2019 Fall/Winter Magazine

Published by the Indian Four Cylinder Club, for it's members
Volume 54, Number 3

Indian 4 Club

"America's Most Beautiful Motorcycles"

The Tiffin Meet

Friends, Family, Food, Fun, and FOURS!!

Indian 4 Club

"America's Most Beautiful Motorcycles"

2019 Fall/Winter Magazine, Volume 54, Number 3

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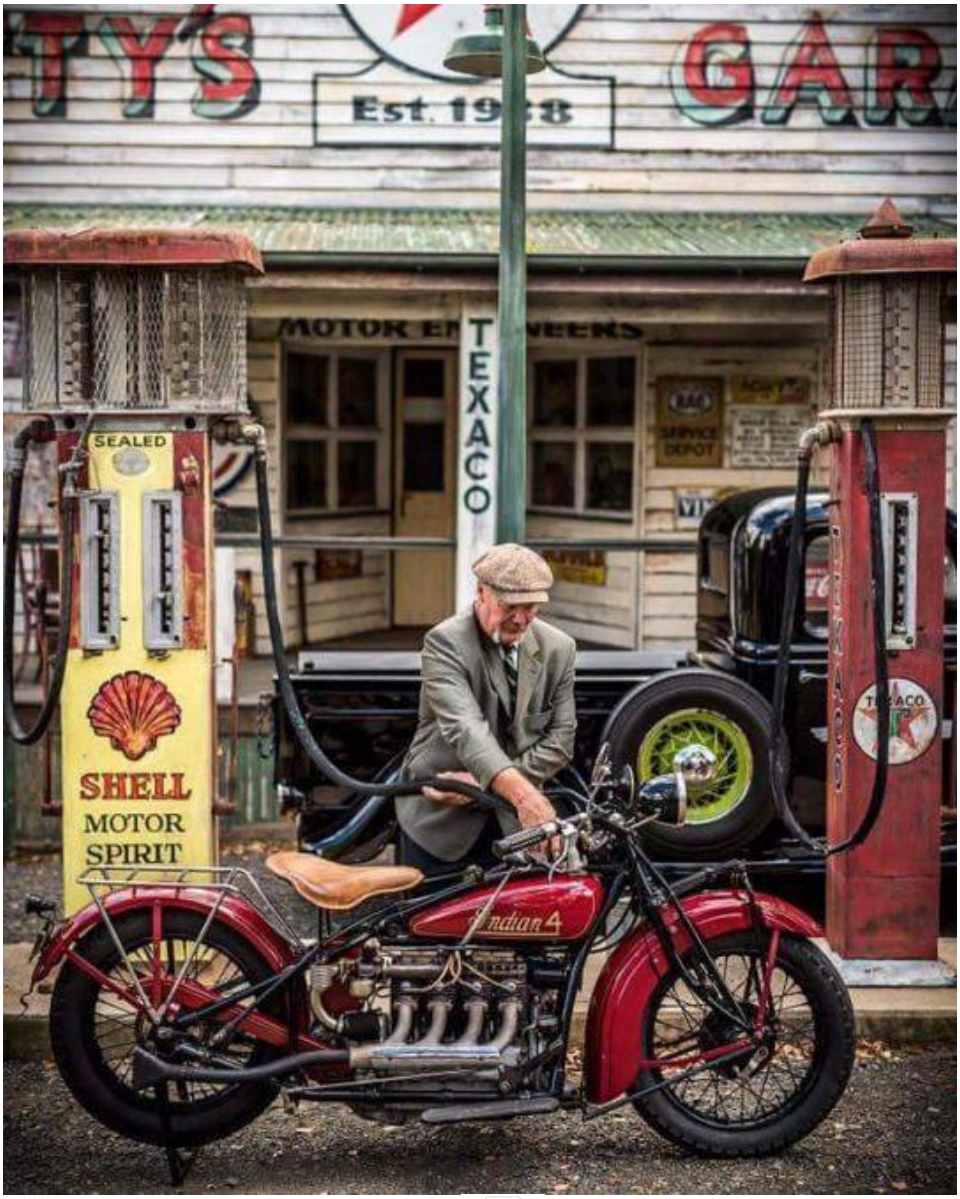
Front cover: A beautiful Saturday morning for the ride out to the covered bridge, during the Tiffin meet. Others stayed behind in the barn to work on their Fours.

A Note from the President

"Why is my newsletter so late?" Simple, really… the Editors had to wait for content! And yes, I was part of the problem, so I'll atone by being brief! I have my winter projects lined up and may actually get them done before riding season returns. My work as an Interim Pastor is nearly done and it looks like I'll really be retiring at the end of the year. I took a 'mental health' break from Social Media, but am now easing back into those murky waters so be watching the Facebook group for updates.

Kudos to the Board for their ongoing work, some of which you'll find elsewhere in this issue. Plans are under way for the 2020 Meet and there's talk of putting together a Club Ride to the *Indian 'Come Home Day' Rally* in Springfield, Mass., a couple of weekends before our meet… Anyone interested?

That's all for now. If you've been working on something interesting on your Four, send some pictures to the Editor and inspire the rest of us! For our friends in the Southern Hemisphere, enjoy the summer and be safe! Watch out for those old coots on their old scoots!



Minutes of the Indian 4 Cylinder Club Annual Meeting August 10th, 2019

Meeting at Tiffin, OH was called to order by Jim Walther at 6:52 PM EST

Roll-call by office: *(Quorum Present)*

Members Present: President Jim Walther; VP Brian Riegel; Sec'y Drew Crafton; Treasurer Beverly Corsmeier; Sergeant-at-Arms Dave Panella; Trustee Dave Corsmeier; Referee Black Horse; Chief Judge Robin Markey; *Not present:*; Trustees Nelson Citta and Elmer Lower

Reading of the Minutes: Minutes of the April 26th meeting read and accepted.

Treasurer's Report:

Treasury balance will be approximately $2,000 after paying annual meet expenses, not including additional dues and income received at the meet. Shirt inventory and meet income & expenses being tracked on computer app. Bank statement is available to all board members. Photos of members Fours were taken with green screen background for potential calendar fundraiser. Report accepted.

Membership Report:

268 current paid members plus 5 lifetime/honorary members and 4 newly awarded this year at Tiffin to longtime members: *Howard Wagner, Don Miller, Butch Baer and Barry Stelford*.

New Business:

Motion by Pres.Jim Walther to amend the bylaws from 3 to 4 trustees with 4 year terms. Approved.

Motion by Pres. Jim Waltther to elect 2 Trustees to 3 year terms (to align with the regular cycle of election). Nominations were made for Ted Bortner and Kim Markey. Approved.

Motion by Treas. Beverly Corsmeier to maintain quality and frequency of magazine and postage to increase dues to $35 effective 2020. Seconded Black Horse and Conrad Lytle. Approved.

Dates for next year's annual meet at Tiffin: August 7th, 8th, and 9th, 2020

Schedule change to conduct Field Games on Friday Afternoon 2 – 3 PM

Discussion:

Consider having a food truck come in on Saturday instead of the potluck lunch.

Plan for the 60th: Does the club want a tent, table and chairs? Bid to be presented in magazine.

Storage for club equipment is needed including grill, corn roaster, and coolers. Consider a ministorage unit for future? What is the cost? For this year Paul Ulrich is storing the grill and corn roaster, Gary Myers the coolers, and Brian Riegel the 2 green tubs.

Brian gave kudos to all of the volunteers who pitched in at the meet for their hard work to serve.

Board members are up for re-election next year in 2020. Consider serving. Discussed voting method. Present bylaws do not allow for absentee voting.

Adjournment: Meeting adjourned 7:31 PM

2019 Fall/Winter Magazine Treasurer Report
Accounting for January 1 - November 20, 2019
By Beverly Corsmeier, Treasurer

All Bank and PayPal Statements have been provided to the board and are on file with the Secretary

Meet Income:

Shirt Sales: $2,210

Membership Dues: $480

Donations @ Corn Roast: $161

Donations @ Potluck: $234

50/50: $92

Meet Expenses:

Corn Roast: $106.00

(Randy Lindenberger donated $50.55 receipt was for $156.55)

(Corn was donated by Roger Bales)

Potluck: $263.70

Banquet: $1400

(Holly & Brian Riegle paid for paper goods etc. for banquet)

Fairgrounds: $850

Jr. Fair Building: $150

AMA fee for Meet: $25

Liability Insurance: $315.00

288 T-Shirts: $1,766.07

Card stock for Judging tags: $14.97 (Purchased at Fed-X Store)

One-time setup fee for Square: $52.43

(Square is much cheaper than PayPal and allows us to take credit card payments)

$320 was taken in for camping and paid directly to the Fair board. I called and confirmed the morning of August 12th, that the Fair board has us on the calendar for August 7,8 & 9 next year. The Fair board has stated that they no longer do contracts or take deposits for fairground rental.

Total Meet Income: $3,177

Total Meet Expense: $4,943.17

Total Deposits to Checking Account since January 1, 2019: $11,206.65

Total Expenses out of Checking Account since January 1, 2019: $7,874.92

New Website: $569 for 2 years including domain (included in the expenses above)

Bank Balance as of November 22, 2019: $3,331.73

In Memory of...

This is definitely Bob's favorite picture, with him on his 1953 Chief. He restored it in 1974 and rode it many miles. Bob was also known to have ridden to the Indian Four Cylinder Club Meet from the Harrisburg, Pennsylvania area for more than 30 years on his Sunshine Yellow 1940 Indian Four with the 53 Chief front end on it.

They Ride Their Indians To Tiffin

Robin Markey, Paul Hawthorne and Bob Markey always look forward from one year to the next to make this ride.

Here it is Thursday night August 6th. The only thing special about this Thursday night is that tomorrow morning we leave for the Indian Four Cylinder Meet in Tiffin, Ohio, which is about 450 miles away. After discussing the time to leave, we said we would like to leave about 6 a.m. Friday morning. Shortly after 6:00 we were on the road heading northwest along the beautiful Susquehanna River on Route 322. This is usually a nice scenic route but this morning the fog was so thick you didn't get to see around much. After about 65 miles we stopped for breakfast at Zimmy's Diner near Lewistown. After breakfast we headed on up 322 to State College for a gast stop. We got gas and we continued on up 322 to Clarion and took time for another gas stop and some lunch. At this point the weather looked real threatening for rain so we decided to jump I-80 to make better time. A little west of Youngstown, Ohio we stopped for another gas stop.

The weather looking no better, the decision was to take I-76 through Akron or I-80 the Ohio Turnpike around Akron. We took the Ohio turnpike around Akron and we finally caught up with the rain so we had taken cover for about 20 minutes and put on the rain gear. Now the rain let up and we headed west but no for long as it began to rain again we were approaching an exit to a plaza on the turnpike. There was a pavillion where two more motorcyclists already taken cover but plenty of room for three more. By now it really began to rain and rain.

After 30 minutes, the rain all but stopped, and we headed west again to 71 south to 224. Now the sun began to shine and to the west all clear skies. This was a good sight and made you feel good. Now only about 50 miles from Tiffin it's time for a gas stop and some lunch. We stopped at The Reed House Restuarant in Nova, Ohio, a real good place to eat.

Next stop was Tiffin about 9:30 and we pulled into the fairgrounds. As we drove by the campsite, we saw a light going around the grounds, as our lights shone on the light we saw it was Bob Aldrich. After a warm exchange of welcome to one another Bob Alrich informed us that they had taken Bill Newhouse to the hospital with a possible heart attach which we were sorry to hear. After a chat with Bob and a few other friends we headed for our motel to get a good nights sleep.

For Saturday morning, if you want to get a chance at the best things at the flea market you must be there early. As the day went on the 4 Cylinder Indians were put on display and some of the people were riding around the fair grounds. You can always tell a Four cylinder by the sound it has. One of them riding was the club president Harry Dawson from Iowa. They were trying to get things put togehter; with the help of other Four club members we got the games off. In the evening we had a banquet and meeting.

Sunday mornings was more of the flea market, a ride through the country side, showing off more of the Four Cylinders along with other motorcycles. But after noon or shortly after the people started getting ready to head for home. We didn't leave till Monday morning. At the Four Meet we talked to Earl Chalfont and he said if we go home by his place we were to stop to say hello.

When we left Monday morning, we planned to stop by Earl's place. We knew Earl for quite some years and we were glad that we stopped in when we got there about 12:30. Earl already had company, Barry Stelford from Urbana, Illinois. After looking over Earl's museum, we all decided to have some lunch. Earl suggested he may know where to go, the town of Reynoldsville, not a big town. After finding out most of the hotels and restaurants were closed for vacation we found one that was open. After a good meal we bid each other a farewell until next year and we headed home.

Pual Howthorne rode his 1961 Royal Enfield Indian Chief which were built from 1959 to 1962 in England by Royal Enfield for the Indian company. This Indian got a lot of attention when Paul rode it to the fairgrounds. Paul also has a 1948 Chief which he rode to the Four Meet a few times.

My son Robin rode his 1936 Chief and I rode my 1952 80 Chief to the Four Meet this year. Gas mileage on the '36 and '52 Chief averaged about 45-50 miles a gallon. Pual with his Indiant Enfield Chief averaged a good 60 miles to a gallon. Not bad.

Well we always have a good time at the Four Meet. We look forward to this meet every year; you meet a lot of old frineds you get to only see once a year. We rode our Indians to this meet for seven or eight years now but never on a Four Cylinder Indian, but we already have plans for next year to change that. My son Robin has two 1936 Four Cylinder Indians which he hopes to ride one of them to the meet in 1982, and I have a 1934, 1938 and 1940 Four Cylinder Indians and I hope to ride one of them to the Four Cylinder meet in 1982. We have a few friends back home that also have Four Cylinder Indians. Maybe we can talk them into riding along. This is a ride we enjoy. I hope we are in health to ride to the meet in 1982.

So all you Four Cylinder riders and owners, let's get them out of the garage and storage, bring them to the Four Meet in 1982, and show them off. Let's make the Four Meet in 1982 a big one.

Thank you,
Bob, Robin and Paul

HONDA
Bob's Indian
SALES & SERVICE
R.D. #3, Box 3449, ETTERS, PA. 17319
Phone 938-2556

Thank you again to Don & Caroline Miller for another great evening!

