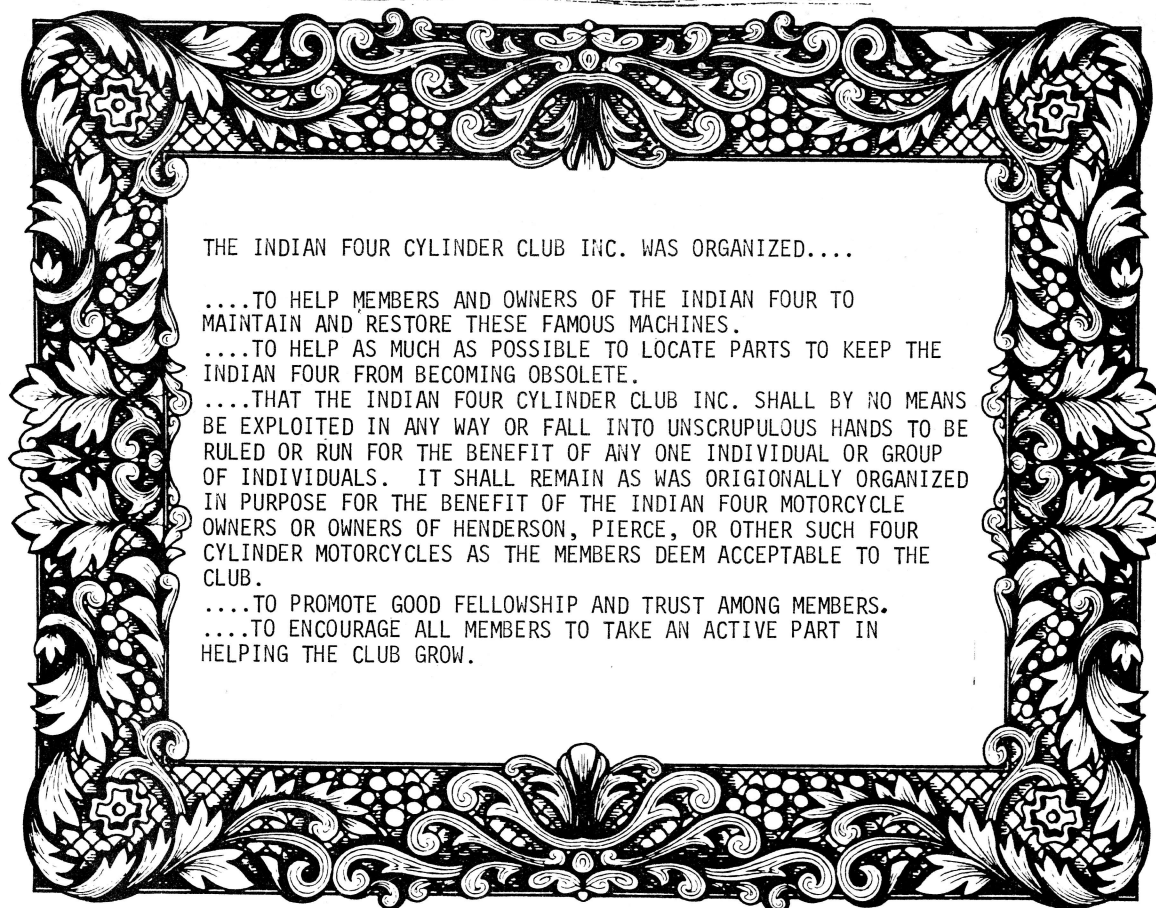
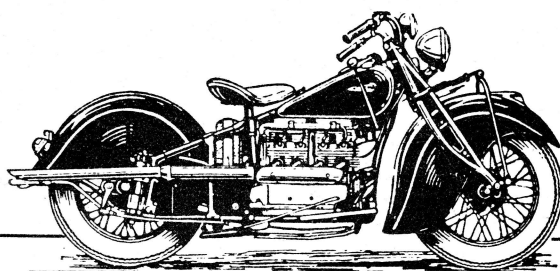
VOLUME 9 NUMBER 4

WINTER ISSUE 1974



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

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



OFFICERS, INDIAN FOUR CYLINDER CLUB INC.

1973 - 1974

PRESIDENT	JOHN E. WICKHAM
VICE-PRESIDENT	CHUCK MYLES
SECRETARY	DR. CLAUDE WALTERS
TREASURER	CASPER BARNES
TRUSTEE FOR 3 YEARS	DAVE SLOAN
TRUSTEE FOR 2 YEARS	DAVID BOZUNG
TRUSTEE FOR 1 YEAR	ED WOLSKI
SERGEANT-AT-ARMS	GEORGE YOUNG
REFEREE	BOB ALDRICH
ASSIST. REFEREE	
REPORTER	

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

One of our active members of the Detroit, Michigan area is Don Knapko and the four on our cover is Don's chocolate brown machine. Don's machine has been a trophy winner several times and its performance exceptional. This machine is in excellent mechanical condition and under Don's care will be around for a long time yet. The picture was taken on the track at the Traveler's Motorcycle Club in Toledo, Ohio. Look for it and all those other beauties at the 1975 Annual Meet at the Seneca County Fair Grounds in Tiffin, Ohio, August 9 - 10, 1975.

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.



Indian Four Cylinder
Club Inc.



THE MOST BEAUTIFUL MOTORCYCLES

JOHN E. WICKHAM, Pres.
751 DAYTON AVENUE
FINDLAY, OHIO 45840

DR. CLAUDE M. WALTERS, Sec.
416 HOSPITAL DRIVE
CAMDEN, ARKANSAS 71701

Indian Four Cylinder Club Annual Meeting
Dux Club
Lambert, Michigan
August, 1974 3:30 p.m.

The meeting was called to order, President John Wickham presiding.

The invocation was given by Rev. Thomas Miles.

A roll call sheet was passed by the Secretary to be signed by members present. Membership list attached separately.

The President asked for a reading of new members.

Mr. Casper Barnes read a list of new members and subscribers.

Jack Maurer made a motion to accept these new members. Ed Walski seconded the motion. Motion passed.

A motion was made by Ed Walski for the Treasurer to pay all outstanding bills for the Club. Seconded by Steve Savory. Motion passed.

Casper Barnes gave the Treasurer's report. A copy of the report is attached separately.

Ronald Thomas made a motion to accept the report. Motion seconded by Whitey Metzger. Motion passed.

A motion was made by George Young to raise the annual Club dues to \$15.00. This is to take effect January 1, 1975. Seconded by Joe Karis. Motion passed.

A motion was made to table the preceeding motion. Seconded by Dave Sloan. Motion passed.

Ronald Thomas made a motion to raise the dues. Seconded by Mr. Becker. Motion failed.

Dr. Earl Chalfant made a motion to amend the articles of the constitution and bylaws of the Indian Four Cylinder Club, Incorporated to accept, as a charter member, The Delaware Valley Regional Chapter of the Indian Four Cylinder Club, Incorporated. Seconded by Jack Maurer. Motion passed.

A motion was made by Ronald Thomas to accept The Delaware Regional Valley Chapter of the Indian Four Cylinder Club, Incorporated as a charter member of the Indian Four Cylinder Club of America. Seconded by Dr. Earl Chalfant. Motion passed.

A motion was made by George Young to accept the minutes of the previous year's minutes as read. Seconded by Dr. Earl Chalfant. Motion passed.

Dr. Earl Chalfant made a motion that an insurance policy be purchased to cover the Club on any future events. Seconded by Whitey Metzger. Motion passed.

A motion was entertained by the floor to adjourn. Motion passed.

At an approved executive meeting, the April, 1975 meeting is to be held on the third Sunday, April 20, at Tiffen, Ohio. Motion was made by Dave Sloan. Seconded by Ed Walski. Motion passed.

President Wickham appointed Dave Sloan as chairman of the insurance committee.

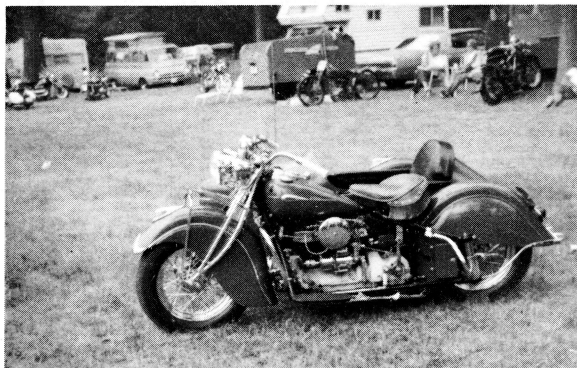
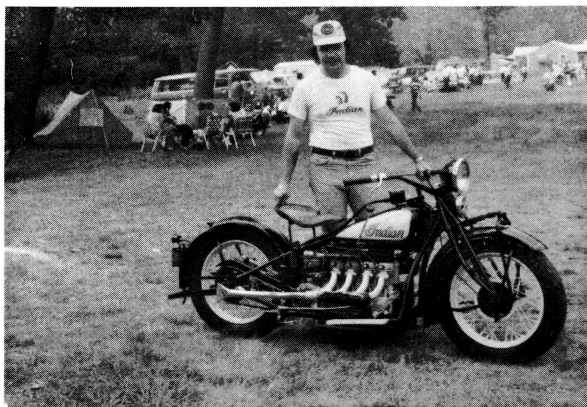
President Wickham called for adjournment.

Balance on hand, December 31, 1973	\$2,155.00
Deposit to July 31, 1974	<u>2,657.00</u>
	\$4,812.00
	<u>- 1,855.43</u>
Balance on hand-8/10/74	<u><u>\$2,955.57</u></u>

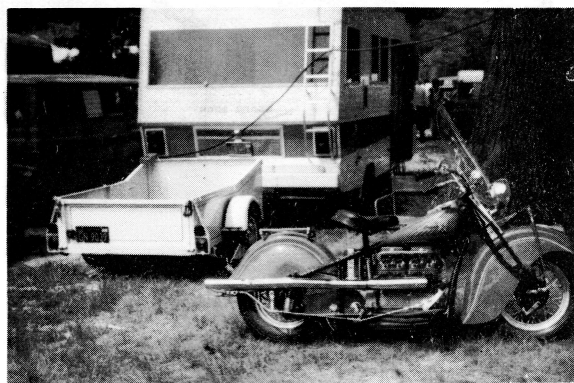
A.M.A.	\$ 23.00
Treasurer Supplies	103.24
Thomas Miles	1,533.44
Trophies	130.77
Ground Rental	6.50
Checkered Flag	15.60
Secretary Expense	<u>43.88</u>
Total Expenses	<u><u>\$1,856.43</u></u>

Although we printed several pictures of the 1974 Annual Meet Art Smith of Valpariso, Indiana sent us the pictures on the following pages. Art got some that we missed and some that we didn't miss especially when Art was pointing the camera right at us.

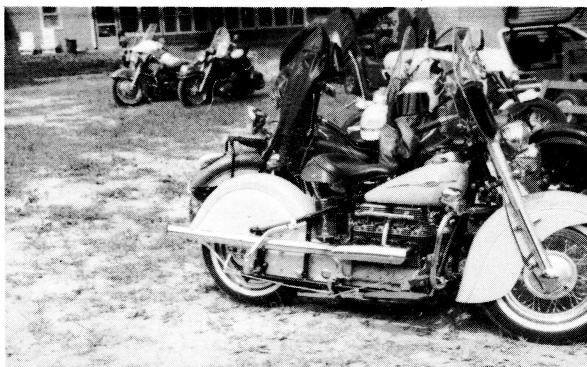
1941 Four and Sidecar.



