

2019 Summer Newsletter

Published by the Indian Four Cylinder Club, for it's members

Volume 54, Number 2

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 8th - 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: Just a few of the smaller details that might catch the eye in a building full of antique four cylinder motorcycles - Oley, PA.

A Letter from the President



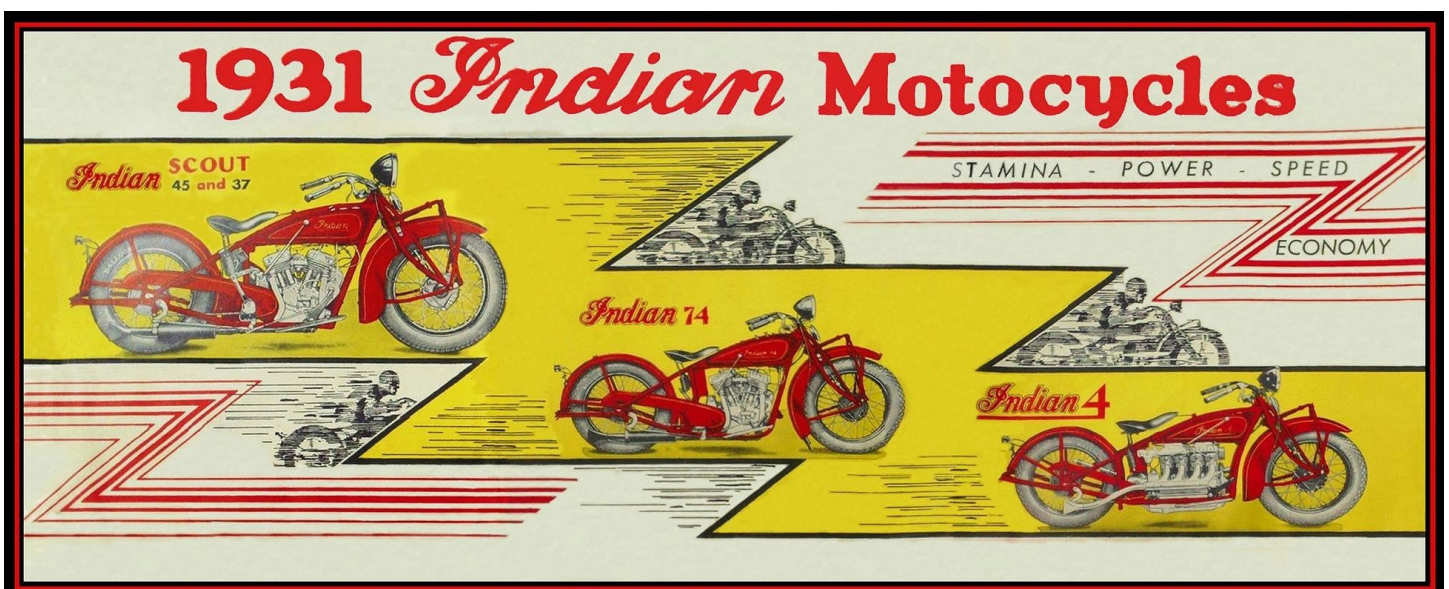
Huge thanks to everyone who made the trip to Oley! It was a great showing for the Club. The Perkiomen AMCA Chapter really made us feel welcome and appreciated. They provided us with a secure building where we could park our bikes overnight and hang out. The building was most appreciated Friday when it rained almost all day! Hey, at least it wasn't snow... The weather cleared up and Saturday was breezy but gorgeous. I counted 35 Fours on display Saturday morning and the majority were owned by our members. The Board took advantage of the rain and met Friday afternoon in the building. We missed Nelson and Black Horse, but were able to cover a lot of ground. The Minutes from the meeting appear elsewhere in this newsletter. (Congrats to Nelson for his award at the "Riding into History" show!)

Our presence at Oley generated considerable buzz about our up-coming Annual meet, **August 8-11, 2019 Seneca County Fairgrounds, Tiffin, Ohio**. Did you see what I just did? August 8-11? Yep. All of the timing marks have once again aligned and Don Miller has invited the Club to another of his legendary gatherings Thursday evening at his farm in Freemont, Ohio, an easy 30-minute ride from the fairgrounds! The gate opens around 4-ish, dinner will start 5:30-ish and we can enjoy Don and Carolyn's hospitality until the mosquitoes drive us off. Dinner will be catered, including soft drinks. *Adult beverages are BYO.*

***We need to have as accurate a head count as possible by August 1st so
RSVP ASAP PDQ with your name and how many in your party to
MembershipIndian4Club@gmail.com***

That's all for this installment. It's just 6 short weeks until the Meet. The Board will continue dotting i's and crossing t's so that everything runs as smoothly at Tiffin as a freshly-tuned 4. Until then, keep your fingers away from sharp edges and ride safe!

Jim Walther, President
Indian Four Cylinder Club



Minutes of the Indian 4 Cylinder Club Board Meeting of April 26th, 2019

Meeting at Oley, PA was called to order by Jim Walther at 4:35 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; Trustees Dave Corsmeier and Elmer Lower; Chief Judge Robin Markey; Also present was magazine editor Tracy Woodall

Not present: Trustee Nelson Citta and Referee Black Horse

Reading of the Minutes: Minutes of the Jan 17th meeting read. Accepted as read.

Treasurer's Report:

Current bank balance is \$5,781.12, plus a balance of \$81 in PayPal account.

The bank statement from 4/23 was submitted and included a \$200 account opening bonus.

Additional charges incurred included mailing to Europe, to Wally, and bulk magazine shipping.

Treasurer's report accepted unanimously.

Membership Report:

213 current paid members plus 5 lifetime/honorary members. 42 members from 2018 have not paid. A list was distributed for board members to contact those members. Kudos were given for the hard work on the successful membership drive and the recent magazine quality. Membership report accepted unanimously. Proposal to award honorary lifetime memberships to 4 longtime members at Tiffin. Accepted unanimously.

Membership card postcards to be mailed. Card logo designs will alternate between skirted fender, open fender and early Fours. Approved.

AMA requirements met with number of AMA members and AMA membership of all board members.

Historic club title and charter is maintained for the Indian Four Club.

For AMA insurance purposes everyone must sign in and referee Blackhorse must review videos. The referee will coordinate sign in's and provide a name tag for signing insurance waiver.

No alcohol will be provided by the club. BYOB only

Tiffin Meet: Beverly called the fairgrounds in December to confirm schedule and will touch base again on Monday. Fairgrounds did not accept a reservation deposit.

A block of 15 rooms were reserved at the Holiday Inn Express under Indian Four Cylinder Club.

Survey results for meet showed desire for Corn Roast on Friday evening, Potluck Lunch on Saturday after the roadrun, and Coffee on Saturday AM. These activities to be supported by donations at the event. Club will provide certificates for awards.

Fundraiser idea was presented. Calendars printed by the magazine company would cost about \$1,000 for 200 calendars. Pictures taken and pre-sale at Tiffin for \$20 each for January – December 2020 calendar. Proposal to pursue the calendar information and develop a proposal was accepted unanimously.

Proposal for Beverly to investigate website cost and security of logo and member information was accepted.

Fall magazine to include club and charter history. Beverly send information to magazine editors. Target 60 pages for magazine, 20 pages for Summer newsletter.

Adjournment: Meeting adjourned 5:28 PM



June 10, 2019 Treasurer Report by Beverly Corsmeier, Treasurer

Club Account Balance 6/10/19: **\$6,201.40**

Total Paid Members To-Date: **229**

There are **5** Lifetime Members for a Total Current Membership of **234**

Total unpaid Members in database: **94** (*past Members prior to 2015 are being contacted...9 people in the past month rejoined the club*)

Total Members from 2018 not yet paid for 2019: 35

Club funds spent since last reporting of March 10, 2019:

Printing/Mailing of Spring Publication: **\$919.82**

***Membership dues are due in January of each year
We will no longer be sending publication to non-paid membership***

ANNUAL MEET SCHEDULE OF EVENTS

Thursday, August 8th, 4:00 – 8:00 pm – Don Millers, 2716 Whitaker Dr., Fremont, OH 43420

*Don's place is about 30 minutes north of the Fairgrounds in Tiffin.

Friday, August 9th – Seneca County Fairgrounds, 100 Hopewell Rd., Tiffin, OH 44883

Everyone not already there will roll in. The day is spent helping to unload 4's, some vending takes place and in general everyone socializes.

Friday evening 5:00 (ISH) Corn and Hot Dog Roast...BYOB - Evening is then spent in the barn with old friends and making new ones. A lot of information is exchanged in the barn!! Feel free to bring your favorite libation.

Saturday: 9:00 am – Coffee at the Fairgrounds while waiting for everyone to arrive with their bikes FULL of GAS! Country ride leaves by 9:30am and returns around 12:00 noon.

12:00 Noon – Potluck lunch at the Fairgrounds after the countryside tour – YES, we need help from anyone willing to bring a dish. There will be leftovers from Don's and many members will bring a side dish. A cooler of pop/water will be on an honor system to throw a \$1 in the donation can.

1:00 PM – Judging on the field in front of the "barn". This is meant to be fun but you can ask for brutality of what is incorrect if you really want to know.

Call Beverly for details – 513-623-7756.



Directions to The Miller's for Thursday, August 8th

From 100 Hopewell Ave. (Seneca County Fairgrounds, Tiffin, OH.)

Head north on Hopewell Ave. to Ohio 18 (Market St.)

Head east on Ohio 18 (Market St.) to Ohio 53 (Sandusky St.)

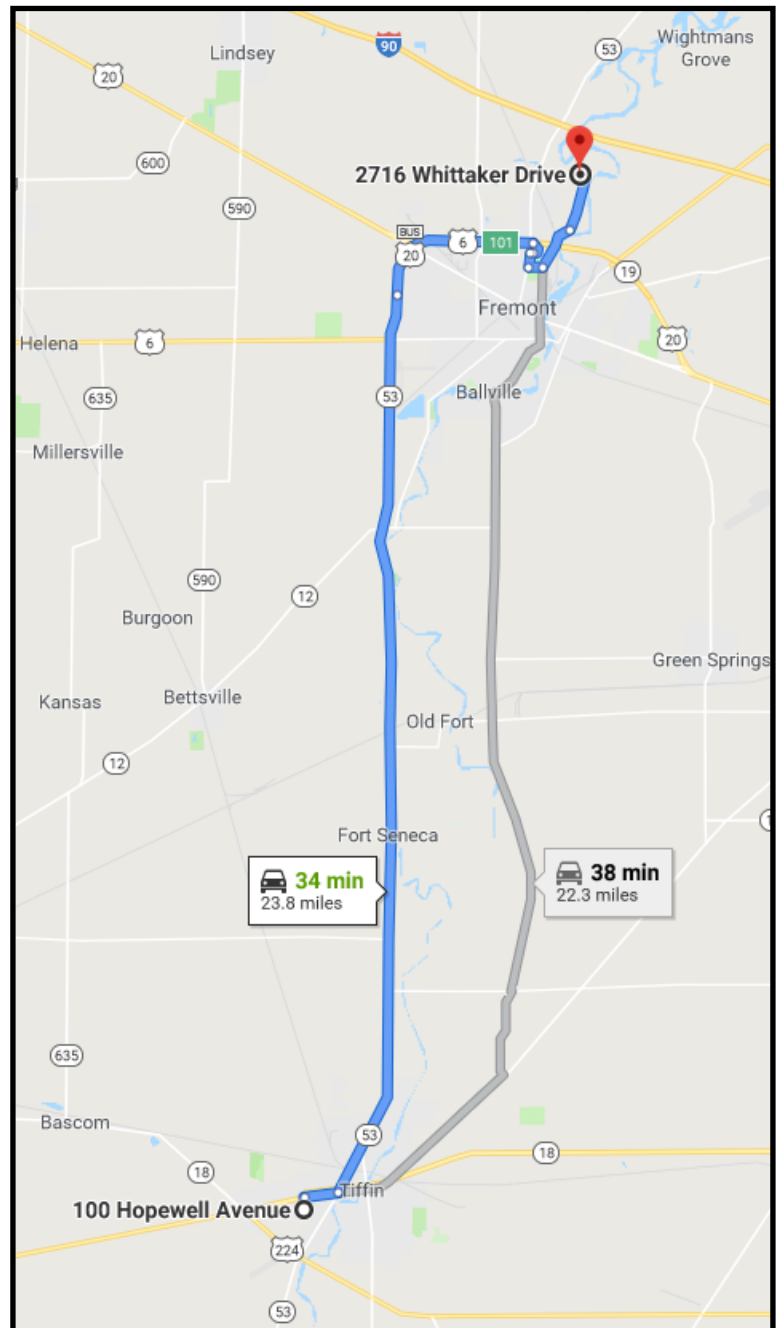
Take Ohio 53 north to North St. In Fremont, OH. (Ohio 53 and US 6 run together around the north end of Fremont, OH. Take exit 101 and go south on Ohio 53 to North St.)