How They Came to Meet, in Tiffin - by Richard Kelley (a non-member)

The idea that something's historical and sentimental value can outweigh its monetary value is not always understood by everyone, but if a person were looking for someone sympathetic to such an ideology, a great place to start would be a vintage motorcycle collectors club. I found such a group when I stumbled upon the Indian Four Cylinder Club at the Seneca County Fairgrounds in my home town of Tiffin, Ohio one Saturday morning in early August.

That morning I was home alone with my youngest son and decided to spend some quality time while it was just the two of us. We hopped on the motorcycle and planned to ride around the park and maybe stop to play, or go for a walk. While cruising through town, we approached another motorcycle. As we passed the motorcyclist, I realized that it was my brother. He and his youngest daughter; also home alone, had the same idea my son and I had, the only difference being that they were heading over to the fairgrounds to check out the Indians (something I was unaware of). That sounded like a better idea to me, so the four of us joined together and were quickly wandering through some of the oldest, most fascinating Indian motorcycles I'd ever seen.

It doesn't take long, when surrounded by motorcycles from the 30's, 40's and 50's, to begin feeling as if you had just stepped back in time. Quickly my mind brought me to a different set of items that gave me a remarkably similar feeling. I left my son with my brother and made a quick run back to the house to retrieve my treasures. I returned with three things: A leather motorcycle skull cap, a captain's riding hat and a motorcycle jersey with the words "Stein Indian Sales, Tiffin Ohio" sewn on the front.

Probably five years before, when cleaning out the attic at my last house I found the three items in an old, deteriorating cardboard box. There were numerous boxes in the attic, one not very suited for storage of any kind. The boxes were mostly filled with trash and old broken toys and trinkets. I found several pieces of old clothes, all of which were significantly damages by moths. All of the items were clearly decades old, most certainly from several owners back in the house's history and interesting enough for me to at least look at before I threw them away. That's when I found them. At the bottom of one of those boxes, shielded from decay by some of the other items and torn up newspaper were the jersey and two caps. Amazingly, they were in excellent condition compared to everything else I had found

In the months that followed, I took pictures and emailed several different places. I contacted the local historical society and the Seneca county museum. I emailed the AMA and contacted the Indian dealer in Toledo. Everyone would agree that the items were neat and a rare find, but no one was able to give me any information about their origin. After asking an uncle and another older motorcycle guy from the area with no luck, I decided to look for myself and began looking through directories at the library. I spent several hours one day looking through at least 50 years of directories under 'motorcycle,' 'Indian' and 'Stein,' but still came up empty handed. It was a frustrating feeling to be holding what was essentially 'proof' of the existence of an Indian dealer in Tiffin, and yet not be able to find another shred of information that corroborated my claim.

Back at the fairgrounds I was directed to the table of a gentleman by the name of Wally Krzyzanowski. I was told, if anyone would know, it would be Wally. I took the items out of my bag, laid them on the table in front of Wally and explained to him the information I was searching for. Wally had just gotten a plate of food and sat down to eat, so I left the items sit and continued to look at motorcycles until Wally was able to look at them. After I had looked at all the motorcycles and was getting ready to go, I stopped back at Wally's table and asked him what he thought. That's when Wally tapped the word 'Stein' on the jersey and said, "I knew that guy. I bought Indian parts off him."

I was beyond excited to finally have found someone who could verify this was a real person and business. Wally went on to explain that the man's name was Bob Stein. He had met Bob in 1985 at the Tiffin airport, where Bob had commented on Wally's motorcycle and told Wally that he used to be an Indian parts dealer. For years after that, Wally had kept in touch with Bob and would contact him every time he made it to Tiffin. Wally explained that he was interested in any old parts or other Indian Motorcycle items that Bob may still have had, but every year, Bob would tell Wally that he just didn't think he had anything left lying around (but would hint that he had quite a bit of 'stuff' at his house). Finally, one day Wally decided rather than calling Bob on the phone, he would just make a house call. After arriving at Bob's house and looking though an out building, Wally was able to turn up some old, but never used Indian motorcycle parts. He even remembered finding an old, Indian branded display case. In the years that followed, he was never as successful at turning up parts at Bob's, and eventually Bob passed. Wally recalled the last visit he made to Bob Stein's house, dumpsters being in the front yard filled with all the things Bob collected in his years, being cleaned out by the new owners.

After Wally's story I was reinvigorated to start my search once again, this time with the name of Bob Stein. I thanked Wally and told him that I was planning to immediately try to find information on Bob Stein and his family. I believe I had commented that if Bob's old house was still around and I had an address, I could do a property search to find more information. That's when Wally said, "It's only just down the road. I could show you where it's at." It was far more than I expected, but of course I said that would be great, and asked when I could meet up with him to show me. He asked me to give him a moment, then returned to his table with a friend, asked the friend to watch his things and told me to follow him. I hopped on my bike with my son and we started out after Wally in his van.

Wally was right. It was just a very short way down the road that we pulled down an access lane and into a driveway. Wally got out and told me this was the place. He showed me where and old shed was and where another old building sat. Just then, the new owner pulled in behind us (surly confused about the people in his driveway). We introduced ourselves and continued the conversation. He was the second owner since Bob Stein lived there, but shared a little more information with us. He took us in the house and showed us around the property. He also indicated that, while he didn't know much about Bob Stein's family, he did think he knew the family of the actual owner of the jersey, a man named Carl Weimerskirch. Carl's last name was printed inside the captain's hat and the name 'Wimy' was stitched on one arm of the jersey. Carl was an owner (several owners back) of the house I found the jersey in.

My son and I left from there to head back home. I probably shook Wally's hand three different times and thanked him repeatedly for his information and his time. Before I left, I had the home owner take a picture of myself and Wally in front of Bob's old house. After I got home, I sat there, almost in disbelief for a good part of the day. All I intended to do was go for a little ride and maybe a walk with my son that morning and was surprised with the most amazing adventure!

My goal is to eventually come in contact with the living relatives of Carl Weimerskirch and Bob Stein, and hopefully perhaps even get a copy of a photo of an old Indian of Bob's or a picture of Carl with a motorcycle. I would love nothing more than to get these items framed and preserved so that eventually, someone who might appreciate them can have them and continue to pass down some family history.

All of the credit to this wonderful story goes directly to Mr. Wally Krzyzanowski. Wally was the key to the information I had been looking for this whole time. It is amazing to me, that the one person who knew just what I was looking for, lives in a completely different state and I, just by chance, met up with him, unplanned, unexpectedly and had everything fall together perfectly. I cannot express enough, how thankful I am that I was able to meet and talk with him and how lucky I believe The Indian Four Cylinder Club is to have a man like Wally around. If anyone reading this has never met Wally, or taken a moment to talk to him, I would highly recommend it at the next club meet. His dedication to the preservation of history is evident through his collection and retention of information. It is also evident through his generous efforts to help a complete stranger such as myself, find information at no benefit to himself, and while setting aside his own agenda to do so. Furthermore, his memory is air tight (far sharper than mine, and I'm in my 30's!) and he is approachable and happy to share his information. The world is a better place with people like Wally around. We should all take advantage of it, and do our best to continue in the ways of Wally ourselves.

Thank you Wally Krzyzanowski!

Your new friend, Richard Kelley.

ANDERSON'S

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PIERCE

"Pierce" Progress
Marks the Day!

"Pierce" Quality
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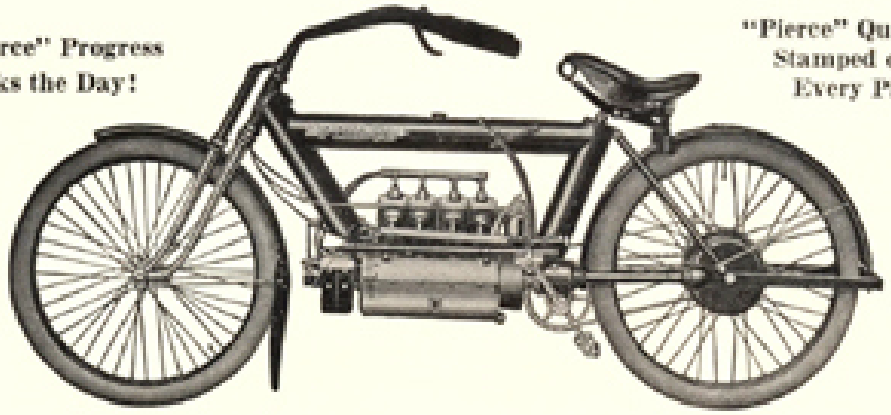


First 1911 Announcement for Dealers and Riders

The new models—(Now ready for delivery):

Single Cylinder:—

5 H. P.; Ball Bearing motor; Flat Belt Transmission; Free Engine; Gear Driven Magneto; No Separate Tanks; Large, Strong Tubing; Cushion Forks; Mechanical Valves; Silent Exhaust; Simple Control; Accessible and Interchangeable Parts; Finest Equipment.

Four Cylinder:—

6 H. P.; Shaft Drive; Sliding Gear Transmission; Free Engine; Two Speeds; Automatic Oiling System; Mechanical Valves; Silent Exhaust; No Vibration; Two Brakes; Magneto; Simple Grip Control; Cushion Forks; No Tanks; Large Tubing; Thoroughly Adjustable; Finest Equipment.

Note:—Both models are largely altered and improved in construction for 1911—thus continuing the well-known Pierce Policy of Progressiveness.

These two models reflect the greatest advance yet known to the motorcycle world.

The vast experience of skilled engineers and extensive factory facilities combine to render Pierce motorcycles the most superior product thus far produced.

The notable qualities of our 1911 models are best told in the complete catalog now ready for distribution.

The Pierce Catalog "E" is an instruction book of motorcycle superiority, sent free to all applicants.

DEALERS:—Ask for "The Agency that Pays."
(Our Proposition is exceptional.)

THE PIERCE CYCLE COMPANY, Buffalo, New York
Pacific Coast Branch at Oakland, California

2019 Tiffin Meet

Roger Bales 1932 Indian Four

Chris & Ken Berry 1938 Indian Four

Ed & Janet Bortner 1938 Indian Four

Ted & Sue Bortner 1929 Henderson Four

Tom Brewer 1935 Indian Chief

Eric Brutus 1941 Indian Four

2019 Tiffin Meet

John & Margie Coombs 1938 Indian Four

Michael Cooper 1941 Indian Four

Rocky & Beverly Corsmeier 1937 Indian Four

Rocky & Beverly Corsmeier 1941 Indian Four

Drew & Alanna Crafton 1939 Indian Four

Derrel & Irene Deroche 1925 Henderson Four

2019 Tiffin Meet

Eric & Teresa Horbel 1942 Indian Four

Black, Dawn, Ted, Zach, Gray and Danni Horse
1938 Indian Four w/ left-hand sidecar

Zach and Danni Horse Coleman Sports

Elvis Jacobson 1938 Indian Four
"The Funny 4"

David & MaryAnne Kitrosser
1939 Indian Four w/sidecar

Jon Kitrosser 1946 Indian Chief

2019 Tiffin Meet

Wally Krzyzanowski 1939 Indian Four

Randey Lindenberger 1920 Indian Power Plus

Randey Lindenberger 1940 Indian Four

Elmer Lower 1938 Indian Four

Conrad & Lindsey Lytle 1933 Indian Four

Robin Markey 1930 Indian Four

2019 Tiffin Meet

Gary & Pat Myers 1928 Indian 401

Gary & Pat Myers 1938 Indian Four

Marv & Diana Niese 1941 Indian Four

Dave Panella 1930 Indian Four

David Pempeit 1928 Indian 401

Brian & Holly Reigel 1930 Indian 402

2019 Tiffin Meet

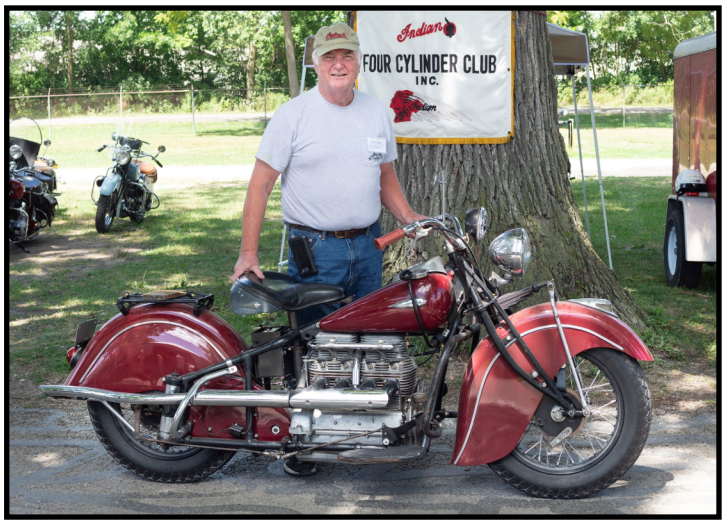
Brian & Deb Scharff 1930 Henderson KJ

Jim & Nancy Summers 1910 FN

John Thierer 1938 Indian Four

Gray Vassil-Horse
1970 Norton 750 Commando

Howard Wagner 1938 Indian Four
"The Funny 4"



Giles Wagoner 1940 Indian Four

2019 Tiffin Meet

Jim Walther 1940 Indian Four

Tom Wilcock 1940 Indian Four

Tracy & Angie Woodall 1941 Indian Four

From the Editor - Tracy Woodall

Being last is common among those of us whose names begin with the letter "W", and for the first time, I find this advantageous. I've been around this motorcycle all my life. In fact, I've been to Tiffin with it before when I was 10 or 11. It had a much different meaning at that time because grandpa was there. Over the years, I've heard it run and watched him ride away on it here and there. The last time I had heard it was when he had fired it up for me in his garage just after he put the tank back on it after he fixed it (that 3M green putty spot you see in the picture to the left). That was around 17 years ago. Drew Crafton and I have known each other since we were kids via his father, Chuck, and my grandfather, who were both in a local antique motorcycle club.

Drew had offered, at the 50th year meet, to help me get it started at some point, but other things stood in the way of making that happen back at that time. It got put on the back burner until this year when my wife and I brought it to the meet for our first time there together. The plan was to see if we could get it fired up and to see how it sounded before I begin work to make improvements. Drew and I set out to get to work and Elmer Lower joined in and ended up getting a condenser and points from Robin Markey. Ted Horse cleaned the contact on the coil wire and others gathered around to watch. Soon they had it running and all agreed that it sounded just fine. Drew and Dave Corsmeier each took it for a ride and both felt that was in pretty good mechanical shape.