Dave Henry, Coatsville, Penn., 1931 Four yellow and black.



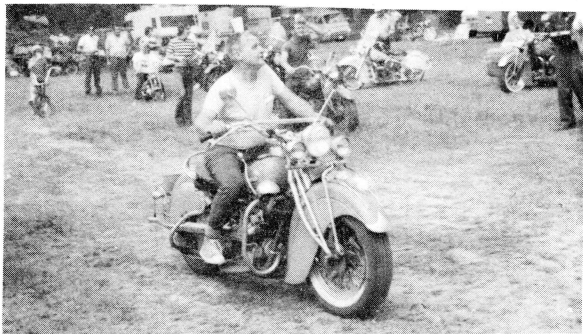
Cliff Cochran's mobile camper with the trailer hitched, and in the foreground Cliff's beautiful red four.



Several Fours parked at the meet.

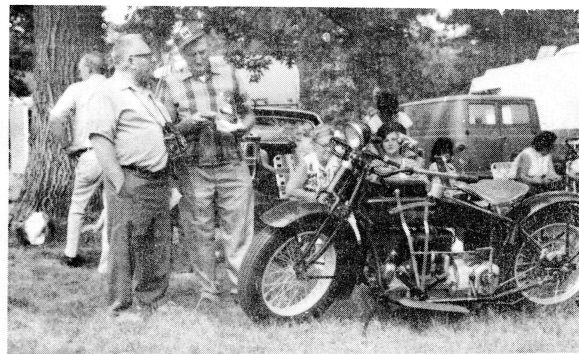


Fred Provin's white 1940 Indian Four

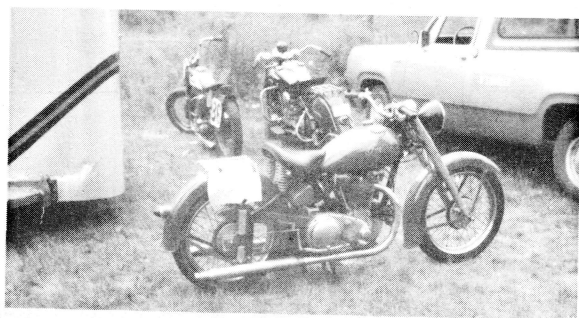


Whitey Metzger works to keep his noggin level, and that cup of water in place.

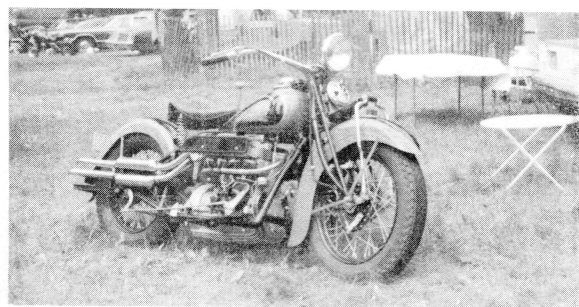
Milt Mehl's fine early Henderson Four in the foreground, and your editor with camera, and Dave Sloan trustee of the Club.



No matter how smooth the four runs and how hard the contestant tries to keep it all under control, the cup of water placed on top of his head, toppled right over his forehead and face - a very embarrassing situation.



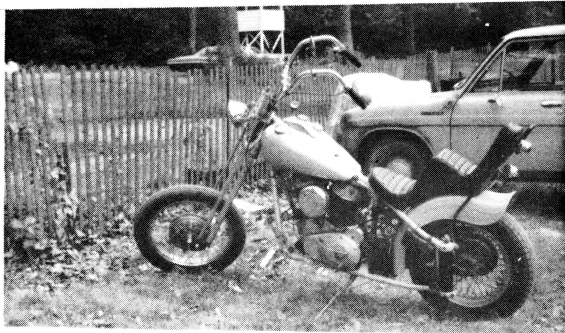
Fred Provin of Heath, Ohio, seated on old Harley racer which Fred rode around the 1930s.



Indian Z-49 Vertical Twin.

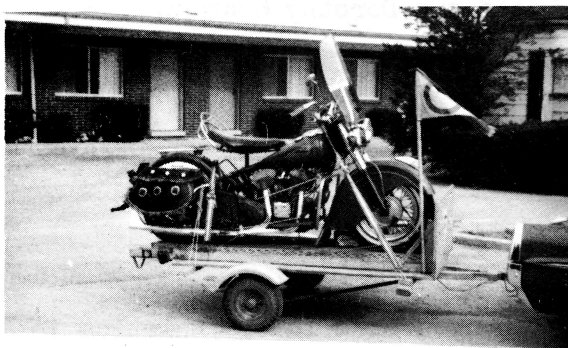


L. to R - Mrs. Art Smith, Paul George,
and Dave Henry.



A remodeled Chief

June Meet of Indian Four Club



Loaded and ready for the meet, or headed for
home.

The 1974 Summer meet of the 4 Club.
Sent in by Ralph L. Javens, Shawnee Dr.,
Indian Meadows, Dover, Ohio



A few letters from our readers

From L. H. Andermann
7718 Clarendon Hills Rd
Clarendon Hills, Illinois

- - just could not make it to the last August meet. Always enjoy it and meet new people every time I have been there. I have a '39 four and it is out on the road in the summer time. Never ceases to have someone comment on it. Usually the first thing said is "what is it". I hear this comment many times - do they still make them - and so on. Well, it is fun and I am glad to belong to the club.

L. H. Andermann

* * * * *

From Cliff and Dorothy Cochran
220 E. Mariposa St
Dinuba, California 93618

- - - have always enjoyed the Club magazine and talking to you at the meets and my wife also has enjoyed talking to you and your wife. As usual I am planning to come back again this year but if I don't show up you will know its the gasoline shortage, which I am sure will be even greater this year. The government seems bound and determined to hold it back. I am very fond of that great gang back there and hope to see them every year.

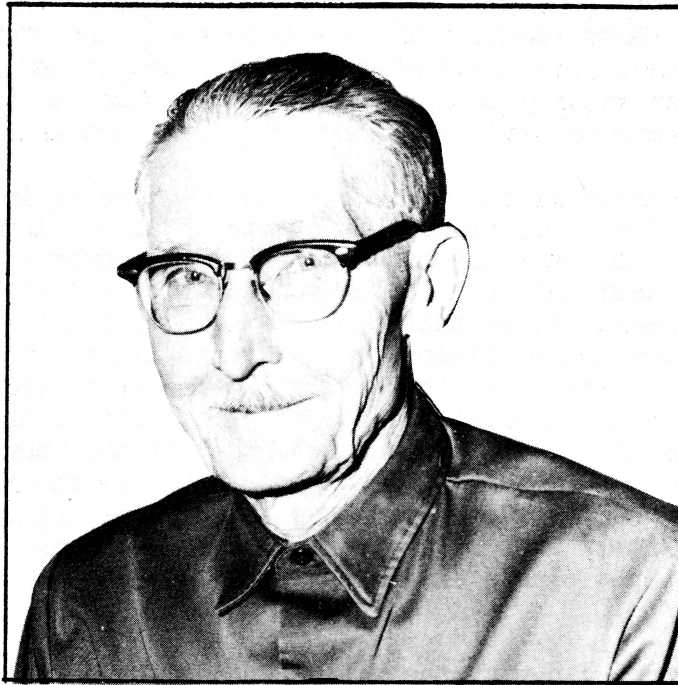
Cliff and Dorothy Cochran

* * * * *

From Stacy R. Hart
Box 766
Littlefield, Texas 79339

- - - I first noticed there were Indian motorcycles back in the thirties in a little town with less than 1200 people, with one paved street reaching from the business part to the school part and in between where I lived. I was one of the very lucky people living in this small town as I had a ring side or road side seat of these five or six red Indian fours as they would go up the street to the school house, circle the rose garden, and back down town (the business district), which was almost three blocks long. The whole length of our one paved street being about one mile. That was enough to brag about in the thirties. I also could on occasion, sneak off to town (two blocks), where I could inspect these machines as they were often lined parked, backed to the curb, and they really received my inspection each time I had a chance. Well I moved away in the late thirties and used up several busy years until one day in the sixties I noticed where Mr. John Wickham and some friends were starting up an Indian Four Club and had a magazine published. I immediately wanted to join and sure enough I soon found a four. Often wondered just where in that little Texas town all those fours went ?

Stacy Hart



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

President's Page

Dear Members, Ladies and Gentlemen and Subscribers:

Here is it 1975 and our 14th year in organization as an exclusive motorcycle club and a splendid fellowship we have enjoyed these 14 years. From the handful we started with in 1960 and the charter years through 1962, we have lost a few members and gained many. As your President and Executive Committee, we try our best to guide this wonderful club to your expectations and although it doesn't always go that way, your encouraging letters and appreciation make the task rewarding.

A rather small problem exists for our June meet and we hope to solve it at the April business meet. By unanimous vote at the '74 Annual Meet, it was decided to go to the Seneca County Fair Grounds in Tiffin, Ohio. However, the June meet that was usually held at the same place as the annual meet, question arose about the cost of the Tiffin Fair Grounds for both meets, June and August. The April Business meet is to be held at the Millstream Ramblers Motorcycle Club at Findlay, Ohio to decide on the location of the June meet.

Since we met at the Dux Club last year for both meets, I contacted the Dux to consider the June meet alone for 1975. I could not set any date until we held our April business meet. Most clubs meet early in the year to make up their yearly schedules and they had already set dates for June. I have written them again and to date have not received an answer. The Traveler's Club of Toledo where we formerly met for both June and August, has had a complete change of club officials and expressed desire for us to return there to hold our meets. No concession or conformation or agreements have been made on the June meet or any meets for 1976.

We bring these facts to your attention for complaints have been numerous about last year's meets at the Dux. Many emphatically state they will not return there and we are glad for their opinions. You the members of the Club and our many friends have complete right to voice or write your opinions to help guide our Executive Committee in our decisions. Whereever we meet, don't let your feelings keep you from our meets.

We have had opinions expressed on infractions of the Club rules in regards to events. Being an exclusive club, the rules state that events shall be limited to 4 cylinder machines only. When our club held the mandate that all members had to be a member of the A M A, the August meet had to be held open to any A M A member who might ride in and desire to participate. Since that time the mandate has been dropped and A M A membership purely voluntary and participation in events limited to fours only. The Club rules does have an exception to this rule, The rules allow participation for bikes other than fours in special events. The infractions of the rule are my fault for allowing others to participate and not limiting the regular events to fours only. I would like to mention also that some bike owners that do not have fours feel that they have supported the club for a lonh time and should not be restricted to special events. This is a prennial problem and has been discussed practically every year of the club's existance. It will be taken up at the business meet in April.

Should we decide to be iron clad with the rules, and we forget the special events, call it to our attention and we'll look into the matter immediately.

