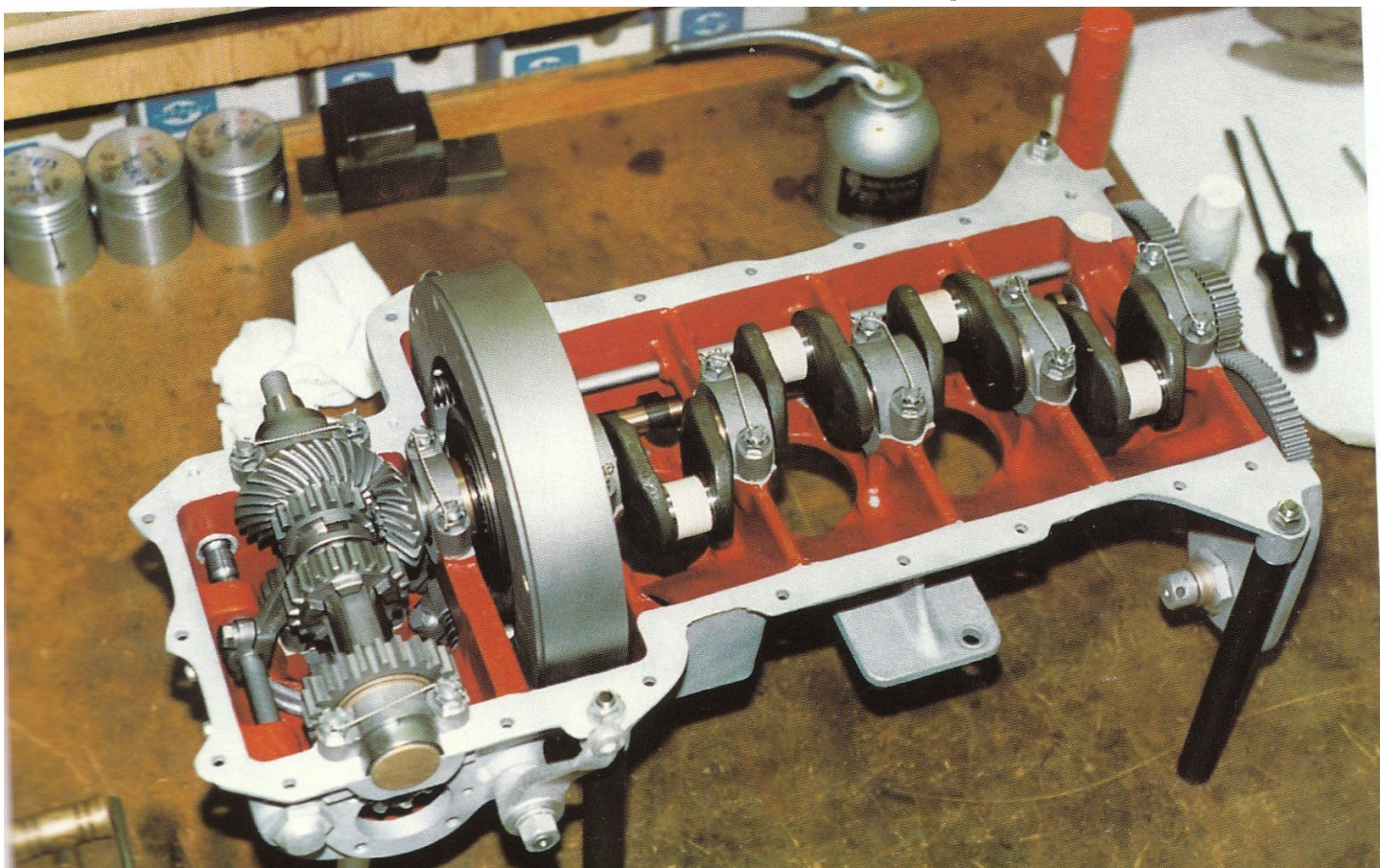


2018 Fall/Winter

Indian 4 Club

"America's Most Beautiful Motorcycles"



Volume # 55

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Presidents message winter 2018



Another year has flown by and this is my last month of being President of the Indian 4 Cylinder Club. There are so many memories of my second go round as President of our club and I anticipate a bright future with the newly elected board. I was amazed with the overwhelming response of the paid membership voicing their opinions through the voting process.

One of my most proudest accomplishments was the grassroots effort I requested Beverly Corsmeier to undertake reaching out to our membership to rejoin the club which ultimately got our finances back to where we did not have to worry whether we would have the money to have our annual meet this year. I was in the loop of receiving your letters and kind support as we with your help were able to bring the club back to 200 plus membership in 2018.

Thanks to the outgoing board who helped keep the club operating and the many hours that it has required.

My best wishes and Happy Holidays to you and your family and a healthy and prosperous New Year.



TREASURER'S REPORT 10/19/2018

You Can't Beat It

Put to the Test
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Refined from the best of Pennsylvania crudes especially for motorcycles, Indian Oil helps cool your motor and provides perfect lubrication to maintain new-machine performance for many thousands of miles. Indian finest oil lasts longer and does not break down as soon under high speed heat and pressure. It's tops in *dollars* and *sense* value.

Get it in the familiar red and yellow can at your Indian Dealer

Previous balance 6/10/2018 \$3,364.91

Income

Memberships/Money collected from meet \$2,510.00

Expenses

Postage \$54.94

Annual Meeting Cost \$2,753.09

Fairgrounds \$800.00

Youth Center Building \$150.00

Banquet \$1,091.44

Camping fees \$220.00

Food/Drinks/Msc Supplies \$491.65

Flowers Berland Sullivan Funeral \$63.60

Current Ending Balance 10/15/18 \$3,003.28

Respectfully submitted,

Sarah Cecil, Treasurer

The following club expenses were paid by a club member:

2017 Fall /Winter Magazine printing

2018 Spring Newsletter, printing & postage

2018 Summer Newsletter, printing & postage

AMA Charter & Liability Insurance

We thank you for your patience, participation and overwhelming response for the election of club officers. As we move into 2019 this quote comes to mind:

"Collaboration is the best way to work. It's the only way to work, really. Everyone's there because they have a set of skills to offer across the board." ~ Antony Starr

MEET YOUR NEW BOARD

Jim Walther, President

Brian Riegel, Vice President

Drew Crafton, Secretary

Beverly Corsmeier, Treasurer

Dave Panella, Sargent At Arms

Robin Markey, Chief Judge

Black Horse, Referee

Elmer Lower, Trustee

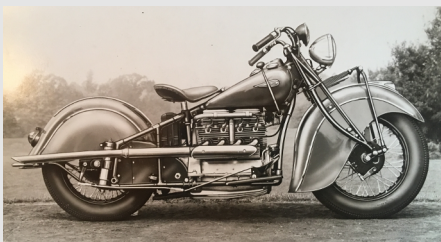
Rocky Corsmeier, Trustee

Nelson Citta, Trustee

Please wait to pay your 2019 dues until the Treasurer position has been transferred.

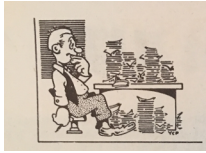
A new electronic form will be emailed to all those with an email on file which will include a button to pay your dues. We of course respect all of our members who do not use technology and will provide the same form via the US Postal Service so you can fill out and return with your 2019 Dues.

Any questions, please email, call or text: Beverly at MembershipIndian4Club@gmail.com or 513-623-7756 cell



Beverly Corsmeier
5958 Shallow Creek Drive
Milford, Ohio 45150

MEET THE CLUB'S NEW EDITOR AND ASSISTANT EDITOR



Tracy Woodall, Editor

Brad Kenyon, Assistant Editor

indian4cylinderclubeditor@gmail.com



On behalf of the Club, we want to extend a warm and gracious thank you to Brad Kenyon and Tracy Woodall for agreeing to take over and work together to create our future publications.

The board and the membership are truly grateful!

All for the Love of a Four

Tracy Woodall, Editor

As a child, I was fortunate to have gotten the opportunity to spend a lot of time with my grandpa. Playing with the dogs, spending time in the garage around the motorcycles as well as sitting behind him on evening rides on one of the BMW's, are among many other fond memories I have of him.

I learned to know the motorcycles as, "the BMW's", "the Chief's", and "the Four". All of his Indian's were red, and it wasn't until my first trip to Tiffin with him that I really started to recognize and learn about their differences. At that point in life, all antique motorcycles had big fenders and looked pretty much the same. However, I really hadn't been around any other antique motorcycles either.

As we walked around, that first day of the meet, I saw many different colors, shapes, even sizes. In the late 70's there was more of a variety of fours, not just the Indian Fours, that attended the meets along with others that weren't fours. I remember seeing one six cylinder motorcycle that I believe was a Cleveland. It was getting a lot of attention and I'd love to get to see it again. There was one that had a front fender that wasn't quite like all the rest of the valance-fendered bikes (referring to the Indians), obviously those were from 1940 and up. "Is that a four, grandpa?".

You have to know here that he had a very dry humor about him, and might smile only lightly, even when everyone else was nearly in full guffaw. "No...", he exclaimed as he gave a quick snicker and the shake of his head, "that's a damned ol Harley!". He never was a fan of them for some reason. I get it honestly.

We continued to look over all of the bikes that had shown up that day, and somehow he was able to tell which ones arrived on the following day. He had his favorites that you would find him looking over more extensively than others. It was kind of like a trip to the buffet. You pass by the food you don't like quite as well, but others are happy with it and that's all that matters.

By the end of that weekend, I was able to tell the four cylinder motorcycles apart from the rest. I had learned that it was best to do a walk-around before asking questions, to stand a much better chance of getting it right. I can remember seeing one of the other fours that had the exhaust manifold on the left side of the motor. It prompted me to question as to why this was the case, to which he responded, "Well Trac, I don't know for sure but I'm thinking the guy who designed that one was left handed?". His slight grin left me to question whether or not he was pulling my leg, but I was satisfied enough with that answer.

There were a few of the Indian Fours we saw that, no matter how different they were by design obviously driven by the year they were made, something just didn't quite seem right. While I was doing my walk-around, grandpa made a comment that didn't quite register with me until later in life (months maybe). "These guys and their having to have the shifter on the wrong side..."

My mother, my little brother, and I were walking through one of the malls in Indianapolis before Christmas later that year. Back then there were people who filled the main aisle of the mall with all kinds of wares to peddle. Mood rings, and pet rocks were a big thing at this time... along with those candles that you could watch them make right in front of you with all of the twists and multi-colored wax. But something caught my eye. A big picture of a beautiful, red, Indian motorcycle with a sheepskin seat cover! "Mom! It looks just like grandpa's! Can I get that for him for Christmas?"

He opened it and smiled. And, I couldn't have been prouder of my purchase for him. "I think it looks just like your four, grandpa? What do you think?". He smiled and looked at me. "Well, it's pretty close. There's only one little thing that's different.". This was the first memorable "record scratch moment" in life that I can think of. What had I done?? I looked again, and there it was. I didn't do my walk-around... Smiling, he leaned the picture up against the couch next to him and I sat looking it over because it had been weeks since I had found it. Then it hit me... the shifter was on the wrong side... It still went up on the wall and hung there for the duration.

Several years later, as we were walking down the hall at his house, he stopped and turned then asked me, "If you were to get one of the Indians one of these days, which one would you pick?". All I could think of to say was that "the Four" had always seemed to be his favorite, so that would be the one I'd pick. She now sits in my garage, on a table stand, waiting for a little TLC. I'm hoping that she will once again make an appearance in Tiffin next August.