I've learned quite a bit about these machines since I've gotten involved more and offered to become the editor for the club. Learning just how few of these were produced and how sought after they've become was overwhelming enough, but to hear her fire up for the fist time in 17 years brought a whole new meaning to attending the meet. Before my wife and I left we both agreed that we were looking forward to next year. I had always wanted a nice older car or fire engine to take to shows and have fun with, but after getting to this point, I'm much more proud to have this and plan to enjoy it as much as we can.

Many have told me that it's something you hop on and enjoy. I plan to do that for more local events, but when it comes to distance, I'm hoping to get her there in style. They can offer me all the money they want, but to have this come to me from who it did, it holds a lot more value than anyone's pocket can provide.

Thank you to Drew, Elmer, Robin, John, Ted, Dave, and the others who gathered around to help and offer support. I'm truly enjoying being a part of this club and Angie really enjoyed the meet as well!

And the Winner is... The 2019 Tiffin Awards

1st Place: Pre-1928 Gary Myers
1928 Indian Four

2nd Place: Pre-1928 Derrel Deroche
1925 Henderson

3rd Place: Pre-1928 Andy Tarnik
1925 Henderson Delux

1st Place: 1928-1931 Brian Riegel
1930 Indian Four

2nd Place: 1928-1931 Brian Scharff
1930 Henderson KJ

3rd Place: 1928-1931 Ted Bortner
1929 Henderson KJ

1st Place: 1932-1937
Beverly Corsmeier
1937 Indian Sport Four

2nd Place: 1932-1937 Roger Bales
1932 Indian Four

1st Place: 1938-1939
Wally Krzyzanowski
1939 Indian Four

2nd Place: 1938-1939 Gary Myers
1938 Indian Four

3rd Place: 1938-1939 Ed Bortner
1938 Indian Four

1st Place: 1940-1942 Marv Niese
1941 Indian Four

2nd Place: 1940-1942 Jim Walther
1940 Indian Four

3rd Place: 1940-1942 Eric Brutus
1941 Indian Four

Oldest Indian Four Shown at the Meet: Dave Pempeit 1928 Indian Four

Oldest Four Cylinder Motorcycle Shown at the Meet: Jim Summers 1910 FN Four

Best Sidecar: David Kitrosser 1938 Indian Four & Sidecar

Best Custom: Black Horse 1938 Indian Four & Left-hand Sidecar

Most Unique: Drew Crafton Original Paint 1939 Indian Four with Companion Seat

Ladies Choice: Howard Wagner 1938 Indian "The Funny 4"

Oldest Member Showing a Four: Howard Wagner 1938 Indian Four "The Funny 4"

Youngest Member Showing a Four: Drew Crafton 1939 Indian Four

Longest Distance Traveled: Michael Cooper 1157 miles

Bob Markey Award for Longest Distance Ridden: Dave Panella 547 miles 1930 Indian Four

Toney Watson Award for Best Henderson: Brian Scharff 1930 Henderson KJ

John Wickham Award for Best Indian Four: Brian Riegel 1930 Indian Four

Paul Pierce Award for Service to the Club: Don Miller

John Wickham Award for Going Above and Beyond: Awarded to Beverly Corsmeier from the Indian 4 Cylinder Club Board

And a big hand to Beverly for all her hard work in helping to put this meet together and more!

Big Bird - by Michael Cooper

There are stories that follow a family, especially at gatherings. These are the tales that bind us together and make us remember and smile.

My son is a grown man and an officer in the Air Force. Many years ago he was due to be stationed in Italy for four years. I was looking for something we could do together to form a new memory. Our local Antique motorcycle club chapter had decided to help host a national road run in the hill country of south Texas. I had never been on a road run and wanted to attend it with my son, Chris. Christopher thought this was a great idea. We started planning preparations a year in advance. Chris asked me if I thought our bikes could make it. His grandfather had rebuilt both bike engines and it was time to really test them. The road run was to cover 550 miles in three days. The bikes chosen to ride were Chris' 1948 Chief and my 1941 Indian 4. Chris was considered a veteran motorcycle rider; but, had few hours on his hand shift bike. He had only owned the motorcycle for one year. He was worried about his riding skills. I was worried about MY riding skills. He did not know that this was to be my first major run in front of my friends. NO PRESSURE. When I was younger I rode my motorcycle everywhere. I took chances like you take when you think you will live forever. But, when you work on antiques you sometimes don't ride them the same way as newer ones. It is not that you don't think your Indian won't make it across country, but, why would you test it. I own a new Harley Davidson for adventures like that. The question about whether our Indians were roadworthy kept gnawing at me. I told myself that I needed to do this and decided to invite my son to join me in the thrill of finishing or the agony of breakdown.

I saw amazing things on this run. One of the members had rebuilt a British motorcycle for a customer and was testing it out on the run. The needle in the carburetor had vibrated out and he was parked on the side of the road. I later learned he had sat down and whittled one out of wood. YES, OUT OF WOOD and finished the day. Our first breakdown came on the morning of the first leg. I had told Chris to watch how he crossed low-water crossings. In Texas, low-water crossings can be treacherous. I informed him to go slow and keep straight. Chris splashed through the crossing and sputtered to a stop on the rise up the hill. The first thing he did was apologize for not listening. I just laughed and asked him to get me a rag while I opened the distributor cap. I began to wipe out the cap and rotor talking him through the process so he would fully understand what had happened. Many bits of advice are heard and forgotten all the time. Breakdowns are true opportunities for learning and listening to advice. Most people do not ever want to be stranded again twice for things that can be avoided. We each broke down twice that weekend. Each time the bikes broke down, I was able to get them up and running in a few minutes. I think I earned a little respect from my son that day. But, the strangest thing of the whole weekend happened on the second day. Chris was riding on his Chief about a half a mile ahead of me. He was wearing the new helmet he had bought that had a war bonnet of feathers painted on it. He had bought it specifically for the run and was quite proud of it. It was really a beautiful color helmet. While riding behind him I happened to notice this large bird circling above him. It circled for a long time. I assumed there was road kill up ahead. The bird suddenly dived straight towards my son. I gunned the throttle of my motorcycle and tried to close the gap between us. It fell like a bullet at a steep angle. Within a foot from Chris' head the bird veered off and up. I had held my breath the whole time. The bird had seen the feathers on the helmet and thought he had lunch. I can imagine what the HAWK thought when he got close to the helmet and found out there was a man strapped to the bottom of that chicken. I couldn't wait to tell Chris the story when we broke down again. He did not see a thing. Too –bad, It was a Kodak moment.

Many small things happened on this run that impressed me. There was an old man on a 20's Harley who was the first to leave and the last to get back. I don't recall that he broke down. He had a solid un-restored machine that put us all to shame. We would pass him and then watch him Put-Put by as we sat broke down on the side of the road.

Breakdowns are not bad on an antique run. Everyone stops to help. Eventually, enough tools and parts show up to fix almost any small repair. I joke with riders at my job that an antique road run is different from a modern run. On a modern run you have about 60 bikes and one chase vehicle. On an antique run you have about 40 bikes and twenty chase vehicles to pick up parts. It is truly amazing to see some of these riders put the old bikes through their paces. Many of these bikes were basket cases a few years ago. These test pilots assembled these buckets of bolts and took to the road in the ultimate test of their work. Starting an antique after a restoration is a feeling only a few of us achieve in this world. To put together a pile of parts and breathe life back into it is a special time I spent with my dad. Now these memories will be spent with my son.

Many people today view people on old cycles with greasy clothes as bums.

I see friends.

Make plans now to attend the 2020 Indian Four Cylinder Club Meet in Tiffin, Ohio!

August 7th - 9th at the Seneca County Fairgrounds

Hotels in the area include but may not be limited to:

Holiday Inn Express Tiffin, Ohio - (419) 443-5100

Hampton Inn Tiffin, Ohio - (419) 443-5300

Days Inn by Wyndham Tiffin, Ohio - (419) 447-6313

Tiffin Motel Tiffin, Ohio - (419) 447-7411

The Rivers Edge Executive Suites, Tiffin Ohio - (419) 448-9009

WATCH THE CHAMPIONS—

They all ride

Firestone

SPORTSMAN TIRES

INDIAN MOTORCYCLE SALES, INC.
Indian Motocycles
592-4 Peachtree Street
Atlanta, Georgia

Telephone HEMLOCK

May 22, 1940.

Mr. Brownie Carslake,
The Firestone Tire & Rubber Co.
Akron, Ohio.

Dear Brownie:

As you know, I have always used Firestone Motorcycle Tires and have never had a tire failure.

It is a great pleasure to tell you that with Firestone Tires on my Indian Motorcycle I won the National 100 Mile T T Championship held at Chattanooga Sunday, May 12th.

The newspapers gave me credit for good riding, taking plenty of chances and setting a "dizzy pace."

Of course, I give the credit to the motorcycle and to the tires and might point out that tire failures for some of the other riders prevented them from finishing any closer than they did.

The rider who finished second was Al Aumann and I noticed that he also had the good judgment to equip with Firestone.

My Indian Motorcycle is equipped with Firestone All-Non-Skids on the front and your Sportsman tire on the rear.

Sincerely,
Ted Edwards

TED EDWARDS, winner of the Chattanooga 100-Mile National Tourist Trophy Race, is another champion who has found that the Firestone Sportsman Tire enables you to use more of the power in your motor. Its buttons grip the surface to get the extra jump on the other fellow. Its sidewalls give the rider the confidence necessary for a steep layover on turns. For competition riding, be tire-sure — equip your machine with Firestone Sportsman Tires today.

A TIRE FOR EVERY RIDING CONDITION!

THE NEW CHAMPION
A sensational new, high-performance, all-purpose tire. Delivers amazingly long mileage.

THE NEW SPORTSMAN
Combines long, rugged service with the ultimate in traction for all competitive events.

THE NEW ALL NON-SKID
Designed with a heavier, tougher, deeper-cut tread for still greater safety and longer mileage. Ideal solo tire for rugged service.

THE HIGH SPEED FOR ECONOMY
This famous tire now available at a new low price. For high quality equip with Firestone High Speed Motorcycle Tires.

SPECIFY FIRESTONE TIRES ON YOUR NEXT MOTORCYCLE

Listen to the Voice of Firestone with Richard Crooks, Margaret Speaks and the Firestone Symphony Orchestra, under the direction of Alfred Wallenstein, Monday evenings, over Nationwide N. B. C. Red Network. • *See Firestone Champion Tires made in the Firestone Factory and Exhibition Buildings at the New York World's Fair.*

Copyright, 1940, The Firestone Tire & Rubber Co.

COMING SOON!!!

OUR NEW AND IMPROVED WEBSITE!!

www.Indian4club.org

The newly designed club website is full of features including a "members only" section which will allow you access to:

Pay your membership dues

Buy club merchandise

Access club archives that have been painstakingly being digitalized for your use.

Access an up to date club roster

And of course a "public" page to entice new members to join without having access to members and club information.

Website will be up and running sometime around the end of December. We ask that you PLEASE WAIT to pay your dues until you receive your invoice at the end of the December.

Our hope is that every member that uses a computer will login and create their account on the club website when paying their 2020 annual dues. This will allow us as a club to streamline the treasurer's work and make it easier to for the entire board to interact with the membership.

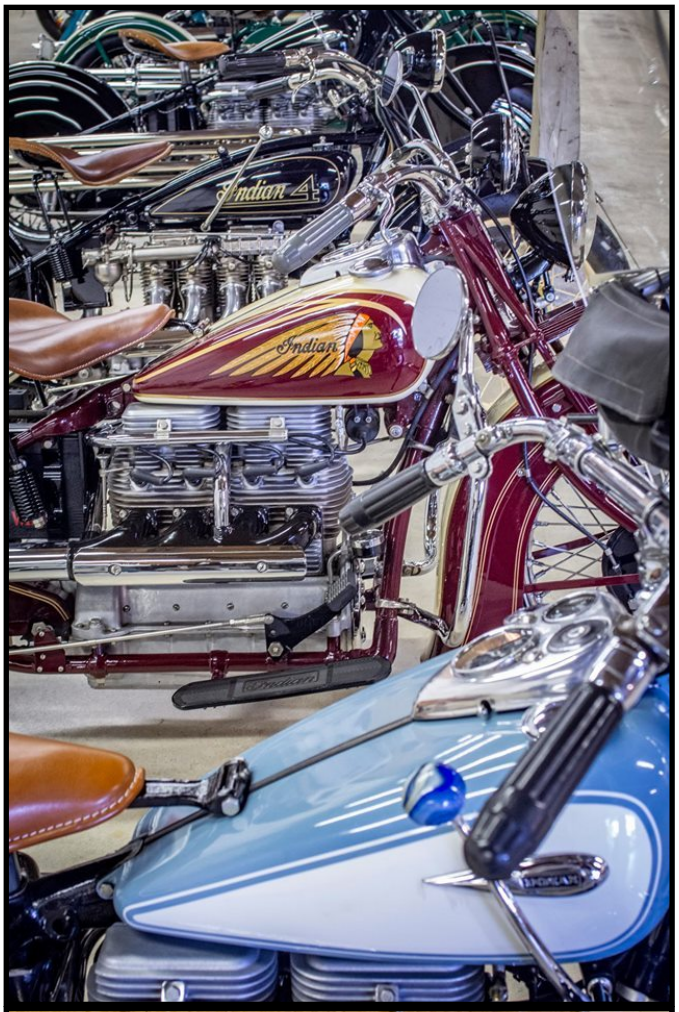
***If you do not use a computer, no worries!! The club treasurer will continue to communicate with you via the post office and telephone.**

Beverly Corsmeier, Treasurer

513-623-7756 cell

MembershipIndian4Club@gmail.com

A weekend that's well worth the wait!



It was a great meet and we hope to see YOU there next year!

From the Archives...

I recently spent a great deal of time scanning all of the information contained in our archives to make it available electronically. Contained in the pages below are just a few examples of the documentation that has been put together since 1966, most of which is specific to the American made four cylinder motorcycles. As you read through this, I'm asking you to consider what you can offer to help ensure the knowledge is captured now in order to allow our hobby to continue for those who follow us. After all, it's information like this that has allowed us to enjoy our hobby as we do today. Please get with me should you need help in putting something together for a future publication. Your motorcycle as well as your motorcycles future caretaker are counting on us! - The editor...