As I have encouraged you many many times to write whether its a complaint or good news, we're sure your summers are spent riding your four or camping with the family or whatever is interesting. Take time to drop either myself or our editor a line about it to put the story in the Indian Four News. Remember, our magazine now goes all across the United States and Canada, Germany, Sweden, Switzerland, England, Spain, Africa, France and New Zealand. The Indian Four News is about the only contact these foreign members have with our fine club and some of our foreign friends are far more limited in travel and fuel than we are. In this country we are generally free to ride where we want but Hans Arndt told us that it is not unusual to be stopped on the highways in Germany and be questioned about your trip. Send us trip story and even some pictures. We might even run a contest for the best story and pictures for the year.

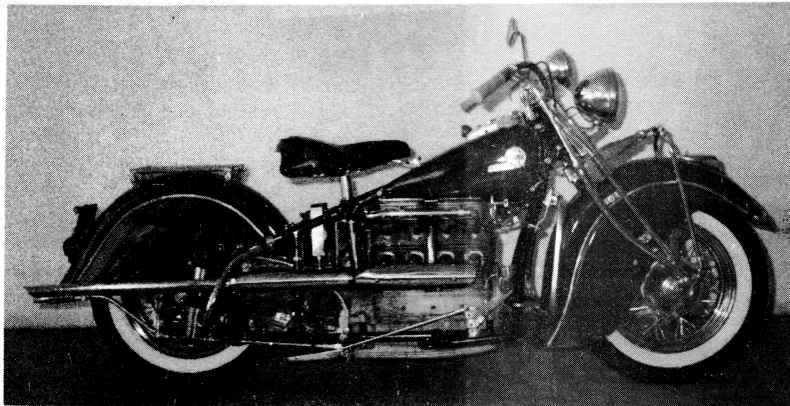
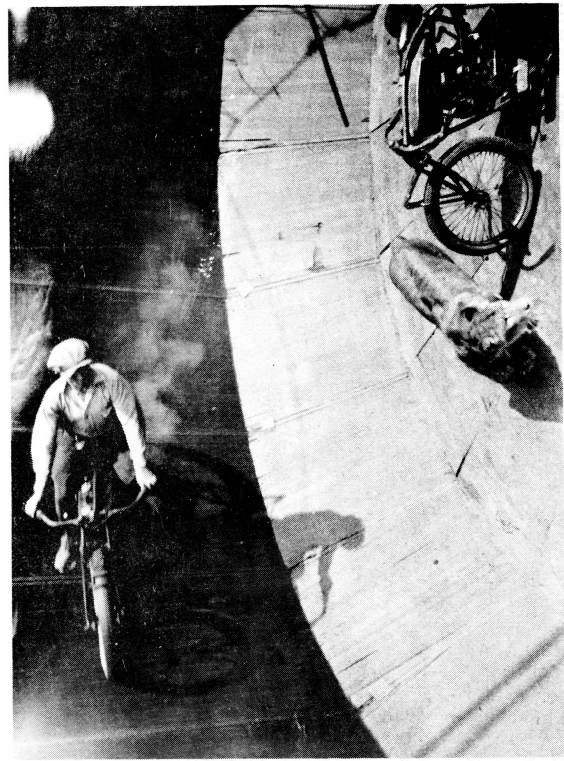
We're looking for a good turnout at our April 20th Business meet at the Millstream Rambler's Club. If you don't know how to get there - get on I -75 and take the Co. Rd 99 turnoff or the St Rt 613 turnoff. Whirlpool plant is visable from I-75 and turnoff in that direction. This will bring you out on old U S 25. Between Rd 99 and 613, west of old 25 is the Millstream Ramblers Club. There is a sign posted. You can't miss it. Its only about a 1/4 of a mile down the road. If you don't think this is enough direction write me and I'll send you a map. Don't forget Ohio members, to write the Registrar of Motor Vehicles to express you desire for a smaller Historical License Plate for our Fours for the State of Ohio. We need all the interest we can get for this project. We have some good promises but we need all the help we can get by your interest in a letter to Columbus. Send your letter to Fred Provin, 371 Heath Rd., Heath, Ohio. Fred will take it from there.

About all that I can think of to write about at this time so again, I hope to seel many of you at the June meet and the annual meet at the Seneca County Fair Grounds this summer.

John E. Wickham, President
Indian Four Cylinder Club Inc.

Word just reached us that Mr. Robert Donald, 209 Droeliner Rd, Oxford, Mich. suffered a stroke about a year ago and has not yet fully recovered. Bob has been a member of the Four Club for several years but is not a member at the present. The best of luck to Bob in his recovery and a return to the Club again.

Fred Provin of Heath, Ohio has been a real risky rider of fast cycles in years gone by. Just before WW I, there were many motorcycle Motor Dromes over the nation, and riding a speedy cycle in one of these nearly vertical wooden tracks required some real ability. In the above picture, Fred is on a fast Harley Twin on a nearly vertical track. Like the late model stock car on the high banked turns at Daytona race track in Florida, the car or the cycle must exceed 80 miles an hour to stay on the track. In this picture there is a further persuader, the lion, just waiting to get his share, should the rider have motor trouble. The motor dromes must have produced as many thrills as do the present day race tracks. Fred has had his share of thrills, splinters, and broken bones in the Motor Dromes competition. Thanks Fred for sharing the picture.



A new paint job and real nice too.
Owned by Stacy Hart of Littlefield, Texas

A last minute Ad arrived just after we had printed the pages of the Four News but the magazine was not yet assembled. Since all our ad space was used on the Ads page, we decided to insert it in this unused space.

For Sale - 1909(Pierce-Arrow) single. National 1st prize winner, restored, complete Runs beautiful. \$3000.

1912 Indian Twin, restored by Chalfant - complete \$2000

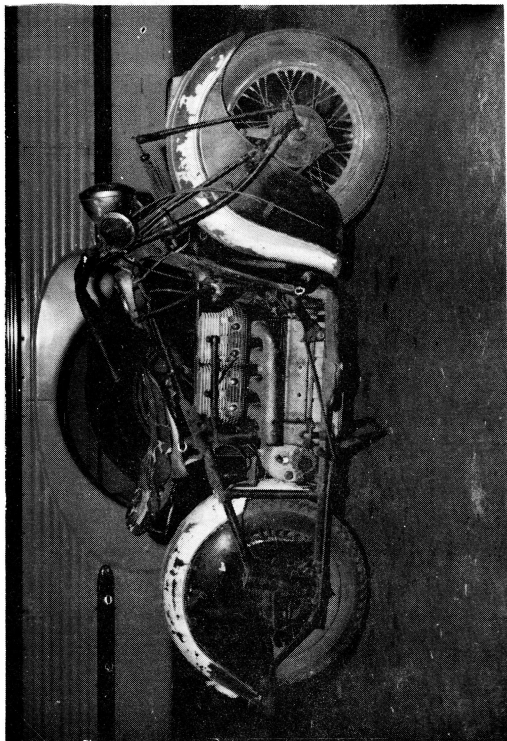
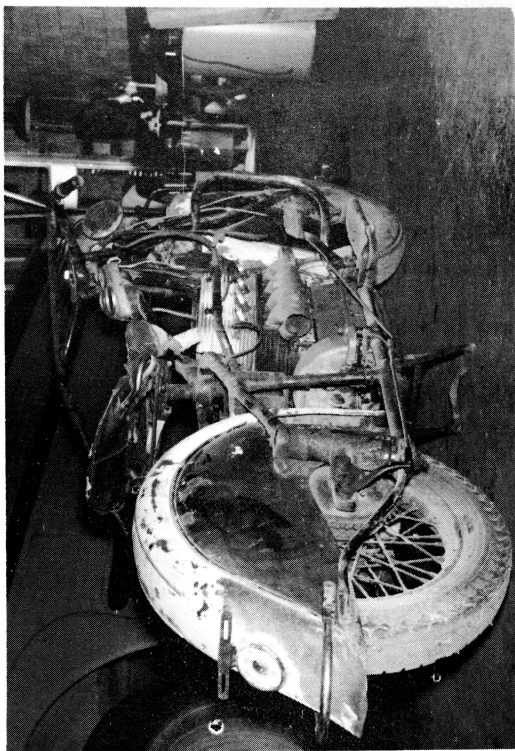
1912 - Emblem Twin - restored - replated - runs - \$1500

1926 Ace four, complete - ready to restore \$1000

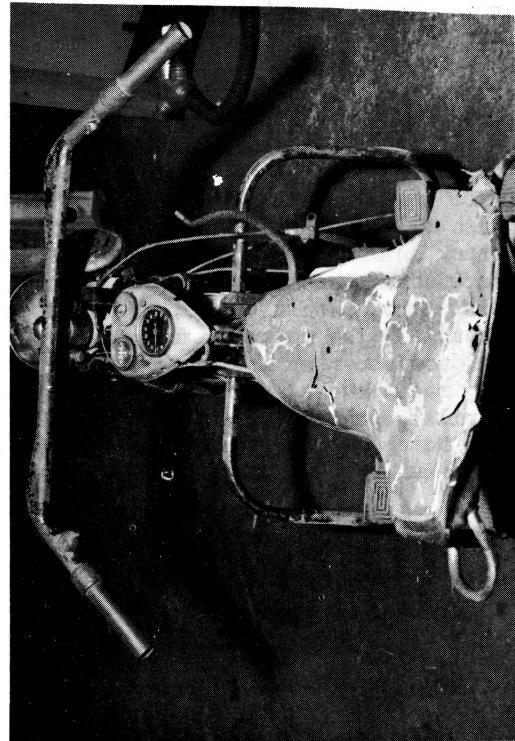
1936 Indian Four - fine running - restored - buddy seat \$2500

1939 Indian Four complete - excellent running - buddy seat \$2500

Write - J. Kellogg Clark, 7200 Lake Shore Rd., Varsity Sports Athletic Clinic,
Derley New York 14047



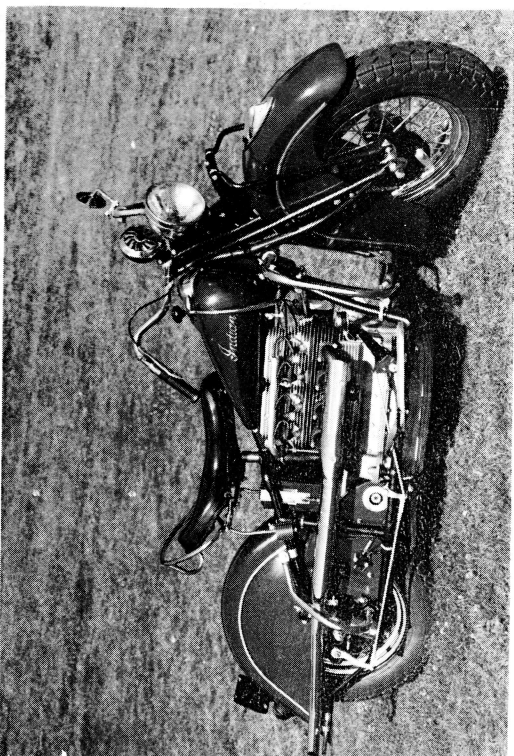
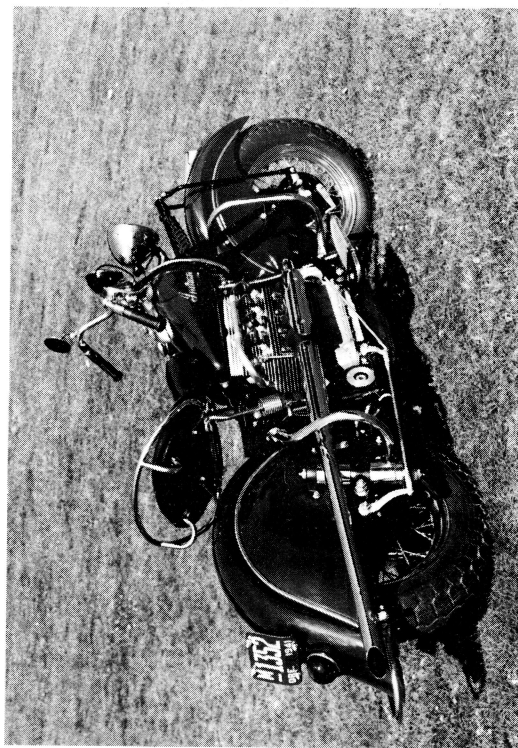
We printed the pictures of this machine before it was restored, in the Spring issue of 1973. Mr. John Hedderly of Portland, Oregon is the owner, and according to the story we printed a few years ago, the motor and transmission looked as bad in the inside, as the rest of it looked outside. There's no doubt that it was a real challenge, and possibly to some, something ready for the junk pile. But, members and friends of the Indian Four Club know what the results are when someone takes the challenge, and starts to dismantle the sorry looking heap. Some parts of this machine were missing so the next steps were to make some contacts with other Indian owners to locate parts. This is usually a successful venture, for many of the Four Club have parts, and will deal or will refer them to others who have them.



However long the process, the individual knows that this bike will look like when properly restored and the joy of riding the beauty on the highway.

Some changes were made and the pictures of the restored machine is the reward Mr. Hedderly enjoys, riding in and around Portland on a beautiful red and chrome Indian Four. The before and after pictures are beautiful photography, excellent detail and exact color.

With over 300 members in the Four Club all over the United States and several foreign countries, a great percentage have gone the same route as Mr. Hedderly and restored a Four. All such effort only makes the owners that much more proud to be a part of our great club and owner of the most beautiful motorcycles on the highway.



Treasurer, Casper Barnes received copy of a Newsletter from Canada. They inquired in their letter about the Indian Four Club meeting dates and rather indicated that they might come to the meet in a large group. It would sure be a welcome group all the way from Canada to attend the Annual meet this year. Invitation will be extended to them. Editor

THE CANADIAN VINTAGE MOTORCYCLE GROUP

NEWSLETTER

Dec. 20, 1974

Dear Member,

The January meeting of the Southern Ontario section of the C.V.M.G. will be held on Jan. 7, 8 pm at Al Johnson's place, 51 Market St., Georgetown. To get there take Hwy. 401 west of Toronto to Trafalgar Rd. Go north on Trafalgar Rd. about 9 miles. After you pass through the village of Stewartown you will come to a Golf course on the right. Go right at the next road. This corner is also marked by a Shell gas station (if you cross the RR tracks, you've gone too far). After about 1/2 mile on this road you are in Georgetown. Turn left at the fourth street (Market St.). Number 51 is at the corner of the second block (Park and Market St.). If lost phone 877-1565.

Elections

At the December meeting the annual elections were held, John Cooper presiding as Returning Officer. The following slate was elected for 1975:

President - Al Johnson
Vice-President - Jack Lightfoot
Treasurer - Dwight Teague
Secretary - Glen Cavers
Activities Co-ordinator - John Kettle

The position of Rally Committee Chairman was not filled as no one could be persuaded to stand for the post. The new Executive have been asked to approach unsuspecting members who may care to fill the job.

Our retiring executive members John Cooper, John Kobzey, and Stuart Matheson all deserve a general vote of thanks for their efforts on behalf of the group. John Cooper, as you all know, is heavily involved in the motorcycle world as the Editor of Cycle Canada and has found it necessary to concentrate on business at present. John Kobzey, our stalwart secretary for several years has stepped down because of the work pressures also, his job being a school principal in Halton County. Stuart Matheson, Rally Committee Chairman for the successful 1974 rally is getting married and claims he will be occupied with other things?!! I understand that he got permission in writing to come to the 1975 rally before signing the marriage licence.

1975 Membership Dues

The annual dues of \$5.00 are now due. Some members who joined after Sept. 1, 1974, but paid \$5.00 instead of \$2.50 will have the \$2.50 credited towards their 1975 dues. Those members will be notified with their applications.

Contest Results

The winner of the prize for the best set of answers to the quiz in the November issue is Stan Bradbury of Rexdale, Ont. Stan wins a copy of the 7th edition of Nicholson's Modern Motorcycle Mechanics. This prize was very kindly donated to the C.V.M.G. by Bernie Nicholson, the author.

For those who entered or puzzled over the answers, see the attached sheet.

The answer for question 7 was found to be incorrect by John Cooper. Since the Three Flags run has been in effect illegal for many years there is in effect no officially recognized record. In 1915 "Cannonball" Baker completed it in 81 hours, 15 minutes on an Indian. In 1920, Wells Bennett (Henderson) took 51 hours and four minutes. In 1926, Paul Remaley took a 21 inch Harley Davidson over the distance in 38 hours and 47 minutes. Fred Han used a 1935 '74 flathead VL Harley which judging from the photos, appears to be entirely stock. He lowered the record in 1936 to 28 hours and 7 minutes. John Cooper has dug into his files at Cycle Canada and writes:

"I discovered today a brief story dated May 14, 1971, in which a W.E. Bundock from Oregon did the 1400 mile trip in 23 hours on a Triumph Trident. Triumphs can't be all bad.

Bundock, 38, used a beer keg strapped to the bike behind him as an auxiliary gas tank. He still ran out of gas once.

He beat the previous record by 35 minutes, but I don't know who had held the record before."

Maybe things are really going to the dogs in the U.S. It used to be that when a guy mounted a beer keg on his bike it was for beer!

A Nuts and Bolts Problem

What with the move of Canada to the Metric system, the level of confusion over nut, bolt and wrench sizes in the vintage world can only increase. Here, courtesy of member Gary Bluestone is the definition and explanation of the Whitworth system.

A type of thread of thread not to be confused with the C.E.I. (Cycle Engineers Institute) 26 thread series, or with the B.S.F. (British Standard Fine, or colloq. British Strip Fine) and not to be interchanged with SI or SAE threads used by the developed nations of the world. The selection of suitable wrenches for use with Whitworth fasteners is sometimes confusing to the novice, but is greatly simplified if these few rules-which are completely true and correct are committed to memory.

Whitworth nut sizes are not in even fractions of an inch except in certain cases where they are; a Whitworth wrench is not the size marked on it and will not fit a nut of that size, though it will fit a nut that fits a bolt that is almost but not quite that size; a Whitworth wrench of a given size will fit the nut that fits a B.S.F. or C.E.I. bolt of 1/16 inch larger nominal diameter, hence of approx. 1/16 inch larger actual

diameter than the bolt that fits the Whitworth nut the wrench fits; some Whitworth, SI and SAE wrenches fit some Whitworth, SI and SAE nuts and others definitely do not!

Now that everyone understands those basic principles, Al Johnson has compiled a chart of equivalent wrench sizes designed to straighten out those members (including me) who were befuddled by the preceeding paragraph.

<u>Inches</u>	<u>MM</u>	<u>BA</u>	<u>BSF</u>	<u>Whitworth</u>	<u>A/F</u>
0.197		6			
0.197	5				
0.213					7/32
0.220		5			
0.236	6				
0.248		4			
0.250					1/4
0.276	7				
0.281					9/32
0.282		3			
0.312					5/16
0.316	8				
0.324		2			
0.338			3/16	1/8	
0.343					11/32
0.354	9				
0.365		1			
0.375					3/8
0.394	10				
0.406					13/32
0.413		0	7/32		
0.433	11				
0.437					7/16
0.445			1/4	3/16	
0.469					15/32
0.472	12				
0.500					1/2
0.512	13				
0.525			5/16	1/4	
0.551	14				
0.562					9/16
0.590	15				
0.593					19/32
0.600			3/8	5/16	
0.625					5/8
0.629	16				
0.656					21/32
0.669	17				
0.687					11/16
0.708	18				
0.710			7/16	3/8	

<u>Inches</u>	<u>MM</u>	<u>BA</u>	<u>BSF</u>	<u>Whitworth</u>	<u>A/F</u>
0.748	19				3/4
0.750					25/32
0.781					
0.787	20				13/16
0.812					
0.820			1/2	7/16	
0.826	21				
0.866	22				7/8
0.875					
0.905	23				
0.920			9/16	1/2	15/16
0.937					
0.944	24				31/32
0.968					
0.984	25				1
1.000					
1.010			5/8	9/16	
1.023	26				1 1/16
1.062	27				
1.100			11/16	5/8	
1.102	28				1 1/8
1.125					
1.141	29				
1.181	30				1 3/16
1.187					
1.200			3/4	11/16	
1.220	31				1 1/4
1.250					
1.259	32				

Advertisements

- Wanted - Parts for a 1940 Indian '74 army model. Pin to fit kick start pedal to frame, front and rear army fenders, horn and seat. Contact Doug Browes, 26 Maple Blvd., Capreol, Ont. POM 1Ho.
- Wanted - Parts for a G 80 CS Matchless. Competition gas tank, (competition type with single rear tab mount), also parts or complete front end. Contact Buck Buchanan, Box 811, Val Caron, Ont.
- Wanted - Parts for '54 ZB 33 500 BSA. Gearbox with casing, clutch with case, front wheel, forks, steering ass'y, fenders, headlight, speeds, saddle with springs, chainguard and regulator. Contact Stan Bradbury, 19 Radwinter Dr., Rexdale, Ont. Phone 741-2641.

- Wanted - Exhaust system for a 1951 R 51/3 BMW. Contact Steve Merideth, 1338 Henry Farm Dr., Ottawa, Ont. K2C 2E4.
- For Sale - 1972 BMW R 75 with under 6,000 miles that was dropped at 50 mph. Will sell whole or in parts. Contact Doug Browne (see want ad, page 4).
- For Sale - 1951 BMW twin. Extra parts such as tank, fenders, wheels, cases, barrels, etc. Contact E.R. Alexander, 144 John St., S., Arnprior, Ont. K7S 2N7.

London, Ont. Cycle Show

There will be an antique class at the "Cycle 75" show in London, Ont. on Feb. 21-23. For further information contact Rocky's Cycle Centre, 395 Charncliffe Rd. S., London, Phone 1-519-438-9051.

A Note to Cafe-Racers

While reading a book on motorcycles I came across an interesting observation on the speed craze.

....."Our racer is now complete. Isn't it a thing of beauty? I am sorry we did not get a lighter frame for this one is heavier than most racers and a few pounds make a lot of difference. You will have to get a pair of thick leggings and maybe will have to stuff some waste inside them where the heat from the exhaust ports come against them. If you do not you may get your calves blistered like several racers have. Then you will want a good, big accident policy because several racers have had narrow escapes. You also should have the local constable remove his eyes because this racer will not slow down like a nice motorcycle will. While he is removing them, have him remove all the grades in the city for you can not ride them with the high gear. Also have him sell all the surrounding country for you can not go very far with your machine.