1941 Indian Four 441

by Brad Kenyon, Assistant Editor

As Club member's stories are often requested by our Club Newsletter Editor, here's some background about my 1941 441 w/sidecar and it's current 'steward' (me).

I've tried to be brief but lacking brevity, I hope this will be interesting or helpful to someone. Please forgive the many me's, my's & I's..

There's an old song that goes something like; "Good things come to those who wait, not to those who hesitate".. (more about that later). My love affair with motorcycles began like many an American boy - child of the 60's, by seeking out a glimpse of any gigantic Harley Hog or Indian Chief at the local Gas Station, wherever & whenever possible.

The attached familiar illustration is worth 1000 words:



Sometime around 1969 age 14 I went on a forbidden day long adventure with a crazy neighbor to retrieve a truckload of old Indian parts (for the princely sum of \$75), which further endeared me to the Big Indians. The memory of piles of Deco-skirted fenders is still vivid. This was my first exposure to the concept (or curse?) of the "Basket Case". I think I must have cut my finger, and gotten that greasy rust into my blood somehow..

At age 15, I had the good fortune to go to an 80 hour Yamaha Motor School and learned a lot about 2 & 4 Stroke theory. I worked at a Yamaha/Maico/BMW dealer through most of High School, did some dirt bike racing, but my passion was for big American Iron. ("Lumps" my MotoX oriented boss called them).

At age 17 I bought my first HD Shovelhead (who can forget their 1st ride on a BIG V-Twin ?) I learned how to rebuild the 4-speed tranny in that bike (several times!) the 1st summer. I worked in Harley dealerships and around age 22-23 opened my own small after market HD Service, Parts & Engine - Machine shop.

Motorcycles were a stabilizing natural force for me during some turbulent years.

I later had the privilege of attending the excellent advanced 80 hour Harley Davidson Motor School at the Milwaukee factory which was a long time desire.

NIASE Master Auto Technician, Master Volvo Technician, MRSF Rider's Safety Course Instructor certifications were also part of my early Motor training.

Then came marriage, four children and 8 moves during a new 28 year career at Volvo Cars of Sweden which put my Motorcycle passion on the back burner for quite a while, moving back & forth to Europe, Dubai and elsewhere.

After visiting a Springfield Mass. Indian Homecoming Day, My passion to acquire a "real" Indian was rekindled in a big way. I un-boxed my decades old "Golden Age of the Fours" book by T.A. Hodgdon, which I purchased around 1976. Inside the well-read book was a forgotten article about a finely restored 1941 Four w/sidecar, that I had studied & dreamed about decade(s) before. I knew enough to know that a lack of knowledge when purchasing such a machine could be very costly. So I joined the Indian Four Cylinder Club & cajoled Wally K into graciously selecting and shipping me approx 24 back Club magazines, many of which I read cover to cover. Wally is a fine example of a faithful Club member!

I rode (BMW) from Atlanta up to Tiffin, OH to attend an annual Indian 'Four Cylinder Club Meet. Don Miller's collection, open shop hospitality & pig roast was outta sight ! Such a humble man, when I thanked Don for opening his home, he sincerely said "thank you so much for coming".. I met another Mr. Miller (Bill), who was very kind, generous with his wide ranging knowledge & advice. Never with a condescending attitude. Bill was & is loved, respected and missed by many. I trust we'll have a chance to catch up with Bill & 'old times' one of these days.

I met some really fine folks and learned enough over that weekend to realize the economic realities were that there was no way (with two of four children still at home) that I could justify the investment to purchase a 'decent' late model 'Four, nor likely even a decent 'project' 'Four, even though I'm able & equipped to do much of the work myself. So I satisfied myself by buying an older Bob Stark Indian Chief restoration - project.

Fast forward, I was at an AMCA Road Run and a fellow rider saw my 'Four Club T-shirt, and asked me if I owned a Four. I replied, "no just the shirt" (and the desire). He told me his friend's Grandfather (James Holcombe Sr. of Atlanta) owned a '41 Four w/sidecar which was completely restored by Bob & Robin Markey and looked like "brand new". (Judged AMCA "Senior" at Oley 1996) James Holcombe Sr. had passed on leaving the 'Four to his son who had the bike in dry storage for many years, and had very seldom been ridden. We exchanged numbers, and much to my surprise, within a couple weeks I heard from the current owner.

I had the good fortune to be in the right place at the right time. We agreed on a price that we both could live with and I became the latest "Steward" of this fine example. Above & beyond what I could ask or think! As I mentioned earlier, "Good things come to those who wait, not to those who hesitate"... If you are in a similar situation, don't give up!

I'm still learning my way around this excellently built 441. The Markey's attention to details even in unseen places is amazing. I hope to have the bike at Tiffin this summer. I have more to report about the technical aspects of this fine Four, which is a blast to ride, especially with one or more grand/kids in the sidecar !

Please note: If any of you have any knowledge of this bike's history and/or Mr James Holcombe Sr. of Atlanta, please contact me.

Thank you ! Brad Kenyon
(404) 610-2823



AMA Club Affiliate Program

WE NEED MEMBERS TO JOIN THE AMA!!

When our club was founded by John Wickham in 1961, it was a requirement to join the AMA to be an Indian 4 Cylinder member. This has not held true for many years now. However, our Club's Charter and Liability Insurance which protects us at any club sanctioned meet we may hold depends on members of our club joining the AMA. If we can have a minimum of 25 of our members join, we get a discount on our Charter. If you already have an AMA (NOT AMCA) membership please use this link to renew when their dues are due. If you are not an AMA member and would be willing to join, please also use this link. The Indian 4 Cylinder Club gets credit for every member that joins!!

www.amajoin.com/ind4cy



Annual Meet, Tiffin, Ohio

August 10-12, 2018

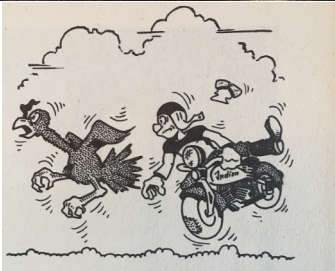


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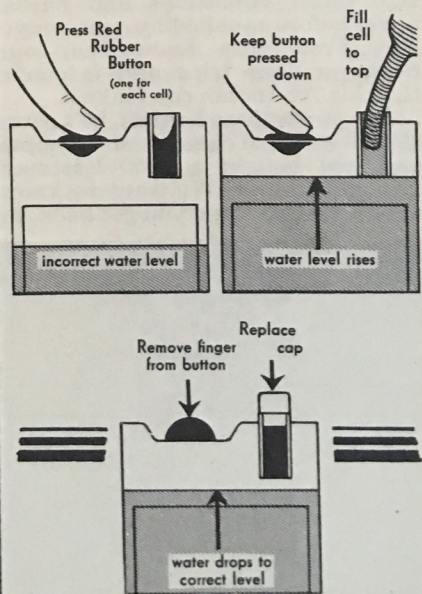


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Ted & Sue Bortner



Roger Bales

Tiffin 2018



Rocky & Beverly Corsmeier



Don Skarp



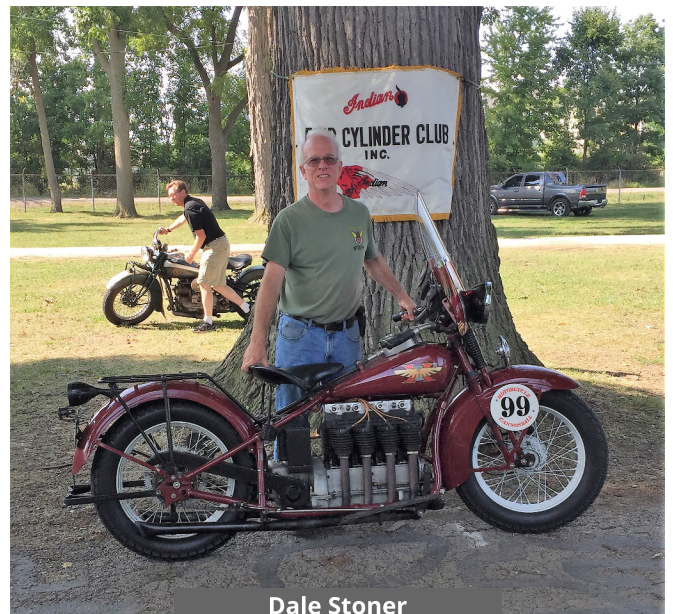
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Wally Krrzyzanowski



Dave Pempeit

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SEE YOUR INDIAN DEALER

Casey's 4

by Charlie Stanton

"Indian 4 Cylinder Club Member #350 **Samborski, Casey 3865 Glazier Way, Ann Arbor MI 48105**" is how the previous caretaker of what I named 'Ula Nui' (Hawai`ian for "Big Red") is listed on our Member Roster.

I've asked Club members if anyone knew Casey, but so far I've struck out. Possibly I saw Casey when I was a student at the University of Michigan. Casey was the head machinist at the UM Aerospace Laboratory and I used to go through the machine shop. Ships passing in the night.

When I purchased my 4 Casey was in Hospice at the time and mostly unconscious, so I never got to met him.

A friend with whom I worked at Defiance told me about the machine in 1998. He called it a "Chief" and asked me if I knew of anyone interested. I called a buddy and told him about it, we decided to split the cost and flip it at Oley the next weekend, for a profit.

When Robert, Casey's only child, rolled up the garage door for a fraction of a second I saw a Chinese Red Chief. Then my jaw dropped and a voice in my head **SCREAMED "IT'S A FOUR, A FOUR!"** I asked Robert how much and he balked, saying he had second thoughts about selling it.

Did I have mixed emotions then! He said he would decide in 2 days. I assured him I would buy it, even though the motor had sat since 1954, the frame had been repaired after an obviously terrible head on wreck, and there was no title. Two days later over the phone we agreed to terms. No way was I splitting the cost and selling it. I was determined to restore it. Robert did not know much about the history of the 4, but did know his Dad had brought it as a crashed basket case in 1954 without a title or a bill of sale.

He worked on it for the next 44 years a bit at a time. Near the end of his life Robert said he rode it one lap around their barn and fell off at the end. Casey was very weak and dying, and he knew it, but he had to ride his machine at least once.



Cont'd



As an ironic side note, I had a buddy that lived down the block from Casey. In 1971 he built a 'Brand X' Knucklehead chopper, which I painted. If by chance Casey saw us working on it, he might have cringed as he had a nice collection of antique, bone stock, vehicles. Having been bitten by the AMCA, my buddy had long ago returned his Knucklehead to 'crusty' stock.

Robert gave me a handwritten bill of sale which had the 4 listed as a 1931, but the frame was a 1930 as was most of the motor. The crankcases were apparently new with a dealer stamped VIN "EA3030". I surmise the original cases were broken in the crash. There are no signs the bottom case ever scraped anything other than the floor of the van as I loaded it up to take home. Research led me to an old newspaper report of a fatal crash near Lansing Michigan in the early 1940's. I wrote the family, but never received a reply. Was Casey's 4 was from that accident? It is possible: how many 1930 Indian 4's were badly damaged in a crash in mid Michigan around that time? Perhaps this incomplete history might spur another member to dig around a bit.

Knowing I'm only the latest custodian and someone will be the next, I set out to complete Casey's incomplete machine and make it as close to what rolled out of Springfield as I could. Repairs and replacements include a correct headlamp, handlebars, exhaust, seat, wiring, pin striping, tank decals, speedo, luggage carrier, floorboard rubbers, straightened fork, a Roy Davies rebuilt motor as well as procuring a clean Kentucky Title. There are things the next custodian can do to improve Ula Nui.

I find it a bit ironic Indian 4 Cylinder Club Member #350 Casey Samborski's 4 finally showed up at Tiffin more than a half a century later.

Part Suppliers*

Michael Breeding - Sante Fe, NM quality re-cast parts etc. 505-989-5936

Bob's Indian Sales & Service, LLC , BobsIndianSales@aol.com 717-938-2556

Larry Burke - Oil Gauges - repair, restoration, Indian 401 - 403 specialty parts. Wiring & timing Manuals. See display ad. larryburke4@icloud.com, 316-706-6421

Jerry Greer Engineering SD- jerrygreersengineering.com 1-800-307-9027
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Gene Harper - Splitdorf - Solid state Voltage Regulator etc - 303-424-9829 Splitdorfreg.com

Iron Horse Corral - Matt Blake CA Indian repro Sheet metal 559-322-3326 Indianfenders.com

Lytle Petcocks - Conrad Lytle, lytlepetcocks@superpa.net, 717--642-6485

Terry Marsh - Corbin Speedometer Repairs - marsh1915hd@msn.com

Michael Martin - castings - Ace Precision Parts martinsindian@gmail.com 602-233-8780

Mark Mathre - skoobyz@yahoo.com 209-754-3437 Indian4 Shift Knobs

Rhode Island Wire Co. Wiring looms, supplies. www.rewire.com

Rocky Halter - Rocky's Antique Cycle Parts OH 330-284-2652 Rha4280280@aol.com

SynergyMetalFinishing.com FL Nickel plating cylinders, etc. 321-383-7798

Starklite Indian - Gary Stark, Online catalog, reproduction parts Starklite.com, 951-968-3070

Kent Thompson - Hedstrom thru 1932 Indian Used & Walker Machine parts 603-585-6933

"Indian" Frank Vandavelde - Generators/regulators/cutouts, distrib indianfrank@yahoo.com

Vintagecyclebay.com Jacob Junker Indian Parts alternative to eBay 951-678-1583
jdjimm@verizon.net Many Used & NOS parts, MANUAL reprints.

Tom Wilcox - manifolds - castings - twilcock@jotmail.ca

Randy Walker - WalkerMachine.com Early 4, 101 Engine, Trans & Chassis parts
Phone Number: (508) 867-8097 randy@walkermachine.com

Ziggy Kapuscinski - Imported Speedometer repairs - brackets - Hedstrom - 519-650-1339
driveoldbike.us@gmail.com

Ziggy - ziggymotorworks.com - Lots of Indian parts-now in Kentucky - 360 871-8120

Engine Rebuilding Services*

Roy Davies - IN retiredscroy@yahoo.com - 812-239-5952

Also manufactures quality 'Four gears, shafts, parts, etc.

Mark Hill - NY Owner of Fourth Coast Fours at focklermachineshop.com 315-769-3955

Elmer Lower - Elmer Lower Restoration, Indnelmo@yahoo.com, 717-909-6742

Conrad Lytle - Lytletpetcock@gmail.com, 717-398-7193

*** Please note: This free listing of Suppliers & Rebuilding Services is admittedly incomplete and a work in progress. The list is provided as a Resource to our Club members, especially those who may be new to the Sport. The Club can make no specific recommendation for a Supplier or Rebuilder, but your due diligence, asking advice of other Club members is highly recommended.**

Requests for Supplier/Rebuilder Display Ads are welcomed by the Club.

Please do inform your Editorial team of any errors, omissions or suggested additions to this list. Thank you. Brad & Tracy indian4cylinderclubeditor@gmail.com

Did you know . . . that a motorcycle engine is just as much "oil-cooled" as "air-cooled" . . . that only a special motorcycle oil will carry off the fiery heat and still retain its "body" to protect the important moving parts?

To the Quart MORE MILES

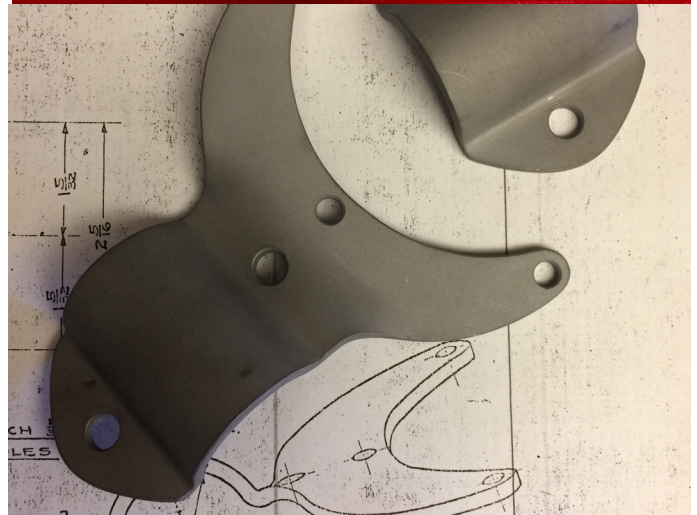
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Indian Four Cylinder News Back Issues

Wally Krzyzanowski has back issues for sale. These magazines contain many helpful technical articles. There is also much interesting information about members both past and present. Telephone (after 6:00 pm) or e-mail Wally to find out what issues are available. 574-896-2695

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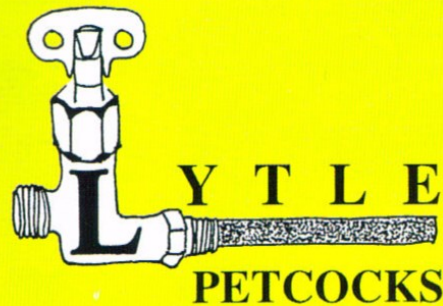
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AFTER

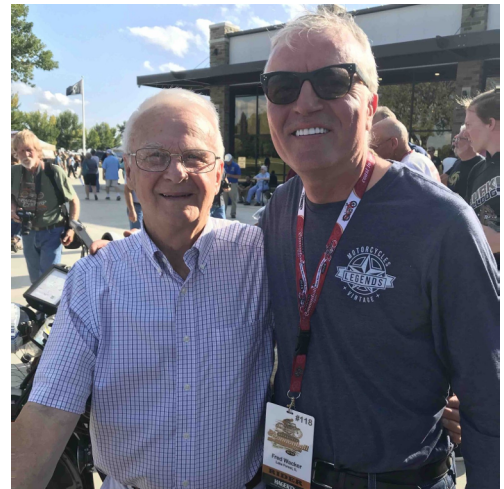


More Proof How Small The Antique Indian World Is:

By Fred Wacker



The '32, post Elmer Lower, in the garage for the winter



Rich and Fred meeting for the first time

About 2 months before the Cannonball (this past summer) I got a call out of the blue from a man named Rich Schultz. He's probably a member but he called me because he saw my name on the Cannonball rider list and asked me if I was the Fred Wacker who he restored an Indian four for back in 1958!!! I was born in 1960 so he was talking about my dad-who passed away 20 years ago. We talked about the bike - a 1932 model 403. I still have my father's favorite bike and I ride it often. Elmer Lower refreshed it for me about 5 years ago. John Dohnal did engine work on it about 15 years ago. It takes a village and I'm so grateful for people like Rich, Elmer and John.



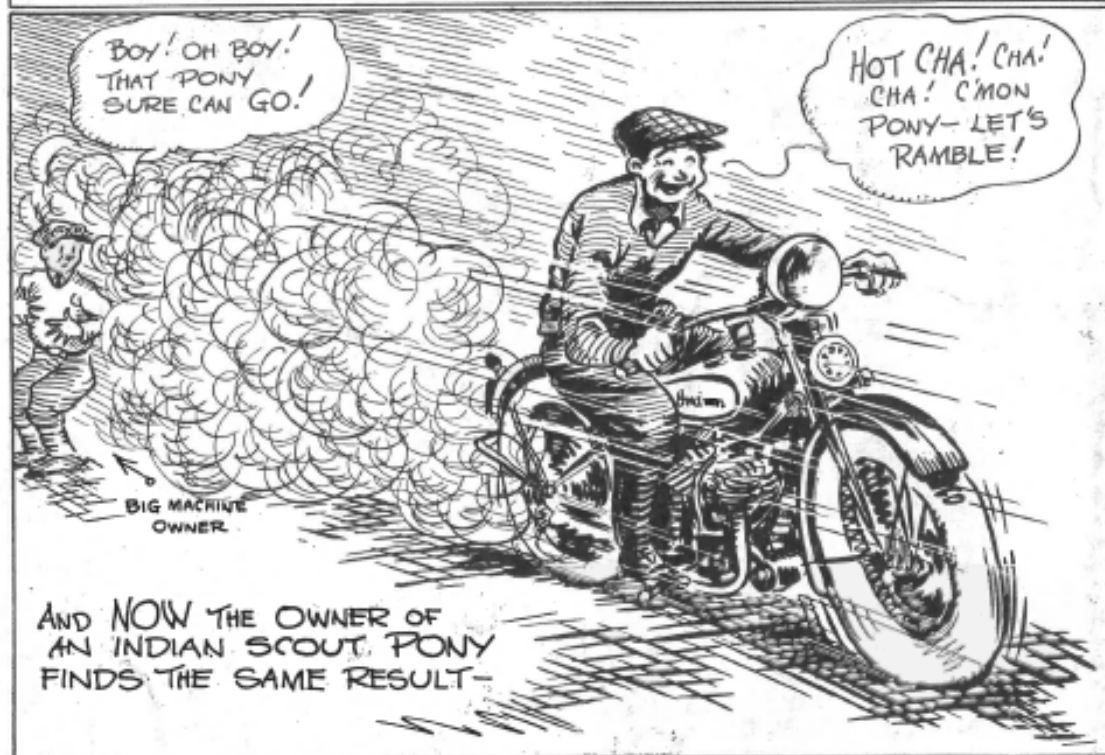
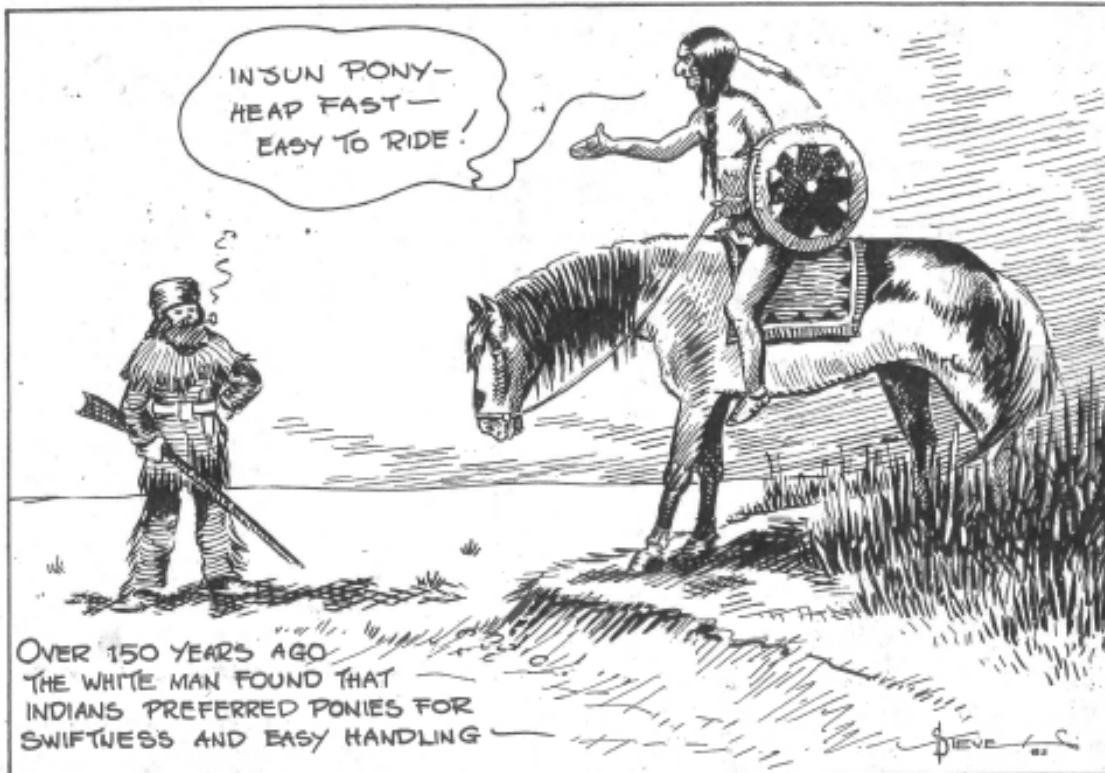
Fast forward to this past September- I'm on the Cannonball with my team and we are almost half way across the country running strong. The day's ride on September 14 was to end in Spirit Lake Iowa at the Indian factory. I rode in with all the miles that day (we did so every day of the entire event) and there was....Rich Schultz! Now in his 90's he drove some 75 miles to see the Cannonball and it was truly special to meet the guy that fixed up my dad's four cylinder over 60 years ago.



Our Cannonball bike -1913 Indian twin (hey it's no four cylinder but it's still from the Wigwam)

Fred Wacker

"INJUN PONY HEAP STRONG"



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

FOUND IT, RESTORED IT, RODE IT, RUINED IT, REVIVING IT, LOVE IT!

By Mark Fogerty

From the time my dad said to me "If you can start it you can ride it" TWO PULLS OF THE WIND-UP ROPE and at the age of eight I had a daily rider. It was a Rupp mini bike with a 3 hp snow blower briggs engine. I had to sneak it out from the back barn everyday cuz my mom did not want me on it, you know how dangerous those things are to ride! I knew every nook and cranny trail around our neighborhood block and most of the others too. There was about six of us that all had bikes, and as we got older we all stepped up to bigger and faster ones including me. One day I went out with my dad to a dirt bike race and I was so excited to do this, cuz of course I was the best rider out there, well I found out very fast how bad I was. Came home all bent up and bike too. Found out that the only race I was good at was the slow race. But I can say, I never lost a race running from the cops!!! "NOT YET" From that point on, the bikes we were to ride were more for adventure and transportation. When I was sixteen I rode my dad's super glide, fell in LOVE, and said to myself, gotta have one now, so I sold the husky, looked in the newspaper, found the cheapest Harley in there and went and bought it, never knew what a Sportster was, but it sure rattled, smoked and shit oil well, but that sound of open pipes 'WOW' I still have the bike, dad always told me don't sell it unless you need to, or hate it!

Got that super glide, hated that, got the panhead, ho there was a demon in that bike. So, I traded it in on a brand-new heritage softtail, that got stolen. I used the insurance money and started to look at old Indians, it was my destiny to ride one. Found a 47 chief down the road from me and I said if it's not red I'm not going to buy it, IT WAS RED...this started my love at first ride again, the adventure of choke, retard, kick, left throttle-foot

clutch and tank shift. Gives you so much to do while going somewhere down the road. In the back of my head was a 4. ...but each year I have saved up enough money to get one, they jumped thousands more than I have, well one day I was on the eBay and found one 1941- 4 . I bid knowing it was low and would have got stomped all over as it always did...well got a call from the owner,



Come up and let's talk. So, we grab all the cash I saved, put it in a burger king bag and in my dad's van we go to Cleveland, Wisconsin. As I drove there I said if he doesn't let me ride it I'm not buying it! well he started it and said you're riding it, cuz that crazy throttle and clutch, I almost wrecked it last time, and the engine case is cracked too...WOW never even gave the case being big cracked a thought. WELL. The bike went into the van and the empty burger king bag went into the trash and down the road and back to home we went. I GOT MY 4!!!!!!!

But now the first thing I need to do is get more info on the bike, parts etc.- etc.. So many people were excited for me too, they came over just to see a bike like this close up. I got a book on Indian 4's and found names and phone numbers; I called one, his name was Max Bubeck, he answered the phone and we talked for hours, what a guy. I found Roy Davies and hours on the phone with him! and the Indian 4 club, Beverly was the first to call and welcome us to the club TOO!

cont'd



I took the engine all apart, found a guy, that not only welded but reinforced the case that I hope will not crack there again. Roy set me up with all the other stuff. I put it together with Max's video, it helped a lot. After I got it to run, it seized up in 2 min. ugg...Remember .005 min on piston clearance. OK This bike became my wife Karen's and my daily rider for many years. Karen loves to ride, and I love her on the back of the chummy seat too. Everywhere we went it would draw people, we would say to them "we ride majestic art". Three years ago the oil pressure started to wobble hard. I saw this before on my 29 Peerless I knew the rod babbit was coming apart, I shut it down. Out came the engine again and apart, again, and yes, the babbit came apart. from then until now I gave my rods to a person to fix them up, they got misplaced and recently found, and poured and machined...

THIS MACHINE IS GOING TO BREATH AGAIN SOON!!

Every Season is a Holiday Season with Riders of Indian Motorcycles

A dash of old Mexico just over the line at El Paso

Sam O. White on the Trail Fairbanks, Alaska

Happy "Indians" from Amarillo, Texas

Having a drink of coconut milk flavored with a dash of "Jubise" Petrosbaco, Brazil

A "Fair" Climber from Arleboro, Mass.

"Indians" in the Tasmanian Mountains

The "Tuttle" Family, Calgary, Alberta

Burr—sand or snow? "Louie," Harold Duckworth, and Jes Nodine, Jacksonville, Fla.

M. E. Harding, Indian Dealer, Topeka, Kans. (at left) camping on a Texas Ranch (at right) looking across the wheat fields near Walla Walla, Wash.

Santiago Motorcycle Club (Chile) on a tour

LOG OF 1931 K-J 35552 - Submitted by Doug Strange

This document is a 1972 transcription of a logbook written by John Scharle. John owned this Henderson K-J for nearly 30 years. He also owned a 1922 Henderson DeLuxe from new and a Henderson KL. He never owned a car, just three motorcycles. These two latter machines were sold to Dr. William Cleveland of Medina, Ohio and later were acquired by Steve Ciccalone. He later sold the K-J to Clifford Pease in Virginia Beach in May 1972. When Cliff later died from a collision with a drunk driver in 2005, the same year he planned to stop riding at 82 years of age, Mike James purchased the Henderson at a public auction in Virginia Beach for the price of \$24,000 in June 2005. When Mike became debilitated due to a disease, he sold the motorcycle and the Goulding sidecar added by Cliff to me in June 2011, and I brought back home where it all started. I think John would've approved. ~ Doug Strange.

About 1940 I began making the rounds of old dealers that had handled the Excelsior & Henderson at one time. The road worthy Hendersons had pretty much tapered off after nine years of the factory discontinuing the manufacturing of motorcycles. Rumors were circulated from time to time that they would were to start up again. However Nash Kelvinator, the refrigerator division occupied the factory. Later on Montgomery Ward had at least part of it.

In visiting the various previous X dealers in greater New York, which included New Jersey and Connecticut. And also following leads of dealers at distant points by writing to them, it was learned that the parts book prices prevailed generally. By this time an idea was had of what was available. Certain New York City dealers were visited once a week or so. The war came on later and riding was somewhat curtailed. I had a pet idea that I would like to use a five main bearing crankshaft case from a K-J on my 1922 DeLuxe with 1928 Ricardo head side valve cylinders. The short travel trailing link forks of the early DeLuxe left something to be desired in comfort. I planned to use the forward link forks. The 1922 I had purchased new and it was a pet of mine.

During 1942 & 1943 the machines on the dealers' floors remained pretty much in one spot collecting dust. Either the owners were in the service or it was not known where they were. When I asked about buying this or that Henderson I learned this. However there was one 1931 Henderson K-J that looked rough. When I asked about buying engine or the crankcase assembly alone as the rest of the machine did not look like much. Louis Simon, the proprietor that I knew quite well by this time replied "why don't you buy the entire machine?". He told me that the previous owner had had some light job prior to owning the K-J and he used to ride it on weekends out on Long Island, about 100 miles each way. Somehow the light machines of the mid-1930's were not equal to do it. The way the dealer Louis Simon put it was this (1931 K-J 36652) took him out and back.

The machine looked terrible. Aluminum paint was all over it. The wiring was shot. The handlebars were bent. The footboards were worn away on the rear outside edges from excessive banking on curves. The headlamp was only a shell. The battery was shot and the white sulphate as it is commonly called was all around the top of the case. The threads in the tanks that held the filler caps were badly worn from knobby nozzles at filling stations.

In 1931 the Indian Chief and the Henderson had as factory equipment, a large Autolite generator of greater capacity than the Splittdorf generator of the 1929 & 1930 Hendersons. The larger generators came about partly because of sidecars with their extra lights. Or, in the case of solo machines, many were in heavy duty police work with extra electric equipment such as pursuit lights. In some cases, electric sirens or special horns, etc.

This machine (K-J 36652) was looked over a number of times by myself on a number of visits. Its price was \$110 but I could see that a lot of work would have to go into it and parts that were not yet obtained.
Cont'd

In 1972, \$110 doesn't sound like much but average wages were a bit over \$1.00 per hour then and because of the war, taxes had gone up.

On the other hand in 1943, riding was somewhat limited. I knew that in Bridgeport, Connecticut, a pair of new tanks and a new front and rear mudguard were under the show window floor. And many other new & used parts were in drawers behind the counter. Many used parts were in the basement. Other dealers had parts too.

It was in late September or early October that I decided to buy the K-J. This was in 1943. I had Saturdays off at that time. On at least two Saturdays, I went over to Brooklyn about nine miles by subway to work on the machine to be able to ride it to Allentown on a later Saturday.

When the larger generator was decided on by the factory, a different bracket to hold it had to be devised. It was a home-made looking affair of strap metal that did not look good to me compared to the 1929 & 30 cast brackets. Then too, the "boss" that was cast into the left front of the upper case was of necessity quite shallow and the threads were of limited depth. This made it a shaky candidate to hold a heavy generator. Threads in the alloy are not an ideal anchor fixing. The boss was broken away at the sides. The large generator was in a carton with other parts belonging to the machine, all painted aluminum.

I told the dealer that I wanted to exchange the 1931 bracket and generator for one of the 1929-30 type. He did this. During the overhauling, when I had some aluminum welding done on the cases, I had the boss built up. Then I did some careful machine work and used special studs in the case and left them in to hold the bracket by putting nuts on the studs rather than put bolts into the case alloy which in time would wear the alloy threads. All this was done later of course when the machine was apart in Allentown.

Many parts were taken to Allentown on routine trips by train. I brought tools and the license plate from the DeLuxe to New York for the trip back to Allentown on a Saturday. I got to Simon's shop in Brooklyn after 8 am and was anxious to start the ride to Allentown. He did not open until 9 am or so and I did not like the delay. Gas and oil were in the machine and after the wrong plate was attached, I left through the Greenpoint section of Brooklyn. Then Queens. Then over the Williamsburg Bridge. Cross town New York, through the Lincoln Tunnel and across the Jersey Meadows. West of Newark, I felt more comfortable and began to enjoy the ride. I paid attention to the fork action. The grip controls were not silky. I arrived at the Allentown shop in the afternoon. This was in October 1943. I threw the headlight away. I took the magneto off and took it home. On each following trip home by train, I took more things off and took them home. On my vacations in 1944, 1945 and 1946, I rode my DeLuxe.

The former dealer was now in the bicycle business in the same store and shop. He had a new cluster gear in the show case so I bought it. I was able to buy a new sliding gear from Ballak at a higher price. I made a number of trips to Bridgeport, Connecticut. On one trip, I took large heavy rags along and heavy wrapping paper and put the new guards into each other. Then the wrapped up new gas tanks inside of the guards and braces. This handful was wrapped up somewhat on the bottom and sides.

I won't forget the trip back to New York. Getting on the local bus to the New Haven railroad station. Standing in the coach vestibule to New York, then local buses etc. to my home.

These were the war years and because of the gasoline and rubber problem, one had more time to devote to the rebuilding and tracking down spare parts.

At home in Allentown, the various parts were looked over carefully that belonged to the machine. Even the chain was painted that aluminum color. The teeth on the sprockets were "hooked". Paint remover was applied to the various things to be repainted. After the crankcases were cleaned up, the upper half was put on the bench upside down and suitable full metaled new bearings were selected for the mains.

As the counter-shaft gear or cluster gear was new, the bearings did not have to be undersized. Cont'd

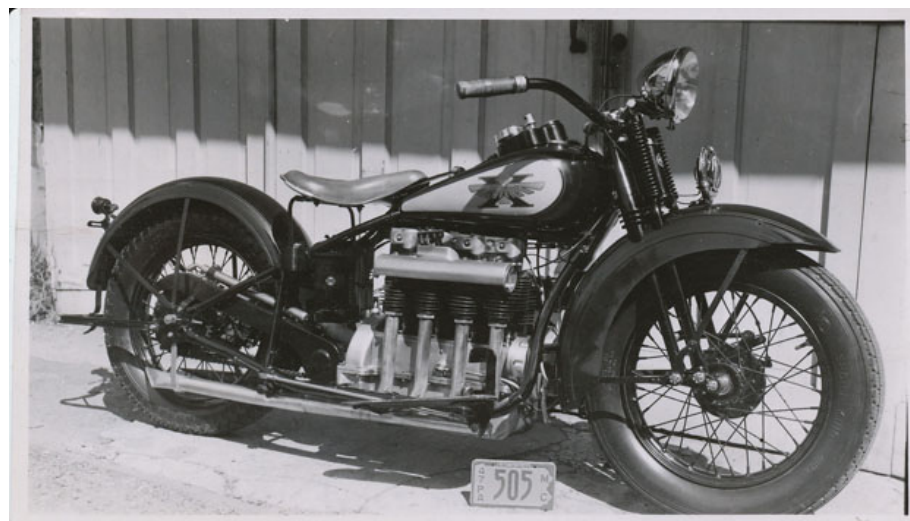
There was a good supply of new main bearings on hand, now in semi-finished stage. That is, undersized. There is a slight difference in the DeLuxe and K-J bearings but in most cases the DeLuxe can be cut to fit the K-J. They were of good makes such as, Ring True, Bohn, J.B. (which stands for Johnson Bronze). All were babbitt lined. A set was selected then the long job of bluing and hand scraping was started. I continued to track down parts. Other parts of the machine were given attention. After the wars ended in 1945, I took a number of parts to Philadelphia to be plated.

There were so many new parts that went into the job that I could see that it would be a problem to start. There was one part that was actually tight but with the individual fitting of each bearing, bushing, stud, etc. All put together, there was an overall tightness.

On my vacation in June 1947, I had my cousin tow me with his car on Sunday morning to the edge of the city out an industrial road that was used very little on Sunday. The engine started quickly enough. The tow line was taken off and the machine ridden back and forth in various gears. For the balance of my vacation, I took easy trips. In 1953 while on my vacation in Allentown, there was a long weekend coming up with a July 4th in it. The carbon was cleaned. The valves reground and some replaced. New rings were fitted.

When the K-L was put on the road in 1965, the 1931 K-J was taken apart and stored without any plans made for it. In May 1967, the K-L was sold to William Cleveland. Much of the rest of the summer was spent in going over the 1931 K-J to have a dependable machine for the road. The wheel bearings were cleaned and greased. Engine bearings were fitted. Valve and guides were given attention and whatever else that was needed. The engine started on the second kick on August 15, 1967. Not much mileage was put on the K-J in 1967. In 1968, 2769 miles were put on the K-J. A trip was made from Allentown to Horseshoe Curve just west of Altoona. In 1969, 2000 miles was put on the K-J. In 1970, 1667 miles was put on this K-J. In 1971, 1406 miles was put on. In 1972, 66 miles was put on. The machine was sold May 8th, 1972.

Early in 1948, I decided to fit rubber mounted Flanders handlebars. They were ordered from Jack Tracey's H-D store in Yonkers, New York. H-D horn & cutout buttons & dip switch were fitted. Also H-D twist grip controls. At first the right side operated just the opposite for the carburetor on the Henderson. We learned that the quick thread off an Army H-D worked just the opposite from the regular H-D. The right grip sleeve was then exchanged for one from an Army model. The cost of the handlebars and fitting the controls was \$48. (the handlebars and controls were returned to Henderson parts under the ownership of Cliff Pease).



At John Scharle's house in 1947

Cont'd

1931 K-J 35552
Doug Strange



Photo taken 2016 Bowers, PA



GETTING THE BEST SPARK PLUG PERFORMANCE

The heart of the combustion chamber — those two spark plugs screwed into the cylinder heads are one of the vital points in obtaining the best performance of your motor and at the same time are often the least understood.

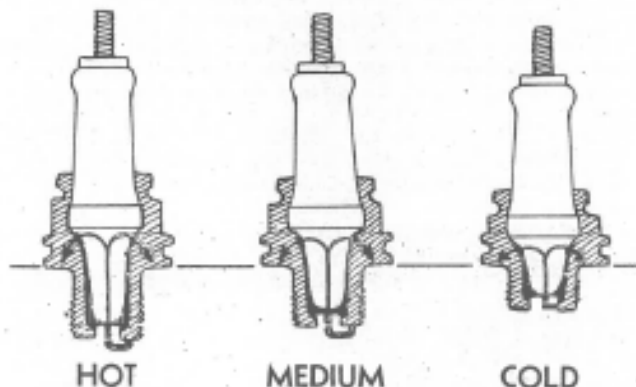
New machines ordinarily are equipped with spark plugs of normal range for average motor operation. Such plugs give easy starting, make for good idling, and in all-around use seldom foul up and at the same time hold internal motor temperatures down to the normal 1450 to 1500 degrees.

With the different climatic and seasonal conditions in various parts of the country and the variation in driving habits of riders, other types of plugs are sometimes necessary for the best results. An examination of your spark plugs will usually reveal considerable about the motor operation.

Heavy carbon deposits indicate the plug is too cold for the type of service the motor is in and might also indicate a rich mixture. A hotter plug would be recommended. This, of course, providing the rings are good and the motor is not running oily.

Electrodes which show burning indicate that the spark plug has become overheated and that a colder plug is necessary.

This brings up the subject of hot and cold plugs with respect to use in hot or cold motors. The use of higher compression motors turning over at faster speeds result in higher internal temperatures (or what is known as a "hot" motor) and so requires the use of a "colder" plug, or a plug which will dissipate the severe heat more rapidly. Slower speeds or a lower compression motor with the resulting lower internal temperature (known as a "cold" motor) requires a hotter plug which will run smoother at low speed and prevent continual fouling. The following illustration shows three types of plugs in different heat ranges and also the path of heat conduction.



The conditions under which a motorcycle spark plug must operate are severe. It must be able to withstand an electrical pressure of 12,000 to 14,000 volts under high compression pressures and temperatures as many as 45 times per second when running at high speed. At the same time the heat of combustion, which may run as high as 2500° F., tends to burn and distort the electrodes, which changes the spark gap setting. In addition, the surfaces of the insulator may become overheated and burned, with the resulting decrease in the resistance of the insulator and eventual leakage around the plugs.

Because of this it is necessary to use a spark plug which will dissipate heat very rapidly. The extent to which a plug will dissipate heat depends on the length of insulation exposed to the combustion gases. Notice the difference in the length of insulation as shown in the illustration. For engines which develop a lot of heat, a plug with short insulation — or a cold plug — should be used. For low compression or low speed engines a plug with long insulation — a hot plug — should be used. The shorter insulation carries the heat off more rapidly in the hot motor while the longer insulation makes for smoother operation in the colder motor.

Heat characteristics of an engine are not the only thing that have to be considered in selecting the correct spark plug. Many riders use several sets of plugs for different operating conditions. A pair of normal range plugs for the best normal operation. A pair of colder plugs for long trips at continued high speed or for sport runs where low and second gear is to be used considerably. And a third set of hot plugs for cold weather operation.

In this way, even though a particular motor may be of high compression design, the set of normal range plugs permits the most satisfactory low speed operation around town and for average riding, the cold plugs keep temperatures down on long stretches of fast riding or under conditions which tend to produce extreme heat, and the hot plugs give quicker cold weather starting and prevent fouling in cooler weather.

Thus the rider takes advantage of the characteristics of the different plugs and obtains the best performance from his motor under the various operating conditions.

Plug life is also increased because in each case the plug is running under the correct conditions.

Harry Murray of Philadelphia Builds Cylinder Borer

As a means of turning out a perfect job on any rebuilt motor, Harry Murray, of the Philadelphia Indian Sales, has built up a machine for boring out any worn cylinder to fit the next standard oversize piston.

The machine is mounted out of the way on the bench, but is easily accessible as the rotating platform swings around to allow any cylinder to be fitted on properly spaced lugs under a hole of the right size.

When a cylinder comes in slightly worn, it is bored out to .010 oversize and a .010 oversize piston is used to make a perfect fit in what was a worn cylinder. In the same way, cylinders which are worn more can be bored out to .020, .030, or more as the case may be, and the corresponding oversize piston fitted. The job takes only 10 to 15 minutes and according to Harry, sure makes possible a sweet running motor. The platform accommodates any make or model of cylinder.

Harry says — he'll be glad to tell any other dealer how to build this inexpensive shop tool.



How I got the beginnings of my first Indian 4, a 1938 model. - Submitted by Tom Wilcock

In 1968 I had started working and wanted to buy a motorcycle. A new Triumph Bonneville was about \$1400 and I was making around \$35.00 per week. A new bike was out of reach so I checked for used ones around and also local scrapyards. Scrapyards back then always had an old bike or two and lots of bike parts. A fellow in my closest town had a 1956 Harley for \$200 that needed some work. A local scrapyard had a bike with a Volkswagen engine in it. I had no idea what the chassis was but it was complete with speedometer, headlight, horn, etc. I think it could have been bought for \$100. I did not want a custom so I passed on it. I looked at another one at a farm. I don't know what it was but I think it was a teens Indian. I did not want anything that old so I passed on it. I think they would have given it to me. I ended up buying a 1941 Harley from a farmer. It did not have the correct year engine but it was only \$22.50. He wanted \$25.00 and I offered \$20.00 so we split the difference. I could not find the correct engine for it so I ended up buying a "new" 1962, well used, old police trade in Harley from the Harley dealer for \$400. I rode this bike for years. Fast forward about 20 years and I decided I wanted to get an antique bike. I could not find the teens Indian I looked at years earlier. I came across a fellow with an old closed up gas station on his farm who had bikes in his younger days and his father did also. He had a good start on several teens Indians and Excelsiors as well as a completely disassembled 1938 Indian 4 engine. I had no idea at the time that Indian even made 4 cylinder bikes. I ended up buying all the parts from him. I asked him about the chassis for the Indian 4 engine. He said that a fellow who rented the house from him beside the old gas station had put a Volkswagen engine in the Indian 4 frame and drove it around some. It eventually ended up in the scrapyard, the one I was at about 25 years earlier. If only I had known.

I have since then found a 1939 Indian 4 frame and all the pieces to build a 1938 Indian 4. As soon as I get some other projects out of the way I will start on it.



This picture was taken locally when myself, Paul Garratt, and Andre Wojnarowski went for a ride on our July 1 Canada Day holiday. Andre does not have a Four but we let him ride with us. - Tom Wilcock



1932 INDIANS Now Ready for the Road!

New Graceful Lines
New Riding Comfort
New Speed and Power
New Equipment

In 1932, if you buy a Scout 45 and halfway thru the season you decide you want an Indian 74, it's going to be an easy matter for you to swap powerplants, because everything on the Indian 74 and the Scout 45 is interchangeable except the engine and transmission unit itself. In other words, the 74 and 45 are very

much the same motorcycle, but you can fit either a 45 or a 74 motor in the frame.

MAN—they're here! The finest line of motorcycles ever produced is now ready for the road, resplendent with 50 new features. If you are a dyed-in-the-wool motorcyclist, a fellow who likes the rush of wind in his face, and the warmth of the sun as you spin along the highway—if you like a motorcycle which is a faithful, sturdy mount on narrow trails off the beaten highway—if you like a motorcycle that not only looks the latest style, but "gets out" and performs like nothing else on two wheels—then you are going to fall hard for the new Indians.

If we were to count each tiny improvement on the new models, the count would go way up, but when we say the new Indians have 50 new features, we are counting only the big features—the ones that will mean the most to a motorcyclist. Actually, the new Indians bear 50 brand new features that combine to make up the most powerful, easiest riding, and easiest to handle motorcycles ever built. These new features are carefully designed for:

1. Finer Appearance.
2. New Smooth Performance.
3. New Comfortable Riding.
4. More Speed and Power.
5. A New Excellence of Equipment.
6. Easier and More Economical Upkeep.

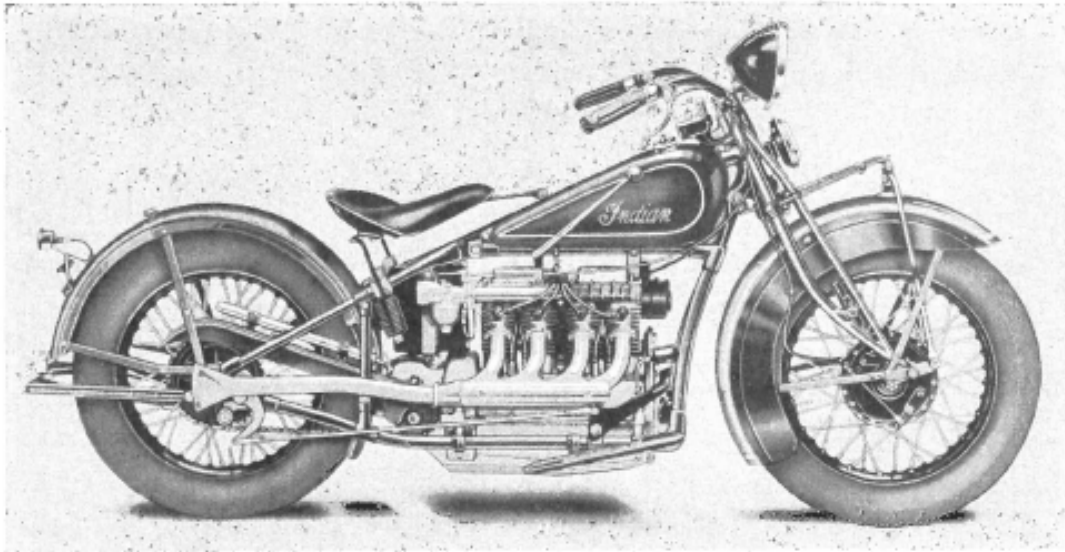
It is going to be difficult to describe the new Scout 45 and the new Indian 74 separately, because they are very much the same machine.

New Riding Position

In the new Scout 45 and the Indian 74 for 1932, you will find all those things that go to make the perfect motorcycle. New beauty of line—a new low riding position which has been made possible by entirely redesigning the whole motorcycle, so that now—more than ever before—you are seated **in the machine**—and not **on it**. The saddle front connection is wider with an alemite fitting, and the rear saddle spring connections are adjustable to four different positions, so that it is easier to adjust the machine to your own style of riding. A spring seat post is optional on the Scout 45 and the Indian 74—at no extra cost. The handlebars are higher in front, because of the new designed frame, with just the right drop to the grips so that when you sink into the saddle, your hands fall naturally on the bars. And the footboards have been moved forward for a more natural position of the feet. For easier control, the hand brake lever has been



This Theft-Proof Lock is set into the solid frame steering head forging on 1932 Models.



Right broadside of the 1932 Indian 4, showing the new handsome lines.

moved nearer the grip and the foot brake and clutch pedals are redesigned to give easier action because of more leverage, and the pedals themselves are larger and more easy to reach with the foot.

Lock Standard Equipment

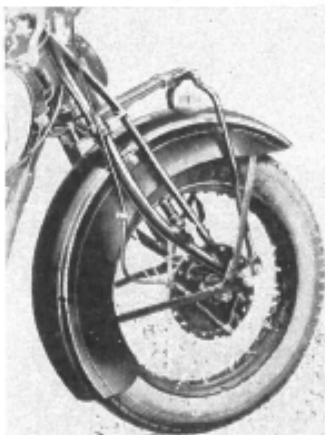
For greater convenience and safety, a steering head lock is standard—set into the solid framehead forging, with a plunger that extends down thru an extension of the horn bracket. To get away with your motorcycle when it is locked in this manner, a fellow needs a great big cold chisel and a crew of strong-armed workmen to chisel away several inches of solid steel forging.

The new instrument panel is neater in de-

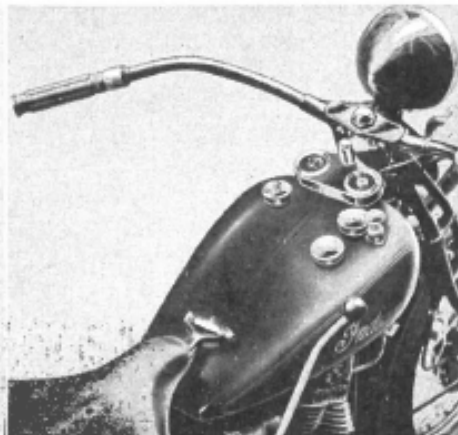
sign and is attached to the frame itself so that it does not turn with the handlebars. It is fitted with an ammeter and a new combined ignition switch and lighting switch with a key. Now, when you set your lights and turn your ignition off, no one can monkey with the lights or start the motor.

Easier Riding Fork

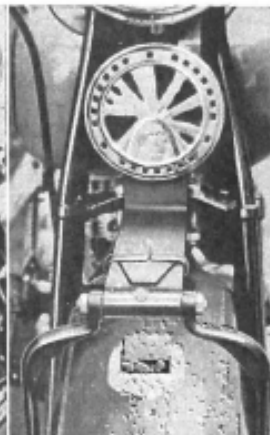
In addition to the new rugged frame on the '32 Indians, the fork sides have been redesigned for greater strength, with a new wider front fork spring that softens the fork action, giving greater riding comfort at slow speed, with all the Indian stability at high speed. Every rider will like the new and larger twin steel gasoline tanks which have



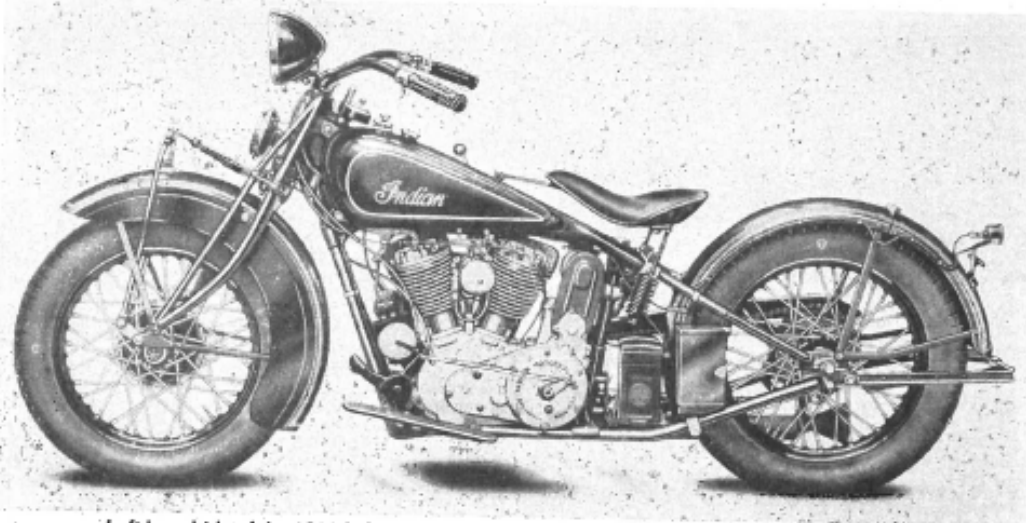
Showing the new, more effective front mudguard for better weather protection and the new sturdier fork sides.



The beautiful new twin steel tanks fitted with a reserve supply shutoff. This view also shows the new longer gear shift lever with hard rubber Bail.



For easier riding this new wider leaf spring is fitted to the front fork. The new neater horn bracket also shows here.



Left broadside of the 1932 Indian 74. Note the low saddle position and many new features.

more graceful lines, more gas capacity and a reserve supply shutoff. It is impossible to run out of gas with these new tanks, if you keep your reserve tank shut off until you need it.

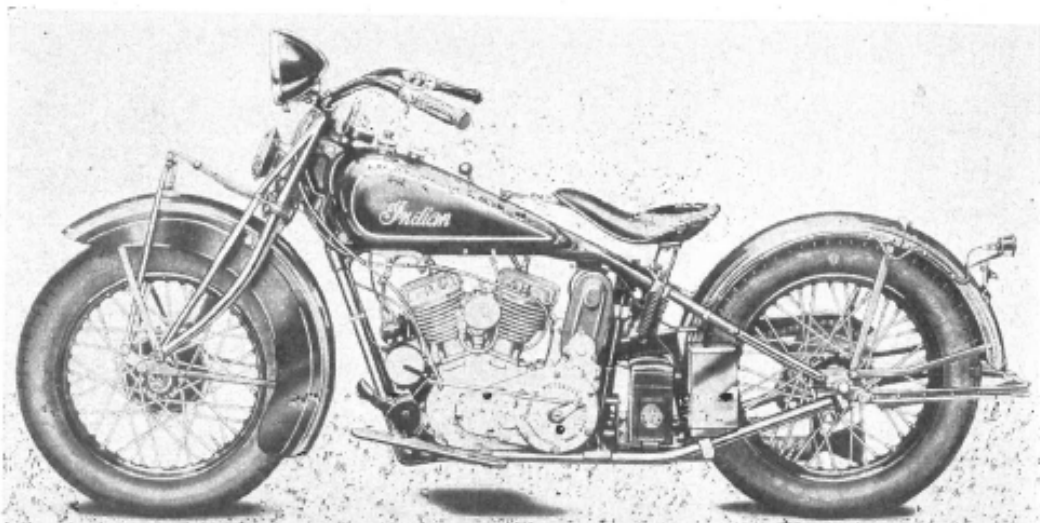
Now, turning to the Indian 74 and 45 engines themselves, we can tell you that they have more snap, acceleration, and all the speed that a fellow can use. In response to demand this year, a new battery ignition unit is fitted to both the Indian Twins, to insure easier starting and slower tick-over, with magneto equipment available if desired. To take care of the extra demand for current, a larger, more durable Willard battery is fitted, with threaded rubber separators.

This battery is not put into a box, but rests in its bracket where it will receive the cooling draughts of the air, and where it will be easier to keep clean.

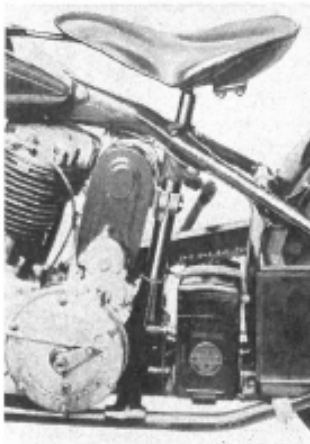
There are dozens of other features in the new 45 and 74, each one designed to be in line with Indian's policy of



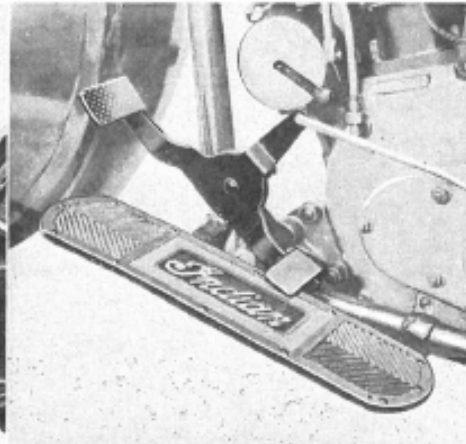
New Battery and Battery Bracket



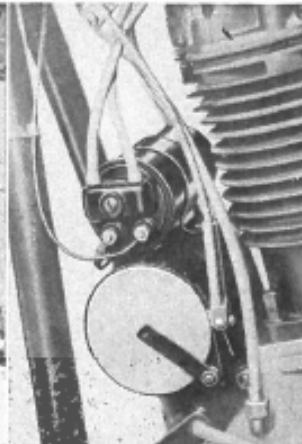
Left broadside of the new 1932 Indian Scout 45 showing low saddle position, higher front end, new instrument panel, new front mudguard, new footboard location, new battery ignition and other new features.



A spring seat post is optional on the 1932 Indian Scout 45 and Indian 74. Note also the new saddle front connection and the new generator bracket.



New footboard location for more comfortable riding and the new longer and wider foot pedals for easier operation are standard on all 1932 Indian Models.



Battery Ignition Unit, thoroughly waterproofed, which insures easier starting on Scout 45 and Indian 74 Models for 1932.

building the finest there is in motorcycles—built just the way Indian Fans all over the world want them to be.

Of course, in addition to all of the above mentioned new features, the famous and time proven Indian unit power plant with helical gear drive is again fitted to both Scout and Indian 74 models.

The New INDIAN 4

The 1932 Indian Four is more than ever the very finest motorcycle built. The new Four has—like the new Scout and 74—a new riding position and new comfort made possible by

redesigning the whole layout of the saddle, handlebars and footboards. All controls are placed for easier operation with longer pedals, the same as on the Scout and 74, and of course, the Four also has the new handsome twin steel gasoline tanks with reserve fuel supply shutoff. This new Four job bears almost the same things found on the other models and in addition has even smoother power output made possible by new designed cylinders, bigger exhaust ports, new and larger exhaust manifold and brand new exhaust tube with fishtail that gives ample road clearance.

Beautiful New Finish on All Models

This new line of Indians will come finished in a new handsome finish—duPont Dulux. It is more lustrous, easier to keep clean and lasts longer. Eight beautiful color combinations will be optional at no extra charge!

The finest dollar for dollar values ever built into motorcycles—that's what you will find in the 1932 Indians!

You will have to ride one of these new Indians to really get an idea what the Indian Engineers have accomplished for 1932.

See the new models—and ride them!

MIKE'S BIKE

The Resurrection of a 1939 Indian Four

Part 3 (1 & 2 in Spring & Summer 2018 Newsletters)

In the last two segments, we learned about the discovery of the bike in a field at Watkins Glen, finding a correct motor at the Oley meet in 1998, the initial restoration of the chassis and how the bike came to be painted the colors it wears now. In this segment, we'll watch the bike finally come together and come back to life for the first time.

The 5 years probably passed slower for Mike than anyone else. The bike was now at Al Strobel's house where Al would do the final assembly on the bike. Al is a meticulous man and tries to do everything right. Al soldiered forward with the assembly, assisted by his neighbor, Steve Williams another excellent fabricator, as Mike waited, somewhat patiently, for the bike to be finished.

When the day finally came to fire it up, Al, Irv, Steve, and Mike were all there. They rolled the bike out and the first order of business was to free the clutch. But it was not cooperating. Al said they even tried pushing the bike to free the clutch with no success. Irv's first thought was to pull out the engine, which is no minor task on a Four. Now, nobody told me this, but I suspect that Irv got a little push-back to that idea by Al and Mike. I say that because at some point, Irv made an executive decision. Since he built the tranny and would have to rebuild it if anything broke, he decided they would try to free the clutch with the engine. And that is exactly what they did. Al said they got it running and warmed it. Then Irv got on the bike, got a good grip, stood on the rear brake, pressed in the clutch pedal and yanked the gearshift lever into 1st. BANG! The bike lunged a bit but stayed put. The clutch was free with no detrimental effects to the tranny or clutch. Success!... and no extra work. Once the bike was running, Al asked Mike if he wanted to take it for a ride. Surprisingly, Mike said no and told Al to take it for the first a test run.

When I sat down with Al to talk about the restoration, he said Mike was always pushing to get the bike done. I guess I can understand that. If I had wanted a Four for most of my life and I was this close to riding one of my own, I suppose that I'd have been a bit of a nudge, too. But his impatience revealed itself further, a bit later. With the engine running, Al had some minor details to finish up so the bike had to stay with him. However, it would appear that hearing the engine run was a bit too much for Mike to bear. About a week went by and he called to say he was coming to get it.



Here is Al working on the bike. Is he not the cleanest mechanic you have ever seen?!



This is Mike sitting on the bike the day it started for the first time. That's his Albany Police Harley to the right and Al Strobel to the left behind him. Mike sure looks happy, doesn't he?

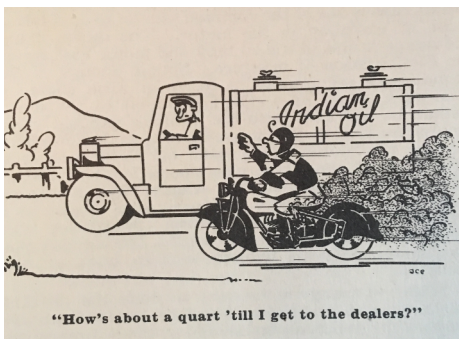
All Photos by Al Strobel

Cont'd

Al had to run an errand and told his wife that if Mike showed up, not to let him leave with the bike. It was not 100% done and he needed to give Mike some important instructions on how to shift and operate the old girl. When Al got back home, Mike had arrived and already departed, not with the bike, but ON THE BIKE!

Al was right; the bike was not yet ready for the road. On the way home, the exhaust pipe fell off and Mike had to stop to retrieve it. I had always wondered how the chrome had become scuffed on the exhaust. When Al told me the story, the mystery was solved. That story also answered a lot of questions I had about what might or might not have happened to the bike between Mike's ownership and mine.

This next piece is hard to write. In October of 2008 we lost Mike to depression. It came as a shock to all who knew him. The bike was passed around, being stored with different friends. At one point it languished uncovered in a barn that was a muck in pigeons. My cousin Marc, who was a very close friend of Mike's and had taken in his son Charlie after Mike died, went to check on the bike one day and could not believe his eyes. It was covered in pigeon droppings to the point that you could barely see the paint. He brought the Four and Mike's old Chief to his house for a good cleaning. This is where I came into the picture. I knew Mike and had always admired his Four. I told Marc I wanted to buy the Four and told him he should buy the Chief. By then it was obvious that Charlie had no interest in the bikes. Unfortunately, Charlie sold the Chief to somebody without telling Marc until the day the guy came to pick it up. So Marc made sure Charlie knew I wanted the Four and a deal was made.



Part 4 (Final)

In the first 3 segments, we watched the bike go from little more than a discarded chassis found rotting in a field to a complete and running motorcycle. The resurrection was more of a team sport in that several individuals played key roles in bringing the bike back to life. Seeing her running was the culmination of a lifelong dream for the bike's owner, Mike Scott. Tragically, not long after the bike was finished, we lost Mike. The bike was somewhat forgotten in the back of a storage building for several years before she found a new and loving home.

In this last segment, we'll learn a bit more about the machine and what she's been up to since moving into her new digs.

After I purchased the bike in 2013, the first thing I did was go over the bike. I found things that had me thinking that someone had either started to part it out, or worse, sabotage the bike. All four engine mounting bolts were finger tight. The front axle bolt was loose. I found a number of other key fasteners that were loose on the bike. It was really unsafe to ride in the condition it was in. It wasn't until I had sat down with Al and heard the story about Mike picking the bike up before it was done, that what I had found made sense. There was also a leak at the front timing cover that Mike would not fix. He said only Irv would be allowed to touch that engine. By the time I got the bike, the leak was more like a stream and would empty the cover in short order after the bike was parked. I repaired the leaking cover, tightened all the bolts, made a few other minor fixes and also had to come up with a fix for the speedo's chain-type drive cable.

The components were worn to the point that there was too much end play and they would not engage and drive the speedometer. I ended up machining some pieces to build up the worn parts and all was well again. Unfortunately, because the speedo never worked until I owned the bike, the miles that Mike put on the bike were never recorded. The current miles on the odometer are only those miles since my ownership, which is just over 1500.

Cont'd

Since owning the bike, I've gone thru it twice. First, as an overall check-out to make sure it was safe to ride. The second time was in preparation for having it judged at Rhinebeck in 2017. I had taken it for judging in 2016 and my intentions were simply to have the experts tell me just how good (or bad) the restoration was. I was not expecting anything, least of all to win any awards. I guess you could say that getting it judged was driven more out of curiosity than anything else. When the judging was done, to my surprise (my cousin Rit can vouch for that surprise) they called my name and awarded the bike a Junior 1st with a score of 91.25 points.

At that moment, it became very obvious that two things would now have to occur. First, I would be spending the next 12 months correcting the issues the judges had identified with the bike so it could be judged again in 2017, and second, I'd be needing a new helmet in a slightly larger size.

First order of business was to make a list of what could be corrected, in order of difficulty and cost, and then attacking that list. I was still not obsessed with winning any awards with the bike. After all, I did not build it, so any credit due was to others and not me. And Mike was not somebody that cared about awards. Simply owning and riding the bike were what put a grin on his face and not some plaque. But still, I felt an obligation to take the bike as far as I could, if for no other reason than to give those who did participate in the resurrection, the recognition they deserved.

So, on July 2nd, 2017, I registered the bike for judging once again at Rhinebeck and this time she achieved 98.875 points for a Senior Award. Am I happy? You betcha. But I'm also a bit sad because Mike could not be there to share in the experience. All one can hope is that on that particular day he was peering down over the edge of a cloud that was floating over Rhinebeck, and had that same big grin on his face that he had the first day the engine was brought to life back in Al's driveway several years ago.

Since then, the Four did return back home to Watkins Glen in 2014. Every year the SCCA Vintage Gran Prix is held at The Glen.

Bob Harris, another vintage bike enthusiast, puts on a vintage motorcycle show on the infield of the track during the race weekend. That year I brought the Four back home to the Glen for the first time since she left in 1995, and put her in Bob's Show. The frosting on the cake was on Sunday, when she got to take two laps around the track.

I cannot give a hard number, but based on what Al and Duffy shared with me, I would say that 95% or more of the parts on the bike are original OEM Indian parts, several being NOS. As mentioned previously, Mike was a purest and had been collecting parts for years leading up to owning this bike. I remember standing in my garage one day and my cousin Marc pointing at the oil pressure gauge and telling me he went with Mike to buy that gauge for what Marc described as "a crazy amount of money". Mike wanted original and was willing to pay for original. It will never be a 100 point bike unless it is repainted. This is due to period between Mike's passing and my ownership resulted in a few nicks and dings in the finish. Mike also had some of the corrosion pitting cleaned up, but not hidden to maintain some of the history of the bike. And finally, there are two rather expensive parts that I simply chose not to replace. The exhaust manifold is an original part, but the porcelain finish is long gone. And the plastic dimmer switch on the handlebar is the later metal version. The plastic switch is available as a reproduction piece. But I'm told that they break just like the originals did. So, I'm content with the later switch, which is a change someone would have probably made back then as well.

Since Rhinebeck will be a Regional meet in 2018, the plan is to take the bike to the Yankee Chapter's meet in Terryville, CT in August and have it judged for Winner's Circle.

Cont'd

Here is the bike pretty much as she looks today. What is not shown is a leather front spring cover that I made from scratch based upon photos I found on-line and a custom Indian inspection sticker plate that was a winter therapy project. I could not bring myself to stick a NYS inspection sticker on Duffy's paint.



Photo by Rob Sigond



Mike Payack photo

This is Mike sitting on the bike the day he drove it home from Al Strobel's house. He stopped at an old friend, Mike Payack's machine shop to show him the bike and Mike took this photo.

So that's the story. I wish I had more details and maybe more will surface with time. I don't believe Irv took any photos of the engine work. Maybe I can get him to snap a few photos of that unique synchronizing modification he found inside this engine. I'd love to know the rest of the story behind this bike, from the day it left Springfield until the day it was parked and not moved again until 1995. Maybe Frank has the name of that local character that originally uncovered the bikes. That alone would be worth a trip to the Glen just to talk to him and maybe a few other locals with whom he could put me in contact. I suppose if I lived in Watkins Glen, I could poke around town and ask anyone with gray hair if they remembered the legend of the two Indians in the barn. Perhaps someone will read this article and can shed some more light on the history of this great old motorcycle. Wouldn't it be great if someone, somewhere, had some old photos tucked in a drawer of when she was new? Until then, I'll just do my best to keep her shiny, well maintained, the fluids coursing through her vanes and continue to share her with others. She is certainly an attention getter. After having owned her for a while, I've come to the conclusion that I would not get any more attention if I rode her naked. And don't worry; I have no plans to put that theory to the test.

Regardless of how long I own this bike, how many miles I put on her, how many oil changes, tune-ups nor how many times I wash and wax before taking her out to share with others, the fact will always remain that had it not been for Mike's passion, she would not exist as we see her today. It was his drive and his dream that brought her back to life. And for that very reason, she will always be Mike's Bike.

I'd like to thank Al Strobel, Irv Truax, John "Duffy" Batchelder (RIP) and Mike Payack for their assistance in helping me write this story and sharing their photos with me.

R.G. Sigond

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Wanted/Needed/For Sale Parts, Motorcycles

WANTED - Indian Powerplus 1920 front engine cylinder-large valve-Joe Blaha, (440) 862-0543, email jjindian567@gmail.com

WANTED - complete side car assembly for a 1947 Indian Chief-Joe Blaha, (440) 862-0543, email jjindian567@gmail.com

WANTED - Indian Scout RearBrake & hub assembly for 1927 Scout (pre-cross shaft style) complete set-up or any pieces needed. Have late 27-> 101/Chief brake to trade, or cash. Brad Kenyon bradandchristinenj@gmail.com (404) 610-2823

WANTED - Any information on 1938 Model 438 Police Motorcycles. I'm researching a basket case that was supposed to have been a former Police Bike. Pictures, documents, serial numbers, etc. Anything will help. Thank You. Brian Riegel rigbbme@gmail.com. (610) 559-7905

WANTED - For '29-30 Four; Headlight or parts thereof (mount Brackets, outer Ring/Bezel, Lens, etc.), Beaver-tail Ignition switch, Amp. Gauge, complete Oil Pressure Gauge/Bracket/line/boss, etc., Tool-Box, Exhaust-pipe, plus other items for '31 Four (same as before) + Rocker-Covers, Sheet-Metal, Rear Wheel or at least Backing-Plate & Drum + associated hardware,cash/trade...Al @ Land-Line, NO Texts: (559) 688-8844 early AM best. West Coast

WANTED: Exhaust from the manifold back for a '41 Four, preferably OEM in nice condition. Also looking for a '41 toolbox, again preferably OEM in nice condition. Thank you! Tracy Woodall: twoodall@overtoneind.com (317) 496-7150

FOR SALE: Princess sidecar. Sidecar in excellent condition. The sidecar is presently attached to a 1938 Indian 4 Cylinder. Rig was awarded a Junior First at Fort Sutter in 2000. Sidecar and Indian 4 won Best in Class, 2016 and 2017 at Riding History Event. Asking \$19,700 for Sidecar. Mike: (904) 402-2774; Florida

FOR SALE: 4 (four) used motorcycle shipping crates. Built enclosed with treated 1/4" plywood on 1-1/4" frame and stock Harley-Davidson metal pallets so forklift compatible from all four directions. Sold with 2 tie-down ratchet straps each and fasteners. 3 (three) crates measure 101" x 44" x 51" and easily accommodated my larger, wider machines, 1 (one) slightly smaller 101" x 30" x 51" fits a Sportster. **\$80 each or \$300 for all 4** . Pick up near Cincinnati or freight only, at your expense. Can be broken down and shipped flat. Charlie Stanton, call (859) 384-0085 or 1930Indian4@gmail.com

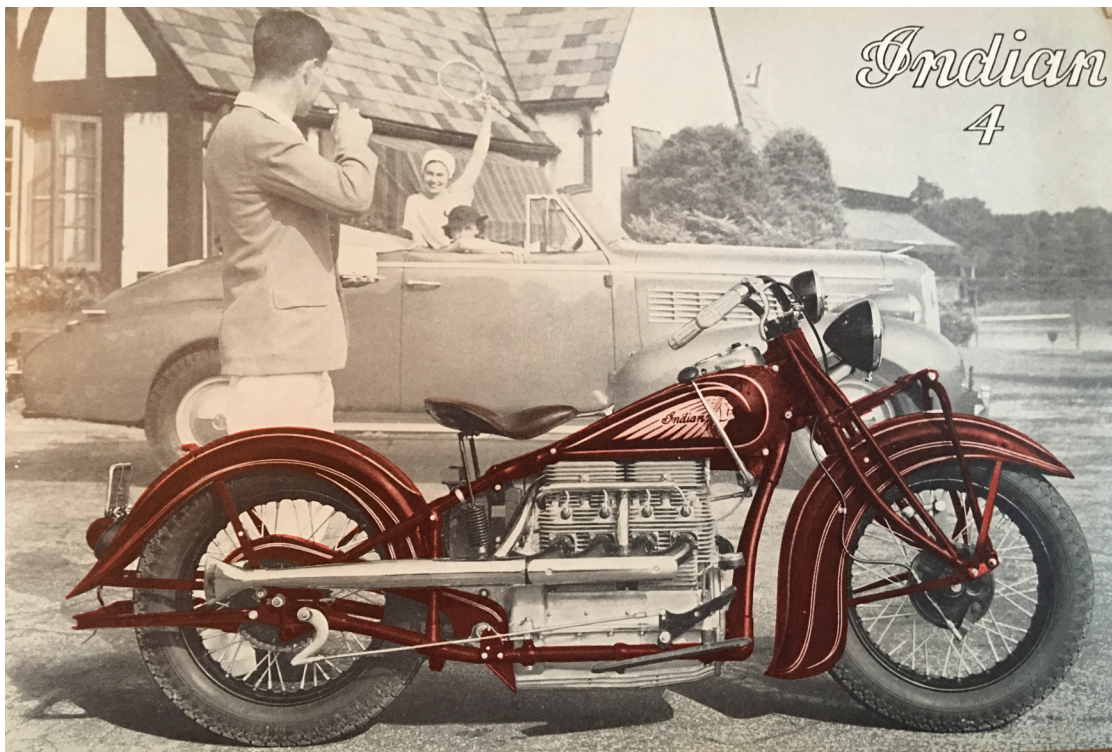
FOR SALE: For sale: 1935-39 and 1940-42 Indian 4 generator and distributor gears. Made with 8620 case hardened .030 to 58-60 Rockwell. \$160 for a set. Tom Wilcock (905) 263-2557, or twilcock@hotmail.ca

FOR SALE: 1932-39 Indian side stand leg. Newly designed and improved. It takes out about 2" of the lean to the left. Now you can kick over your "4" without crashing your pedal into the pavement. \$ 80.00 Plus postage. Wally Krzyzanowski 7703 N 1200 W North Judson, IN 46366-9788, or wjkindian@hughes.net

FOR SALE: modified 1930's era handle bars, home-made head lamp mount, slightly tweaked, good internal threads. Asking \$40 plus shipping, or I can bring it to local meets. Charlie Stanton email at 1930Indian4@gmail.com

FOR SALE: 1932-1935 and 1938-1942 exhaust manifolds is now \$750.00. I had to use a different foundry for the castings and the costs are more. The aluminum manifolds are still \$475.00. Tom Wilcock - manifolds - castings - email at twilcock@hotmail.ca

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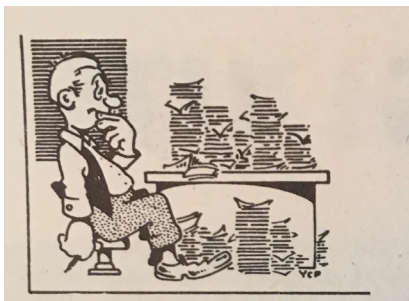
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