Head east on North St. to Port Clinton Rd.

Take Port Clinton Rd. to Whittaker Dr. in Sandusky Township.

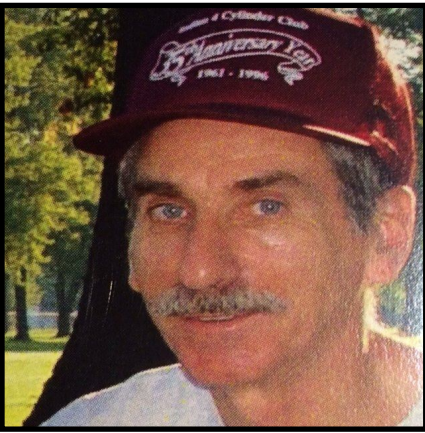
2716 Whittaker Dr. Fremont, OH (the address at Don & Carolyn Miller's)

34 minutes - 23.8 miles



From Your Editors: It is with great satisfaction that Brad and I present to you, the Summer Newsletter. However, it's not like it means that it's finished and we can now move on to other things. What it means is, Tiffin is just around the corner! Having gotten a taste of things at the gathering earlier at Oley, the anticipation of the upcoming meet has us anxious to meet more of you and to gain more knowledge about these awesome motorcycles. One of our goals is to do our best to keep the club publications as interesting as possible. A few people have approached me and commented that they would offer to submit something to publish, but they just don't feel they can put it in writing. If you happen to be one of the people who feel they could use a little help in putting something together, please send us an email, a Facebook message, give us a call, or tap us on the shoulder at the meet. Both Brad and I are willing to work with you to put something together. With the Fall/Winter magazine on the horizon, and looking at a target of approximately 60 pages, we sure could use your help! We hope you are happy with what we are doing and will be happy to hear your feedback. See you in Tiffin! - Tracy Woodall and Brad Kenyon

A Visit With Wally Krzyzanowski by Tracy Woodall



I recently had the opportunity to drive up and spend some time with Wally Krzyzanowski at his family farm just outside North Judson, IN. The farm of 83 acres has been in his family for well over 100 years. In fact, the original farmhouse still stands on the property surrounded by several large, old Buckeye trees, which are not something you often find in the state of Indiana. We spent time looking over some of the parts he has that he often puts on eBay. He showed me an area of his basement where he keeps boxes of club archives that neatly line one wall. I learned that he took responsibility for being the caretaker of all of this back in 1995. He knows exactly where everything is, and was happy to share his knowledge. He became a member of the club in 1977 and hasn't missed a Tiffin meet in all those years. I had taken

along my laptop that has the pictures I took at Oley. I'm still pretty green at this, but as we looked through the pictures Wally was pointing out and explaining the differences between all of the Fours. Some of the bikes he had seen before, others he had not. It quickly became obvious how familiar he was with all of the Fours that our club members have. At one point he even explained that he keeps a list of all of the 42 Fours he is aware of, in an effort to learn just how many there still are.

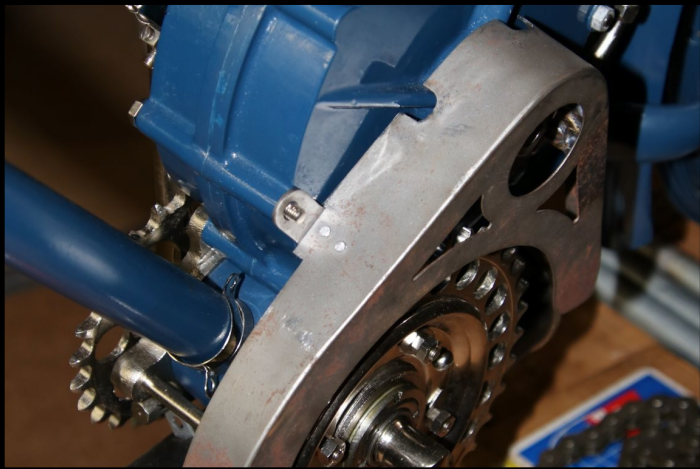
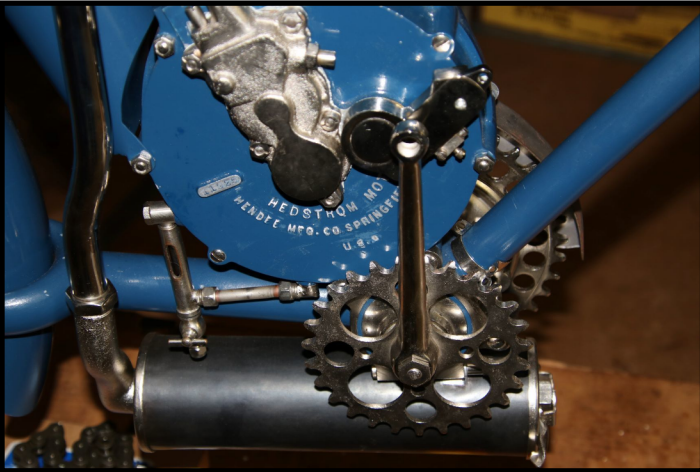
When lunchtime arrived, we headed for North Judson where he gave me a quick tour of the town and offered up his knowledge of the railroad history there. Having lived and worked there his whole life, he took me past the building where he worked for 36 years, at Thermo Pride, one of few places in the U.S. that produced oil furnaces. Not only did Wally receive recognition from the company when he retired, but he also showed me a plaque (the first of its kind) that had been requested from UPS, by their own driver, to be presented to Wally for his dedication to a job well done for so many years. In fact, the same driver who, to this day, still honks the horn when he passes by Wally's farm.

As we ate, I asked him how many bikes he had. He replied that he would show me after we finished eating and added that, "it may blow your mind". We went out to the metal building that once housed the farms equipment. Inside was his shop area where he proudly showed me FEA-103, a 1951 Indian Dispatch Tow with a hydraulic fork that is one of only six ever known to have been made. They were specially ordered and produced for the New York City Fire Department. It has a Studebaker rear end and rear wheels with a sport scout motor. It is coming along very nicely and will hopefully be completed soon.

He is also working to finish up a 1908, single cylinder Torpedo model Indian, painted blue, with the original painted license number on the rear fender. The number was visible in the paint, and he took the time and care to tape it off in its original location, exactly as it was originally marked on the bike. What makes this bike unique is that it was only produced for one year with that gas tank. There was also his beautiful 439 model Four, the Santaupé and Chinese Red bike many of us know and love! But this wasn't all. He took me to another area where he keeps the rest of his "tribe". This includes a beautiful 1947 Indian, completely restored as a true Bonneville Chief that has yet to be fired, a twin racer, a 1931 Indian Four that appears to have been a barn find, and is in great shape. He also has a 1950 Indian Chief Chopper that he bought from his cousin 20 years ago. That was his first ride on an Indian way back on Labor Day in Chicago in 1965. His cousin put a 4-speed jock shift on it with a set of homemade dual exhaust pipes back in the 50's that are still there. It was a very fast bike. 1950-51 Chiefs were Bonneville's, but with less magneto; Indian detuned them in 1952-53.

Wally also has a sizable sign collection which includes a few larger, original Indian Motorcycle signs, and an original DuPont sign from that same era. These hang proudly along the walls that surround the bikes.

If you've never met Wally, you'll most likely find him surrounded by tables with boxes of back issues of the Indian 4 Cylinder Club newsletters and magazines that are still left from various years past. He'll be just inside the overhead door of the building where the Fours are generally stored at Tiffin. Be sure to stop by and say hello, and thank him for taking such good care of the club archives.



Above: Pictures taken during my visit with Wally
Below: Wally's 439 - photo credit Brian Riegel



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"Test Your M.Q.!" (M.Q. means – motorcycle quotient)

Reprinted from The Indian News, February, 1940 – Shared by Wally Krzyzanowski

How smart are you? Are you a Genius? (Answers can be found on page 22)

Prior to publication, we asked 25 people, at random, to answer our quiz. Although the results revealed nothing, they were startling to say the least. Five couldn't see because of frost on their glasses, eight had been out partying the night before and couldn't read yet, and the other twelve had previously been on one or more radio quiz programs and were asking from \$2 up for each answer. Results – no answers! It's all in fun. **Ready, set, go!**

1. Why are motorcycle sales increasing? (Check one)
 - a. Automobile sales are falling.
 - b. The government is giving \$50 to each individual owning two or more motorcycles.
 - c. Motorcycling is a fine recreation and hobby.
2. When was the first Indian Motorcycle built?
 - a. July 4th, 1776
 - b. May 25th, 1901
 - c. November 11th, 1918
3. When was the first twin-cylinder motorcycle built?
 - a. 1905
 - b. 1915
 - c. 1925
4. Who built it?
 - a. Chinese government
 - b. Indian
 - c. Beavers
5. When did Indian first present the spring frame?
 - a. 1901
 - b. 1913
 - c. 1923
6. What motorcycles manufactured in the U.S. offer leaf type spring type suspension of the front wheel exclusively? There are two. Name both.
7. When was the Indian Scout first introduced?
 - a. 1910
 - b. 1920
 - c. 1930
8. Who is president of the A.M.A.?
 - a. Sally Rand, fan dancer
 - b. Joe Louis, boxing champ
 - c. Jim Wright
9. When did Indian introduce the Junior Scout?
 - a. 1916
 - b. 1926
 - c. 1936
10. Generally, what percentage of Indian sales go to the following?
 - (1) Sport
 - (2) Police
 - (3) Commercial
11. What police department in the U.S. was the first to organize a motorcycle squadron? When?
 - a. Reno, Nevada
 - b. New York City
 - c. New Orleans, Louisiana
 - a. 1895
 - b. 1905
 - c. 1915
12. What percentage of the Allied motorcycles were Indians in World War I?
 - a. 40
 - b. 65
 - c. 90
13. The Indian Junior Scout has particular advantages over other models. See if you can pick out three.
 - a. Seats five or more persons, comfortably
 - b. Lighter weight
 - c. Runs without gasoline (downhill only)
 - d. Greater operating economy
 - e. Simple to operate
 - f. Takes corners on two wheels
14. What rider holds the most Class "C" records?
 - a. Earle Sande
 - b. Cannonball Baker
 - c. Lester Hillbish

15. How many New York City policemen rode on an Indian at one and the same time during their annual rodeo in Madison Square Garden last fall?
 a. 7 b. 19 c. 31
16. What was the percentage increase of sidecar sales in 1939 over 1938?
 a. 10 b. 75 c. 150
17. What was the total mileage traveled by A.M.A. members in 1939? (within 10,000,000 miles)
 a. 23,176,000 b. 56,848,000 c. 99,469,000
18. How many A.M.A. clubs went through 1939 without an accident?
 a. 175 b. 320 c. 510
19. What new motorcycle accessory is making sales records?
 a. Red flannel underwear b. Pinking shears c. Indian battery
20. February 22nd is Washington's birthday. For what other reason is this occasion celebrated annually?
 a. Battle of Bunker Hill b. Only 307 more days until Christmas
 c. Indian Day "open house" at your dealer

In Good Humor... – Shared by Wally Krzyzanowski

Ride-On

Arthur Davidson, of the Harley Davidson Motorcycle Corporation, dies and goes to heaven. At the Gates an angel tells Davidson, "Well, you've been such a good guy and your motorcycles have changed the world. As a reward, you can hang out with anyone you want in heaven." Davidson thinks about it and says, "I wanna hang out with God, himself." The befeathered fellow at the Gates takes Arthur to the Throne room and introduces him to God. Arthur then asks God, "Hey, aren't you the inventor of the Woman?" God says, "Ah, yes." "Well," says Davidson, "You have some major design flaws in your invention:

1. There's too much front end protrusion.
2. It chatters at high speeds.
3. The rear end wobbles too much, and
4. The intake is placed too close to the exhaust.

"Hmm..." replies God, "hold on." God goes to the Celestial Supercomputer, types in a few keystrokes, and waits for the result. The computer prints out a slip of paper, and God reads it. "It may be that my invention is flawed," God replies to Davidson, "but according to my computer, more people are riding my invention than yours..."

Native American Observation

Recently, an old Indian Chief sat in his hut on the reservation, smoking a ceremonial pipe and eyeing two U.S. Government officials, sent by the President, to interview him. "Chief Two Eagles", asked one official, "You have observed the white man for 90 years. You've seen his wars and his technological advances. You've seen his progress, and the damage he's done." The Chief nodded in agreement. The official continued, "Considering all these events, in your opinion, where did the white man go wrong?" The Chief stared at the government officials for over a minute, and then calmly replied, "When white man found the land, Indians were running it. No taxes, no debt, plenty buffalo, plenty beaver, women did all work, medicine man free, Indian man spent all day hunting and fishing, all night having sex." Then the Chief leaned back and smiled. "Only white man dumb enough to think he could improve system like that."

The Indian 4 Cylinder Club



Visits Oley, Pennsylvania



A Restored 1940 Indian Four - Submitted by Enry Altoe - Italy

June 2018

In June of 2018 I was commissioned by a customer to carry out a full restoration of a 1940 Indian four.

The Bike was complete, but in need of a full refurbishment.

The previous owner had taken care of her since 1981 but, nowadays due to his advanced age and weakness, was encountering difficulties to pilot this beauty.

The main and general customization the bike had received was a usual supply of chrome, moreover prolonged years of low usage had brought an unpleasant covering of rust.

So the first step of the restoration was a complete dismantling of the bike, and a full check of alignment of the frame and fork. The frame was okay, but the fork (it can happen on leaf spring models) was slightly twisted.

So, I realigned the fork, bending it with blowtorch and checking alignment with laser. Then I substituted all shafts and bushings. These bikes are quite heavy, but a fork in perfect condition makes the bike seem much lighter .

The second step was the construction of a turnable engine support table. This support structure allows the engine, even fully assembled with cylinders, to be inverted upside down, making any work, on the bottom or top, easier.

The third step of the job was a full check of babbitt bearings alignment. This detail is important, and allows the engine to run smoothly at very low rpm. Luckily the babbitts, due to low usage, were still in perfect condition. So, I simply changed all valve springs, piston rings, clutch springs, gaskets, felts, corks, seals, and after complete dismantling of the engine I sandblasted it with CO2, much more gentle on surfaces than thinner glass sand. This procedure allowed the engine to return to its original condition, instead of sand that is too abrasive.

After that all cylinders were sandblasted and repainted. While all external parts were cad plated. Several bolts and screws, damaged over the years, were substituted with new ones, identical to originals (thanks to J. Greer engineering)

An intensive care was taken in the restoration of the generator-distributor unit, now fully rebuilt. It's now extremely reliable, and a minor deviation from originality, being upgraded to a 1948 regulator, much better than 1940 cut out.

Other small deviations from originality are the presence of a 1941 front fender (it allows much easier tyre changes) and the installation of an Indian service front brake (aesthetically identical to the original, but much stronger, thanks to double cams and increased thickness).

Another source of dedication in my work was a careful check of the pump, where all internal parts were checked, and what necessary was substituted.

I also proceeded to renew the carburetor, reworking it with the lathe and installing an over-sized venturi. Then I installed new needles, bushings, shafts, seats, and now it works like new.

I also checked all parts of the speedo, and the unusual gear made in soft material (prone to wear) was changed with a new one.

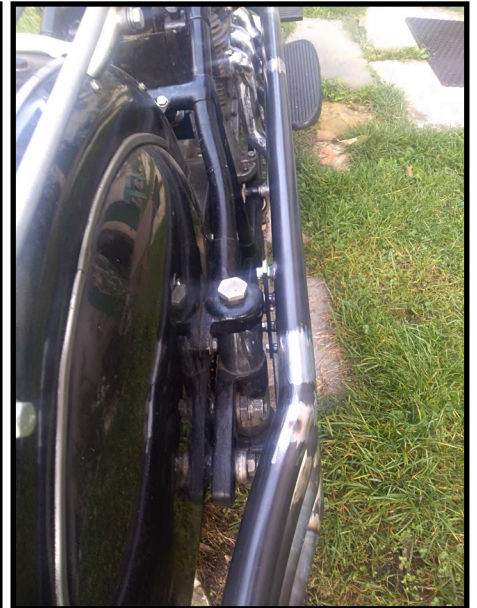
All extra chromed parts were sandblasted, then chrome was removed with a galvanic process, and finally powder coated in black. Also the frame, rims and fork were powder coated, while I preferred to use acrylic laquer for the hubs and brake drums, in order to protect all threads and clearances.

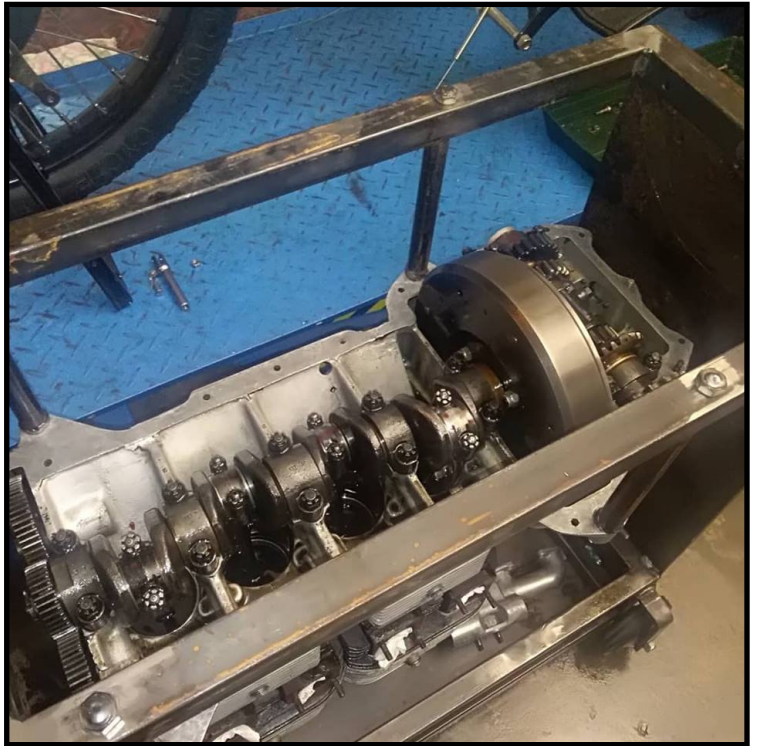
The exhaust, a perfect reproduction of an A.G. Sprague unit, was triple layered with copper, then nickeled and finally chromed. This process avoids the yellow discoloring close to the cylinders, even after many hard ridden miles.

This marvelous bike now rides, sorry... flies in a really enjoyable way! It idles like a kitten and roars like a tiger!

I hope that you fall in love with her as I did.

Yours sincerely. Gianvittorio Celot, Indian Agency, Italy.



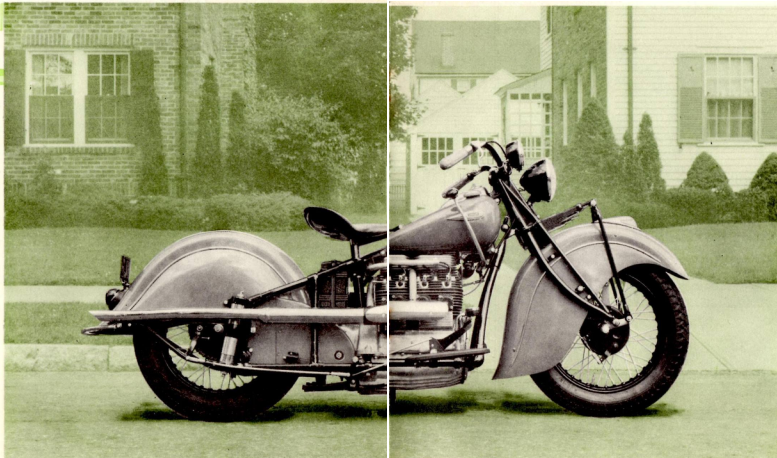




Indian 4 Model 440

SPECIFICATIONS

- MOTOR** Four cylinder air cooled, high compression. Bore $2\frac{1}{8}$ " stroke $3\frac{1}{8}$ ", 77.21 cubic inch displacement. Overhead intake, side exhaust. Cylinders cast in pairs. Removable aluminum heads. Cam ground pistons. All tappets and rocker arms fully enclosed and operating in oil bath. Heated intake manifold. New chrome air cleaner.
- CLUTCH** Multiple disc, operating in oil.
- TRANSMISSION** Three speed.
- DRIVE** Primary drive, helical gears. Final drive, $\frac{1}{8}$ " pitch, $\frac{3}{8}$ " wide roller chain.
- LUBRICATION** Pressure feed oil pump with visible oil gauge. All oil in motor base. Capacity 3 quarts. Hydraulic chassis lubrication fittings.
- ELECTRIC AND IGNITION SYSTEM** Auto-Lite generator, new Indian 6-volt, 29 ampere hour battery, outside fill type, with "Fill-Rite" Valve. Distributor ignition standard. Splitdorf magneto ignition available at extra cost. Twin filament headlight with beam control and separate parking bulb. New fuse block. Stop light.



SPECIFICATIONS

- INSTRUMENTS** Corbin 130 mile, lighted speedometer, ammeter and switch set-in instrument panel. Tumbler type lock-in switch. Maximum hand or electric stop band speedometer optional at extra cost.
- FRAME** New Indian spring frame. Double tube cradle type. Both front and rear wheels sprung. Center stand and jiffy stand.
- FORK** Indian triple stem. Soft action, pick-up type, leaf spring.
- FENDERS** Full skirted front and rear fenders. Chrome rear bumper, chrome trim and chrome running light on front fender.
- TANK** Main and reserve tanks. Capacity 4.2 gallons. Chrome tank insignia.
- FINISH** DuPont Dulux enamel. Six colors optional. Special color at extra cost.
- MUFFLER** All chrome silent muffler. Extended muffler tail pipe.
- SADDLE** New spring seat post. Large "Airex" rubber cushioned saddle. Leather top.
- FOOTBOARDS** New automotive type bonded rubber and steel footboards.
- BRAKES** Internal expanding, front and rear wheel. Formed brake linings.
- WHEELS & TIRES** Interchangeable wire wheels. 18" drop center rims. 18" x 4.50 Goodyear or Firestone tires optional.
- WHEEL BASE** 65".
- WEIGHT** 568 lbs.

The Nimbus - Submitted by Travis Scott, "The Nimbus Nut"

My name is Travis Scott and I am a fairly new member in the Indian 4 Cylinder Club. Whilst I do not own an Indian Four I do support the club and do own a four..... albeit a slightly different animal.

What I have could be considered a distant cousin to the famed American line of in-line four cylinder motorcycles. Sharing similar roots, these bikes were originally fashioned partly from the early FN bikes that were also an inspiration for some of our U.S. manufacturers. Though half way around the planet, the need and desire for affordable and reliable transportation after the first world war was quite a strong force in the late teens and early '20's. While there were many motorcycle producers around the planet at the time, many were short lived and seldom met their enthusiastic claims.

Enter Mr. Peder Andersen Fisker of Copenhagen Denmark. After seeing an FN, Fisker believed he could develop a motorcycle that had its own form, and could exceed that of what was then available to the public. His creation would be known as the Nimbus.

His first model, nick named "the Stove Pipe", was produced from 1919 to 1926, and was very successful in many long distance and endurance races. With shaft drive and a rear swing arm suspension it was an unusually durable and dependable motorcycle for that time.

Fast forward to 1934 when Mr. Fisker's son releases his new design, nicknamed the "Bumblebee", for the distinctive sound of the four cylinder motor. This motorcycle was intended for heavy use and was indeed employed by the military, the post office, and the police as well. While they were only built until 1959, they were still in use at the post office in the mid-'70's! They were indeed quite ahead of their time with the first telescopic front end, overhead cam, accelerator pump, foot shift (by 1937), positive crankcase ventilation, no chains anywhere, and, of course, still shaft drive. Many of these advances were still years away for American motorcycles. Such a robust design assured reliability and, as many were equipped with a sidecar, these bikes had gobs of torque, and can be ridden as an everyday rider still.

The wheel base is about 56 1/2" on the early models ('34 - '46) and 55 1/2" on the late models ('47 - '59). They were 750 cc, 18 hp for the early (pre '39) and 22 hp from there on (most models).

They refer to the early models with the valanced front fender and metal seat springs as "pre-war" even though they were produced until '46, and the '47 up as the "post war" models. These had the more typical small front fender, rubber band like seat suspension, and the head light now mounted from the fork tubes (like British and Japanese bikes) instead of on the lower triple tree. There were a few other small changes but not as noticeable to most folks. The cool thing was that the factory made almost all the later or improved parts so they could be upgraded onto the earlier models. So thus guys could put the bigger brakes or whole front ends on their early models. This helped a lot since my friends in Denmark say that "Exhaling heavily slowed you down as much as the tiny front brake did on the early models"! The first 3 years or so even had leather fork boots. But mechanically, they did not make any real changes since it worked so well from the start.

With all parts still being available, it makes them an antique four cylinder motorcycle that you can ride the heck out of, not to mention how fun and entertaining it is watching the exposed valves going up and down. It doesn't hurt too that, being relatively unknown, they are a fraction of the price of any of the other well known Fours now a days. But with less than 250 in this country, they are not a bike that comes up for sale often since most owners will tell you that it would be the last motorcycle in their collection they would sell due to it's ease in starting, riding and maintaining.

While the Indian Four is probably the most seen of all the 4 cylinder motorcycles, it was the very early Fours and the other American made Fours that inspired me to lust after one for years. But, by the time I was serious (and had any funds) I was old and they were bringing 25 to 30K. Too much for this old hippie

So eventually I came back to the Nimbus brand which I had seen decades earlier. This search took several years to find anyone that would part with one. My search led me to Eu Claire, WI. and a bike that had been "made road worthy" back in the mid 80's. The guy only rode it for a while and then it sat in a building for almost 25 years . It seemed to run OK so I took it out to Lake Tahoe for a Road Run and threw a rod bearing (babbit bearings!) I had to send the motor to the only "Nimbus mechanic" that my Danish friends in Denmark recommended as the person they trusted the most to work on "Nimbii" (this became a joke between Travis and this editor) to do a complete rebuild. He owns an old Indian and it might even be a 4. His name is Miles Mushlin located in Vermont. He is a machinist and is a detail freak. It has been running flawlessly ever since. mushlinz@gmail.com 802-436-2688

I've had 16 of these come through my little shop in the last 8 years or so. I only have 2 permanent riders and they are my pair of '38's that are exactly 500 numbers apart. One two up with low pipe and one "Sport" model that is solo and has the high pipe. I have a '44 and a '46 I just imported here, but they are already spoken for . Being a retired carpenter with some physical issues working on these bikes has become my new "job"... if you can call playing with motorcycles a "job". The two shown below were both restored in the last couple years.



1938 Nimbus



1951 Nimbus



My daily rider. Not all shiny and pretty, but pretty original, and I use her on everything from Road Runs, highways, back roads and forestry roads here in Colorado.

A 1938 Nimbus.

Wanted and For Sale Parts & Motorcycles

WANTED: 1912 Pierce 4 cylinder front spring fork. I have a 1909 engine to use in trade.

Wanted: Nice set of gas tanks for a 1935 Indian 4.

Wanted: Schebler carburetors needed: DLX 52, DLX 54, DLX 77.

Steve Geiger, (646) 645-1582, email s_geiger@earthlink.net

WANTED: A late model Ace engine or Indian Ace engine to trade for a 1935 Indian 4 engine.

Tom Wilcock, (905) 263-2557, email twilcock@hotmail.ca

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: 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, (610) 559-7905 email rigbbme@gmail.com

WANTED: Toolbox for a '41 Four preferably OEM in nice condition. Tracy Woodall, (317) 496-7150, email

twoodall@overtoneind.com

WANTED: For '29 Four headlight, beaver-tail ignition switch, amp. gauge, complete oil pressure gauge/bracket/line/boss, etc., oil pump, tool-box, exhaust manifold and/or pipe.

Wanted: For a 31' Four: above items + rocker-covers, sheet-metal, rear wheel (or at least backing-plate & drum) + associated hardware & handlebars.

Wanted: For '32-35 Four: chassis/frame, (2) sets of rods, (2) sets of timing gears.

Wanted: For '38-39 Four: chassis/frame w/hubs, drums, etc., any cases (complete or broken), all internals, clutch & shifter levers, rocker covers, DLX carbs, etc. Looking to finish up several projects.

Also looking for the following Linkert/Schebler carburetors; DLX 52, DLX 64, DLX (2) 77, DLX 97, DLX 111, DLX 113, & DLX 124.

Wanted: Complete Ace or Deluxe Henderson

Cash/trade... Albert Ingle, (559) 631-0804 phone calls only, no texts, early am best. Tulare, CA

FOR SALE: 30-31 Ace frame, engine case & cylinders.

Cash/trade... Albert Ingle, (559) 631-0804 phone calls only, no texts, early am best. Tulare, CA

FOR SALE:

1941 Restored Indian Four.

1946 Restored Indian Chief.

1938 Indian Chief.

Sarah Cecil, (859) 351-4817

FOR SALE: 38' to 42' Nice set of cylinder heads \$3000.00. NOS 36' to 42' set rocker arms \$900.00.

NOS set 38' to 42' rocker support clevis \$450.00. NOS 38' to 42' intake and exhaust valves. NOS set

bearing shells \$1000.00. Bearing caps. Push rods. Timing gears. Head and cylinder covers. 1929

headlight switch. Amp meter. Dash light. Headlight ears. NOS 29' to 40' brake lever, NOS intake seats.

NOS valve guides. Many parts not listed. Paul Garratt, (905) 697 2925, email paulg29in@bell.net

FOR SALE: 1935-39 and 1940-42 Indian 4 generator and distributor gears. Made with 8620 case hardened .030 to 58-60 Rockwell. \$160.00 for a set. Tom Wilcock, (905) 263-2557, or email twilcock@hotmail.ca

FOR SALE: 1932-1935 and 1938-1942 exhaust manifolds are now \$750.00. Different foundry for castings, now costs are higher. The aluminum manifolds are still \$475.00. Chrome silicone steel Valve Springs IN/EX 36' - 42' FOUR - Set of 8pcs \$64.00. Tom Wilcock, (905) 263-2557, email 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 email wjkindian@hughes.net

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 \$19,700.00 for Sidecar. Mike, (904) 402-2774 Florida

FOR SALE: 1940 Indian Four 440. The Motor has been professionally rebuilt and in freshly painted frame. Have all parts. Many new parts. The Motorcycle just needs assembly. \$39,000.00. Bobby Laneski, (248) 240-5590, 9:00am to 9:00pm Eastern

Answers to "Test Your M.Q.!"
(questions on pages 10 & 11)

1. (c) 2. (b) 3. (a) 4. (b) 5. (b)
6. (Indian Chief and Four) 7. (b)
8. (c) 9. (c) 10. (1-65%; 2-20%; 3-15%)
11. (b and b) 12. (b) 13. (b, d, and e)
14. (c) 15. (b) 16. (c) 17. (c)
18. (b) 19. (c) 20. (c)

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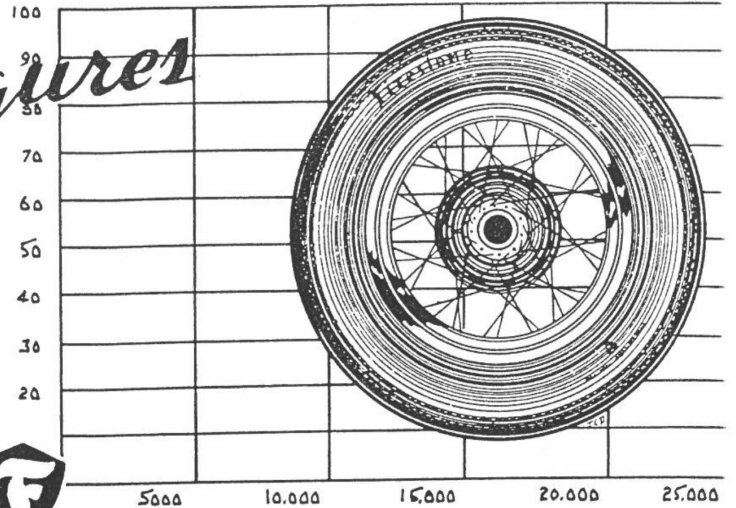
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Facts and Figures About Your Motorcycle Tires

By BROWNIE CARSLAKE
FIRESTONE TIRE AND RUBBER CO.



MOTORCYCLE TIRE DATA

Size of Tire	Number of Plies	Maximum Load Lbs. Per Tire	Inflation Pressure Lbs. Per Max. Load	Overall Diameter	Static Loaded Radius	Rev. Per Mile
3.30-18	2	335	22	25.9	12.3	808
3.50-18	2	335	22	25.9	12.3	808
3.85-18	2	425	20	26.7	12.6	788
4.00-18	2	325	20	26.9	12.8	776
4.00-18	4	540	30	26.9	12.8	779
4.00-19	2	445	20	27.9	13.3	747
4.00-19	4	570	30	27.9	13.3	751
4.50-18	2	520	18	27.8	13.1	758
4.50-18	4	700	30	27.18	13.1	762
4.50-19	4	730	30	28.8	13.6	735
5.00-16	4	710	30	26.8	12.6	792

Note: Maximum tire load is given above "per wheel." According to motorcycle engineers approximately 53% of the total weight of machine and rider (in normal position) is carried by the rear wheel with 47% of the load carried by the front.

It will be noticed that inflation pressures are for corresponding weights on the particular sized tire, with its maximum load. When your own actual load varies, tire pressures should be varied accordingly for maximum tire mileage.

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

Please send us your:

Stories, Pictures, Parts/bikes wanted,

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