Get a rubber air cushion and tie it fast to your saddle and put a hinge in your back and springs in your wrists. Hire a couple of huskies to help push you every time you start. Establish gasoline storage stations every twenty five miles, and then ride only in winter because your motorcycle will overheat anywhere in America. Beg, borrow, or steal lots of cash to buy new frames, tires, etc., with. Last, try your motorcycle on the road and you will find you cannot stay on top of it when you travel over 45 miles per hour and not over 25 on many roads and will find it pleasanter when riding about twenty per hour. If you are then still alive, trade the racer to one who thinks he doesn't know and buy a sweet running touring model from one who does know."

The above was taken from a book published in 1912, called ABC of the Motorcycle. Goes to show things haven't changed much.

Well, that's all folks!

Al Johnson
Glen Cavers

MEMORIES ON THE BOARDS

Between the wars, they were arenas for great motorcycle contests.

The names are only memories now. Men like "Cannonball" Baker, "Crazy Horse" Verill, "Mile-a-Minute" Collins, "Big Red" Frank, "Fearless" Balke, "Curly" Fredericks, and one who is still very much around, "Dud" Perkins.

The places are only memories now. Races like Playa Del Rey, Culver City, Rockingham, Altoona, Kansas City, Sheepshead Bay next to Coney Island, and Beverly Hills, where the intersection of Wilshire and Santa Monica Boulevards in Hollywood now stands.

The machines are only memories now. Bikes like the Flying Merkle, Excelsior, Cyclone, Thor, Pope, and of course Harley-Davidson and Indian.

Board track racing was, how you say, hairy. First, there were the tracks: high-banked half-mile ovals, like giant roller derby rinks, their surfaces composed of long two-by-fours laid on their sides. Rain would warp them. Oil and gasoline would rot them. Crashes would splinter them. Weight and centrifugal force created by the speeding motorcycles would crack them.

But the racing went on, despite the tracks that were occasionally warped, rotted, splintered, and cracked. Periodically some of the worst boards were replaced, by a track maintenance man who pulled the board out from underneath the track and slipped in a new one. It was not unheard of for a board to be replaced *during* a race—so there you would be, going ninety miles an hour, when suddenly you might see a man's head pop up out of the middle of the track! Board track racing was, how you say, *dodgy*.

Racing was hell-bent-for-leather in those days. You never knew what the promoters were going to do next to draw in the rubes. In November, 1913, a race was held at Phoenix which offered \$1000 to the man who could circle the course the fastest—whether by motorcycle, automobile ... or airplane. Don Johns' Cyclone blew off Barney Oldfield's Ford and Lincoln

Beachy's Travel-Air biplane to win the grand. The motorcycle was still King of the Road in those days.

And then there was "hooking," a favorite racing technique akin to "body checking" in hockey. You just nudged up alongside the rider next to you and gave him a healthy dig in the gut. You could be suspended if you were caught, but everybody did it anyway.

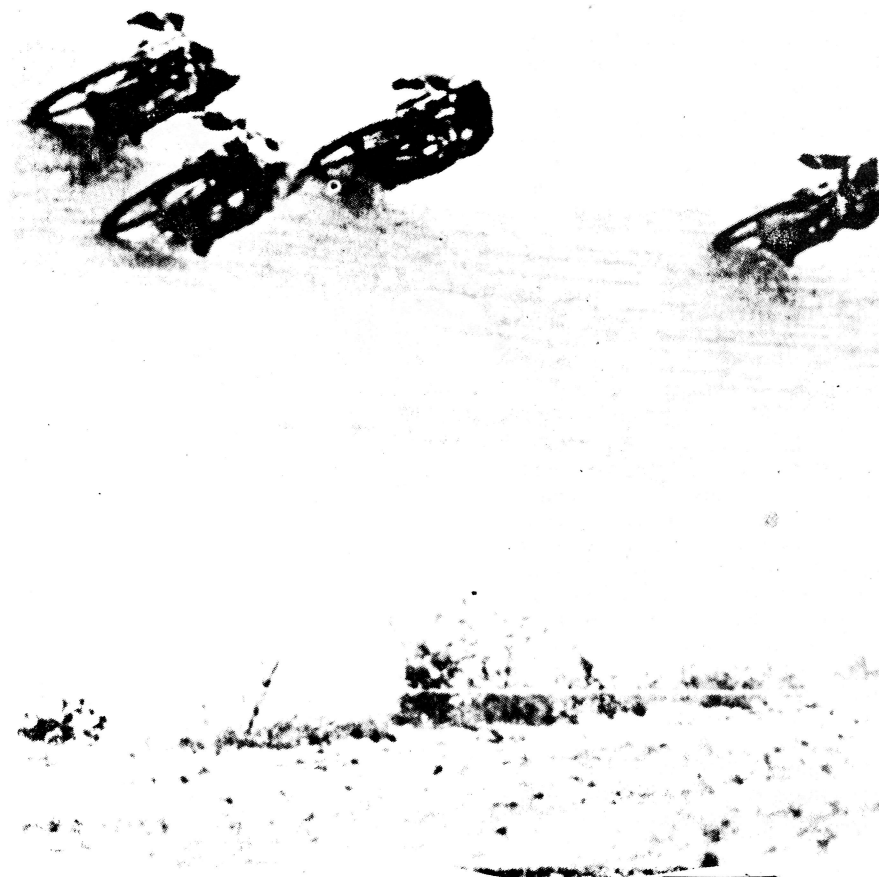
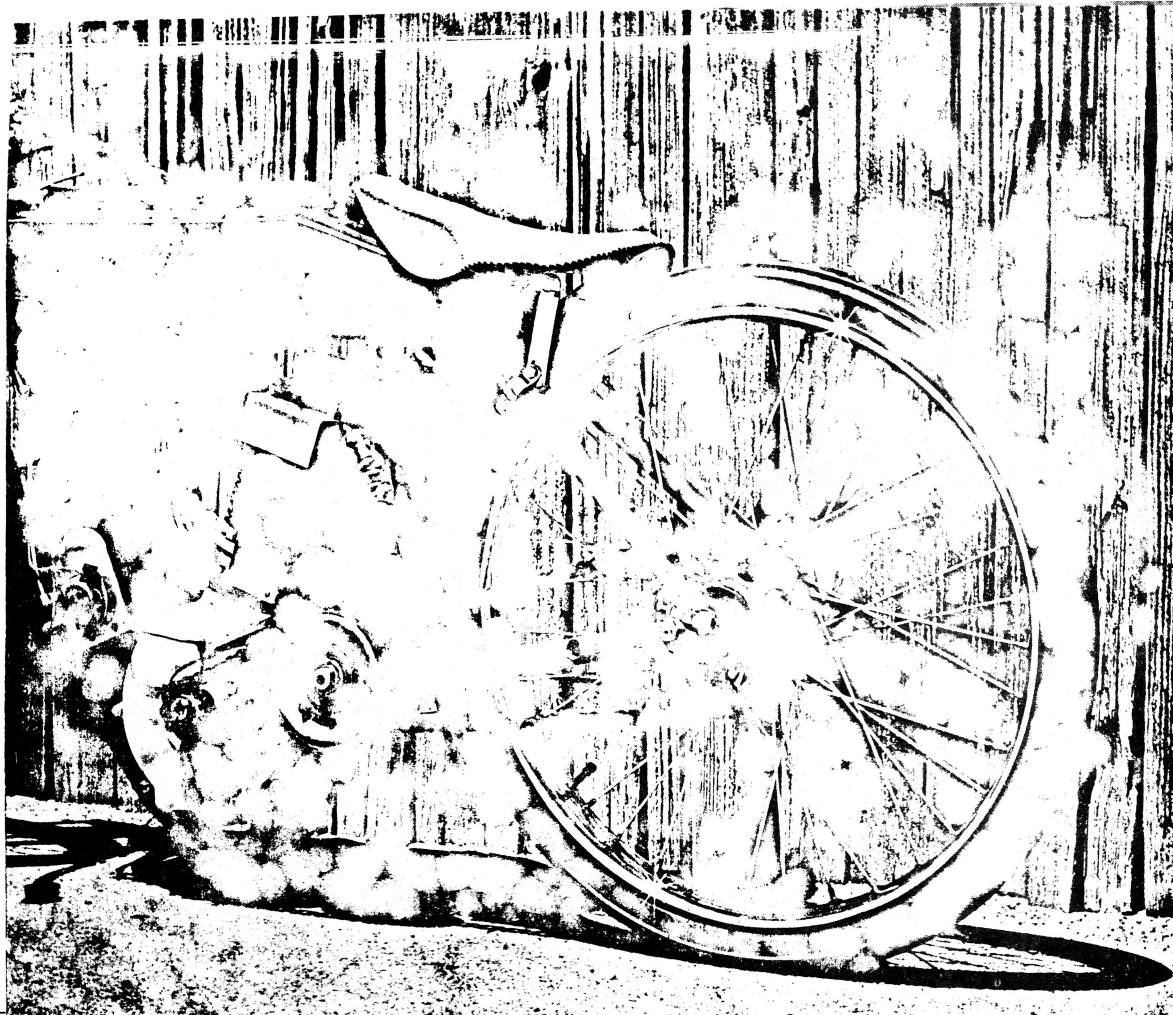
The riders were men of iron. They munched "chawin' terbacky" and waxed their mustaches and parted their hair in the middle, using oil from the same can that they used to fill up their engines. They wore leather overalls with suspenders and woolen beaked caps and tall lace-up boots. They had a competitive spirit as strong as any racer today, and it frequently resulted in fights—no, *brawls*—right out there on the boards.

What was the typical board track bike like? Two people who remember are Bob Stark, owner of Starklite Cycles in Anaheim, California, and Ralph Castor, who restored this 1916 Indian board tracker. What they remember best is that the beasts had only two speeds: Stop and Go. Idle and WFO. There was no handlebar throttle—just a butterfly on the side of the carburetor. The rider reached down and flipped the butterfly open, and he was off, heading down the track at full speed.

So there he was, flying around the track wide open. How did he slow down? The old kill-switch trick, of course. A piece of hacksaw blade was taped to the handlebars, and was wired to the magneto. Pressing the hacksaw blade to the bars stopped the spark. In those days magnetos were very unreliable; they didn't always stop sparking when they were supposed to. And since there was no spring-loaded throttle to snap shut and bail a rider out of trouble, a lot of riders discovered the biggest inconvenience about board tracks—big splinters.

On the right handlebar there was an ignition timing control that retarded the spark for starting. But once the bike was





running, the rider had a free hand since he didn't have a throttle to operate. According to one Thor factory racer, 81-year-old Harold "Big Red" Frank, now retired and living in San Clemente, California, riders did some strange things with that free hand.

"Don Johns was the fastest rider back in those days," he says. "He rode a factory Cyclone, which was a cycle 40 years ahead of its time. It was a twin, and there weren't many of those before the war—World War I, that is—and it had an overhead cam. Old Johns never even put his feet down. He'd just pass everybody on the straight, sitting up as pretty as he pleased, picking his nose as he flew by. Those Cyclones made the Harleys and Indians look like monkeys."

But then, the Cyclone was a 60-incher; most of the board trackers were smaller 30-inch singles. An example was the 1916 Model H Overhead Valve Indian board tracker pictured, which sold for \$300. The four-valve 500cc engine (30 cubic inches) put out about 35 horsepower, which was good for over 100 mph.

The frame was of stout stuff: chrome vanadium steel tubing, with drop-forged connections. For the most part there was no suspension; the rear was rigid and a truss fork was optional at the front.

The oil pump was worm-driven, and to give the rider something to do with his free hand besides pick his nose, there was a



Before World War I, Don Johns ruled the ovals with this Cyclone ohc twin. To his right is Thor teamster "Big Red" Frank.

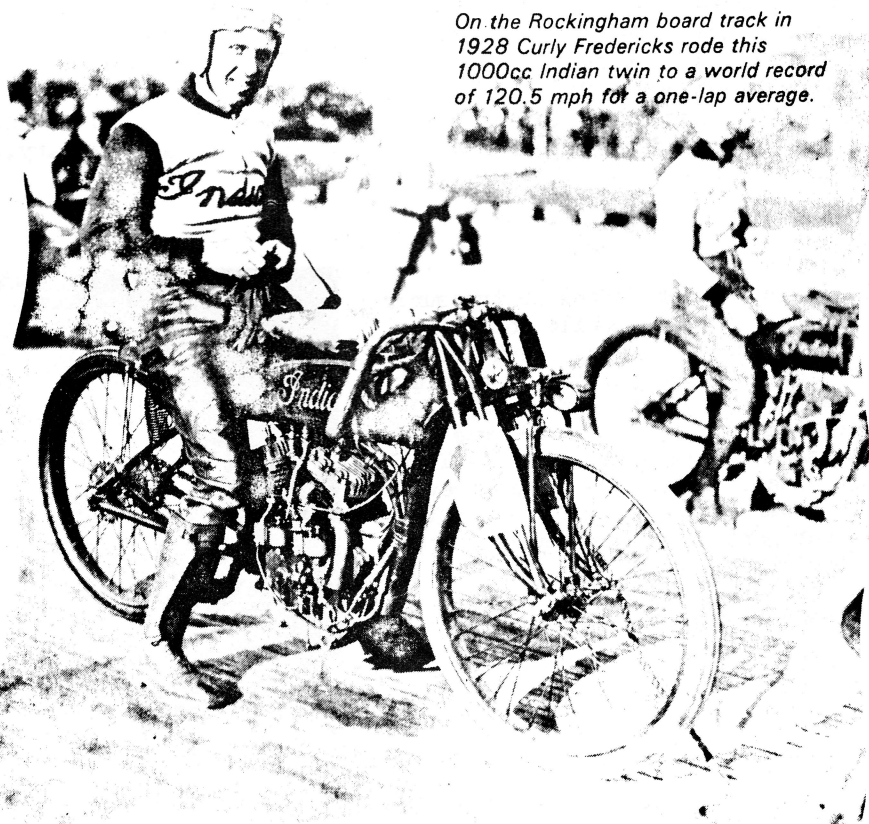
supplementary hand oil pump for extra engine protection.

The brakes, or rather brake, was marginal; stopping came solely from a pedal-operated rear band brake, not much more than a bicycle brake. The most reliable stopper was a rigid pair of legs and heavy steel-toed boots.

The riders removed the niceties that "civilians" liked on their bikes. They changed the wide handlebars to droopy clip-ons and took off the starting pedals.

The Indian Company made a twin as big as the Cyclone, but it was a street engine. The racing twin didn't follow until a few years later. It was raced after World War I, until the sport died.

One at a time, the board tracks were replaced by dirt ovals, and World War II pretty much brought on the last nail. After the war the English and German bikes invaded American racing, and road racing appeared. Board track racing was all but forgotten. The best riders switched to automobiles, and the best bikes—like the 1916 Indian Model H—were tucked away in dark, dingy, dusty garages, only to emerge half a century later to be carefully restored by men like Bob Stark and Ralph Castor. **CG**



On the Rockingham board track in 1928 Curly Fredericks rode this 1000cc Indian twin to a world record of 120.5 mph for a one-lap average.



Percy's Home in Atwater, Ohio

Where The Club Was Born

We have written before that the Indian Four Club came into being at the home of Percy Wallace in Atwater, Ohio, near Canton, Ohio.

John Wickham and Percy had been friends for a number of years and both had mutual interests in that they both owned and rode Indian Fours.

In the late 1950s Percy and John had occasion to visit at one another's home and only naturally the subject involved the Indian Four. Percy had long been an active member of a C B Radio club and related to John many of the things their club had been doing especially in the area of emergency service to motorists and storm alerts. The two agreed they had ought to start a club for Indian Four owners. The idea took root and in August

of 1960, 15 four owners met at the Millstream Ramblers Club House at Findlay, Ohio to get down to the business of organization. The purpose of the club was to share hard to get parts for fours and keep the Indian Four running on the highway. The Club was finally organized with a charter from A M A and incorporated in the State of Ohio. All American made four cylinder motorcycles were included in the requirements for membership. The club experienced a slow growth its first few years and its present membership totals over 300 members. Originally the club extended only to Michigan, Indiana, Pennsylvania, Ohio and Kentucky, but growth has been phenomenal. We presently have over 300 members across the United States, Canada, Germany, Africa, Sweden, England, Spain, France, New Zealand and Switzerland. Our appreciation to Percy for the snapshot. Some day maybe, two plaques should be posted commemorating the place where the Club became an idea and the Millstream Ramblers where it became a reality.

Several meetings were held during 1960 and 61 until August of 1961 the Club was officially organized in August of 1961. In 1971 the Club celebrated its 10th anniversary and August of 1976 will be the 15th anniversary.

A few years ago, Casper Barnes or treasurer and his wife, retired to mobile home living in Bradenton, Florida. Just after retirement they had been living in a lovely home in Grand Rapids, Ohio with lots of room. Their first home in Florida was a lovely standard mobile home but was a little limited on space. About a year ago they moved to a newer and more spacious mobile home with car port on one side and covered patio on the other. An ideal retirement set up in northern Florida. We asked Casper to send us a picture of their new home.



Cyclist In City On Way From California To Maine

By TONY MERRY

Argus-Leader Staff Writer

Millions of Americans take to the open road each year to spend their vacation leisurely traveling across the United States.

But few choose a motorcycle as their mode of transportation, especially when their 80th birthday is only two months away.

James L. Chase (his friends call him "J.L.") will be 80 years young in August, and he ranks in a class by himself. He left Long Beach, Calif., on May 27 with a goal of traveling to Maine on a BMW motorcycle weighing 600 pounds.

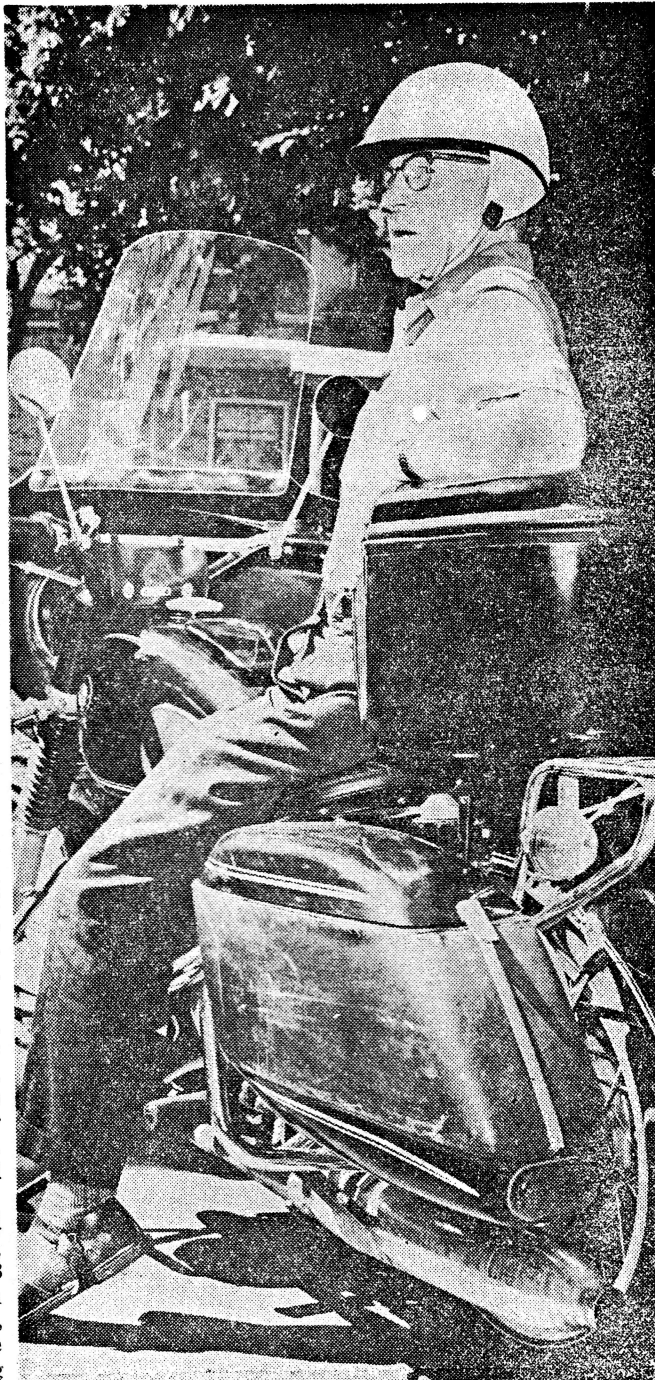
He arrived in Sioux Falls last Sunday afternoon and is visiting the Wayne Kinsley family at 902 W. 9th St. a family he refers to as being "very good friends."

The weather, termed "terrible" by J. L., has been one of the major problems. His original intention was to camp out wherever he could, but the wind, rain and heat along the way have not been encouraging.

"The first problem," he said, "was leaving the 60-degree weather of Southern California for the 105-degree weather of the desert." He was forced to stay an extra day in an air-conditioned motel in the Southwest to "get his wind back."

Tornados (16 of them) halted his trip in northern Texas, and the high winds of Oklahoma blew the cycle "all over the road." The rain wasn't a major problem as far as the cycle was concerned, but, "It got me real wet," he said.

He's only had one bad spill in all his years of motorcycling, which constitutes about 58 years of his life. In 1913, in Leavenworth, Kan., he fell, landing on his head, when the cycle on which he was riding hit a loose brick in the road.



This week, after visiting the Kinsley's for a week, he plans to get back on the road. He may not make it to Maine, however. He took a spill in Nebraska that dampened his adventurous spirit. "It wasn't serious, just a few cuts and scrapes," but the mishap has made him think twice about continuing the trip.

"I'm not as young as I thought I was," he said, "and I'm not as strong as I used to be, either." J. L. underwent major surgery a year ago, and he feels that it may have sapped some of his strength.

"It was my first operation, and I didn't know quite what to expect. I felt real good when I bought the motorcycle, but I found out later that I couldn't handle it as well as I wanted to. I don't have that strong grip anymore."

Even though he's still heading for Maine, J. L. is hoping that he'll find someone who will buy the huge cycle. If he sells the machine, he plans to make the return trip to California in a more conventional style — by plane.

"I originally wanted to drive to Maine and then down the coast to Florida before returning home (on the cycle), but I'm not quite as ambitious now as I was then," he said.

Why did he want to make the trip in the first place?

"There was nothing else to do!"

J. L. CHASE gets a first-hand look at America from his perch on the back of a 600-pound motorcycle. Possessing a tremendous desire to travel, last summer he covered over 10,000 miles in his pick-up camper.

(Photo by Jim Collins)

MEMBERSHIP LIST as of December 31, 1974

Arkansas

Dr. Claude Walters 440 Hosp. Dr Camdem Ark.
Club Sec.

Alabama

Herman Mullins P OBox 44 D D A 425 Hintsville Ala
California

William T Alloway 821 Columbus Dr Capitola Calif 95010
Cliff Cochran 220 E Mariposa St Dinuba 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 Arcatia 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 Gornley 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 Alameda Calif
94501

C E Williams Jr Box 27 Rancho Santa Fe Calif 92067
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 Springs Colo
80904
Robert V Hoyt 1307 N College Ave Ft Collins Colo 80521
Richard Greco Salina Star Rt Cold Hill Colo 80302

Connecticut

Roswell T Davis 589 Bee St Meriden Conn 06450

Florida

Casper Barnes Hawaiiin Village 63rd Ave NE 6323 Tahitian
Treas Dr Bradenton Fla 33507
R A Burke P O Box 3429 Tallahassee Fla 32301
Ralph Embler 61-8th Ave Shalemar Fla 32579
Ted Hodgdon 539 Outrigger 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 Raunsen 6621 Katherine Rd W Palm Beach Fla
33406

John Webb 2674 Derbyshire Rd Maitland Fla 32751
Arthur R Woods 4211 26th Ave Bradenton Fla 33505
Charles W Roadman 370 Geneva St Port Charlotte Fla
33950

Georgia

Marlen E Baernwald 2595 Emerald Dr Jonesboro Ga 30236
James H Boucher 1442 King Rd Riverdale Ga 30274

Illinois

Herman E Webber 501 Spring St Quincy Ill 62301
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

Illinois Cont

Lewis R Bartley RR 1 Illinois City Ill 61259
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
Angelo Ranieri Jr 2905 78th Ave Elmwood Park Ill 60635
Barry Stelford RR 1 Urbana Ill 61801
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
W K Lau 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 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 47714
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
Arthur Weaver RR 2 Berne Ind 46711
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

Indiana Cont

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

R W Paulette P O Box 401 Midway Ky 40347

Kansas

Donald Scott Rt 2 Box 6B Oboorlin 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 Browbridge St Cambridge Mass 02138

Michigan

Dick Winger Box 58 Newsport Mich 48166
Robert Aldrich 28616 Dover Livonia Mich 48152
Referee
Marvin A Grahm Rt 4 Box 585 Colma Mich 49038
Victor L Grahm Rt 4 Box 585 Colma Mich 49038
R J Gravelle 19305 Gerald Ave Box 84 Northville Mich 48167
George Hopps 7352 N Dort HWY Mt Morris Mich 48458
A Everett Jones 23509 W River Rd Grosse Isle Mich 48138
Don Knapko 31027 Elmwood Garden City Mich 48135
William Laport 6254 Brace Detroit Mich 48228
Glen Logan 221 Vass St Battle Creek Mich 49017
Robert Loomis 816 Lafayette Ave NE Grand Rapids Mich 49503
Robert H Lamb 2249 River Bank NE Grand Rapids Mich 49505
Edward J Bortner 193 Hurst Troy Mich 48084
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
Paul Pearce 639 Pontiac St Oxford Mich 48051
Andrew Pelc 16146 Eureka Southgate Mich 48192
Sylvester Price 166 Redman Rd Milan Mich 48160
Richard Rial 211 E Derrison St Box 36 Sherwood Mich 49089
Joseph Romeo 916 Rose Dr Ann Arbor Mich 48103
John A Scholtens 3561 Knapp NE Grand Rapids Mich 49505
Gari M Stroh 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
Mark S Matlings 20434 Charest Detroit Mich 48238
W W Doyle 5560 Bukey Pontiac Mich 48054
Henry Vogel 2020 W Lincoln Birmingham Mich 48004

Minnesota

Dave Bozung 13725 Wentworth S Apt 28 Burnsville Minn 55337
Trustee

Minnesota Cont

Maynard Whetstone 256 Bellevue St Winona Minn 55987
Randy Nelson 3201-22nd Ave S Minneapolis Minn 55404
Kenneth Trimbo Box 166 Wenderson Minn 56044
Russell Moga 2624 Bittersweet Lane St Paul Minn 55109
Earl D Bray Jr 1411 5th St St Paul Park Minn 55071
William Wiczorek 111 Flandrau Rd St Paul Minn 55106
Thomas McCleod Marneon St Croix Minn 55047

Missouri

Louis Anderson Box 258 Mansfield Mo 65704

Montana

Jack Kulish P O Box Stanford Mont 59478

Nebraska

Dr. Arthur R Croft 722 Londendary Box 356 ONeil Neb 68763
R W Peterson Peterson MFG Co DeWitt Neb 68341
Howard P Wagner 4903 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 N Hamp 03104
Fred S Tinkham Kendall Pond Rd W Windham N Hamp 03087
Charles Sweet 48 Butler St Salem N Hamp

New Jersey

Wm. J Mathis 5 Cadualader Dr Trenton NJ 08618 (Sub)
Nickolas A Russo Sr Rt 1 Box 1133 Wood Lane Mont Holly NJ
Arthur S Hull 1100 Philadelphia Ave Nathinal Park NJ 08063 (Sub)
Edward J Skillman 904 Hamilton Ave F Trenton NJ 08629
Walter Ahlers Main St Flanders NJ 07836
Kenneth P Doeresln 303 Downer Ave Mantiloking NJ (Sub)
Jules W Frolick 1175 Goffle Rd Hawthorne NJ 07506

Ohio Cont

Percy Wallace 302 Petrie Rd Atwater Ohio 44201
John E Wickham 751 Dayton Ave Findlay Ohio 45840
President
Ieland E Scholl 184 N Center St Pickerington Ohio 43147
Ronald Thomas 5724 Chagrin Dr Mento-On-The-Lake Ohio
44060
Charles Thompson 103 Canton Ave Huron Ohio 44339
Ralph L Javens Sr 453 Shawnee Rd Indian Meadows Dover
Ohio (Sub)
Lloyd McWilliams 1255 Ginder Rd NW Rt 7 Lancaster Ohio
43130
Richard J Ferry Rt 1 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 Sylvaia Dr Dayton Ohio 45416
WM Bruce Day 6406 Deer Ridge Rd Columbus Ohio 43229

Oregon

Darrel Dixon 7435 SW 4th Ave Portland Oregon 97215
Jesse F Cox 8805 Monteray Ave Portland Oregon 97266
John E Heddley 2111 103rd Rt 3 Portland Oregon 97216

Pennsylvania

Leon C Blackman 43 Buckeye Rd Emmans Pa 18049
Paul R Hawthorn 1352 Simpson Ferry Rd New Cumberland
Pa 17070 (Sub)
Wm J Lockett 1705 Ridge Rd Perkasio Pa 18944 (Sub)
James Faltman 1815-4th Ave Arnold New Kesington Pa
15068
Abram J Homshee P O Box 225 Wayne Pa 19087
Frank Kouba 325 Rogers Rd Norristown Pa 19401
Earl Chalfant RD 1 Brookville Pa 15825
Vincent J Connelly 237 W County Line Rd Hathboro Pa
19040
Clayton H Derstler RD 1 Washington Boro Pa 17582
Frank George Jr 317 Hartel Ave Philadelphia Pa 19111
George B Fisher 1051 N 5th St Reading Pa 19501
Robert W Hangan RFD 2 Quakertown Pa 18944
Edwin R Johnson 1065 Raston Rd Horsham Pa 19044
Joseph Karis 18 Edgemore Rd Cheltenham Pa 19012

Pennsylvania Cont

Otto C Link 2nd And Charles Sts Coopersburg Pa 18036
Lester J McQuade 6021 6th Ave Altoona Pa 16602
Herman G Metzger Jr 2174 Winthrop Rd Huntingdon Valley
Pa 19006
Steven Savoy 4420 Elk Ave Oakland Pa 19047
Albert P Sigmans Rt 212 Pleasant Valley Pa 18948
Leon Slifer 561 Maplewood Rd Wayne Pa 19087
John P Smagach 2840 E Thompson St Philadelphia Pa
19134
Matthew J Smagach 2840 E Thompson St Philadelphia Pa
19134
Edward Stoner RD 2 Box 32 Lewisberry Pa 17339
James Staats 7 Kiltie Dr New Hope Pa 18937
Fred J Wood 821 Cedar Rd Philadelphia Pa 19111
David A Henry 804 Valley Rd Coatsville Pa 19320
Robert Becker 302 W Valley Forge Rd King Of Prussia
Pa 19406 (Sub)
Bruce Elton 237 Center Church Rd McMurrey Pa 15317
Louis Freedman 3088 Azelea Terrace Morristown Pa
19403 (Sub)
Donald E Hauenstock RR 1 Rt 30 Abbattstown Pa 17301
Robin E Mankey RR 1 Etters Pa 17319
Ray A Miller RR 3 Box 534 Reading Pa 19606 (Sub)
Larry Armstrong 13410 Stevens Rd Philadelphia Pa 19116
Karl Klotzbach 381 King Of Prussia Pa 19406 (Sub)
San P Davidson Queensgate Apts A206 Morrisville Pa
19007
James W Festa 2660 Old Lincoln HWY Trevdnd Pa 19047
(Sub)

Tennessee

Douglas B Green 1914 Wildwood Ave Nashville Tenn 37212

Texas

Gene Smithson 2502 Turtle Creek Sherman Texas 75090
Harry W Robinson RR 1 Box 387-O Dayton Texas 77535
Herbert L Bloom 807 E Abram Arlington 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

New Jersey Cont

Joseph Phinsette 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 11134
Paul Freeman 14 Pelton Ave Staten Island NY 10310
Clinton Gates 6167 Country Club Rd Rt 3 Gowerneur NY
13642
L S Juillerat Box 820 Highland NY 12528
Leonard Moeller 2124 Grove St Baldwin NY 11510
Allen Moore 2748 S Main Rd 358 Albion NY 11411
Ira Philbrick 406 Court St Little Valley NY 11475
Emmanuel Sperazza 2339-129th College Pt Long Island NY
11356
Virgil Dale Smith Worthington Corp P O Box 69 Buffalo
NY 114240
Robert E Drumm CIU 323 Main St Penryn NY 14527
Steve Rauch RD 2 Colosima Rd Fulton NY 13609
George Chatfield Box 304 Annagassett Long Islan NY 11930
Charles Vetri 354 Oliver St N Tonawanda NY 14120

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 Rt 3 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

Ohio Cont

W B Cleveland MD 2522 Norfold Rd Cleveland Heights Ohio
44118
James L Cook 3608 Reimer Rd Norton Ohio 44203
Gordon Deye 3524 Corey Rd Toledo Ohio 43615
Gerald R Dellevar RR 2 Box 239 Rock Rd Shelby Ohio
44875
John Elber RR 2 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 Rt 1 Fostoria Ohio 44830
Anthony Harpester 16577 State Rd N Royalton Ohio 44133
Thomas W Harris 800 Hazel St Akron Ohio 44305
Cecil F Hasser 525 Fairfield Pike Yellow Springs Ohio
45324
Max Harry 834 Cants Cruz Dayton Ohio 45410
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 RR 2 Belle Center Ohio 43310
Gerald Kenworthy RR1 Ansonia Ohio 45303
Steve Kertez 2020 Marlow Rd Toledo Ohio 43613
Ed Fessenden 9 Southwood Dr Norwalk Ohio 44857
Charles Leatherwood 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 St Box 566 Green Springs Ohio
44836
Ted McGee 2009 5th St Sandusky Ohio 44870
Milton Mahl 2641 Andrew Ave Hamilton Ohio 45015
C E Mommot 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 RFD 3 Kenton Ohio 43326
Trustee
Waldo Stevick 916 Dingledine Ave Lima Ohio 45804

Texas Cont.

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 1525 Murray Bay Dr Houston Texas 77055
Frank Krawiec Rt 3 Box 165-C 2 Roanoke Texas 76262
Robert Shingler Rt 1 Box 46R Palmer Texas 75152
Eugene T Smith 2502 Turtle Creek Dr Sherman Texas 75090

Virginia

Michael A Kearney 2835 Woodlawn Ave Falls Church Va 22402
Donald E Collar 1705 Fern St Alexandria Va 22302
Mervin Ryan RDF 1 Edinburg Va 22824
John M Sandy P O Box 144 Stephens City Va 22655
Clifford K Pease 4464 Ewell Rd Virginia Beach Va 23455

Washington

Kenneth Slechter 17403 8 NE Seattle Wash 98155
T J Garden 8105 SE 44th Mercer Island Wash 98040

Wisconsin

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

Alaska

Chuck Metincanich P O Box 4-1978 Anchorage Alaska
99509

Canada

Michael Bryce 60 Stevensen Rd Unit 1507 Rexdale Ont
George P Taft 210 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 Queenway West Simcoe Ont
James C Dreher Box 132 Oxbow Saskatchewan Canada (Sub)

England

Robert Sidney Powell 27 Cinquo Ports Ave Hythe Kent

France

Bernard Bresson Chirurgien Dentiste 2 Rue Champvoisin
63170 Aubiere France

New Zealand

Patrick William Wood 7 Maxwell Ave Paptotoe N Zealand

Germany

Hans-P Arent 1000 Berlin 44 Burknerstr W Berlin

Sweden

Lars Eimar Illerbacker 5-S-181-44 Hidingo Brottbby
Ali Drimmer Slarsgaten 27 44269 Goteborg
Henry Melin Prastgarden Akerby 740-22 UplaBalinge
Hans Rennerfeldt S 18040 Brottdy

Africa

Paul A Tops 154 Glen Rd Glencarian Cape South Africa

Not Listed In Ohio

Fred G Dieter 809 Birch Hill Dr Youngstown Ohio 44509

- ADS -

For Sale - 1941 Indian shaft drive, real nice with skirted fenders, have everything to return it to military configuration. \$2500.

1940 Indian Four, an older restoration with 18,000 original miles. Won several "most original trophies". \$3500.

1941 Indian military 741. \$950.

1938 Chief, complete and running but needs restoration. \$500.

Write or call Marlen Baerenwald
2595 Emerald Dr.
Jonesboro, Georgia
Ph. 404-478-1712

For Sale - 1913-14-15 Henderson 4 engine for sale or trade for Henderson KJ or KL engine.

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

For Sale - 1945 Indian twin - 500cc, runs good - \$500.

Jr. Scout, army bike, good condition - runs well.

Write - Earl Bray Jr.
1411 5th St.
St. Paul Park, Minnesota 55071

Wanted - Indian Four - give year and model.

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

Wanted - One complete or parts of the assembly of the seat suspension on early model fours. Models without seat post.

One good unbroken exhaust manifold for early model Indian fours.

One mint pair of leather saddlebags for early model Harley panheads.

One set of four, 14mm sprock-plugs of same heat range for use in fours.

One spotlight bar and pair of spotlights used on early fours or any part of each

Wanted - Top dollar for Indian Four sidecar in A-1 shape, and fittings.

Write or call - Fred Provin
371 Heath Rd.
43055
Ph. 614-522-5194

For Sale or trade - One 1952 or 53 German Steib sidecar with hydraulic brakes. Needs work but restorable. Will sell or trade for Indian or Harley side car.

Two early model Villiers with brass flywheel. Street model and what appears to be a board racer or dirt tracker. Write or call Gerald Neighbors
807 Crosley St.
West Monroe, Louisiana
71291
Ph 325-3594

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

Wanted - parts and information on side car wheel, bushings and bearing for 1938 Indian Four.

Wanted - Original Indian brochures, all years, or reproductions.

Write or call - Frank Krawiec
Rt 3 Box 165-C2
Roanoke, Texas 76262
Ph. 817-430-1606

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

Write - George Chatfield
Box 304 11930
Anngansett, Long Island, N.Y.

For Sale - I am a former Indian Four Club member but due to my impending retirement to a mobile home with limited space, I was forced to dispose of my 1941 Four and my collection of Indian Four Magazines that I would like to sell at the going rate.

1967 all issues	1970 all issues
1968 " "	1971 Vol 6 #3, 4
1969 " "	1972 Vol #1

I thought some new members might like purchase some of the back issues.

Write Joseph P. Larweth

R 1 Box 403

Fontana, Wisconsin 53125

Wanted - Sidecar and fittings for 1946 Indian 74 twin.

Write - Douglas B. Green

1914 Wildwood Avenue

Nashville, Tennessee 37212

Wanted - need the following parts for 1931 Indian Four: gas tank, four or 101 Indian Scout '29 - '31, set of spokes and nipples, both front and rear, lifter for intake valve, 4 exhaust valve springs, ammeter, light switch, rail light assembly, battery box, also information on engine, transmission and electrical schematics.

I am just beginning an antique restoration. All help will be greatly appreciated.

Write Steve Rauch

Rd 2 Fulton, New York

13069

Call Collect

Home 315-592-6282

Office 315-593-1100

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

Write Hans Rennerfelt

S 18040 Bratitrg

Sweden.

For Sale - I have 20 Indian Fours, all good - '28 standard Ace and restthrough 1942. Also 2 spare 41, 1 - '39, 1 - '35 all good. These spares have new bearings, piston rings, The 5, '27 to '42, will have to go as a unit. See name and address next column

Silvan Goesser, 1710 - 2nd Ave, North, Denison, Iowa 51442.

Wanted - parts for Model DCC -261 Indian. Crankshaft, main bearings, valves (intake and exhaust), valve guides (all), valve lifters (all), Transmission bearings, cluster gears, sliding gear, main transmission, shaft, connecting rods (2), pistons (4), 10 - 20 over, Edison-Splitdorf mag. (I have Ameri. Bosch), oil pump gears, drive gear for oil pump, camshaft bearings, blueprint for motor.

(rear transmission, welding & milling)

Write C. A. Lytle

122 Essex Ave.

Glen Ridge, New Jersey

07028

Wanted - information - manuals, parts list, pictures or info that anyone might know or remember on the early "Simplex", such as a 1909. Will appreciate whatever information or material is available.

Write R. W. Peterson

Peterson Mfg Co,

DeWitt, Nebraska 68341

Wanted - Top money paid for Excelsior Henderson Sidecar, with or without body.

Write Cliff Pease

4164 Ewell Rd.

Virginia Beach, Va. 23455

Wanted - Maytag 2 cycle washing machine gasoline engine. Complete or parts. Also operating manual or parts list. Quote price.

Write John D. Miles

RR 5

Kenton, Ohio

For Sale - New Indian Boot Boards 1928 - 1939. \$20.00 pair

For Sale - 1942 Indian 4 cylinder. This bike is complete, fully assembled and unrestored. Has all the pieces right down to the Crocker damper and rear fender rack. The engine number is DDB-101. The engine has been restored and rebuilt to the "N"th degree. Here are a few of the things that we have done to the engine:

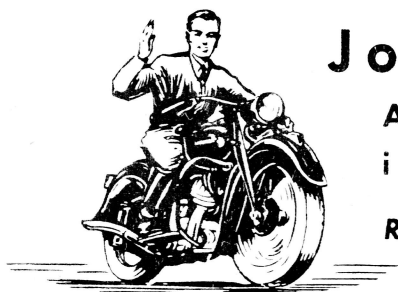
- 1) Cases completely polished.
- 2) Custom made aluminum/tin/nickle bearings in mains and all of transmission.
- 3) Crank shaft and jack shaft hard chromed and restored to standard size.
- 4) Crank shaft, pistons, rods, wrist pins and flywheel all super balanced by "Edelbrock."
- 5) Rods re-babbitted with special high speed deisel engine babbit - custom fitted to crank shaft.
- 6) Flywheel and pressure plate modified and fitted with one of Ken Young's clutches.
- 7) Thrust bearings on crank shaft and transmission jack shaft replaced with modern high pressure needle roller thrust bearings.
- 8) Engine rebored - fitted with new piston and rings.
- 9) All new valve guides - new valves and new custom valve springs to eliminate valve float.
- 10) Cam followers all resurfaced with "Stellite" and reground to new radius.
- 11) Cam followers fitted with new cups and locking adjustment devices for push rods to eliminate excess valve adjustments.
- 12) Engine custom fitted with new lightweight push rods with chrome ball ends.
- 13) Cylinders were "Parker Luberized" with penetrated lubrication before installation to prevent possible seizures and future interior rust.
- 14) Jack Shaft and clutch shaft fitted with special seals and "O" rings to eliminate unsightly oil leaks and drips.
- 15) Timing gear cover - breather and all nuts, bolts and hardware on engine has been chrome plated.
- 16) All cam and timing gears lapped-in to prevent gear hum.
- 17) Lower engine case fitted with oil by-pass to relieve excess oil buildup in transmission case and return oil to engine sump.
- 18) Entire oil system reprinted and changed so oil could be brought outside engine case, run through a chromed filter, cooled, cleaned and returned to engine. Oil filter and lines almost completely hidden from all but very close examination to prevent appearance change.
- 19) Manifold refinished in black porcelain.
- 20) Magneto completely rebuilt and polished.

Price F O B - \$3000, or will consider some fine guns as part trade. For further information contact Walter Frick, 4304 Varsity St., Ventura, California 93003
Will consider full restoration if your desire.

Editor's Note

We apologise for the lateness of the winter issue which should have been published early in January. We try to make the Four News as much your magazine as possible thus we wait for your letters, ads and other material we believe to be good material. A last minute reminder - The April business meeting will be April 20th, 1975 at the Millstream Rambler's Club house just north of Findlay, Ohio. The President's Letter contains the directions of how to get there.

The June meet is somewhat undecided at this date but will be decided at the April meet as to where it will be held. The Annual meet will be held at the Seneca County Fair Grounds, in Tiffin, Ohio August 9 -10, 1975. Plan now to take your vacation at the '75 Annual meet. The location is ideal and plenty of room. A lot of people in that area want to see these fabulous fours and we don't want to disappoint them. If your restoring your four put a little more elbow grease into it and get it ready for August. We want to see the four and more especially you.



Join the fun —

Attend the next motorcycle activity
in your locality

RIDE AN *Indian* MOTORCYCLE

