

2019 Spring Newsletter

Published by the Indian Four Cylinder Club, for it's members
Volume 54, Number 1

Indian 4 Club

"America's Most Beautiful Motorcycles"



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Make plans now to attend the 2019 Indian Four Cylinder Club Meet in Tiffin, Ohio!

August 9th, 10th, & 11th 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

Front cover: Green is the color of Spring! And why not demonstrate that with a collage of green antique four cylinder motorcycles?



A Letter from the President



First, I want to thank the Club for giving me the privilege of again being the President. 2019 marks my 29th year as a member. I am hoping that history does not repeat itself – the last time you elected me President, I missed the Tiffin meet the following year! I already have the dates on my calendar, August 9-11, and am very much looking forward seeing friends I have missed the last two years. More on that in a moment. But before I go any further, I want to thank those who served on the Board 2016-2018. The new Board stands on the shoulders of those who have gone before us, and we have a proud legacy to preserve and build upon as our 60th Anniversary approaches in 2021!

Some of you know I 'retired' from full-time parish ministry at the end of 2016. I did so thinking I had my choice of several interesting options to fill my time and provide some income until I reached that magic "65" milestone. One of my favorite 20th Century philosophers, John Lennon, observed, "Life is what happens while you're making plans!" None of those options materialized, other than occasional supply preaching, too many funerals and the wedding that kept me from Tiffin. 2017 was a year of unfulfilled expectations. So after being RWI (Retired Without Income) for more than a year I accepted a call to be the Interim Pastor at a church 15 miles downriver, a full-time position. And, of course, an obligation with my 'new' congregation kept me from Tiffin last year, the first time I have ever missed 2 years in a row.

That's more of my personal saga than you probably need to know! But I want you to know that come what may, the Board and I are fully committed to our responsibilities to the Club. We have had one 'official' meeting, the minutes of which are elsewhere in this issue, we've exchanged voluminous electronic correspondence and old-fashioned phone calls and have set a face-to-face meeting for lunch Saturday, April 27, 2019 at the Oley AMCA meet. Take note of the additional information in this issue about the Oley meet – they are featuring Four Cylinder motorcycles...

My winter project is nearly complete and I wish you success on yours. (Hope I did not just jinx myself or anyone else...) To our friends in the Southern Hemisphere and the warmer climes north of the equator, I wish you smooth roads, clear skies and safe travels until we meet again.

Jim Walther, President

Indian Four Cylinder Club



The Secretary's Report

Minutes Summary of the Indian 4 Cylinder Club Board Meeting of January 17th, 2019 *Meeting (via conference call) was called to order by Jim Walther at 8:03 PM EST*

Roll-call by office: (Quorum Present) *Members Present:* President: Jim Walther; VP: Brian Riegel; Secretary: Drew Crafton; Treasurer: Beverly Corsmeier; Sergeant-at-Arms: Dave Panella; Trustee: Dave Corsmeier

Treasurer's Report/Financial Statement Review: A checking account for the club has been opened at Chase in the established name of the Club by Treasurer Beverly Corsmeier using \$100 of personal funds. The account will be free as long as it maintains a balance of \$1500. A \$200 bonus incentive for opening the account will be received if \$1,000 in the account within 20 days and 5 transactions completed within the next 30 days.

To avoid any possible appearance of impropriety, Trustee Rocky Corsmeier recuses himself from any oversight of the Club finances. Accepted.

There was discussion about granting checking account access to board members and what type of access that specific people would have. It was agreed that all Board members (except Rocky Corsmeier who has recused himself from financial oversight) would be offered read/view access. This needs to be setup by Beverly on an individual basis as each person will have their own login and password. Secretary Drew Crafton will also have signature privileges as a backup to Treasurer Beverly. Accepted.

Club funds have not yet been transferred from past Treasurer Sarah Cecil, nor have the remaining dues collected by Past President Conrad Lytle been received. Secretary Drew Crafton will contact Sarah and Conrad with the desired date being NLT February 1st. Funds should be sent to Beverly made payable to the "Indian Four Cylinder Club"

From this point on Beverly will submit monthly reports to the Board. Trustees Elmer Lower and Nelson Citta will review and certify the 6 month report for the Summer newsletter. Accepted.

A Pay Pal account has been setup to collect and transfer membership dues to the checking account. The PP cost is \$1.03 per membership paid. So far 21 members have paid and \$359.55 has been collected and transferred with \$144.48 remaining in the PayPal account.

Other items for discussion: Budget. Beverly will create a high level budget for the year. Expenses include \$850 for the Fairgrounds, \$150 for the banquet hall (plus catering, minus ticket sales), \$100 AMA Charter, \$350 AMA Liability insurance. Fee charged every 4 years for a business chartered in Ohio. For publications: \$1200 per newsletter, \$2000 for the magazine with postage. An illustration was provided by Beverly that 250 copies of a 24 page newsletter would be \$670.91 + \$508 postage for Winter, Spring, and Summer newsletters.

Website. Jim Walther has been paying the registration fee for the club domain name "Indian4Club.org" through Register.com. The current website is hand coded by Jeff Huyck, there was discussion about moving to GoDaddy.com and WordPress at a cost of around \$30/mo which would allow a public facing page and login/password protected content. No action at this time.