* * * * * *

Timing Your Four

Timing the four may not be as simple as timing an automobile with its timing marks and timing light, but neither need it be all that hard whether it be magneto or battery ignition. Magneto ignition is fairly simple with the spark advance lever at the end, but battery ignition has no marks or lever yet a few simple steps from the Four Manual will help keep that four in good operating order.

Section III Engine Disassembly and Assembly
Item P. Ignition Timing:

1. If timing gears have been removed, replace according to marks on gears.
2. Reassemble generator and distributor to motor if distributor and generator drive have not been disturbed.
3. Rotate motor until piston No. 1, front cylinder is top dead center, compression stroke, firing position. Note: Both valves will be in their seats, tappets free, 5/8" spark advance. Assemble generator on motor base.
4. Rotate generator shaft until distributor rotor is pointing at the position where No. 1 spark plug wire fits in cap. With spark lever in retard position, lever will be all the way back. Breaker points will be ready to open. The holes in the coupling on the generator shaft will line up. Do not tighten coupling bolt and nut so tight so as to squeeze coupling out of shape. It is a simple hose coupling. If the coupling is worn, torn or damaged, secure a new coupling.

Item Q. Assemble Wires in Distributor Cap

Note: Sitting on machine, looking down at the top of distributor, No. 1 front cylinder spark plug wire plugs in the right from hole in the distributor cap. Then clockwise (to the right), the next hole is No. 3 cylinder spark plug wire, the third is No. 4 plug wire and the fourth hole is No. 2 cylinder plug wire. Firing order: 1-3-4-2.

Caution: Always check spark plug wire location from distributor cap to the plugs in the cylinders before dismantling ignition equipment. It is possible to change ignition timing so that No. 1 cylinder plug wire could be in any one of the four lobes on the cam for No. 1 cylinder and changing the location of plug wires so that rotor and points are timed for their respective cylinders the motor will fire correctly.

Item R. To Retime Distributor Head (if removed from generator)

1. Rotate motor until No. 1 piston is 5/8" from top dead center in cylinder on compression stroke.
2. Advance spark control lever.
3. Slide distributor head down housing ready to mesh with drive gear in generator.
4. Set cam lobe ready to open points with rotor pointing towards No. 1 cylinder spark plug wire hole in distributor cap.
5. Then set, tighten the bolt which holds the distributor in position at the base.

Note: The points should be ready to open. One or two attempts may be necessary to mest the proper tooth to time the distributor. A final close or fine setting may be made by loosening advance lever body clamping screw and rotate distributor head slightly right or left to arrive at proper spark setting with breaker points ready to open. Spark may be timed with piston top dead center and with spark retarded.

Item S. Magneto timing - Edison Type C,CD,RMH

1. Magneto rotates counterclockwise locking at drive end.
2. The distributor rotates counterclockwise looking at distributor end of magneto.
3. Spark advance control lever location, up for advance.
4. Points gap 0.015.
5. Spark advance 5/8".
6. No. 1 front cylinder spark plug wire plugs into lower right hand hole in distributor cover.
7. Rotate motor until No. 1 piston (front) is top dead center of compression stroke in cylinder. Note: Both valves will be in their seats.
8. Rotate magneto in direction of rotation until distributor rotor (metal plate end) is pointing to lower right hand corner of magneto, spark retarded. The points will be open or nearly ready to open. The coupling disc holes will then line up.
9. Insert bolts and nuts and tighten.
10. Assemble distributor cover.

Item T. To Assemble Spark Plug Wires in Distributor

1. Lower right hand hole No. 1 cylinder
2. Upper right hand hole No. 3 cylinder
3. Upper left hand hole No. 4 cylinder
4. Lower left hand hole No. 2 cylinder

Note: use same caution on wiring as instructed on distributor ignition.

As far as magneto ignition is concerned, if wires are in the correct holes and proper firing order, the spark advance is very easily advanced or retarded by the spark advance lever. The same precaution is necessary for battery ignition other than the distributor must be in the proper tooth setting and the final fine setting by turning the distributor right or left for correct advance.

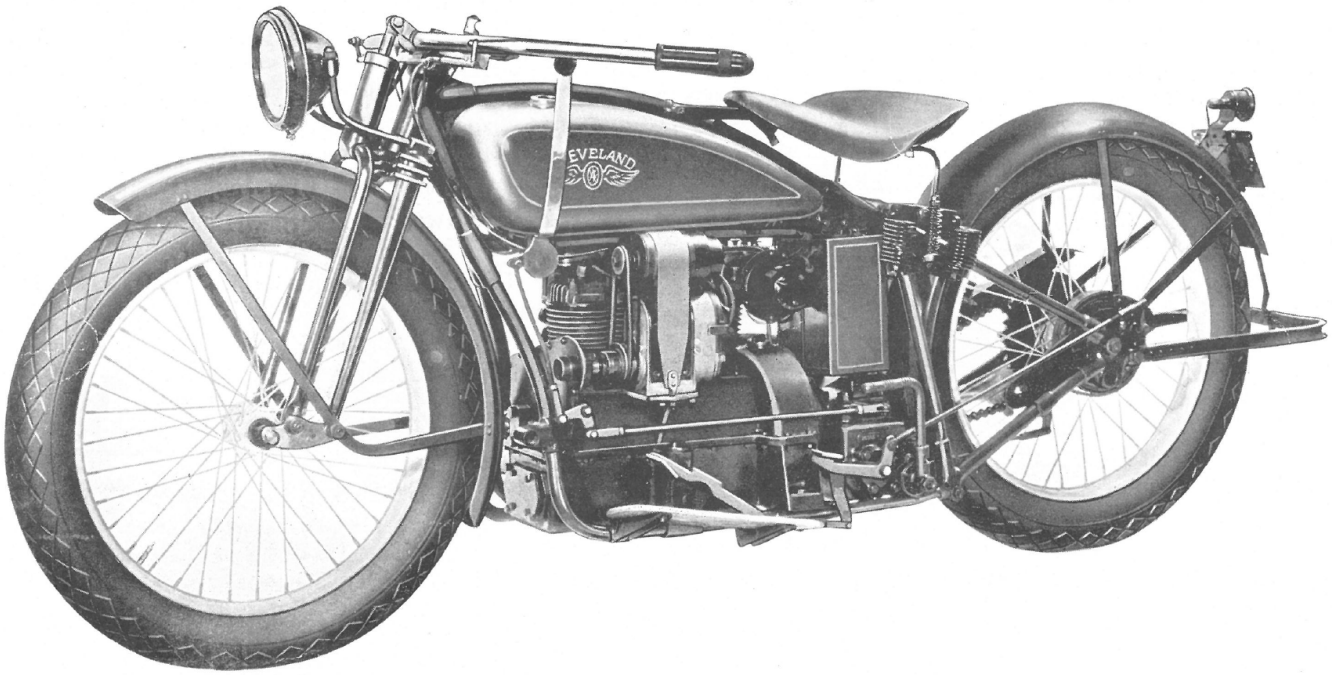
The manual suggests a normal setting of 5/8" advance which fires on the compression stroke just ahead of top dead center on No. 2 piston. This setting is calculated the same as the automobile, so many degrees ahead of top dead center.

Red Magic

To go with the urge
be here or there
move freely, joyously
visit far places
shake off the humdrum shackles
make more time your own
be where the world shows its best to you
have a thrill in just going
do all of these as you will,
at your need, at your whim

—that is the Magic
of the Red Steed of Steel

THE CLEVELAND MASTER FOUR 4 - 45



SPECIFICATIONS

ENGINE: Four cylinder, air cooled, high speed four stroke type. Bore 2¼". Displacement 45 cubic inches. Transmission and clutch unit bolted directly to engine forming a unit power plant mounted on three cushion suspension.

CAMSHAFT: Gear driven on three large bearings.

CONNECTING RODS: Forged Chrome Nickel Steel. Long centers. Big end bearings bronze back babbitted--no grooves. Small end bronze bushed.

CRANKCASE: Cast aluminum, in two halves. Removal of lower half exposes all connecting rod and main bearings. Oil pump readily accessible.

TRANSMISSION: Three speed progressive type. TIMKEN BEARING throughout. Gears of hardened Chrome Nickel Steel. Diamond extra heavy roller type chain, 5/8 inch pitch, 3/8 inch wide.

LUBRICATION: Submerged gear pump driven off crankshaft gear, forces oil directly on forward face of connecting rod which is grooved to force oil into bearings.

IGNITION: Gear driven magneto with variable spark mounted on the forward left side of engine. Magneto driven through the cam gear, which automatically forms a cam brake.

CARBURETION: One inch special GX - 1 Schebler carburetor, with adjustable choke for starting.

ELECTRICAL EQUIPMENT: Splitdorf generator, Wico Batteries, Klaxon Horn. Bright and dim headlamp, taillamp, ammeter, switch and instrument board light. Cutout and horn buttons built into handlebar.

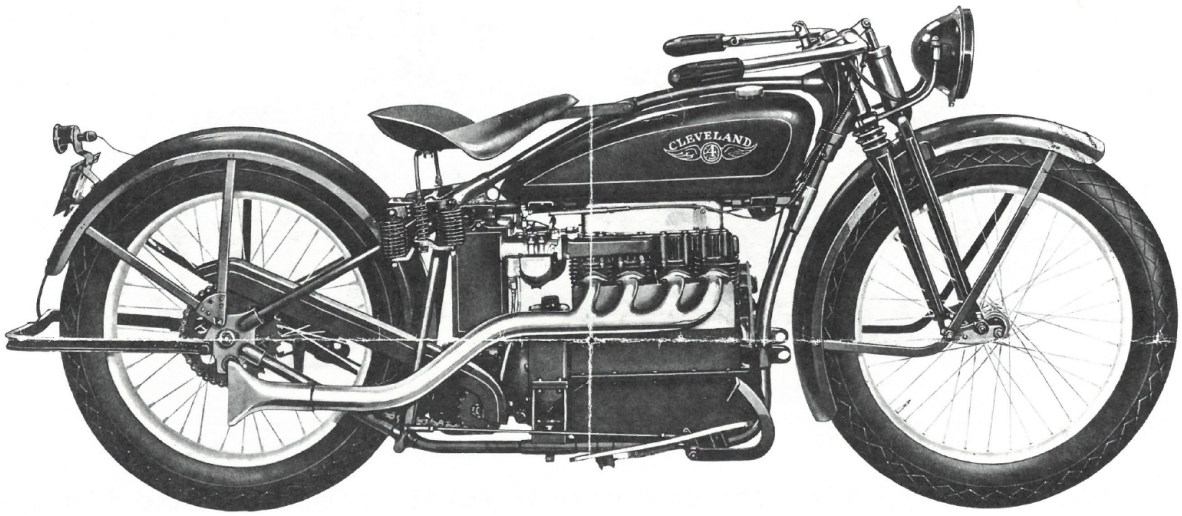
FINISH: Dark, rich blue, pyroxylin lacquer offset with gold striping. Wheels cream. Nickel handlebars and nickel exhaust manifold optional at slight extra cost.

TIRES: 27 x 3.85 full size ballon.

PRICE: Complete with Electrical equipment $345.00 f.o.b. Cleveland, excise tax additional.

THE CLEVELAND MOTORCYCLE MFG. CO.

THE CLEVELAND MASTER FOUR 4 - 45



SPECIFICATIONS

CYLINDERS: Cylinders cast en-bloc but so spaced as to give ample cooling.

PISTONS: Close grained gray iron, well ribbed and light. Fitted with two compression rings and one oil control ring. Full floating tubular piston pins fitted with bronze end buttons. End buttons drilled to relieve piston pin pressure. (Alloy pistons extra.)

VALVES: Valves of Silchrome steel. Port openings 1 1/8" clear. Valve areas unusually large in proportion to cylinder area.

BEARINGS: Main bearings of Bronze, babbitt lined. All crankshaft and crankpin bearings ONE INCH diameter, Crankshaft bearings 1 3/8 inches long, crankpin bearings 7/8 inch long.

MANIFOLD: Inlet manifold and cylinder head form unit casting. Easily removed. Inlet valve mechanism is covered by a polished aluminum housing into which the breather tube from the crankcase is led carrying a fine oil fog to the rocker arms, bearings, etc.

CLUTCH: Single dry plate type, built into the enclosed flywheel. Clutch thrust carried on large ball bearing. Automatic take-up for wear. The clutch so balanced that rocker pedal can be left in any position.

STARTER: Step starter with engaging mechanism completely enclosed. Dogs of ratchet type made with flat face tooth to prevent chipping. Movement backward and down. Spring provided to return crank to original position.

FRAME: Double loop type of heavy seamless steel tubing. Fittings drilled from solid drop forgings. Equipped with lugs for sidecar.

FRONT FORKS: Double fork type which completely absorbs light as well as heavy shocks, and is so hung as to give perfect steering.

GAS TANK: Streamline tank, capacity four gallons, of two piece construction having but one seam. Fitted with gasoline gauge opposite the very large filler cap. Tank mounted on platform thus relieving it of all twisting strains.

THE CLEVELAND MOTORCYCLE MFG. CO.

Service Shots

FOR Indian Dealers

INDIAN FACTORY

INDIAN DEALER

No. 111

March 28, 1940

TO REMOVE THE SPRING FRAME ASSEMBLY FROM THE MOTORCYCLE

(refer to illustration)

Remove the rear wheel and brake drum assembly.

Directly behind the top frame casting is a very small lock screw, countersunk into the frame casting itself. Remove this screw. This allows the uppermost chrome dust cover to be slid down out of the way.

Remove the one inch nuts (A) at the top and bottom of the spring assembly. Alemite fittings may be left in place.

Loosen the pinch bolt (B) on the lower frame casting.

From underneath the lower casting, unscrew the retaining cup (I).

Now get a piece of 2" hollow steel tubing with a 7/8" hole. Slide this tube up over the lower end of the shaft (F) that runs from the top to the bottom of the spring unit.

Using the nut (A) that you took off previously, screw this back on and tighten against the steel tubing placed on the shaft. This will draw shaft (F) down so that the complete assembly may be taken from the frame.

TO REMOVE THE SPRINGS FROM THE SLIPPER CYLINDER

The unit in which the spring action is housed (E) is referred to as the slipper cylinder. The shaft (F) is known as the slipper spindle. The nuts on top and bottom (A) are correctly known as slipper spindle bolts.

Remove the 2" piece of steel tubing that you used to compress the springs so that the unit could be removed from the machine.

Remove the lock ring (C) on the top end of the cylinder.

Compress the top spring (G) by placing the cylinder in the arbor press or large vice. This compresses spring (G) so that cap (D) may be unscrewed.

With the cylinder held securely in the vice or arbor press, remove cap (D) from the cylinder. Use extreme caution in releasing the cylinder from the vice or arbor press because the springs are under very heavy pressure.

The top spring (G) is known as the recoil spring and is the shortest of the two. The bottom spring (H) is known as the load spring and is the longer ot the two.

Spindle shaft (F) should work freely in the slipper cylinder bushings.

The taper end is the "top". The 7/16 shoulder end of the shaft is the "bottom".

TO ASSEMBLE THE SPRING FRAME UNIT

(refer to illustration)

Grease the springs.

Place the longest spring (H) with the large end toward the bottom into the slipper cylinder.

Take the slipper spindle shaft (F) and with the end with the 7/16 shoulder toward the bottom, slip it into the cylinder thru the spring.

Place the short spring (G) into the cylinder with the large end toward the "top".

Put cylinder cap (D) on the shaft. Place the entire unit in an arbor press or large vice and compress the springs in the cylinder so that cap (D) can be screwed into place. Screw cap (D) in until the slots in the cap line up with the cylinder casing (E).

Replace the lock rings.

Place the top chrome cover in position.

Compress the springs again by using the 2" piece of hollow tubing over the lower end of the shaft (F) and pulling it up with spindle bolt (A).

Slip the taper end of the spindle shaft (F) into the top frame casting and attach the top spindle bolt (A) with its grease fitting, just enough to hold it in place.

Remove the lower bolt (A) and take off the 2" piece of hollow tubing that you used to compress the springs.

Screw lower cup (I) into place, but do not tighten.

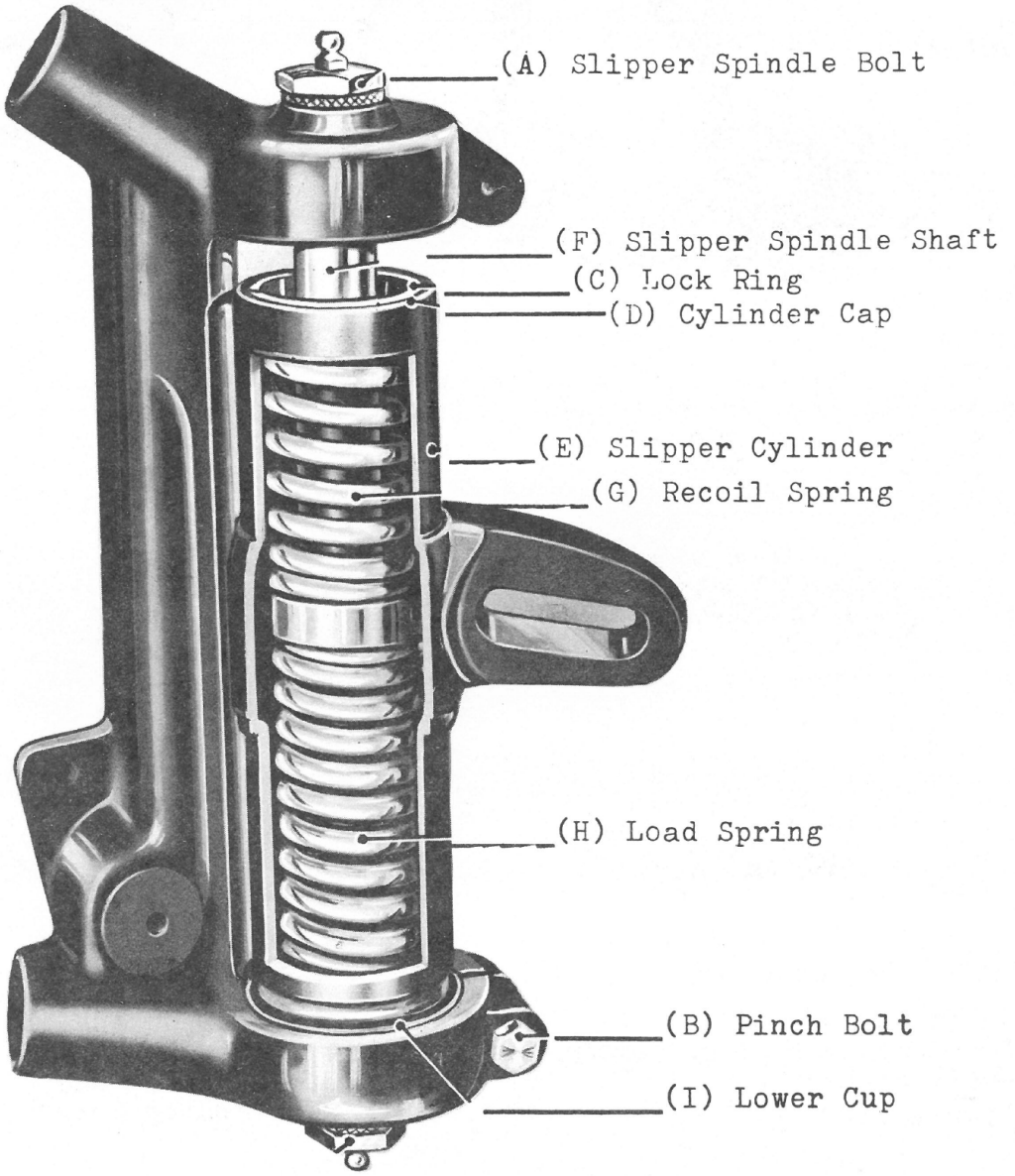
Now tighten the top spindle bolt (A).

Now take the lower cup (I) again and screw it up until you feel it strike. Then back off slightly and lock into position by tightening pinch bolt (B).

Screw the lower spindle bolt (A) into position.

Slide the chrome dust cover into place in the top frame casting and replace the small counter-sunk screw to lock it in place.

Keep the entire unit well greased during service with alemite grease.



SPEED! CONTROL! ACTION!

ONLY INDIAN HAS THE MIRACLE SPRING FRAME

It's new, sensational! Spring Frame floats you over the roughest roads as though they were smooth concrete — gets you there and gets action fast! Your Indian grips the road, under perfect control. You get away faster, brake better. Spring Frame, brilliant new styling, and many other features make the 1940 Indians the world's outstanding police motorcycles. Ask your Indian dealer or write Dept. 184.

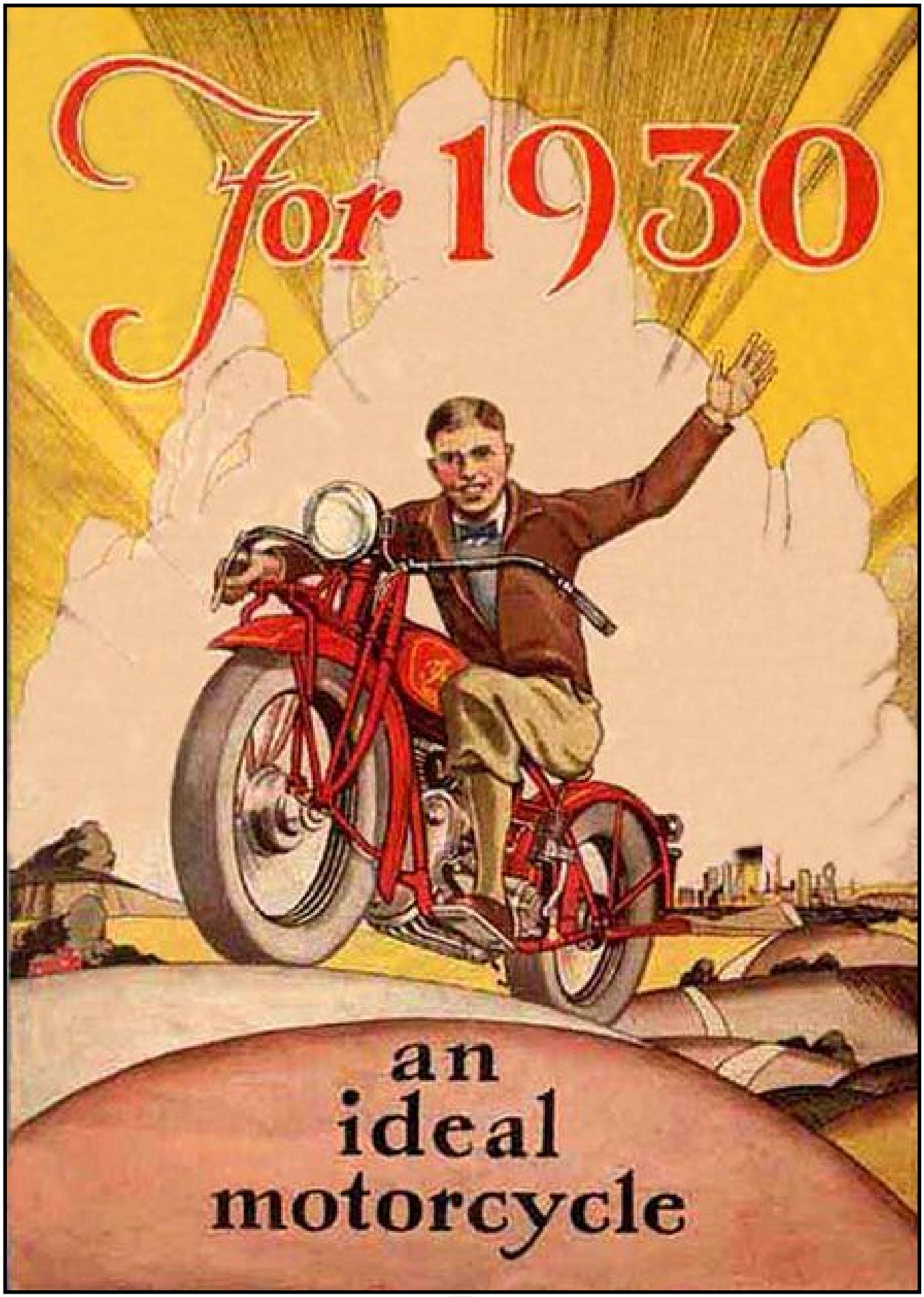
INDIAN MOTOCYCLE CO.
Springfield, Mass.

SPRING FRAME

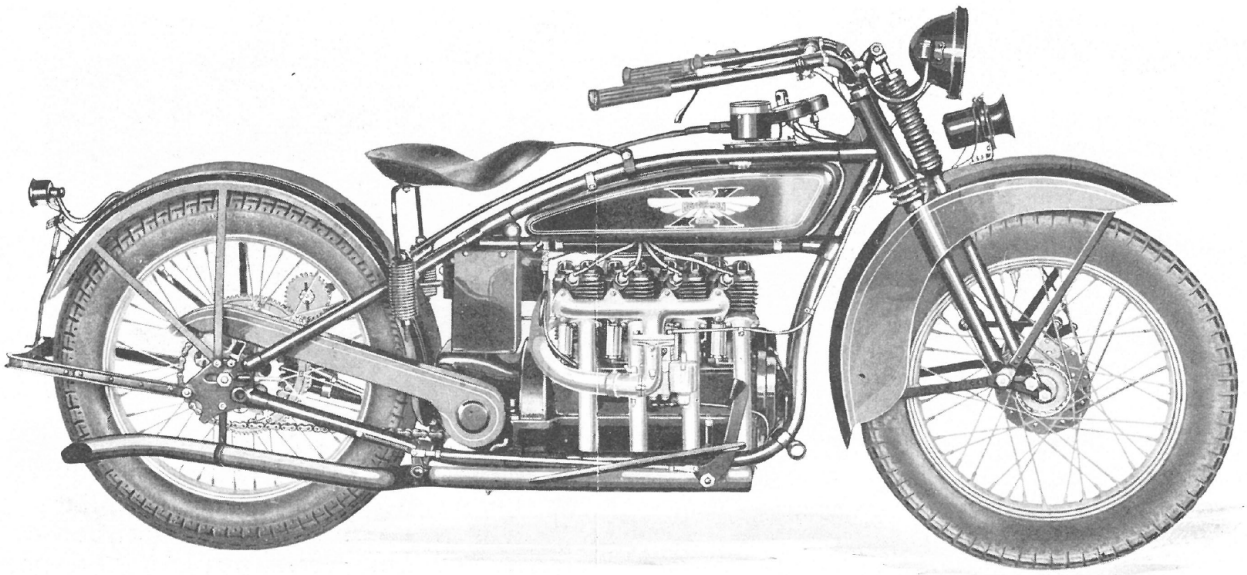
New, rad-type, pressure lubricated spring frame combined with knee-action fork and velvet action seat give you the world's smoothest motorcycle ride, no matter how rough the road.

MORE THAN EVER the PRIDE OF THE FORCE

Indian


For 1930
an
ideal
motorcycle

1928 HENDERSON DELUXE MODEL



SPECIFICATIONS

MOTOR: New high efficiency motor giving speed and power never before delivered by a "stock" four. Bore 2 11/16", stroke 3½", displacement 79.4 cubic inches. New cylinder design giving higher compression and improved gas passages. New carburetor hot air pipe.

VALVES: Side-by-side, direct thrust, interchangeable---exhaust valves Silcrome steel. Guides--hardened steel.

PISTONS: Die cast aluminum alloy--three ring.

BEARINGS: Babbitt-lined bronze of best quality, extra large. Main shaft bearings 1¼" diameter, total length 4 7/16". Connecting rod bearings 1¼" in diameter, 1 1/8" long. Wrist pin bearings, 5/8" diameter, 13/8" long.

EQUIPMENT: Fully equipped and ready for the road with speedometer, speedometer light, oil gauge, ammeter and lighting switches on new instrument bracket.

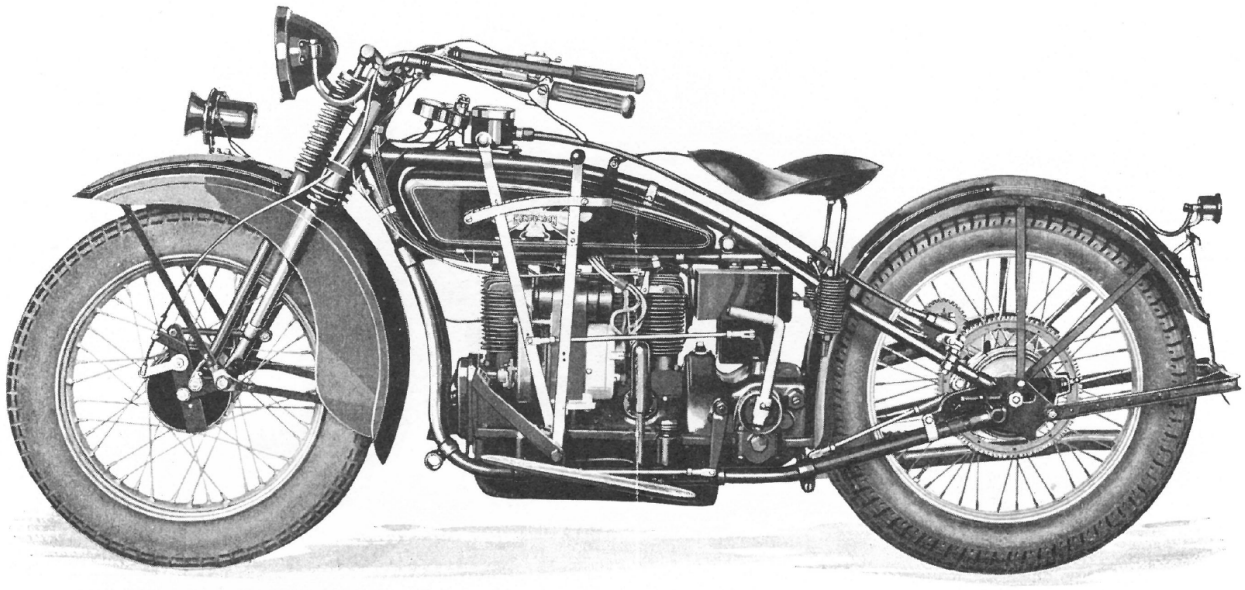
FRONT FORKS: New full-floating Super type with greatly improved fork action and steering qualities. Auxiliary springs compensate for the lighest road shocks and absorb the heaviest bumps. Recoil spring absorbs rebound. Front wheel suspended between two balanced spring systems.

TIRES: New Firestone 4" Straight Side Balloon Tires. Increased air volume gives greater comfort. Wired bead prevents blowing off the rim. Easier to put on and take off.

BRAKES: New internal expanding front wheel brake. Rear brake of external contracting type. Both exceptionally effective and smooth.

GUARDS: New style wide and flat with side valances.

1928 HENDERSON DELUXE MODEL



SPECIFICATIONS

MUFFLER: Tail pipe extension carries exhaust back of rear wheel silencing an already quiet running machine.

LUBRICATION: Motor oiled by pressure-feed system which forces oil into all main bearings and through the hollow crankshaft into the connecting rod bearings and transmission. Hubs, fork rockers and front brake parts fitted with motorcycle type Alemite fittings.

FINISH: Frame, tanks, fenders, etc., rich deep blue with gold striping. Wheels cream. Several optional color combinations at slight extra cost.

WHEELS: Timken bearings front and rear. Heavier axle quill in rear hub with heavy locknut.

FRAME: New low frame gives lower saddle position and ample wheel clearance. Every frame joint is a steel forging.

CLUTCH: Flywheel type, velvety in action with positive grip. All parts lubricated by oil delivered through hollow crankshaft. New telescope springs and longer spring cups.

HANDLEBARS: Henderson braced type with drop forged center and three point connection--extra long and wide. Short police bars optional.

TANK: Heavy lead-coated steel with capacity of about four gallons. Oil supply in crankcase.

MANUFACTURED BY:
EXCELSIOR MOTOR MFG. & SUPPLY CO.
3701 CORTLAND ST.
CHICAGO, ILLINOIS U.S.A.

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 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

2019 Club Roster

The information here has been provided with the permission of those who agreed to allow it to be published during the 2019 membership signups. Please note that this is not a complete listing of all members of the Indian Four Cylinder Club. The map following the roster represents all members by state and around the globe.

First Name	Last Name	State	Email	Phone
John	Machycek	AR	lawanna19@yahoo.com	501-888-4435
Lawanna	Machycek	AR		501-888-3500
Christopher	Nocella	AZ	cnocella41@gmail.com	520-349-0544
Al	Engle	CA		559-688-8844
Douglas	Feinsod	CA	jrawlsky@cruz10.com	931-588-7975
Gregory	Gass	CA	greg@bermingham.com	562-860-1600
Steve	Gonzales	CA	Stephen@Duvalaki.org	415-290-7444
Craig	Horner	CA	sunvalley1986@gmail.com	
Joe	Mangelos	CA	joe@barnwoodarms.net	209-614-0456
Jose	Medina	CA	powerengr1@hotmail.com	805-305-9030
Gary F.	Re	CO	gary_re@comcast.net	303-801-7387
Travis	Scott	CO	nimbusnut@gmail.com	719-641-6484
Joseph	Jensen	CT	JDEDJENSEN@optonline.net	203-838-9802
Richard	Julian	DE	rjulian@eastern-states.net	302-530-0908
Peter	Renzetti	DE	Peterarenzetti@yahoo.com	610-733-5123
James	Gallagher	FL	jim.gallagher44@gmail.com	407-395-3438
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2019 Club Roster

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2019 Club Roster

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2019 CLUB ROSTER

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If you would like to have your name added or removed from the roster, please let us know <u>when you renew your membership</u> so we can make the adjustment for next year. Thank you!

- The editor

Indian 4 Club Putting Our Club on the Map! Where Our Members Are Located.

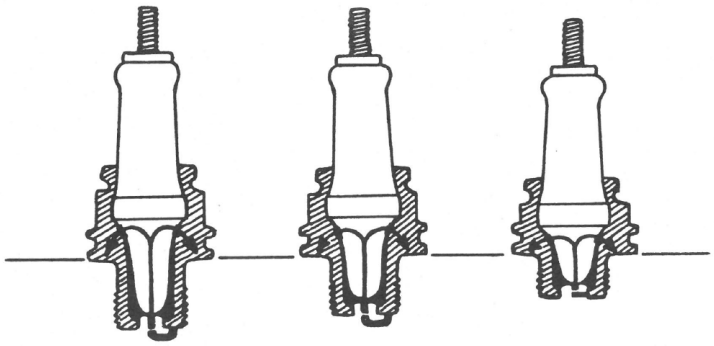
No. 131
October 8, 1941

SPARK PLUGS

The spark plug provides suitable electrodes inside the cylinder, which can be jumped by a high voltage from an induction coil or magneto to produce a spark for igniting the fuel mixture. The two electrodes are insulated from each other, the center one being surrounded by insulating material (usually porcelain) while the other is attached to the steel shell, which is grounded when the plug is screwed into the cylinder head.

The conditions under which a 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 40 to 45 times per second when the engine is running at high speed. The pressure in the combustion chamber from the explosion of the fuel charge tends to force the plug from the cylinder head. At the same time the heat of combustion, which in high compression engines may reach a maximum of 2500° F. or more, tends to burn and distort the electrodes, which would change the spark gap setting. In addition, the surfaces of the insulator may become overheated and burned, which materially decreases the resistance of the insulator and usually causes electrical leakage around the plugs. Internal strains due to sudden changes in temperature tend to crack the insulator. It is therefore of highest importance that correct design and material enter into the construction of the spark plug.

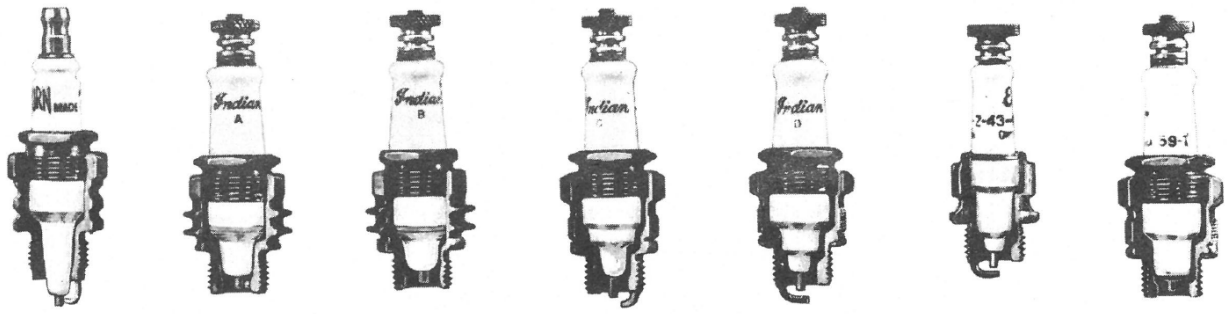
High compression pressures and increased speeds, which result in higher temperatures, necessitate the use of a spark plug which will dissipate heat very rapidly. The extent to which a plug will dissipate heat depends on the length of insulation exposed to the combustion gases. Hence, for engines which 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 a long insulation -- or a hot plug -- should be used. The following illustration shows three plugs of various heat ranges and also the path of heat conductions.



The heat characteristics of an engine are not the only thing that have to be considered in the selection of a spark plug. The conditions under which motorcycles are operated have an important bearing on the selection. Exceptionally severe service, such as continuous runs in mountainous country or running at high speeds for long distances, will require a colder plug than that used for ordinary service.

HEAT RATING OF INDIAN SPARK PLUGS

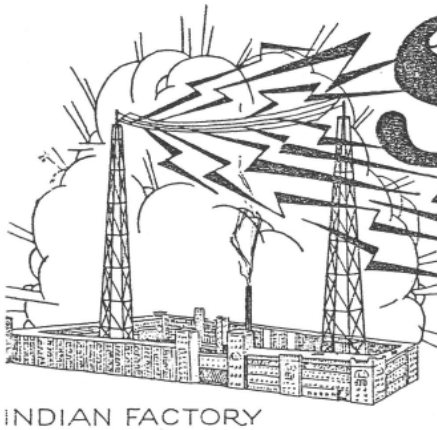
Cold Motor ↓ Hot Motor	TYPE OF SERVICE	Motor Temperature	Plug Type	Hot Plug ↑ Cold Plug
	Cold motor, low speed, low compression, cold climate, oily engine, frequent stops and starts.	1350 1450	Indian - A Indian - B	
	Normal or average motor operation.	1450 1500	Indian - C	
	High speed, severe service. These two types can be shielded for police radio use	1500 1600	Indian - Z - 38 Indian - Z - 43	
	Hot motor, severe service, high speed, long trips.	1800	Indian - D	
	Racing, extreme service, hot climate, high compression, continuous high speed.		Indian - 59 - T	



AUTOMOBILE TYPE HOT PLUG | INDIAN A | INDIAN B | INDIAN C | INDIAN D | INDIAN Z43 | INDIAN 59-T

INDIAN MOTOCYCLE COMPANY

C. E. Raymond
Service Manager



Service Shots

FOR Indian Dealers

FEBRUARY 20, 1942
NUMBER 153
REVISION OF NO. 136

SERVICE INFORMATION APPLYING TO MODEL "M" LINKERT CARBURETORS ON MOTORCYCLES

M-341, M-341-1, M-342, M-343, M-344, M-344A, M-441, M-541, M-641, M-641-1, M-642, M-644, M-741, M-741-1, M-841R, M-841L, M-Bonn., M-Bonn., M-Bonn.-1.

(All models have the model number stamped on the pad ontop of the carburetor.)

These notes apply to carburetors which have been in service for some time and have become dirty, full of "crust" in the throttle barrel, and are found to be difficult to get adjusted properly. Usually the effect of excessive dirt or "crust" formation in the carburetor throttle barrel, around the throttle disc, and in the fuel mixture passageways, is to cause the carburetor to have a lean spot off idle. This "crust" should be removed, particularly when a lean spot comes in at speeds off idle up to 30 M.P.H. with the low speed (idle)adjustment set properly for idling. The idle adjustment should not be set to the very lean side when checking this point, but to a point about five to ten notches rich from the setting where the motor dies from leanness.

HOW TO REMOVE THE CRUST

1. Back off the throttle lever stop screw so that the throttle disc closes tightly. With a sharp pointed tool like a sharp pen knife or scriber, scratch a line deeply on a closed throttle disc on both sides of the throttle shaft and against the shaft. These lines should "jibe up" again with the shaft when you replace the disc. Remove the throttle lever, throttle disc and shaft, the idle hole body plug next to the idle holes in the throttle barrel, the body plugs in the carburetor flange and carburetor body idle channels, and the low speed (idle) lift lever and needle valve assembly. Also remove the venturi and nozzle.

2. Scrape out the caking or "crust" in the throttle barrel with a scraper or knife, being sure not to cut into the metal. "Crust" or caking can be removed easily with a rag moistened in acetone.

3. Clean up the throttle disc by rubbing it on both sides on emery cloth on a flat plate and clean the edge of the disc all around, being careful not to round the corners or cut into the metal. The disc can also be cleaned with acetone. See note 2.

4. Clean out the idle holes in the throttle barrel next to the disc with the proper size drills. See list for proper sizes for both holes for all models of carburetors.

Model (Stamped in top of Carb. body.)	Carb. Size	Venturi Size	Small Idle Hole Nearest Manifold Drill Size	Idle Hole Farthest from Manifold Flange Drill Size	Slot Width
M-341	1¼"	1-1/16"	#66	#53	.009"
M-341-1 and 342	1¼"	1-1/16"	#66	#53	.0155"
*M-343 and M-344	1¼"	1-1/16"	#66	#53	.0155"
*M-344-A	1¼"	15/16"	#66	#53	.0155"
M-441	1"	13/16"	#70	#57	.009"
M-541	1"	5/8"	#70	#56	.009"
M-641	1¼"	15/16"	#70	#55	.009"
M-641-1 and 642	1¼"	15/16"	#70	#54	.009"
*M-644	1¼"	15/16"	#70	#54	.009"
*M-741	1"	13/16"	#70	#56	.009"
*M-741-1	1"	3/4"	#70	#56	.009"
*M-841R and 841L	1"	13/16"	#71	#56	.009"
M-Bonn	1¼"	1-1/8"	#66	#53	.009"
M-Bonn	1¼"	1-1/8"	#70	#55	.009"
M-Bonn-1	1¼"	1-1/8"	#70	#51	.020"

*These models have 1/8" pipe thread float valve seats. All others have straight 7/16" -27 thread float valve seats.

Clean out the slot of all models by inserting the tool with the proper thickness Slot Tool - see List above for slot width. The .008" Slot Tool has no ring around handle. The .014" Slot Tool (to be used in the .015" Slot) has 2 rings around the handle. The .018" Slot Tool (to be used in the .020" Slot) has 3 rings around the handle.

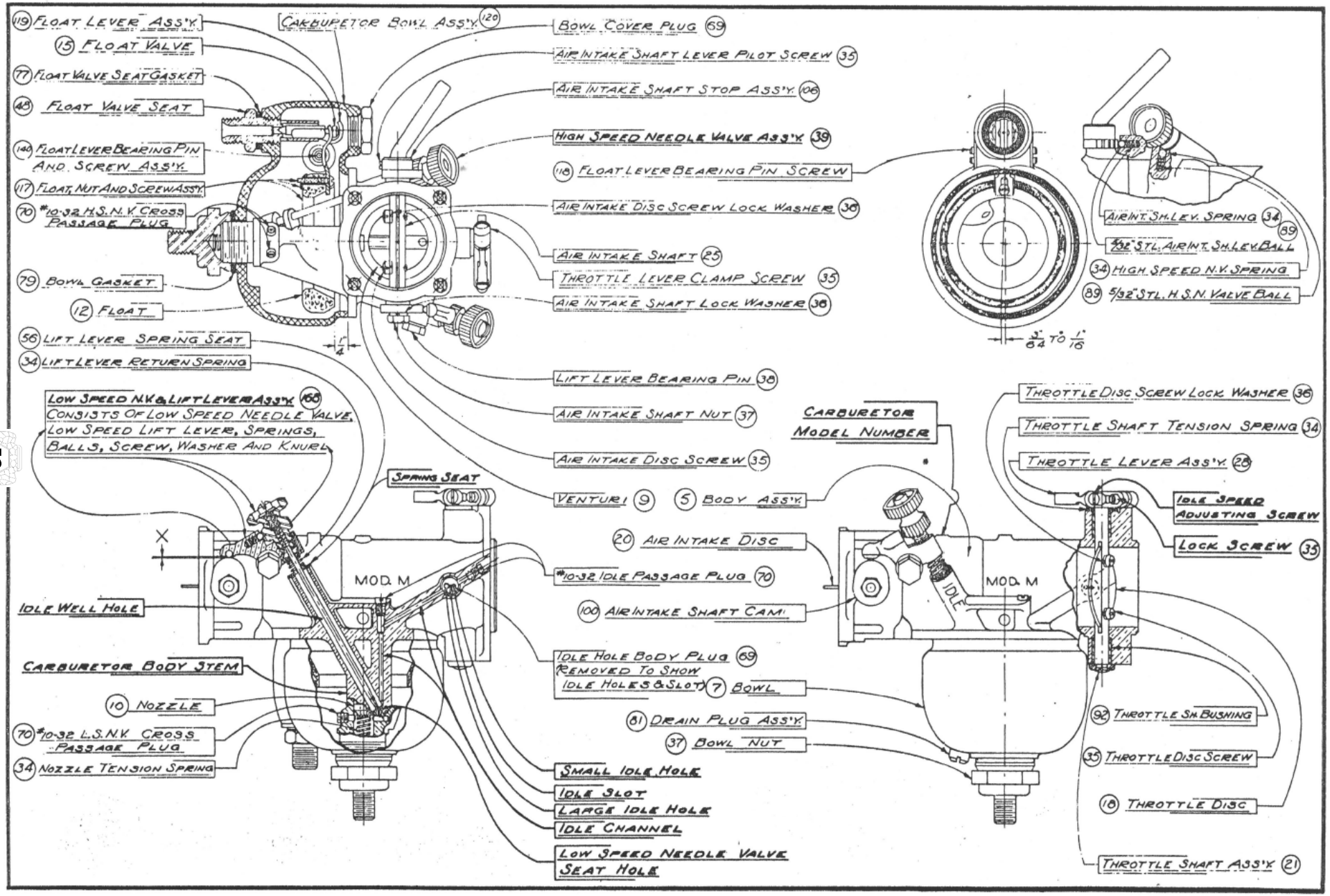
6. Clean out the idle channels with the #42 drill. When cleaning vertical idle channel do not completely bottom drill as doing so may damage the low speed needle seat.

7. Clean out the low speed (idle) needle valve seat hole with the proper drill size. All 1¼" carburetors are cleaned out with the #53L#2 L.S.N.V. Seat Hole Tool. This tool has 2 rings around the handle. 1" Carburetors are cleaned out with the #55-L L.S. N.V. seat Hole Tool.

8. Blow out all channels and holes with compressed air and wash all parts in gasoline.

9. Re-assemble the parts, being sure the lift lever spring seat (washer) is between the spring and carburetor body when assembling the low speed lift lever and needle valve assembly back into place. This spring seat or washer limits the air bleed to the idle system and must be in place; otherwise carburetor cannot be adjusted for satisfactory motor idling. There are two kinds of seat washers, a thick one and a thin one. Be sure to replace the one as assembled at the factory.

Be sure the throttle disc is assembled in the barrel properly and closes off tight. Have the correct side of the disc up or toward the flange and with the lines you scratched lining up with the throttle shaft exactly. Push up the shaft collar (on the throttle shaft) firmly against the body before tightening the throttle disc screws. The throttle lever should be clamped to the shaft with the disc wide open and with the throttle lever wide open stop against the body lug and with wear take-up spring between the throttle lever and bearing.

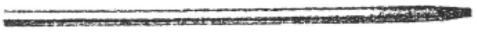

(119) FLOAT LEVER ASS'Y.
(15) FLOAT VALVE
(77) FLOAT VALVE SEAT GASKET
(48) FLOAT VALVE SEAT
(140) FLOAT LEVER BEARING PIN AND SCREW ASS'Y.
(117) FLOAT, NUT AND SCREW ASS'Y.
(70) #10-32 H.S.N.V. CROSS PASSAGE PLUG
(79) BOWL GASKET
(12) FLOAT
(56) LIFT LEVER SPRING SEAT
(34) LIFT LEVER RETURN SPRING
LOW SPEED N.V. & LIFT LEVER ASS'Y. (68)
CONSISTS OF LOW SPEED NEEDLE VALVE, LOW SPEED LIFT LEVER, SPRINGS, BALLS, SCREW, WASHER AND KNURL
SPRING SEAT
MOD. M
IDLE WELL HOLE
CARBURETOR BODY STEM
(10) NOZZLE
(70) #10-32 L.S.N.V. CROSS PASSAGE PLUG
(34) NOZZLE TENSION SPRING
CARBURETOR BOWL ASS'Y. (120)
BOWL COVER PLUG (69)
AIR INTAKE SHAFT LEVER PILOT SCREW (35)
AIR INTAKE SHAFT STOP ASS'Y. (106)
HIGH SPEED NEEDLE VALVE ASS'Y. (39)
(118) FLOAT LEVER BEARING PIN SCREW
AIR INTAKE DISC SCREW LOCK WASHER (36)
AIR INTAKE SHAFT (25)
THROTTLE LEVER CLAMP SCREW (35)
AIR INTAKE SHAFT LOCK WASHER (36)
LIFT LEVER BEARING PIN (38)
AIR INTAKE SHAFT NUT (37)
AIR INTAKE DISC SCREW (35)
VENTURI (9)
(5) BODY ASS'Y.
(20) AIR INTAKE DISC
#10-32 IDLE PASSAGE PLUG (70)
(100) AIR INTAKE SHAFT CAM
IDLE HOLE BODY PLUG (69) REMOVED TO SHOW IDLE HOLES & SLOT
(7) BOWL
(81) DRAIN PLUG ASS'Y.
(37) BOWL NUT
SMALL IDLE HOLE
IDLE SLOT
LARGE IDLE HOLE
IDLE CHANNEL
LOW SPEED NEEDLE VALVE SEAT HOLE
1/4
AIR INT. SH. LEV. SPRING (34)
(89) 5/32" STL. AIR INT. SH. LEV. BALL
(34) HIGH SPEED N.V. SPRING
(89) 5/32" STL. H.S.N. VALVE BALL
3/64 TO 1/16
CARBURETOR MODEL NUMBER
THROTTLE DISC SCREW LOCK WASHER (36)
THROTTLE SHAFT TENSION SPRING (34)
THROTTLE LEVER ASS'Y. (28)
IDLE SPEED ADJUSTING SCREW
LOCK SCREW (35)
MOD. M
IDLE
(92) THROTTLE SH. BUSHING
(35) THROTTLE DISC SCREW
(18) THROTTLE DISC
THROTTLE SHAFT ASS'Y (21)

M-341	1-1/2	turns open from closed position
M-341-1	1-1/2	" " " " "
M-342	1-1/2	" " " " "
M-343	1-1/2	" " " " "
M-344	1-1/2	" " " " "
M-344-A	1-3/8	" " " " "
M-441	1-3/8	" " " " "
M-541	1-1/2	" " " " "
M-641	1-3/8	" " " " "
M-641-1	1-3/8	" " " " "
M-642	1-3/8	" " " " "
M-644	1-3/8	" " " " "
M-741	1-1/2	" " " " "
M-741-1	1-1/8	" " " " "
M-Bonn.	1-5/8	" " " " "
M-Bonn.	1-5/8	" " " " "
M-Bonn.-1	1-5/8	" " " " "

LINKERT CARBURETOR CLEANING TOOLS

These Tools are needed in cleaning "caked on dirt and crust" from jets and passageways to restore original new carburetor performance. Do not use these Tools in power drill. They are designed for HAND USE ONLY.

No. 1



Slot Blade Tool — Models M-341, M-441, M-541, M-641, M-641-1, M-642, M-644, M-741, M-741-1, M-841R, M-841L, M-Bonn, M-Bonn, — Part #150018

No. 2

Slot Blade Tool — Models M-341-1, M-342, M-343, M-344, M-344-A, — Part #150019

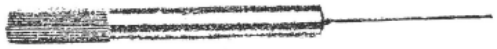
No. 3

Slot Blade Tool — Model M-Bonn-1 — Part #150020

No. 70

Idle Hole Drill — Models M-441, M-541, M-641, M-641-1, M-642, M-644, M-741, M-741-1, M-Bonn, M-Bonn-1 — Part #150021

No. 66



Idle Hole Drill — Models M-341, M-341-1, M-342, M-343, M-344, M-344-A, M-Bonn — Part #150022

No. 56

Idle Hole Drill — Models M-541, M-741, M-741-1, M-841-R, M-841-L — Part #150024

No. 55

Idle Hole Drill — Models M-641, M-Bonn. — Part #150025

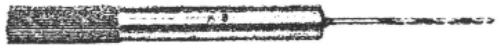
No. 55-L

Low Speed Seat Hole Drill — All 1" Models — Part #150026

No. 54

Idle Hole Drill — Models M-641-1, M-642, M-644 — Part #150027

No. 53



Idle Hole Drill — Models M-341, M-341-1, M-342, M-343, M-344, M-344-A, M-Bonn. — Part #150028

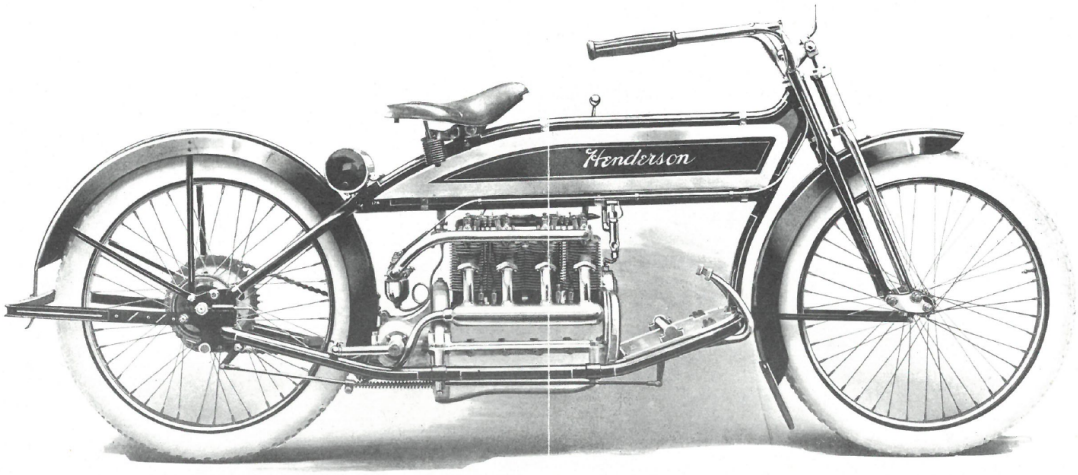
No. 42

Idle Channel Drill — All Models — Part #150030

No. 53-L
No. 2

Low Speed Seat Hole Drill — All 1¼" Models — Part #150031

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



SPECIFICATIONS

MOTOR—Four-cylinder, 2⅝ inch bore, 3 inch stroke. L head cylinder. 65 cubic inches displacement.

STARTING CRANK—Folding design—Henderson patent.

CARBURETOR—Schebler.

VALVES—Mechanical.

IGNITION—Bosch D. U. 4 (regular auto type)—fat spark—in both retard and advance positions.

MUFFLER—Sealed up joints—no back pressure; nickeled and polished.

LUBRICATION—One sight feed. Splash system throughout.

CONTROL—Throttle and spark controlled from handle bars with ratchet device—Henderson patent.

HANDLE BARS—U-shaped, with brace.

TRANSMISSION—Chain drive, free engine.

CLUTCH—Eclipse.

BRAKE—Henderson large external band.

FOOT-BOARD—Aluminum with rubber foot pads.

STAND—Henderson special, one piece.

SADDLE—Henderson-Persons.

TOOL BAG—Large, metal, with complete tool kit.

FINISH—Royal blue and aluminum; highly nickeled motor.

PRICE—$325 f. o. b. Detroit.

TANKS—One tank, divided for oil and gasoline—3 gallons gasoline, 2 quarts oil.

FRAME—1¼ inch, 13 gauge tubing, cradle type.

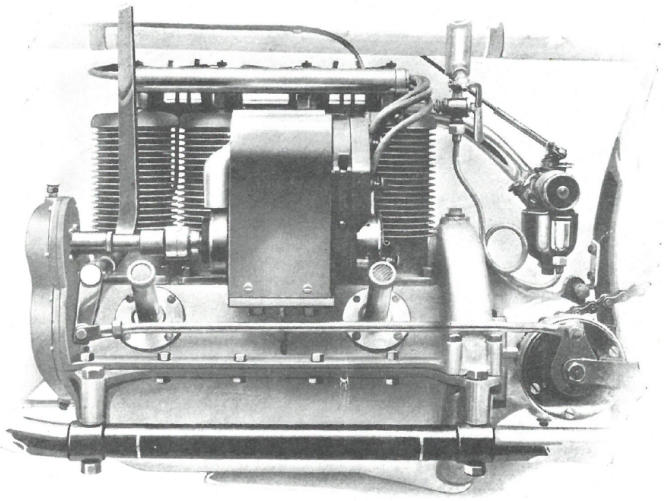
FORK—Triple stem type, spring suspension, 2 large springs.

WHEEL BASE—65 inches.

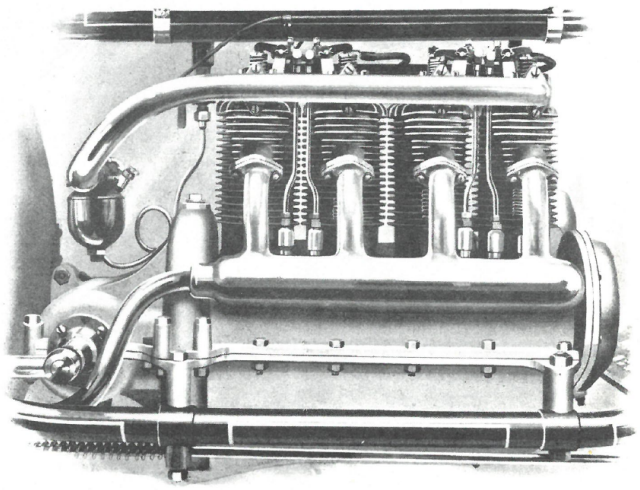
WHEELS—28 inch, 40 spokes front and rear.

GUARDS—Drop sides, wide, raised center.

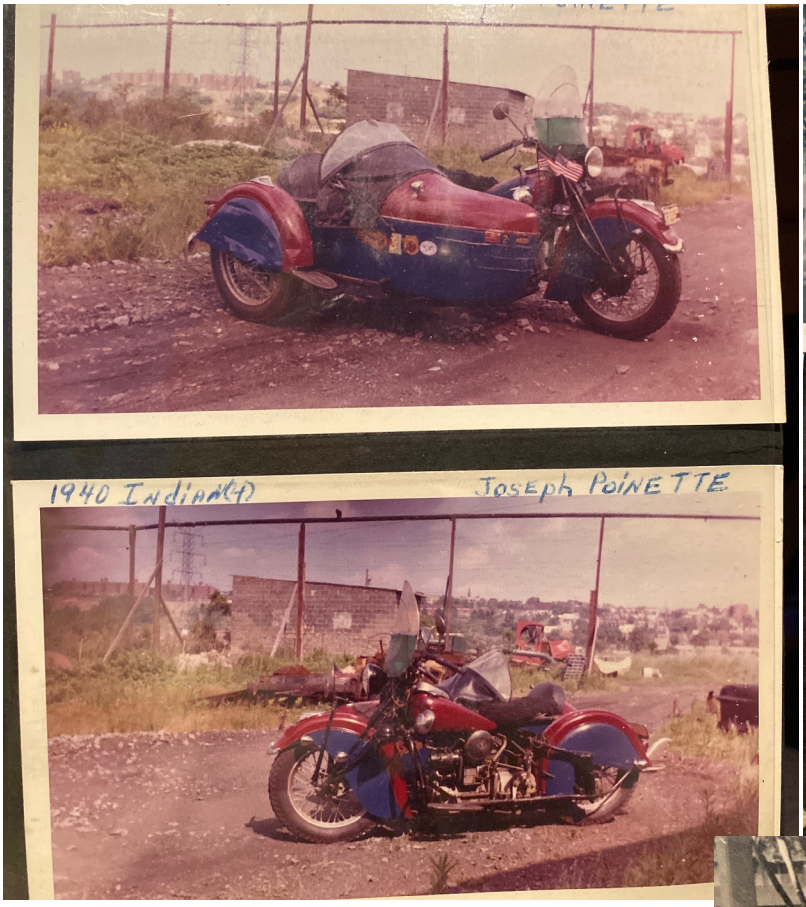
TIRES—3 inch U. S. studded tread.

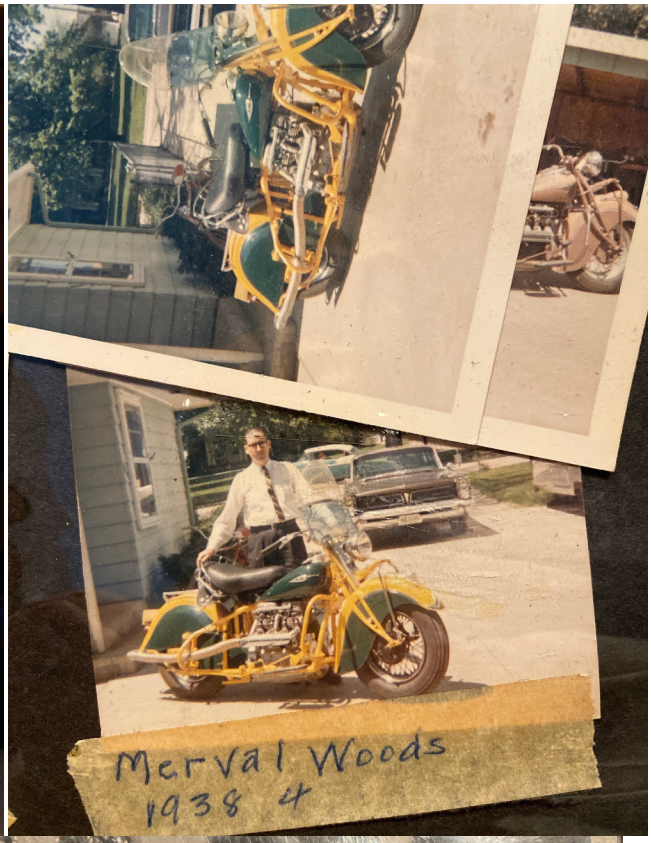


LEFT SIDE OF MOTOR

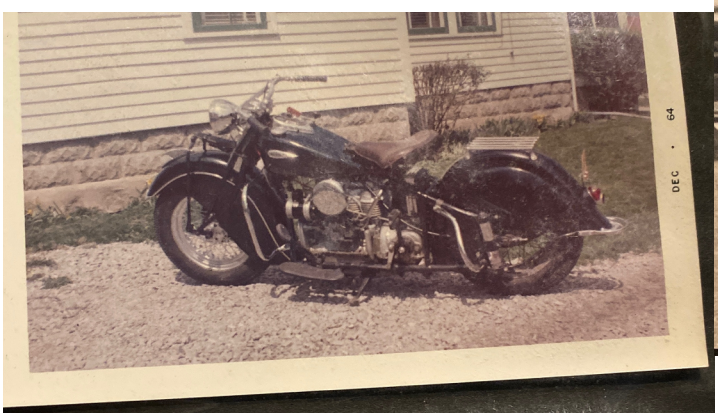


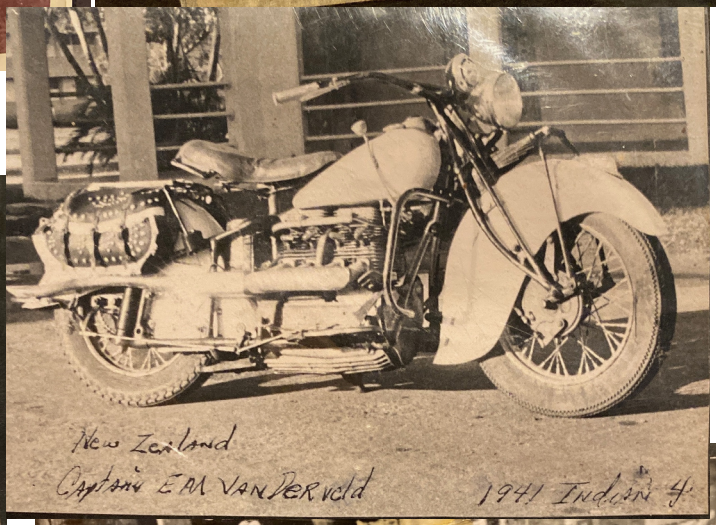
RIGHT SIDE OF MOTOR





Found in a photo album from the past.
I wonder where they are now...





For Sale/Wanted to Buy

For Sale: 1947 Indian Chief. Apart but complete. Good clean title in my name. Matching frame and motor numbers. $15,000 Bike is located in Marion Ohio. Contact: David Uhl Phone: (740)-692-9526 or email: dvduhl@aol.com

For sale:
1946 restored Indian Chief
1941 restored Indian Sport Scout
1938 Indian Chief
1970 Triumph Daytona
1938 Restored Indian 4 with side car
Contact: Sarah Cecil (859) 351-4817

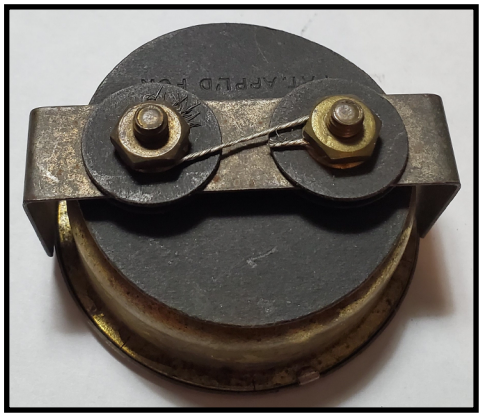
For Sale: 1940 to 1945 Indian complete sidecar. Have mounting brackets for Chief 1940 to 1953. $12,000 or Best Offer. Contact: Elmer Lower Phone: (717) 379-2827 or indnelmo@yahoo.com

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 - (905) 263-2557 or twilcock@hotmail.ca

For sale: Princess Sidecar, restored. Presently attached to a 1938 Indian 4. $29,500 for the sidecar. Located in Florida. Contact: Mike Grossberg, email: r985mike@yahoo.com

For sale: 41 Indian 4 cylinder. Numbers matching. Shows 16,000 Miles. Running. Plus 39-4 engine and all extra Indian Parts included. $74,000. Blair Duncan Dillsburg, Pa. Blabonrt@gmail.com or 717-796-9755 leave message & call back number.

For sale: Indian amp gage, real $1200 text or call 812 239 5952 or email at retiredsfcroy@yahoo.com



For sale: NOS ignition switch with tag on it $850. 812 239 5952 tex or call, email at retiredsfcroy@yahoo.com

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Wanted: Looking for a tire pump and a kick lever for a 1931 Indian 402. Please contact: Lincoln McIlravy email: lmcilravy@southslope.net

Wanted: 1939 Indian 4 carburetor DLX-113. This is the only thing that's missing from this bike being completely correct. It currently has a DLX-112. Contact: Craig Horner Cell: (530)-520-0041

Wanted: Marvel 1663 carburetor for a 436 motorcycle. Contact: Colin, email: calinba11@yahoo.com

Wanted: I'm the happy owner of an Indian 4 1938 battery ignition, and I'm looking for a generator bracket-b (part no.85151). Wim van Beurden Hofmeijerstraat 52, 7571 DE Oldenzaal, The Netherlands. e-mail: wim@vbeurden.eu

Wanted: 1933-1935 cylinders and intake. Will purchase outright or trade for earlier cylinders and intake. Tom Wilcock (905) 263-2557 or twilcock@hotmail.ca

Graphite: die-cut from Graph-Lock 3125TC and are available in two thicknesses:
.060" @ $45/set or .120" @ $55/set
Free Shipping inside the continental US

http://www.garlock.com/en/product/graph-lock-3125tc.

For more information email Jim Walther indianfourrider@yahoo.com

Join us on Facebook!!

Our clubs official Facebook page is, "Indian Four Cylinder Club". You must be a paid member of the club to be accepted to this page. If you haven't already joined our page, please feel free to do so. This will allow you to share pictures and ask questions of others to seek any help you might need or share any thoughts or solutions that you may have. Again, this is the official Facebook page for our club and there are no other pages directly associated with our club, new or old.

Passerby: "Say fellas, did you happen to see an old Indian Four go by here?"
Meanwhile, on the Liar's Bench...

More participation by club members = a more interesting Club publication!

Please send us your:

Stories, Pictures, Parts/bikes wanted,

Parts/bikes for sale, Restoration information

Email to: **indian4cylinderclubeditor@gmail.com**

Tracy Woodall, Editor (317) 496-7150

Please remember our troops this Holiday Season

Happy Holidays!

from the Indian 4 Club

Indian Motocycle Co. FOUR

CYLINDER NEWS

5958 Shallow Creek Drive

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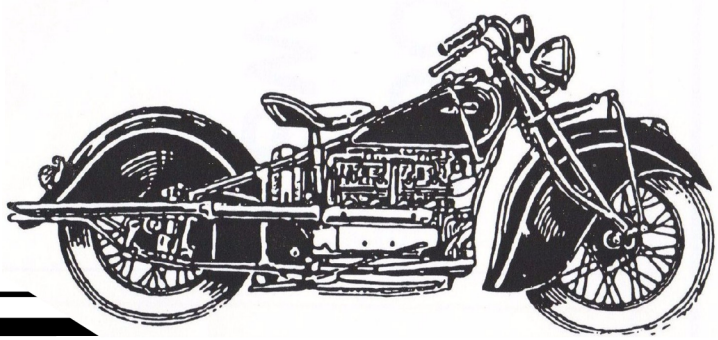
TO: