

Indian Four Cylinder Club Inc.



AMERICA'S MOST BEAUTIFUL MOTORCYCLES

Volume 53 #1

Spring 2018



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President's Report



Dear Indian 4 Club members,

It has been a average cold Winter where I live in central Pennsylvania but that doesn't stop the progress of working on projects. Left off last November getting Lindsey's 101 on the road and now just finished a '41 4. The weather is in my favor for the test riding of this machine. Do you have any new projects or new experiences with the caring for your machines? We are *always* in need of new material for the website, the newsletter and magazine.

I spent time comparing our club's needs to the end product of *what makes us a viable source to our members*. The answer is a *functioning club*. Our club's long history indicates the largest components are the 3 M's. *Membership*, *Magazine* and the *Meet* in Tiffin. We have had cycles of rags to riches, and like any organization, a few people do a majority of the work. So, if you want a smooth running club, you should be participating in one of the M's. For instance, if 10 different people wrote a story about life with your machine this past year. That might be enough for a couple years for information to persuade new or renewing members to build our base.

When I pick up another magazine from another club I always compare it to what we do better, or worse, in regard to a desirable club to read about and be a member. Our treasury's fiscal state did not allow the nice professional looking publication we enjoyed in the past as that cost more than we had available. That makes me wince.

That is only 1/3 of the task of operating our club, the magazine and website. What about the other 2/3's?

CONTINUED ON PAGE 2

Indian Four Cylinder Club
Membership

Please make checks out to
Indian 4 Club and mail to:

Conrad Lytle, President
33 Ranch Trail
Fairfield, PA 17320

Via PayPal:
lytlepetcock@gmail.com

Questions:
MembershipIndian4Club@gmail.com

Have you checked out: Indian4club.org ???

We are very lucky to have Club Member Jeff Huyck our Web Master and club photographer. Jeff has created our beautiful website. A lot of work went into it and we should see more traffic from our club members.

Every member in good standing is invited to contribute to the website. All that is asked is it be approved by a current officer of the Club. Please visit the site and check it out, get some tech advice, sell your spare parts in the Classified Ads, submit your Four photos .

New Content, often appears here 1st since publications come out 3 - 4 times a year

Treasurer's Report



Submitted by Sarah Cecil, Treasurer Indian 4 Cylinder Club on 3/1/2018

Previous balance 10/01/2017	\$859.15
Income received from memberships and donations:	\$1,730.00
Expenses	
Postage	\$336.80
Current Balance	\$2,252.35

We have 164 Active members and of those 79 are overdue for 2018.

NOTE: Our Membership dues are due in January of each year.

Sarah Cecil

From Your Editor



I just reviewed the Volume #50 Spring 2016 issue. In it the October 2015 Treasurer's report lists 390 members, Sarah's October 2017 report lists but 134 current and in good standing. So her report of 279 "active members" with 80 "overdue" for dues, is a welcome improvement, but is nearly half of where the Club was just 3 years ago.

How about all you well seasoned owners sharing those little tricks to help us newbies? Do I smell a column, any volunteers? Hard to believe we can not match the AMCA for tips, as they print in their magazine.

Email me at 1930Indian4@gmail.com, or via snail-mail at 10879 North Dr, Union KY 41091, I'm listening!

Vice-President's Report



OK – 2” of fresh ‘heart attack’ snow on March 12? Most of us in the northern parts of the Northern Hemisphere are beyond ready for spring! I don’t have anything really 4 Cylinder- related to share. Instead I want to take, as we Presbyterians are wont to say, a moment of Personal Privilege.

I was an honor and a privilege to have served in office for the last 10 years. It’s been even more of an honor and one heck of a lot of fun to have been a member of the Club for coming up on 26 years now. Some of you know I made the decision to ‘retire’ from active, full-time ministry at the end of 2016. That decision, it appears, was premature. At least it is now clear that other plans were being made for me!

Those who follow me on Facebook already know and word has probably traveled via the 4 Cylinder ‘grapevine’ that effective March 15, I begin new work as an Interim Pastor for a Presbyterian church a few miles down the river from Charleston. I say ‘new work’ because I have never been an Interim Pastor and the work, while it includes the familiar pastoral responsibilities, is qualitatively different. I anticipate a steep learning curve! So largely for this reason I will not seek nor will I serve another term as Vice President. I’ve already shared this with Conrad so he can plan accordingly.

Also, as Conrad indicated, it is likely I will not be able to make Tiffin. Again. I really hate the idea of missing 2 years in a row... I plan on keeping my membership current and care very much about the future of the Club. But at this juncture I have to take a step back. Like Conrad said, I do not want to be in the position where my personal obligations have a negative impact on the Club at this important point in its history.

There’s always the chance I will be able to come to Tiffin ‘if the way be clear’ (again with the Presbyterian jargon!) We’ll see how it shakes out! One thing I have learned, I hope, is to be flexible – plans change! So let’s be done with Winter already! I hope all of your projects are successful and wish you smooth roads and safe travels until we meet again. Jim Walther

President's Report (Continued from Page 1)

Let's say the membership is growing once more, then we would be able to adequately finance the magazine and the meet and everything would be going well.

This year when we assemble for our meet we are required to elect officers for the next 2 year term, consider taking on the task of becoming a crucial part of our organization. I was around for the elections when you had to beg someone to become the President of our club. That's what made me get involved. There is no way these machines we cherish should be regarded as just another 2 wheeled object to ride. I would like to change that routine. Please consider stepping up to the plate!

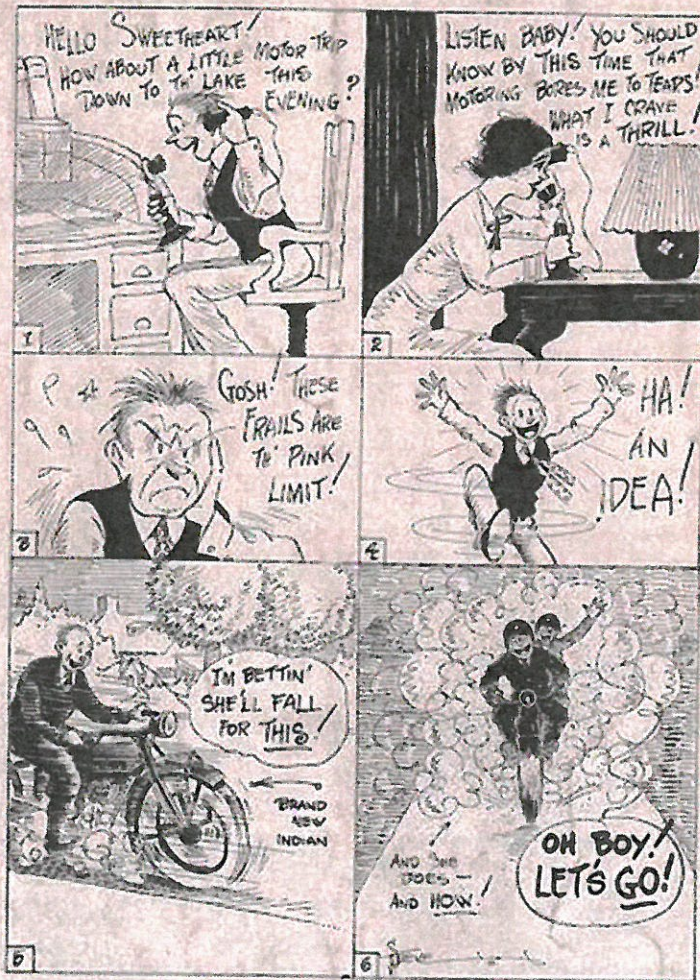
We are in a different building this year at the fairgrounds. This building is nearby on the same semi-dirt road. I will be checking that the building meets the requirements of our needs.

On a happy note Spring is upon us and it is time to check over our machines change to Spring or Summer oil and spend some time with your old friend! Safe Riding,

Conrad Lytle 33 Ranch Trail, Fairfield, PA 17320 (717) 642 -6485

Don't MISS the 59th Annual Meet!
Indian 4 Cylinder Club
August 9th - 12th 2017
At the Seneca County Fairgrounds
Tiffin, Ohio
100 Hopewell Ave, Tiffin, 44883
~Details in the Summer issue~

The Birth of An Idea » » by "Steve"



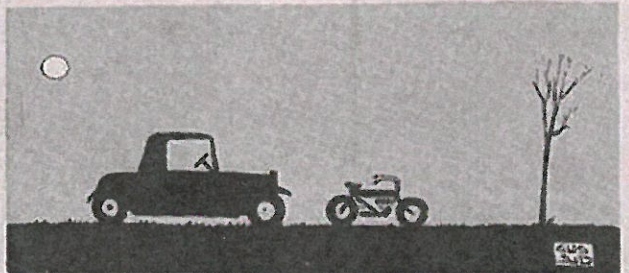
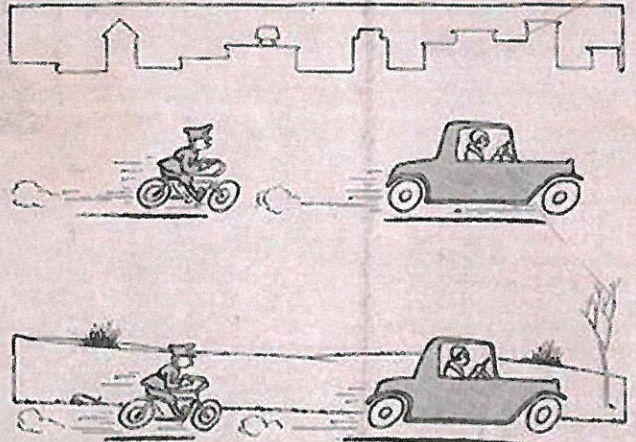
INDIAN MOTORCYCLE COMPANY
 SPRINGFIELD, MASS., U. S. A.

DOM

PRINTED IN U. S. A.

A Story Without a Name

Courtesy of "College Humor" Magazine



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

SPORTS-DOM

PRINTED IN U. S. A.

1920's & 1930's cartoons courtesy of Beverly Corsmeier

MIKE'S BIKE

The Resurrection of a 1939 Indian Four

By Rob Sigond sigond@verizon.net

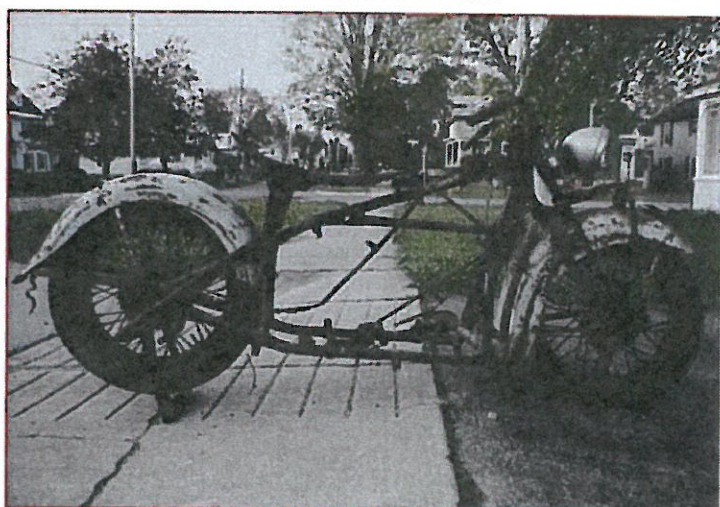
Part 1

Although I'm writing this story, I was a very small part of it. I am the current owner of this wonderful old machine. Maybe a better description is the current custodian, because after all, that's all we really are. But this story is not about me, it's about the bike.

The story starts in Watkins Glen, NY. There was a legend in The Glen about two old Indians that were in a barn somewhere outside of town. Nobody knew exactly where or in what barn. And this story had been around for a long time. Then, sometime in 1995, a local character surfaced (who was never identified to me) and claimed to know where there were two Indians partially buried in a field. The general suspicion is that the barn had long ago fallen down these were the same two bikes from the legend. But now that somebody knew where they were, it was finally time to go and retrieve them.

Enter Frank Westfall. As some of you may know, vintage bikes have a way of finding Frank and that local character was able to find him as well. Frank bought both of the bikes. One was a frame with the front end, wheels, fenders, seat pan and some other items. The other was a badly deteriorated frame and forks later determined to be the remnants of a 1940 Indian Four. Both of the bikes were truly half buried in the ground when they were retrieved. The 1940 chassis camped out for a short time in Irv Truax's shop and was later sold by Frank to an unnamed individual. Now Frank knew this other guy named Mike Scott. Mike was a die-hard Indian fan and was a regular at swap meets. Some of the readers here probably knew Mike. His life-long desire was to someday own a Four and in anticipation of that day, had been gathering up bits and pieces for many years. Frank told Mike about the bike and as they say, the rest is history.

So, in 1995, Mike bought, what turned out to be the rolling chassis of a 1939 Four from Frank and thus began the resurrection of this great old motorcycle. Here are a couple of pictures of Mike with the bike as it looked on that first day of ownership. These photos were taken by Al Strobel at his house in Dolgeville, NY. Al was to play a major role in the restoration of this old Four.



To be continued in the next issue of the Indian 4 Cylinder Club News

FOR SALE/TRADE/WANTED

2017 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

2017 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

2017 FOR SALE: 4 (four) used motorcycle shipping crates. Built enclosed with treated 1/4" plywood on 1-1/4" frame and stock Harley-Davidson metal pallets so forklift compatible from all four directions. Sold with 2 tie-down ratchet straps each and fasteners. 3 (three) crates measure 101" x 44" x 51" and easily accommodated my larger, wider machines, 1 (one) slightly smaller 101" x 30" x 51" fits a Sportster. **\$80 each or \$300 for all 4** . Pick up near Cincinnati or freight only, at your expense. Can be broken down and shipped flat. Charlie Stanton, call (859) 384-0085 or 1930Indian4@gmail.com

2015 FOR SALE: Selling DVD Audio recordings of member Aubrey Hess, long time friend of John Wickham our founder and President. Recorded back in 1969. Its an hour long and nice to listen to John, since only a few are still around that knew him. The first part is of Aubrey Hess talking, however most of it is John talking. \$ 10.00 plus postage. Mike Hess at (567) 239-6869

2015 - 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

2014 - 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

2014 - FOR SALE: modified 1930's era handle bars, home-made head lamp mount, slightly tweaked, good internal threads. Asking \$40 plus shipping, or I can bring it to local meets. Charlie Stanton email at 1930Indian4@gmail.com

2014 - FOR SALE: 1935-39 and 1940-42 Indian 4 generator and distributor gears. Made with 8620, case hardened to 58-60 Rockwell. \$160.00 per set. Tom Wilcock (905) 263-2557, or twilcock@hotmail.ca

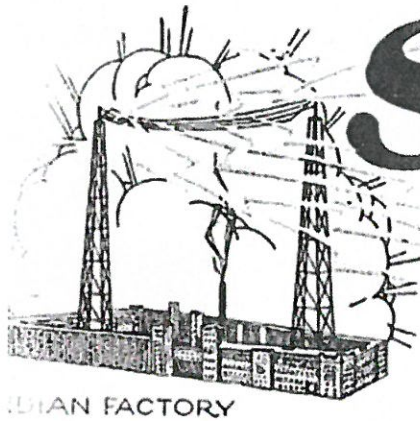
2014 - WANTED: for 1929 Indian 4: original horn and headlight. Have parts to trade. Martin Demeyere - Member #393 katy.vanblaere@telenet.be

2014 - WANTED: for Indian 438 2 (two) conrods full set main bearing caps . William (Billy) Francis Dunne bilydunn@bigpond.net.au

2011 - FOR SALE: 1938-1942 Indian 4 ductile iron exhaust manifolds. Ductile is much stronger and not brittle like the grey iron originals but costs 1/3 more to cast. Porcelainized and ready to install. \$700.00 plus shipping. Also have some earlier model manifolds. Tom Wilcock (905) 263-2557, or twilcock@hotmail.ca

2009 - WANTED: for a 1936 four Left hand shift lever with attachment for shift linkage, and a chain guard for the same year. Thanks, Stan E. emuburro@cox.net

NOTE: ads are taken from our web site and previous issue Editor's apologies if things are no longer wanted or for sale



Service Shots

FOR
Indian Dealers



SERVICE SHOTS No. 22

October 19, 1928

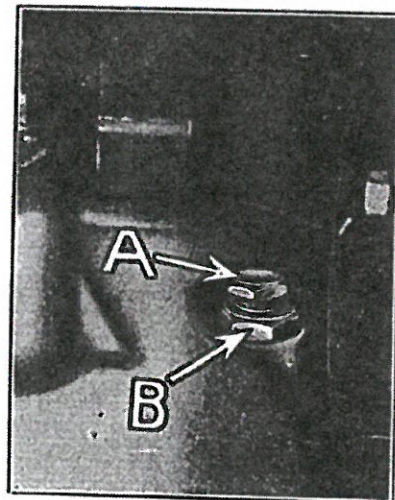
Adjustment for More Positive Gear Shifting on New INDIAN 4

If, for any reason, it is desired to make the low, second, and high positions more positive in the gear shifting operations of the new *Indian 4*, this may be easily accomplished by the simple adjustment shown in the accompanying photograph. This adjustment is located below and in back of the battery box, on top of the transmission near the rear fender. When the new *Indian 4* leaves the factory it is adjusted so that when the gear shift lever is moved, it will click easily into first, neutral, second, or high. If, according to the personal preferences of the rider, it is desired to make the gears shift a little easier, this may be easily accomplished by the adjustment shown in the photograph at right.

To make the adjustment, loosen the lock nut "B" and unscrew, (turn to the left) the adjustment screw "A" not more than one-half a turn at a time until the desired ease of shifting is accomplished.

On the other hand, if shifting is not positive enough to satisfy the rider, i. e., if the rider desires to feel a more positive click when the gears are shifted, then the lock nut "B" should be loosened and the adjusting screw "A" turned down (to the right) one half turn at a time until the desired click is felt.

Should there be any tendency for gears to jump out, the adjustment must be made more positive.



Showing the adjustment for easier or more positive gear shifting on the Indian 4.