It was discussed how it is confusing to have two Indian Four Club FB pages. There was discussion of desire to change the name of the Public page to remove "Club" from the name. Beverly mentioned that the Official page can be changed from Secret to Closed to allow it to be found. To be acted upon at a later time.

Next Board Meeting at Oley: Jim Walther, Brian Riegel, Beverly Corsmeier, Rocky Corsmeier, Drew Crafton, Elmer Lower, Dave Panella and Robin Markey are expected to be in attendance. **Adjournment:** Motion to adjourn, seconded and accepted at 9:10 PM EST.



March 10, 2019 Treasurer Report by Beverly Corsmeier, Treasurer

Amount Transferred from previous Treasurer: **\$1,346.88**

Club Account Balance 3/10/19: **\$5,837.55**

Total Paid Members To-Date: **191***

*30 members paid in advance and are part of the balance that was transferred from previous treasurer

Total unpaid Members in database: **139**

Total unpaid 2018 membership: **58**

There are **5** Lifetime Members

Club funds spent to-date since January 1, 2019:

Purchase of stamps for mailings to members: **\$100.00** (\$50 used to-date)

Mailing of extra newsletters and magazine to Wally 2/19/19: **\$8.30**

Known Club Expense/Budget to be approved by Board at next meeting held at Oley, PA:

Fairgrounds: **\$850**

Fair Building rental for banquet & business meeting: **\$150** (catering covered by ticket sales)

AMA Charter and Liability Insurance for Annual Meet: **\$450** (will be reduced based on number of members who join the AMA)

Spring & Summer Publications Printing/Postage: **\$1,200 each (\$2,400)**

Fall/Winter Magazine Printing/Postage: **\$2,000**

Postage for misc. mailings and to members who we do not have an email for: **\$200**

Please remember Club membership dues are due in January of each year. You will not only save the Treasurer/Club time and money if you pay on time you will also make it easier for the Board to create a budget for the year and annual meet.

PLEASE COME JOIN US AT:

The Antique Motorcycle Meet in Oley, PA.

Featuring Indian Four Cylinder Motorcycles!

Jefferson St. Oley, PA 19547

April 25th - 27th, 2019

**We have been told we will have secured
indoor parking for our Four's.**



“Meet your new Indian Four Cylinder Club Board Members” 2019 Board Member's Questionnaire responses follow:

Jim Walther - President

Q1. How long have you been a member of the club?

A. I bought my basket case 4 in May of 1992. I saw an ad for the Indian Four Cylinder Club in Walneck's, called the number, chatted with LaVera Davies and joined the Club on the spot.



Q2. What make and year of Four do you have?

A. 1940 Indian 4

Q3. In short, what three things can a new member benefit the most from by joining our club?

A. The Club represents an unrivaled depth of knowledge and experience. Personal contacts with the folks who make the parts and provide the services we need to keep these machines on the road .

Fellowship and shoulders on which to cry! We are a true community of enthusiasts who understand the unique qualities and peculiarities of these wonderful machines. (No one in the Club will ever ask you, “What year is your Harley?”)

Q4. Patina or perfection? What is your preference?

A. Hah! That all depends on what you've got. If 'patina' is just a fancy word for neglected, decrepit junk, then bring it back to its former glory! However, if you have an intact, complete 'survivor', then it probably ought to be preserved as is. That said, my opinion only matters if it's my bike!

Brian Riegel - Vice President



I've been a member for 10 years.

I currently am the caretaker of a 1930 Indian 402 and a 1938 Indian 438 Police Model.

New members can benefit from the wealth of knowledge shared by other members, create lifelong friendships, and gain a pride and responsibility of preserving the heritage, and sharing the knowledge of these machines for the next caretakers of our hobby.

I like both restored & crusty bikes.

Drew Crafton - Secretary



I've been a Member of the Club for 19 years, but attending with my dad for 40+ years. I have a 1938 Indian 4

New members can benefit the most from their membership by; Finding information and parts for their machine, enjoying seeing other Fours and making friendships with other members

Both patina and perfection are nice, but original is only original once!

Beverly Corsmeier - Treasurer



The Indian Four Cylinder motorcycle is a family legacy with us; spawned from my Father-in-Law's fascination that infected my husband by the age of five, and led them to the club in the 1960s. Rocky's enthusiasm for the Indian 4 is infectious, and gripped me from the time of our first date; the love for the brand and especially the Indian 4, has grown since then.

Our current collection includes a 1924 Henderson Four, two 1937 Indian Fours, two 1938 Indian Fours and one 1941 Indian Four.

The benefit to new members is multi-fold. The resource of technical knowledge is massive and readily available to keep the bikes operational and on the road. Another technically related advantage is in the restoration process, information on reassembling the machine in the proper configuration is only a phone call away. Fellowship and camaraderie in the hobby are paramount within the organization, Indian Four Cylinder enthusiasts are passionate about their Motorcycles and fellow riders.

A passion for perfection drives me, re-creating what was originally manufactured years ago maintains the brand today. Patina, preservation and originality is an important quality in showcasing the history of these fabulous machines.



Dave Panella - Sargent At Arms

I bought my first Indian Four in 1978 and joined the Club shortly thereafter (1980).

I presently own a 1930 Henderson KJ.

As far as benefits for a new member, I would say knowledge, availability of parts and the camaraderie.

As far as my preference, "Patina" is perfection!



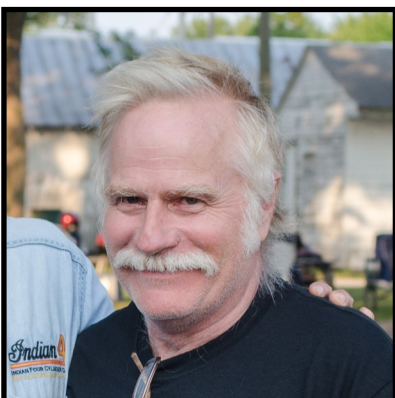
Robin Markey - Chief Judge

I've been a member for 44+ years, not sure exactly.

I have 6 Indian 4 Cylinders - 1930, 1936, 1938, 1939, 1941, 1942

Technical information, correct restoration information, and camaraderie with other 4 cylinder owners.

As the Chief Judge, that's a complicated question to answer. I like them both, perfection and patina. However, there is a difference between patina and deterioration.



Black Horse - Trustee

I've been a member of the club for almost 29 years.

I have a 1938 Indian Four with a left hand sidecar.

The thing I appreciate the most about these neat bikes that is that they stand out in the crowd. In a larger group of bikes, yours is the one they're going to remember. I also enjoy hearing all the stories about them when everyone is together.

I enjoy both patina and perfection.



Elmer Lower - Trustee

I've been a member since 1985 as near as I can recollect. I have a 1935 Indian 4 that is customized with a vertical twin front end, and also a 1938 Indian 4. I have restored over 200 Indian motorcycles probably about 50% of them were Four cylinders. Why should you join the 4 club? Fellowship, technical advice, and the annual Club meet at Tiffin, Ohio. Patina or perfection ? I like both, it depends on the machine.



Dave "Rocky" Corsmeier - Trustee

I've been a member for 19 years, my father was an officer of the club in the 1960's. Currently, six Four cylinder motorcycles. New Members can benefit most from the shared knowledge, contacts for parts and service, friendships and fellowship. Patina or Perfection? Perfection! As it came off the showroom floor.



Nelson Citta - Trustee

I've been a member for 6 years. I have a 1940 Indian 440. The club is a great resource for info on the 4 cylinder motorcycle of any type. As far as perfection or patina, I appreciate both.

Mrs. "Red" Takes Over

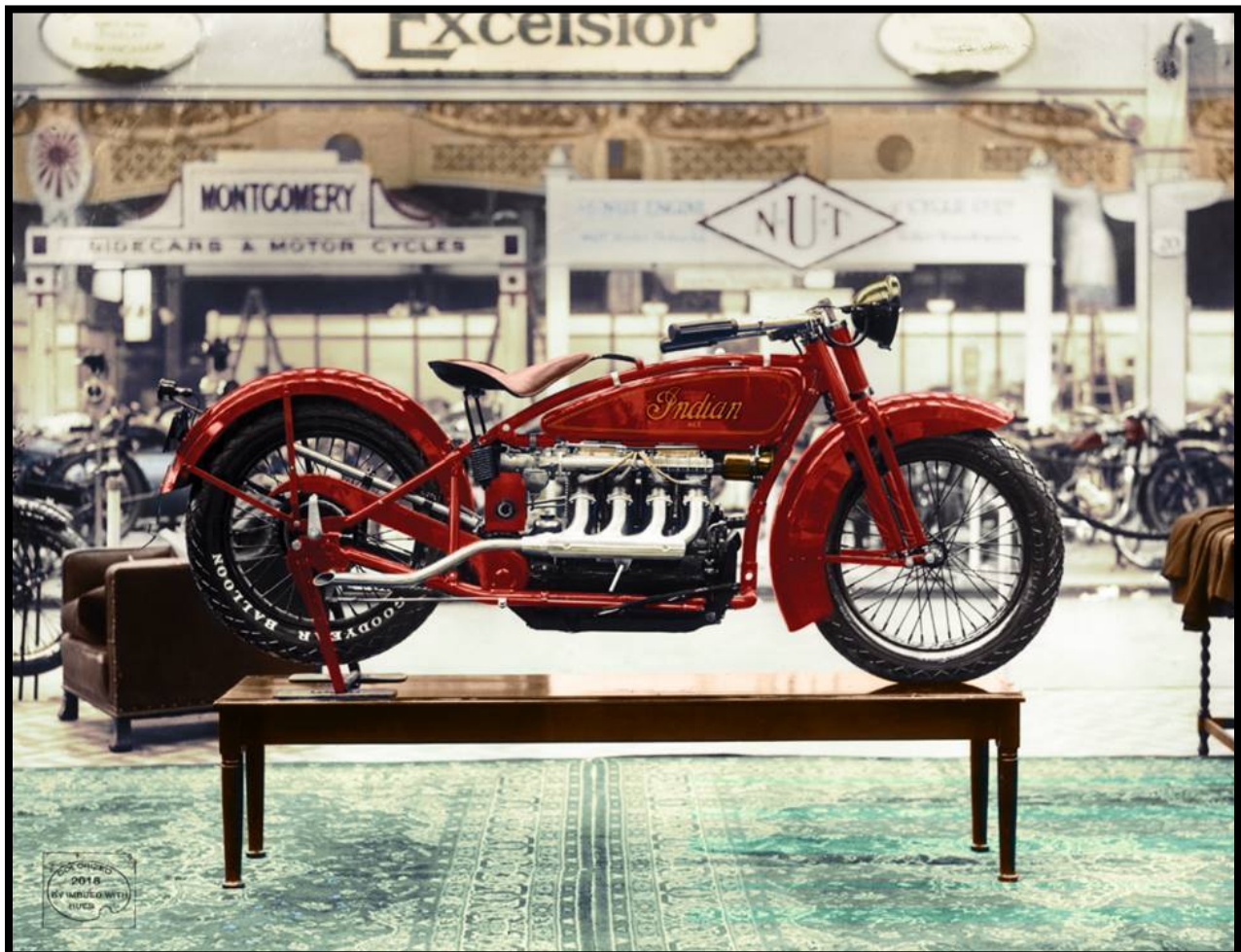
Pfc. William R. Chaney, better known as "Red", Indian dealer of Crawfordsville, Indiana. "Red" is a graduate of the Motor Specialist Course and received his diploma at Fort Crook, Nebraska. "Red" is now stationed at New Orleans, Louisiana.

Mrs. "Red" seems very much at home on her cycle in front of their shop. As the star in the window indicates, Mr. Chaney is out for the duration but the door is still open and friends will be welcomed as before, for Mrs. Chaney is carrying on in "Red's" name.

Some Dos & Don'ts for the Operation of Indian Fours

Please note: *It is highly recommended that you discuss proper oil selection with other members prior to changing any existing oil or filling your four cylinder engine for the first time!*

- Keep the oil level up in the crank case to the top notch on the dip stick.
 - Don't let the oil level fall below the second notch on the dip stick.
 - Keep an eye on the oil pressure gage frequently.
 - The oil capacity of the crank case is 3 quarts when empty.
 - Keep the chain greased and adjusted properly.
 - When adjusting the chain, sight over the chain to assure the chain is in a straight line with the transmission sprocket.
 - Adjust your drive chain about four times, then replace it with a new one if you value your crank case.
- This is one feature of your four that you must take care of.
- Do not alter the clutch adjustment so that you have any greater travel than 3/8 of an inch at the clutch arm.
 - Do not try to run the motor on too lean of an adjustment on the carburetor. You can burn pistons this way, also the motor will heat up.
 - Do not paint cylinders with anything but heat resistant paint or paint for this purpose.
 - Have at least 1,500 miles on your motor before operating at speeds of or exceeding 50 MPH.
 - Take care of your Four and do not race it or idle it for long periods of time.



441 - A Life Long Dream Fulfilled - by Ron Washabaugh

It's not every day that you have a chance to fulfill a dream, and in some cases that's all a dream remains, just a dream. And sometimes the big man will throw you a bone, and if you don't pay attention you may miss that rare opportunity.

In January of 2018 the AMCA was offering a 1938 four cylinder complete basket case in the personals owned by Bill Lockett. That evening I was in a spin. I called Bill no less than 20 times to no avail. Around 9 pm Bill returned my calls, and to my dismay, he had already parted with it. Bill and I talked for over an hour and shared each other's history and interest in Indians, especially the Four. Bill told me he had a 1941 Four he may part with, and that it has a unique history.

Then in September, nearly 8 months and several conversations later, my son Stephen and I went to visit Bill and close the deal. Now this particular 441 was unique in that it was refurbished in 1974 By Otto Link of Coopersburg, PA. Otto owned a Harley Davidson dealership and was a true collector to say the least. Otto's paint choice was the Indian 1939 World's Fair paint scheme, a two tone blue with gold pinstripes and a lot of chrome. Otto also had his own signature foot boards, and on his chain guards he would mount a chrome Indian "Belt Buckle" emblem. The story, according to Bill, is that Otto was quite the Indian collector and that he painted all of his Indians the same color to hide the fact from his wife that he had more than one Indian, and from recent conversations I have seen and shared photos of three.

Stephen's and my original thought, when we got her home, was clean it and ride it, but the more we investigated it, the more problems we found both period, cosmetically, and mechanically. After several debates, the decision was made to bring our treasure back as close to 1941 showroom, and keep the 1974 Otto Link memory alive.

After the initial teardown, the first priority was to get the heads, oil pan, and intake manifold welded by Arno St Dennis, and build myself an engine rack. The next step was getting my close friends, Allan Fuchs and Mike Kern, to hammer out and paint all the tins. I also had to correct all the trim on both fenders and tanks.

Now you must understand I have done my share of Indian Twin 74's, but I am green as green can be when it comes to an Indian Four. According to Bill, the last time this engine was touched was in 1974 by Otto's Indian Mechanic and builders, Lester Fluke, and Guy Herring, who built this 441 and all of Otto's other Indians. Bill also firmly believes that the engine has less than 3,000 miles on it. After several sleepless nights the decision was made to get into this engine, but not until after speaking to Mr Roy Davies. One of the most knowledgeable players in this field, Roy directed me in the right direction. I was able to do a complete disassembly, new clutches, new cam races and valve lapping, and a successful reassembly. We converted back to the 18" wheels, a complete updated 6 volt wiring system, and generator rebuild. We added the front spot lights, and rear dual element bullet lights. We reused all of Otto's chrome from 1974, which was in good shape less some pitting on the brake drums and faces. We relocated the Indian head belt buckle emblem from the chain guard to the tool box. The paint is Indian red and the frame is gloss black.

I would like to thank everyone in the Four cylinder community for their support and knowledge. Jim Walther, Dave Panella, Roy Davies, Robin Markey, Conrad Lytle, Larry Burke, Ed Glasgow, and Todd at Jerry Greer's engineering. Without them I may still only have been dreaming instead of living the dream.

And a very special thanks to Bill Lockett for making my dream come true and, my son and future caretaker of our Indian Four, Stephen, for all of his labor and patience during the restoration.



Otto's 1947 Indian Chief with World's Fair two-tone blue paint scheme

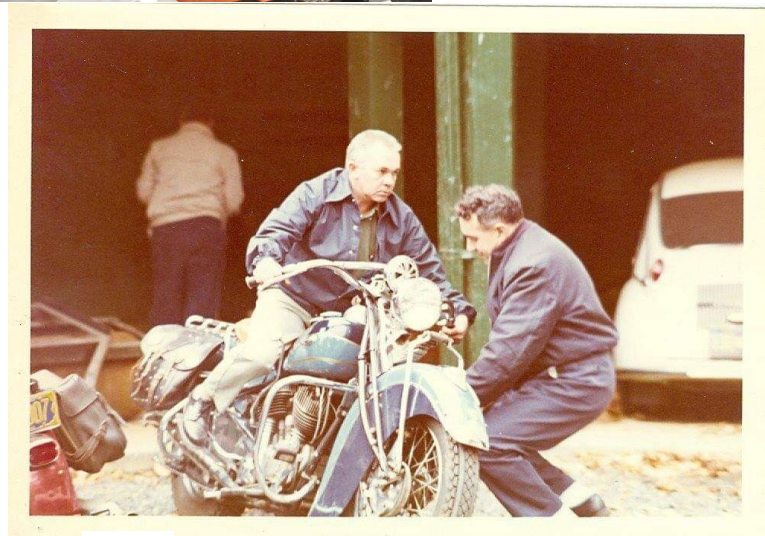
Otto's 1941 Indian Scout with World's Fair two-tone blue paint scheme



Otto's Indian 441 prior to disassembly with World's Fair two-tone blue paint scheme

Otto's 1941 Indian Chief with Lester Fluke kicking and Otto Link choking.

As you may recall from the story above, Otto painted all of his Indian's alike so his wife didn't know he had so many.





Ron Washabaugh with his Indian 441 now in Indian Red and the finished product below!

Note the new location of the belt buckle on the toolbox.



Finding a Four by George E. Hopps - Reprinted from 1967

As some of our members know, along with owning a small tool shop in Ferndale, Michigan, I was a quality control engineer for the New Departure Division of General Motors for many years. I traveled the mid-western states mostly by automobile, and always had an eye out for old bikes as I drove along my way. While passing through Findlay, Ohio, it was my privilege to visit many many times with John Wickham, our beloved president and founder of our club, of which I am happy to be a charter member.

To get along with my story, one spring day, while in Anderson, Indiana, I got a line on an old bike located in Plymouth, Indiana, which was some miles north and west of Anderson. I made my way toward Plymouth to try to find this old bike. The next day I went to the address which I had received, and found a vacant house and a big old shed in the rear. The information that I had stated that a Mr. Burrege was the owner, and he was the operator of a small cycle shop in a small community called Burr Oak, which is a short distance southwest of Plymouth. Finding no one at home at what I thought was a vacant house, a half hours drive and I was in Burr Oak, where I met the proprietor of the small shop. The owner was a rugged, stocky man about 35 years old, who looked like he enjoyed his food. He introduced himself as Iry Burrege and I acknowledged, "Glad to meet you, Ira". "No", he said, "The name is Iry - I-R-Y, not Ira." "Well, Iry", I said, "I was told that you might have an old bike, but I don't see it around here." "Naw", was his answer, then he hesitated for a moment, "I do have an old clunker back at my place in Plymouth." "It's an Indian Four, but in pretty bad shape, however I'll be glad to drive up there and show it to you."

At the mention of an Indian Four, I had a slight palpitation, but tried not to show it. He had an old beat up pickup truck and led the way along the narrow, winding Indiana road at a clip that kept me hopping to keep up with him in my 1958 Chevrolet. Arriving at Plymouth, he led me to his house where he lived alone. We stopped in front of the same house where I had stopped before going to Burr Oak, and what I thought was a vacant house. We went in and I glanced quickly around, seeing a few pieces of furniture, but everywhere, setting on shelves, on boxes, chairs, in corners, were trophies by the score. Iry had won these at various motorcycle contests, and he was justly proud of the lot.

My principal interest of course, was the Indian Four that I believed to be in the old shed out back. Eventually he led me out to the old shed where I got my first look at her. There she stood, a beautiful, blue, 1941, Springfield's proudest, now reduced to a dusty relic. But, let me describe her through an old timer's eyes. First off, an ugly large hole in the usual place in the upper crank case just ahead of the magneto mount was the mortal wound that placed her in her present predicament. A closer look made her look better and better. Solid fenders, complete with un-dented stainless steel rim, all chain guards, foot boards, horn, lights, front and rear, solid center stand. Pretty good tires, a complete, but absolutely complete, 1941 Indian Four motorcycle. Even had Zeppelin tank insignias.

She had blown up during World War II, and for lack of parts or indifference, left to stand there in her loneliness all those years, waiting for me to find her - but let's not get sentimental. I know our members will understand our love for these beautiful vehicles, now gone forever except for the few that we lucky ones own and love and cherish, and bring to our meets to show them off and ride so proudly.

But back to my story... Next came the question, what was she worth and I always hate to talk money, especially to a dealer that I had just met, but he was a nice guy. Although Indian Dealers are still hanging on and barely making a living, this one did not look hungry, and was not inclined to haggle over price. Also keep in mind that this story took place more than 10 years ago, (at the time it was written) or about 6 years after the last Indian Four was built in early 1942. Yes, boys, our Indian Fours, even the last one built, is now 25 years old, and can be truly classified as an historical vehicle most anywhere.

Parting with money anytime is a painful process with me, especially for some old junk that anyone could see should be hauled away for nothing and good riddance. Well, I pulled out my wallet and it contained exactly \$33.00 and no cents. I handed the total amount to Iry and let him see the empty wallet, and then looked sorrowful as I placed it back into my rear trouser pocket. Iry had a thoughtful look on his face as he placed the cash in a safe place on his person and said, "Well, how we gonna get it into your car?". But, he knew how, and I learned something from an expert that day. It was about 3:00 pm in the afternoon when we started taking her apart, and I recommend this method of transporting any motorcycle that you eventually wish to disassemble anyway. Follow this procedure...

1. Remove forks and handle bars, leave the wheel and fender intact in the forks.
2. Remove the gas tanks.
3. Remove the rear fender and rear wheel.
4. Place the frame with engine intact in the trunk of the car.
5. Place the gas tanks on the rear seat.
6. Place the front wheel and fork assembly along with the rear wheel behind the front seat, standing them on the rear floor.
7. Put every nut, bolt, and washer in some kind of container and pack in any space left.

This last item is especially for you younger members. We old timers have experienced the terrible sense of loss when we got our prize bike home, and found certain items missing, especially since most of them are not standard nuts and bolts, but special parts beyond replacement. Many times I have sifted straw, grass, and dirt in boxes, in old barns, garages, and open fields where old motorcycles have been stored.

More than one old bike has been literally dug out of the ground and I am sure we have members that could tell similar interesting stories about such happenings. Finally, and unbelievably in exactly two hours, the old girl was loaded into my car and so expertly that I was even able to close and lock the trunk lid. My car had a very perceptible sag in the rear, but it was not bottoming, and after a hand shake and very grateful to Iry, away I went into the sunset, peering over the front end of my car that was riding at about a 45-degree angle with the hood well up in the air, thirty miles from home, tired, dirty, and happy.

There, you have the details of another story about our hobby, one more small part of American Motorcycling's wonderful past saved from the junk yard. A dirty old relic to be made into a machine of unbelievable shinning beauty. Each part to be sanded, filled, soldered, brazed, plated, enameled, and assembled with loving care. And then, that proud day at the meet when she sings her silent purring song as only she can do it.

We can read great books, look at beautiful sculpture, be inspired by the works of famous men, but to many of us in the Indian Four Club, the ultimate is to bring back this one small part of America into living, breathing, being. Yes, Indian Four owners are a unique special group of people. All of us will some day go, but these beautiful Indians will survive in collectors hands, in museums, as well as in the hands of our sons and grandsons. They will last as long as America, and how fortunate we are to be a part of it all. Our members total life time spans the entire history of motorcycling. Amongst us, we own models of every Indian Four ever built, including its predecessor, the Ace Four and the Indian Ace. So goodbye again – see you at the meet in Toledo.

Editors note: Early meets were held in Toledo, Ohio.

Gas Tank Restoration – by George E. Hopps - Reprinted from 1967

One of the problems of restoring old motorcycles is getting the gas tank back into shape. Tumbling small roofing nails or other objects in a gasoline solution, then coating the interior with shellac will do the job of minor rust REMOVAL, but more drastic steps must be taken in many cases. Also, some tanks are so badly dented that a better rebuilding job must be used to make them leak-proof and restore their shape. I have repaired tanks so badly rusted that the bottoms were gone and only a skeleton framework left.

If we have the bare outline, a tank can still be made to look like new. We used a solder and lead, and it took an expert, and sometimes you wound up with a tank so heavy that you had to have help to lift it into the machine. The answer is fiber glass and epoxy which is obtainable everywhere. There are two types of gas tanks to be found on Indian Motorcycles, the between-the-frame type of one-piece construction used through 1931, and the two piece over the frame type used from 1932 on. Both were soldered assemblies.

We will start with the between-the-frame, one-piece tank. This tank was actually two stampings soldered together. The twins were more complicated than the Four as they had an oil compartment on one side containing a hand oil pump. Quite often rust would eat through the oil compartment wall, and oil would mix with the gas. Also, these tanks had baffles that would come loose and rattle around. This was caused by someone heating the tank to repair it and melting the solder that secured the baffle.

Repairing the tank.

Step #1 – Wash the tank at least 10 times with hot soapy water. This thorough washing should remove all of the gasoline. I have seen tanks blow out through the filler hole more than once. Also, never work over this hole when applying heat to a tank. The tank is soldered at the factory by a lap seam, thus heat must be applied along this seam. A small Bernz Torch will do this job. As heat is applied, the seam will open up, and small pieces of metal about the thickness of a six inch steel scale should be inserted as the seam breaks open. This holds the seam apart to prevent the hot solder from re-sticking while the seam is still hot. Go all the way around the tank breaking the soldered joint and inserting the thin metal pieces, and when completely around, pull the two halves of the tank apart. This may require help as it must be done carefully. The Indian Four tanks were simple, both sides were the same. The twins had the oil compartment and this is usually in good shape. Don't go inside this compartment unless you have to. There is a long tube running through it that contains the hand oil pump. If you do go inside this chamber, be sure that the orifices in this tube are not sealed. If they are, your hand pump will not pick up any oil when you pull the plunger out.

Step #2 – Work out all the dents, big and small, while the tank is apart. This is much easier done when the tank is apart, in two pieces.

Step #3 – Clean the interior of the tank thoroughly and, for this job, sandblasting is the best way, but sanding, wire brushing, and elbow grease will do a good job too. However you do it, clean it down to whatever metal is left if any.

Step #4 – The rebuilding process – if your tank is rusted through the holes or entire wall can be rebuilt with layers of fiber glass and epoxy. Mix your epoxy in small batches and rebuild up the inside of your tank about 1/8" thick. Caution should be taken not to get any of the epoxy on either side of the soldered seam. This seam is about a half inch wide and must be free of any epoxy material so the tank can be re-soldered together again. You may decide to do the entire inside of the tank which will surely prevent any more rusting. If the baffle is out of place or loose it should be re-soldered, and here again you do not want any epoxy where the baffle solders back together, be sure that any interior parts that you have removed are back in place, and the tank is ready for re-soldering. As you were careful in taking the tank apart, be just as careful putting the tank back together, making sure that it is not distorted or cocked, for

the finished soldered seam should look just as it did before you took it apart. When you are satisfied that you have it back together properly and the seam soldered, a coating of epoxy along the seam is always a good precaution against leaks.

Step #5 – Fill in any remaining dents, scratches, or irregularities on the outside of the tank with body putty and sand down. To fill in all scratches, minor dents, and pits, body putty applied with a small card like a business or calling card, you can put a thin layer of putty over the surface of the entire tank. Sanding this filler smooth makes the rest of the finishing job much easier. You are now ready for the primer coat and then the finish coats, however many you wish to put on and rub down. You are now ready to test your tank for any possible leaks and this brings us to step #6.

Step #6 – Plug the oil and gas line holes and blow into the filler hole with your mouth. When your eyes pop out and your ears plug up, and you can't blow anymore air into the tank, you have a tight tank. Also, test by filling with gasoline and checking for leaks.

Step #7 – Painting the restored tank. If you plan to paint your machine the same shade of red that the Indian company used, here is the formula for mixing the red enamel dip used on Indians from 1911 to 1929. Buy a can of DuPont Dulux Maroon #93-143H, and a can of DuPont Dulux red enamel #93-3613. Remove the lids from both cans and pour from the can of maroon into another container about 1/8th of the enamel from the top of the can. Now take the can of red enamel and pour into the can of maroon enough of the red to fill the maroon can to the top again. Stir and mix thoroughly and you will come out with the exact shade of red used on Indian motorcycles from 1911 to 1930. After 1929 there was some slight change or variation when they began using spray enamel.

When finished, your tank should look like new, that is, if you were careful to remove all dents, scratches, pits, careful putting it back together, smoothed out the putty, carefully sanding it, and finally carefully painting it. The inside has a new lining and the old rusted shell is as good as new. Hand rubbing the finish on the tank like they do the finish on automobiles will make your finish even nicer, but this is up to the individual and how particular he wants to be with his job of restoration.

Editors note: George finished this lesson with the following offer... "I would like to add, that I am now retired and have more time for things like this. If you are not up to repairing your tank, I will restore any tank for the ridiculous sum of \$50.00." Imagine trying to get someone to do this for you nowadays at a price like this!

Furthermore, information like this that is reprinted from earlier newsletters, or magazines, is done so with the view that it is documented history. Our methods may have changed from those available back at this time, and therefore may or may not be the recommended methods to use today.

**'If you like the smell of roses, and you want to
see the flower - just don't tinker with that
'Linkert Carburetor' at a hundred miles per hour'. - Bob Hertz**

Technically Speaking.....The Indian Four

Year and Model.....1928-1942 Four
 Engine..... Inline four-cylinder
 1928-1935: overhead inlet valves, side exhaust valves
 1936-1937: side inlet valves, overhead exhaust valves
 1938-1942: overhead inlet valves, side exhaust valves
 Bore and stroke.....2 3/4 x 3 1/4 in.
 Displacement.....77.21 ci, 1265 cc
 Bhp.....1928-1935: 30 (est.)
 1936-1937: 35 (est.)
 1938-1942: 40 (est.) With special tuning, 50 (est.)
 Gearbox.....three-speed, hand-shift, sliding-gear
 engagement for 2nd, dog engagement for 1st and 3rd.
 Wheelbase.....1928-1931: 59 1/2 in.
 1932-1939: 61 in.
 1940-1942: 62 in.
 Wheels.....1928-1942: 18 in. (early catalog references
 were 25 or 26 in. but included tire diameter) 16 in.
 optional for 1949-1942
 Tires.....1928: 18x3.85 (catalog called this 25x3.85)
 1929-1939: 4.00x18 (early catalog refers to 26x4.00)
 1940-1942: 4.50x18 standard, 5.00x16 optional.
 Suspension.....1928-1939: front, leaf spring; rear, rigid
 1940-1942: front leaf spring; rear, coil springs in plunger
 Weight.....1928: 385 lb.
 1929-1931: 455 lb.
 1932-1937: 515 lb.
 1938-1939: 523 lb.
 1940-1942: 568 lb.
 Mpg.....50 (est.)
 Top speed.....1928-1935: 75 mph (est.)
 1936-1937: 80 mph (est.)
 1938-1942: stock, 90 mph (est.); with heavy valve
 springs, polished ports and larger carburetor, 108.43

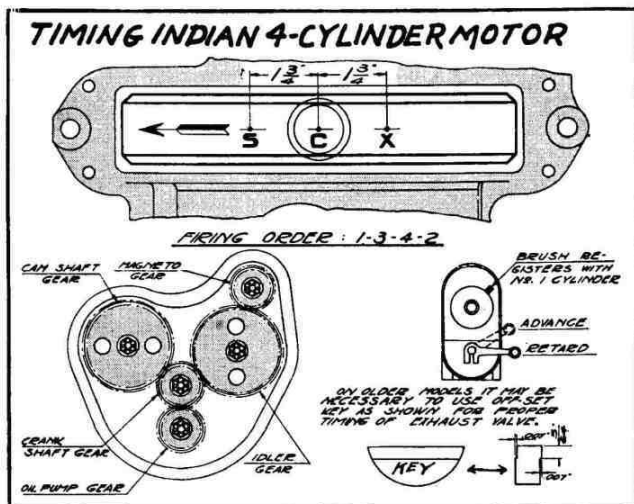
Editor;s note:

Brad and I would like to thank Beverly Corsmeier for all her help in introducing us to, and helping to work with the software we are using for our publications, and for helping us collect some of the information used in this issue. We hope you will find it both informative and entertaining. Work will begin shortly on the Summer News-letter, and we would like to hear your feedback as well as see any information, pictures, stories, or anything else you might have pertaining to the club. If you have any info that would be helpful in writing about the history of the club, please share that as well. We are working to compile as much information as we can on this for an upcoming issue. You will note that some of the information you saw in this issue is somewhat elementary to many, as there are several in and amongst you who have years and years of experience with these awesome machines. We are making an effort to try to include something for everyone, including those like myself who really don't have a lot of experience and are still relatively new to this hobby.

To that, we look forward to continuing this great tradition as well as learning more as we go forward. Access to knowledge can only lead one to gain. Page 19 will show you how to get with us so feel free to share all you like. This is a very unique position to be in and we are both in hopes of serving you well.

Hope to hear back in some manner from many of you, and to see and meet everyone in person come August. See you in Tiffin!

Tracy Woodall



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 Rear Brake & hub assembly for 1927 Scout (pre-cross shaft on frame style) a complete set-up or any pieces are needed. Have late 27-> style brake parts and also have many Indian parts 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: Toolbox for a '41 Four preferably OEM in nice condition. Tracy Woodall: twoodall@overtonind.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: 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: 1932-1935 and 1938-1942 exhaust manifolds are 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

NOTE: Ads were taken from the previous issue. Efforts to verify continued validity of the ads were made. Editor's apologies if things are repeated, incorrect or no longer available. PLEASE send an email to indian4cylinderclubeditor@gmail.com with your requests for additions, deletions or changes. These ads are currently a benefit for current-Members only, will run for one Newsletter insertion and must be renewed via short email (preferable), or they will be deleted thereafter. Thank you.

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

Brad Kenyon, Asst. Editor (404) 610-2823

Retraction: In error, the Fall Magazine was labeled "Volume 55". In order to have kept it in-line with the series, it should have been labeled "Volume 53". The 2019 publications will be under Volume 54, with this Spring Newsletter being Number 1, the Summer Newsletter being Number 2, and the Fall/Winter Magazine being Number 3. We apologize for any confusion this may have caused. Thank you to Wally Krzyzanowski for bringing this to our attention so we could get back on track.

Indian  **FOUR
CYLINDER NEWS**

5958 Shallow Creek Drive
Milford, Ohio 45150

TO:

