

2021 Fall/Winter Magazine

Published by the Indian Four Cylinder Club, for it's members
Volume 56, Number 3

Indian 4 Club

"America's Most Beautiful Motorcycles"



Don Miller prepares for a sidecar ride with Elmer Lower





Indian 4 Club

“America’s Most Beautiful Motorcycles”



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Front cover: Lifetime member, Don Miller goes for a ride in a beautifully restored Princess sidecar with Elmer Lower. Pictured: Don & Caroline Miller and Elmer & Jo Lower

A Note from the President



When asked to describe the Indian Four Cylinder Club Annual Meet, I tell them it's a 'Family Reunion' with lots of 4 Cylinder motorcycles. Thanks to everyone who helped make the 60th Anniversary Meet the highlight of my 'motorcycle' year.

If I start naming individuals, I know I'll forget someone. But I have to give Mike Cooper a shout for making the special trophies! Many of us have boxes of trophies stashed under the steps. You know the saying about trophies/awards... These, however, I'm sure will be proudly displayed. It was also great fun to have some to present at my discretion, along with the traditional President's Trophy – the recipient of which, Beverly Corsmeier, richly deserved it!

As Fall settles in I find myself in a reflective mood. I've been thinking about the folks I recognized and realized once again how much I owe this Club. It was such a pleasure to have Dr. Earl Chalfont's daughter, Rita, at the meet. The stories and the memorabilia she shared were priceless, especially for those of us fortunate enough to have known her Dad.

The names of many of the "Old Guard" were invoked. Some who are no longer with us are memorialized on our special awards – Bob Markey, John Wickham, Paul Pearce and Toney Watson. And Dick Davies, Doc Patt, Berland Sullivan, Frank DeGenero, Jay Zanetti, Billy Doyle – only a few of the folks about whom tales were told and memories shared. I know everyone will add to this list. Now we have the responsibility of carrying on that great tradition, sharing the knowledge and experiences that come with being caretakers of the history that's in our garages and barns.

The people I singled out have been doing this for as long as I've been in the Club. It was one of those perfect scenes in the barn Saturday evening. A new member had brought his recently-acquired Four to the meet. He was full of questions, so after dinner and the awards, Robin, Elmer and the usual suspects circled the chairs around Bruce's machine and class was in session! Anyone who was there understood why Elmer and Robin got those trophies.

Oh, and the Aces! I don't know many collectors who would shlepp 10 of their treasures literally across the country and set them up in a County Fair barn for other enthusiasts to enjoy. I doubt any of us will ever see anything like it again, unless we shlepp ourselves to the Pacific Northwest to take in the rest of Dave's collection.

I have my Winter Projects lined up and am already looking forward to next season. To our friends in the Southern Hemisphere, enjoy the upcoming summer! Until next time, be safe, be well and have fun!

Secretary's Report



Minutes of the Indian 4 Cylinder Club Board Meeting August 7th 2021

Annual Meeting in Tiffin, OH was called to order by Jim Walther at 6:40 PM

Board Members:

President Jim Walther; Vice President Brian Riegel, Secretary Drew Crafton; Treasurer Beverly Corsmeier; Trustees Dave Corsmeier, Elmer Lower, Kim Markey, Black Horse, Chief Judge Robin Markey; Sergeant-at-Arms Dave Panella. A *quorum was present.*

Reading of the minutes: Motion to dispense with the reading of the minutes was accepted.

Treasurer's Report: The club is over 300 members and growing. Treasury balance will be approx \$4,700 after meet expenses.

President's Report:

Jim met with the Seneca Co. Fair Board president on Friday and resolved issues. The Club needs to be sure to pay camping fees and empty the trash after the meet. The dates for the 2022 meet are confirmed to be August 11th to 14th.

New Business:

- Motion to sell Club merchandise to Club members though Stamps.com \$22/mo for postage expenses. Sales are to Club members only for tax purposes. Approved.
- Motion to donate unused Club equipment to charity including the corn cooker, grill and griddles. Approved.

Adjournment: Meeting adjourned at 6:59 PM

Treasurer's Report November 10, 2021

Please note financials with statements are sent monthly to Indian 4 Club Board

Estimated Fall Publication Printing/Postage cost: (\$2,659.03)

Monthly fee paid to Stamps.com for Club merchandise postage (\$25.00)

Monthly fee for website to Hostgator (\$22.26)

Annual Meet:

Bank Balance before meet: **\$6,574.16**

Meet Expenses: Liability Insurance \$ 297.00

Fairgrounds \$ 800.00

Tent/Chairs \$ 639.88

Pizza \$ 502.19

Pop/Ice/Water: \$ 113.58

New Merchandise \$5,846.73

TOTAL EXPENSES: \$8,199.33

Income:

Merchandise sales: \$4,935.00

Donations for pizza dinner: 245.00

Membership Dues paid @ Meet 595.00

\$5,775.00

New members since August: \$ 435.94 (After Paypal fees)

Bank balance as of November 12, 2021: \$5,215.70



Beverly Corsmeier, Club Treasurer

Indian Four Cylinder Club

5958 Shallow Creek Drive

Milford, Ohio 45150

513-623-7756

MembershipIndian4Club@gmail.com

Please remember dues are \$35 Annually for Stateside and \$45 for all Foreign (due to postage) **Please pay through the website: www.Indian4Club.org** If you do not use a computer, please mail to me at the above address.

Dues are due in January of each year

2021 Tiffin Meet



Dan & Wendy Amodio
1953 Indian Chief w/sidecar



Ed & Janet Bortner
1938 Indian Four



Ted & Karen Bortner
1929 Henderson



Ted & Sue Bortner
1946 Indian Chief



Ted & Sue Bortner
1929 Henderson



Tom Boyer
1941 Indian Four

2021 Tiffin Meet



Eric Brutus
1928 Indian 401



John Coombs
1938 Indian Four



Michael Cooper
1941 Indian Four



Dave & Beverly Corsmeier
1938 Indian Four



Bruce Coutant
1941 Indian Four



Mark Coyne
1929 Henderson KJ

2021 Tiffin Meet



Drew & Alanna Crafton
1930 I.P.D. Henderson KJ



Derrel & Irene Deroche
1913 Indian V-twin



Derrel & Irene Deroche
1920 Henderson w/sidecar



Mike Deye
1939 Indian Four



Mark Fluegeman
1955 Nimbus



Jerry Havenhill
1940 Indian Four

2021 Tiffin Meet



Randy Hayward
1969 Triumph Custom



Eric & Teresa Horbol
1941 Indian Four



Black Horse
1938 Indian Four w/sidecar



Dave Holzerland
1925 Ace



Dave Holzerland
1927 Ace



Dave Holzerland
1920 Ace w/sidecar

2021 Tiffin Meet



David & Mary Ann Kitrosser
1938 Indian Four w/sidecar



Paula Kruty
1941 Indian Junior Scout



Wayne Kruty 1928
Indian Ace



Elmer & Jo Lower & Bella
1938 Indian Four w/sidecar



Robin & Kim Markey 1939
Indian Four w/sidecar



Jim & Wendy McLemore
1938 Indian Sport Scout

2021 Tiffin Meet



Gary & Pat Myers
1941 Indian Four



Gary & Pat Myers
1928 Indian Four



Marv & Diane Niese
1939 Indian Four



David Panella 1930
Indian Four



Brian & Holly Riegel
1930 Indian Four



Brian & Deb Scharff
1940 Indian Four

2021 Tiffin Meet



Mike Steidley
1940 Indian Four w/sidecar



Bob Stevens
1933 Indian Four



Bob Stevens
1940 Indian Four



Dale Stoner
1931 Henderson



Dale Stoner
1909 Curtiss Triple



Ray Sutter
1947 Indian Chief w/sidecar

2021 Tiffin Meet



David Uhl
1923 Ace Sporting Solo



Paul Ulrich
1940 Indian Four



Alex Vassil-Horse
1970 Norton 750 Commander



Jim Walther
1940 Indian Four



Leah Ware
1938 Indian Four



Leah Ware
1951 Indian Warrior Verticle

2021 Tiffin Meet



**Rob Ware
1941 Indian Four**



To those who made it, and to those who couldn't, we hope to see you all again soon!



Indian Front Fork Leaf Spring Leather Cover (Gaiter)

The following is a basic instruction on how to make a leather cover/oiler for your front leaf spring. It is based upon making one for my 10-leaf spring so keep that in mind as you make yours. Smaller springs may need to have the width dimensions and lace hook placement altered to fit properly. Maybe not. Suggest you do all your experimentation with a cardboard template.

The leather used is full grain, vegetable tanned cowhide. It measures roughly 1/8 to 3/16 inch thick. The thickness gives it stiffness which makes the cover lie flat and hold its shape. It also does not wrinkle when laced tight.

Felt is wicking quality felt ¼ inch thick. I got mine from McMaster-Carr. It is used for applications like this where holding oil is a key feature.

The felt is wrapped around the spring and tied with strong string. I used waxed linen, which is what electricians used to hold wiring in place before the invention of zip ties. Once the cover is in place, the string is really redundant. But you need the felt properly held to the spring to make installing the cover easy.

I used hooks for the laces. You could also use D-rings. Eyelets will not work because it would be near impossible to lace the cover in place.

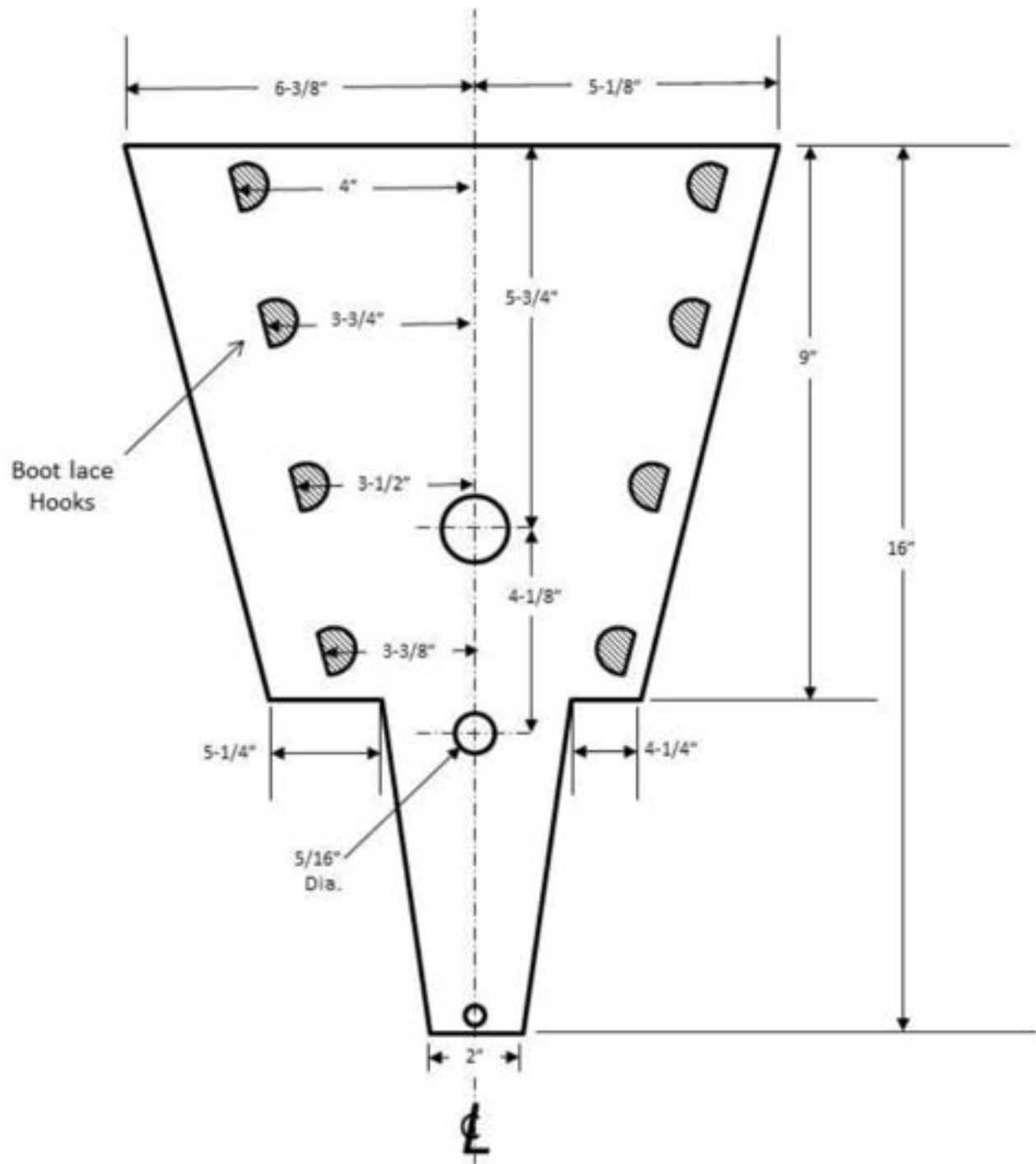
I made the oil cup from brass plumbing fittings. Pretty sure I used a coupling and a cap which means I did not have to do any threading on the lathe. I simply machined down the surfaces to a nice uniform appearance. The cup was soldered to a sheetmetal disk. The disk goes on the underside of the cover. Punch a hole the diameter or slightly smaller than the OD of the cup and then push it up thru the hole. I glued my disk to the leather with contact cement. It was a dumb move. Oil impregnating the leather destroyed the bond. I suggest two brass rivets set 180 degrees apart to hold the disk/cup to the leather. You could leave it loose, but you would then need to use padded pliers to hold the cup when you loosen the cap.

The cup is a Qua modification from what I've been told. So, if you do not use a cup, soak the felt with oil after you install it on the spring and before you install the cover. Soak it GOOD!

Punching the hole for the zerk is probably the biggest challenge. You need to get it right on the first try. I suggest you remove the zerk fitting from the tubular spring section. This will allow the leather tongue to lie flat against the spring. If you put a little shoe polish or similar around the zerk hole and then press the leather down against the spring at the hold, it will leave a nice mark on the inside to locate the hole. Push an awl thru the center of that mark and then punch the hole from the outside (smooth side of the leather) so it rolls the edge in the punching process. Punching from the inside could make the outer edge ragged. If you do not have punches, a .30 caliber cartridge case with the edge sharpened makes a great hole punch. Use the end grain of a 2x4 or similar behind the leather.

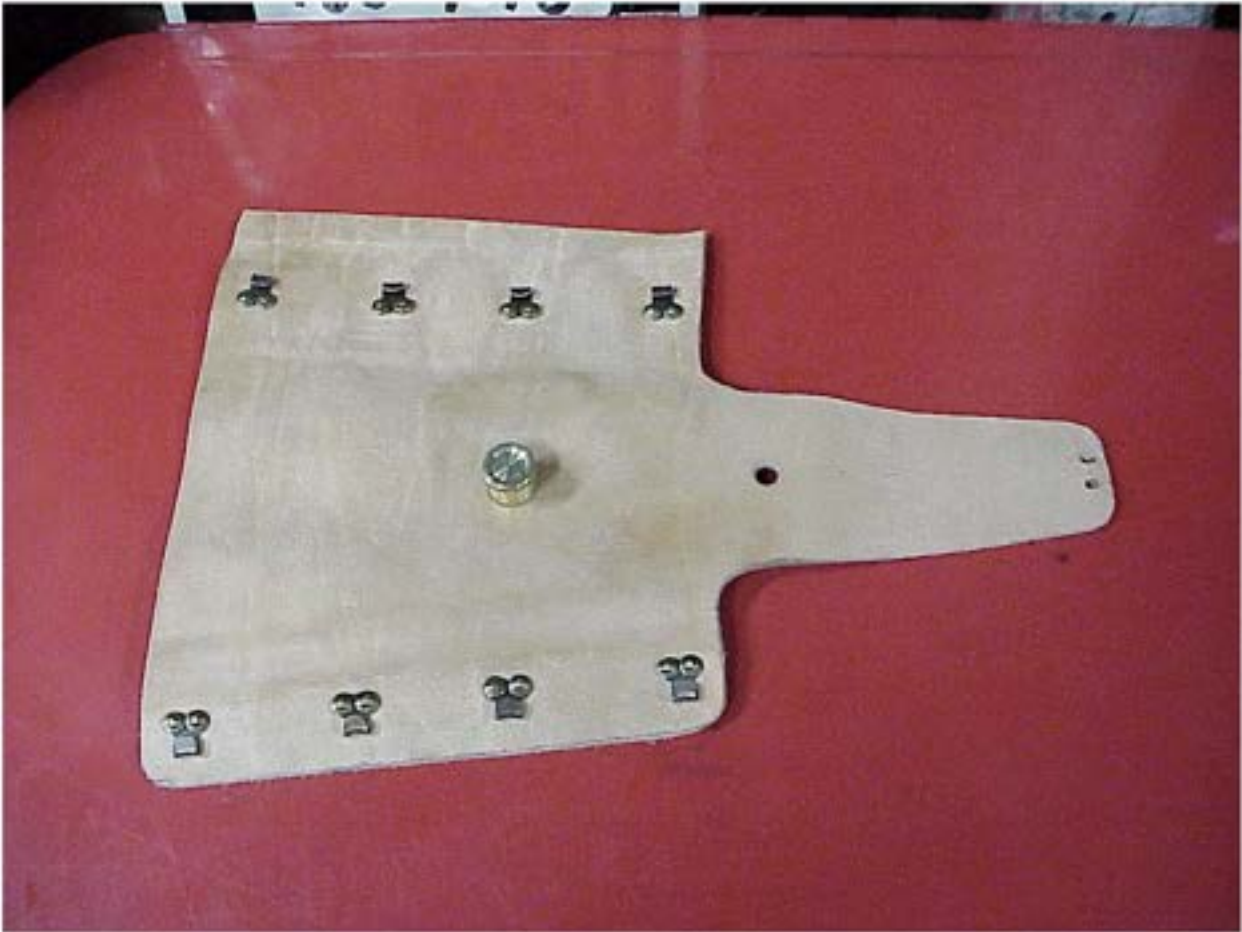
Once the cover is installed and the felt fully oiled, over time the leather will begin to absorb some of the oil. It will not be uniform at first. But with time, it will all be a nice deep brown color. If you are impatient, you can rub a little oil on the outside of the leather.

The next pages have the pattern for the cover along with photos taken of my cover during the fabrication process. Good luck with your cover.

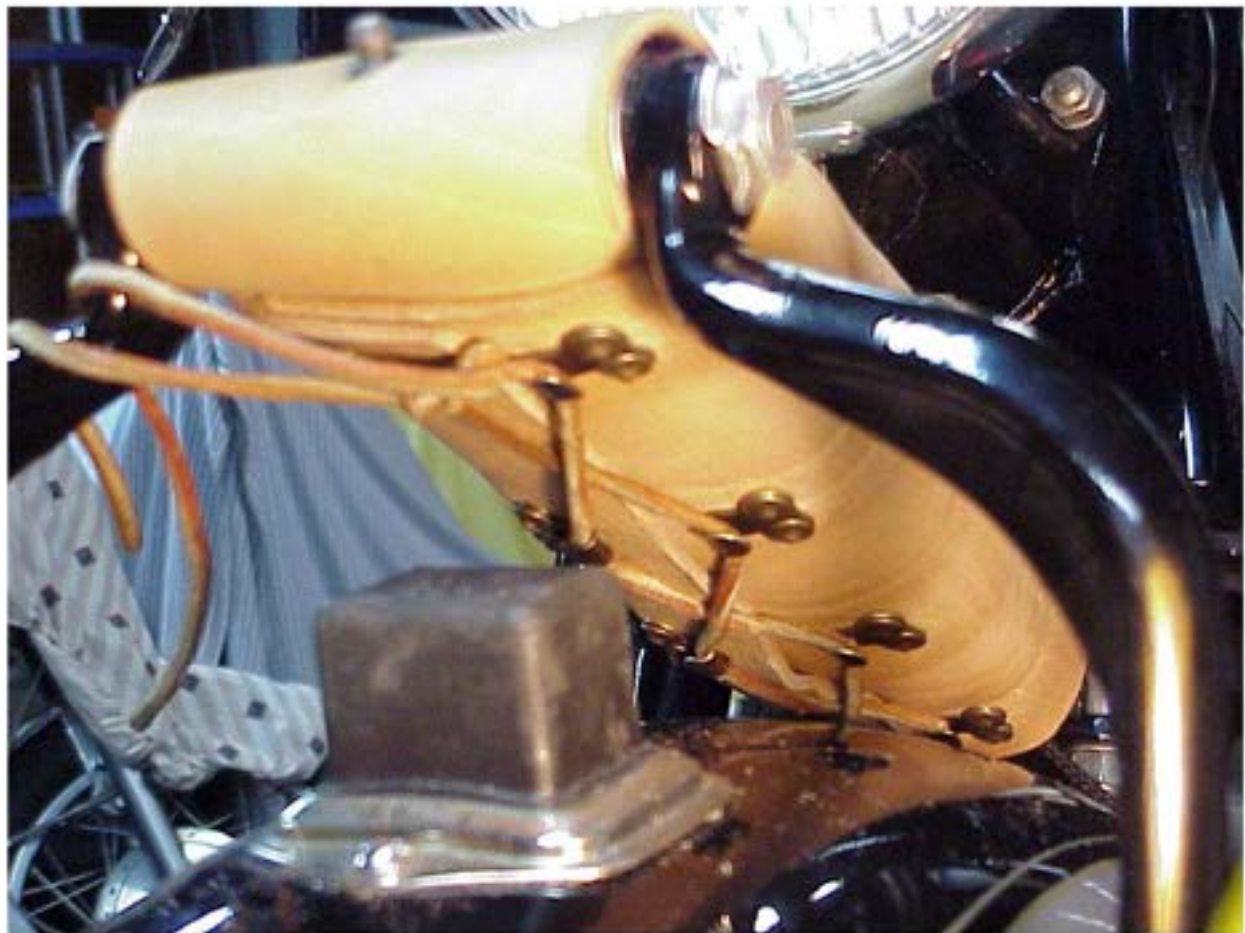


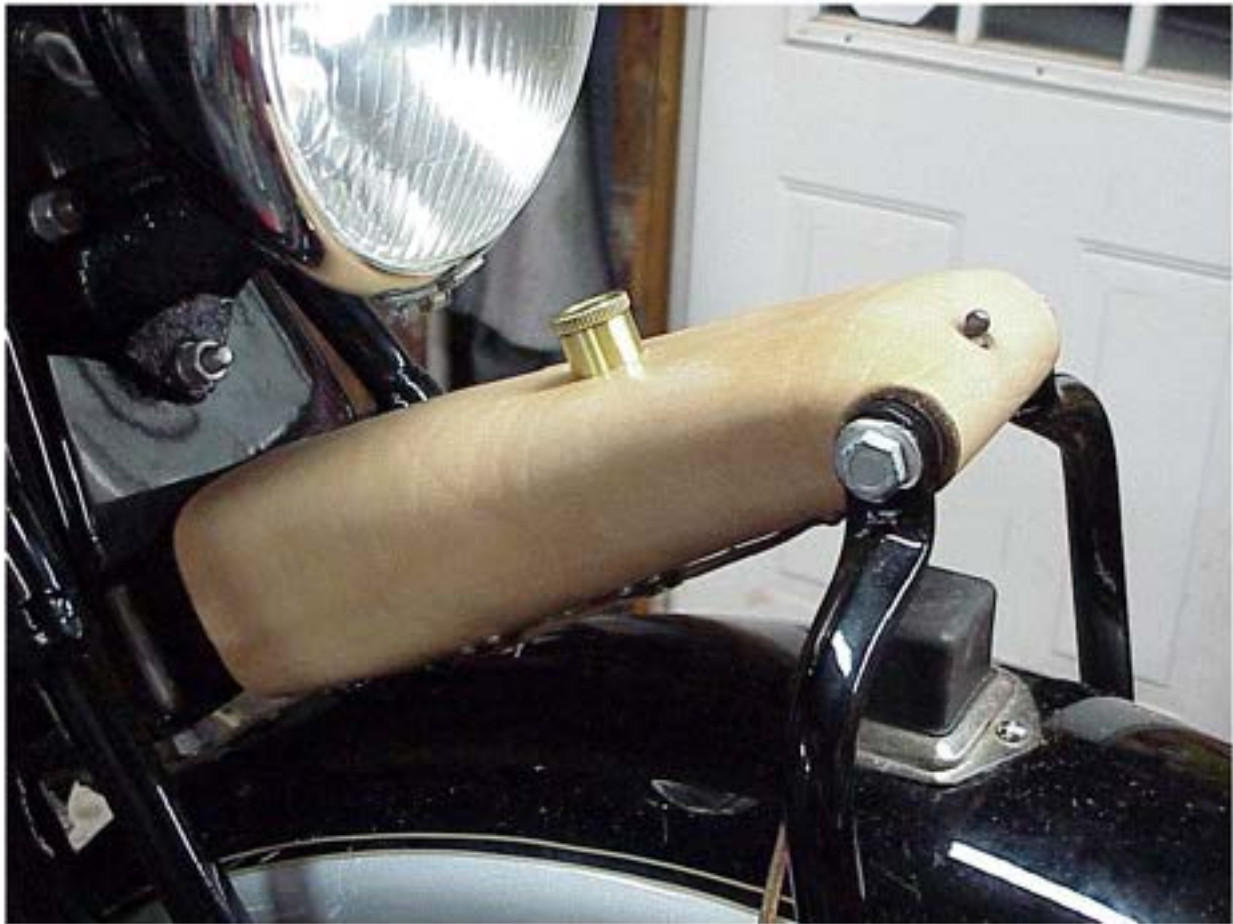
Indian 10 Leaf Spring Cover/Oiler

Copyright R. Sigond 11-18-2013











Copyright 2021 R. Sigond



This photo was shared to the editor with full non-disclosure requested. The question here is... *"How many Indian Four Cylinder Club members does it take to screw in a light bulb?"*



Rita Joyce-Chalfant, Earl Chalfant's daughter, traveled to the meet this year and wore her father's 18th Indian Four Cylinder Club meet T-shirt. It was great to get to meet Rita as well as see a piece of club history like this!

And the Winner is... The 2021 Tiffin Awards



**1st Place: Pre-1928 Dave Holzerland
1925 Ace (White)**



**2nd Place: Pre-1928 Darrel Deroche
1920 Henderson Model K**



**3rd Place: Pre-1928 Dave Holzerland
1927 Ace (Green)**



**1st Place: 1928-1931 Gary Myers
1928 Indian Four**



**2nd Place: 1928-1931 Wayne Kruty
1928 Indian Ace**



**3rd Place: 1928-1931 Brian Riegel
1930 Indian Four**

And the Winner is... The 2021 Tiffin Awards



**1st Place: 1932-1937 Dave Holzerland
1932 Indian Four**



**1st Place: 1938-1939 Rocky Corsmeier
1938 Indian Four**



**2nd Place: 1938-1939 Marv Niese
1939 Indian Four**



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



**1st Place 1940-1942 Brian Scharff
1940 Indian Four**



**2nd Place 1940-1942 Gary Myers
1941 Indian Four**

And the Winner is... The 2021 Tiffin Awards



**3rd Place 1940-1942 Bruce Coutant
1941 Indian Four**



**Oldest Indian Four Shown at the Meet
Dave Holzerland 1928 Indian Ace**



**Oldest Four Cylinder Shown at the
Meet Dave Holzerland 1920 Ace
w/Sidecar**



**Best Sidecar Elmer Lower
1938 Indian Four w/Sidecar**



**Best Custom Jim Walther 1940
Indian Four**



**Most Unique Drew Crafton 1930
Henderson KJ Police Original Paint**

And the Winner is... The 2021 Tiffin Awards



**Ladies Choice Wayne Kruty
1928 Indian Ace**



**Oldest Member Showing a Four
Ed Bortner Age 82 1938 Indian Four**



**Youngest Member Showing a Four
Bruce Coutant Age 49 1941 Indian Four**



**Longest Distance Traveled
Dave Holzerland - 2,400 miles**



**Longest Distance Ridden Black
Horse - 100 miles 1938 Indian Four**



**Toney Watson Award for Best Henderson
Mark Coyne 1929 Henderson KJ**

And the Winner is... The 2021 Tiffin Awards



Paul Pierce Award for Service to the Club Michael Cooper



John Wickham Award for the Best Indian Four Dave Holzerland 1928 Indian Ace



Thank You Award for Service to the Club Angie Woodall - Merchandise



Thank You Award for Service to the Club Black Horse - Field Games



Earl Chalfant's daughter, Rita Joyce-Chalfant was given a Thank You Award for attending to share her fathers scrapbooks with the club



Cutest Couple Award David & Mary Ann Kitrosser

And the Winner is... The 2021 Tiffin Awards



Presidents Thank You Award to Robin Markey for being a great Mentor to the Club



Presidents Thank You Award to Elmer Lower for Going Above and Beyond for the Club



Presidents Award to Beverly Corsmeier



Awards for this 60th year meet were created and made by Michael Cooper



The "Pink Lady" food truck was on location Saturday and offered up some great selections for lunch and dinner. They've been invited back to Join us again next year.

Preparing for the 2,400 mile journey home...



A sight we may never see again... Eight Ace Motorcycles all in a row! Thanks to Dave Holzerland for sharing these beauties!!



Loading these old girls up takes a lot of careful planning, patience,...



And, the help of guys like Gary Myers, Marv Niese, and John Coombs.



Meanwhile, their biggest fans, Diane, Margie, and Pat, admire their work.



I told Dave it would scare me to death to have all of these following along behind me. He replied, "You don't worry about what's behind you. You worry about what's in front of you."



NEW CLUB MERCHANDISE PAGE ON THE WEBSITE: **Indian4Club.org**

YOU MUST LOGIN! Only paid members who have logged into the website have access to the **MEMBERS ONLY** drop-down menu on the website.

Under the Members only drop-down list you will find **"CLUB MERCHANDISE"** this is the only place you can order shirts, hats etc. from the club store. We do not have the ability or time to take credit cards over the phone.

All prices include shipping. The Board will need to decide when to replenish inventory. We will deal with inventory size shortage after we see how well the online store is working and being used.

AVAILABLE MERCHANDISE:

Embroidered Baseball Hats: \$20

Silk Screen Grey Pocket T-Shirt 1939 World's Fair: \$15

Black Embroidered Pocket T-Shirt: \$25

Men's Black Embroidered Polo Shirts: \$35

Men's White Embroidered Polo Shirts: \$35

Men's Long Sleeve Denim Shirts: \$45

Men's Short Sleeve Denim Shirts: \$40

Men's Grey Hoodie: \$50

Women's Black Embroidered Polo Shirts: \$35

Women's White Embroidered Polo Shirts: \$35

Women's Fitted Long Sleeve Denim Shirts: \$45

Women's Fitted Short Sleeve Denim Shirts: \$40

Women's Grey Hoodie: \$50



NOTE! An additional \$10 will be added to each item for shipping outside the the United States. Hate to do this but postage has become atrocious.

16 Years of the Indian Four: The Models and Their Differences - By Tracy Woodall - Editor

EDITOR/AUTHOR'S DISCLAIMER: The following information has been put together with the intent of helping people understand many of the differences that came about over the sixteen years that the Indian four cylinder motorcycle was produced. This was not compiled to be an end-all, tell-all guide, but more so to offer assistance to those who don't have the experience the experts do. Interest level, ownership, and time to devote to our hobby, all drive it differently for each of us. As I stand in the barn at Tiffin, I find myself wanting to understand and learn more about the earlier year bikes. Mine is a '41, so the only ones I could easily compare mine to are the '40's and '42's. I felt, or feel, that I have a lot to learn. The resources used to put this together are the only "printed" resources I am aware of, although others likely exist. I ask that you please keep this in mind as you read through it. Also, keep in mind that it can be edited and corrected with ease. So, if you find that you feel you've found issues or errors, please feel free to share that info so that the necessary changes can be discussed and made and re-printed at a later date. It's highly recommended that you confer with the experts to learn more, as their experience is greatly hailed within our club. This begins with a "short" story highlighting some of the more notable differences, or changes, followed by a year by year page that breaks it down further. My hope is that you will find it helpful to you in some manner. Tracy Woodall, Editor.

1927 After having purchased the Ace Motor Corporation in late January of 1927, the first Fours to roll out of the Wigwam, by late April of that same year, were basically nothing more than Aces that were now known as the Indian Ace. Almost immediately, they were made a finer machine for riding conditions, which had changed in the years since the Ace was first manufactured. The forks were strengthened and brakes improved. The engine received pressure fed lubrication, and included upgrades in cylinders, pistons, tappets and valve gear, all to improve gas flow. With competition being so heavy at that time, most of the motorcycle manufacturers made what were referred to as "running changes", and did not recognize model years.

Mid 1928 In July of 1928, Indian announced the first, true Indian Four, the Series 401. As the company then stated, they would begin making only running changes and would not recognize model years. The 401 was designed to have the appearance of the popular Series 101 Scout. The new Four received a 101 fork, with an additional leaf spring to handle the extra weight, along with the streamlined gas tank and fenders of the Scout. The frame was still Ace with a single front down tube.

1929 The Series 402 was announced in 1929. The frame now had a double front down tube giving it an appearance similar to other Indians. The engine reaped most of the benefits gaining a five main bearing crank vs the Ace's three main bearing crank, and babbitt was bonded to the case and rod journals instead of using removable bearing inserts. The ineffective bullet headlight was replaced by a John Brown Motolamp in or around late 1929 to 1930.

1930 1930 Fours continued as the Series 402. It had rapidly become a favorite that operated as smoothly and as silently as a high end automobile. It had been given a sturdier transmission with heavier gears and main shaft and the clutch was smoother. Heavier spokes were used and that, coupled with chrome plating on all important points, gave the bike a general overall improvement in finish.

1931 Significant changes were introduced for the 1931 model year but the machine was still referred to as the 402. Effective from mid-year, the crankcases were revised with a central drain plug and additional ribbing on the bottom case. Newer, special alloy pistons and reduced clearances, produced less noise. The frame gained the more notable improvements. DuCo lacquer replaced enamel paint, and heavier cadmium plated spokes were used in the wheels. Finally, an effective brake was used in the rear wheel. An Autolite generator replaced the smaller Splitdorf unit. New handlebars have a revised shape and a crossbar. In March of 1931, Indian reinstated the annual models policy, no longer will running changes be made.

1932 1932 brought about the Series 403 with a new look that could be found across the entire Indian lineup. This new look increased the weight of the Four nearly 50 lbs. caused by the longer forks and a heavier frame. Riders had a certain appreciation for this new change with its improved look and ride. The Motolamp lens glass had "MOTOLAMP" on the exterior of the lens.

1933 A new model numbering system would introduce the 1933 Indian Four as the 433. Magneto ignition that had been standard up until now, became optional as the new norm was now a battery ignition system. Changes in cooling fin design would assist with better heat dissipation and cylinder baffles would help control oil consumption.

1934 Very few changes were made for the 1934 model 434. A new lighted speedometer was available and a side stand was also introduced. With several changes having been made to the engine in 1932, and the frame and styling in 1933, the Four pretty much continued as it already was.

1935 New styling brought about many changes for the 1935 series 435. The sweeping lines of the fenders with larger valances, the flowing grace of the tanks, the set of the handlebars, and even to such details as the muffler and chain guard. New fender design required that the fender mounting tabs on the fork be lowered by ½". Rear fenders differed from other models in that dimples are placed to clear the transmission. Tail light wiring is now routed through a hole at the 10:00 position on the left side of the rear fender. New colors and tank designs with optional "V" or "Arrow" tank panels are now available. Plain tank panels are still available. A new clutch assembly featured a new clutch pressure plate that didn't require a Raybestos lining. The assembly now includes eight sets of inner and outer (double) springs. This clutch was not used in subsequent years. A new highly polished Schebler Deluxe DLX-111 carburetor with double air screen was used. A generator drive guard was added on battery ignition Fours. Cam ground "t-slot" pistons for improved motor performance and quiet longer life are now included. It now had a new, outside fill Willard battery. Cylinders and heads are nickel plated. New detachable rear wheel – automotive type – with six studs and six tapered nuts provide the utmost in safety and eliminate wear and play in the rear wheel mounting. New white handlebar grips were used. Only a few early 1935 Fours were built before the new 436 was released to dealers on July 1st, 1935. A sales campaign set out across the country to sell the new Sports Model Four to the public. The new design had been experimented with for years. It was designed to run at high speeds for expressway use. A.O. Lemon, who was the Chief Engineer for Indian for several years, had nothing to do with this new design. Lemon left the company shortly before the introduction of this new model took place. It didn't help matters that competition by Harley Davidson, and the announcement of their new overhead valve twin, caught on with the public very quickly. As a result of low sales, low production, and issues with this new design, the 1935 model 436 is the rarest of the Indian Fours. It was only available for the last few months of 1935 and would quickly be replaced by the 1936 model in January.

1936 There were two substantially different versions of the 1936 model 436 Four. The early 1936 Four had exposed exhaust valve rockers, no carburetor heat shield, and an ignition wiring tube with an angular front. The late 1936 Four had enclosed rockers, a carburetor heat shield, and an ignition tube with a curved front. There were also other differences between early 1936 and late 1936 Fours. There were four versions of carburetor hookups, two on the early 1936 and two on the late 1936. A new special carburetor of updraft air valve type with three compensating jets was designed to give it more power. Heavy duty cylinders with extra-large cooling fins. High compression combustion chambers. Increased lift on cams. Enlarged nickel plated exhaust manifold with double free action mufflers. Needle bearings in rocker arms and a continuation of the choice between magneto or battery ignition. Lowered center of balance. Several changes were made for the early 1936 Four that make it distinctive by comparison with the late 1936 Four. The most notable are: A 1935 style tail light with single contact bulb. Threaded 1935 tank caps. 1935 headlight with focus screw at the rear, not the pre-focused bulb. No stoplight switch,

no Hi-Lo toggle switch. Ignition coil bolted to the underside of the gas tank. No flywheel timing plug hole at the top of the flywheel housing. Freeze plug at counter-shaft gear in upper crankcase. #10-24 tappet guide anchor screws. 1935 style exhaust manifold guard, modified with bracket for choke. Different spiral gears were among some of the other changes that are less apparent.

1937 The 1937 model 437 shared the same engine as the late 1936 model 436 with the sheet metal enclosure over the exhaust valve gear. Twin Zenith carburetors were used with double "Y" inlet manifolds making it the first American made twin-carburetor motorcycle. The new headlight was made by Motolamp. A one year dimmer switch was used that had a knurled toggle lever. Other changes included moving the gear shift lever forward, increased rear fender valences, interchangeable front and rear wheels, and a new Autolite high output generator was available as an option. The ignition wiring tube, the gearshift lever, and the saddle connector are chrome plated and there is a new wiring harness guide.

1938 The increased heat under the rider, brought about by the upside down engine design, drove Indian to make the decision to, once again, redesign the Indian Four Cylinder engine. Not only would it become the most silent motorcycle ever built, but it would carry the Indian Four Cylinder motorcycle to the end of its journey. For the 1938 model 438 styling was once again improved, which resulted in an overall work of art. Overhead intake and side exhaust has returned with cylinders that are now cast in pairs with removable aluminum heads. Overhead inlet valve rocker arms and springs are now part of the new re-design. Oil baffles that were previously mounted under the cylinders have been removed from this design. The carburetor is now a single Schebler DLX-113. Exhaust gases are now passed through a special heating chamber that keeps the manifold at a temperature for improved carburetion and increased gas mileage. A new porcelain finished manifold with one-piece muffler and tailpipe design takes exhaust straight back to the rear. These changes, along with others take this new, stronger motor to 40 horsepower. The clutch is described as an improved "free-action" clutch. A new tank-top instrument panel with eye-catching grey-faces and red pointers (used only one year) is now present. The headlight and horn have a new mounting position with a dust shield that has been added to the fork. Several other changes made this one of the most beautiful motorcycles ever built by Indian.

1939 The model 439 Four arrived at the 1939 World's Fair with a new "Streamline" paint scheme that most now refer to as "World's Fair". Metallic paint was available and was referred to as the "safety" finish. The rear fender had a new chrome bumper, that doubled as a lifting point, and the air cleaner now had a round chrome cover. A more comfortable ride was achieved by a new "floating" fork design. The leaf spring front end had two sets of leaf springs in one designed to let one set take the softer bumps with smoothness while the second set was poised and ready to take the harder bumps improving control. Cylinders were now honed to a mirror finish to improve power, economy, and dependability.

1940 Two of the most notable changes for the 1940 Indian model 440 are the changes to the rear known as the "spring-frame", and to the fenders now referred to as "skirted" fenders. The spring-frame design not only held the rear wheel to the road with double coil springs encased in grease, improving safety, but it also offered an even finer ride. Fully skirted fenders offered a more fashionable appearance as was the norm during the Art-Deco period in our history. The front fender now had a chrome plated parking light. A DLX-124 Linkert carburetor was standard. The same black Toolbox was used on all 1940 Indians. Placement was on the right side of the rear fender mounted horizontally. The horn was flat on the backside. A new center stand mounted under the frame was held in the up position by a latch and the side stand was now mounted into the frame instead of clamped on. Paint finishes on the 440 were solid color only, no two-tone finishes. The fender trim was rounded.

1941 The 1941 model 441 offered pretty much the same design as the 440, a move applauded by many as the new look of the 440 went over very well. Some simple changes were made to this year's model. The toolbox was mounted on the left side of the rear fender in a vertical position. It was now painted to match the bike depending on whether you wanted a solid color, or the now offered, two-tone paint where the box was then painted to match the fender skirts. The horn's back cover is now rounded on the 441, and the new horn face reads Indian in the chevron design. Fender trim was now flat instead of rounded. Later year 441's had short fender strips in front of and behind the teardrops on the gas tanks. Linkert carburetors used on the 441 were the M441. A new headlight with a sealed beam bulb was standard.

As part of an official announcement released on October 3rd, 1941, the following statement was made by Indian.

"We have been advised that it is to the best interest of our government, and in fact, to all of us, to simplify our line. For this reason, production of the INDIAN 30:50 and the INDIAN Four models will be temporarily discontinued. All unfilled dealers orders on the Company books, will eventually be filled as materials allow. They will, however, bear 1941 motor numbers, even though they may not be constructed until after the official start of the new model year."

1942 Those motorcycles known as the 1942 Indian model 442, were built using parts leftover from 1941 production. Based on information provided to the editor from the 2019 Tiffin Meet, we know of 442 serial numbers reaching up to DDB-266. Higher numbers may certainly be out there, but this is what is known to exist by the club at this time. 1942 Indian Fours had Indian head tank emblems with strips in front of and behind the emblem.

Indian stopped all civilian vehicle production on December 10, 1941. No sales catalogs were ever produced for 1942, and the era of "**The Duesenberg of Motorcycles**" had come to an end.

References used for this information include:

Indian Four Cylinder News articles from Fall of 1977 thru Fall-Winter 1981-1982 published by the ***Indian Four Cylinder Club Inc.***

Indian Four Motorcycles by Jerry Hatfield and Jeff Hackett - 1998

The New Indian Motorcycle Restoration Guide 1932-1953 by Jerry Hatfield - 2014

Golden Age of the Fours by T.A. Hodgdon - 1980

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Your help was greatly appreciated!

Photo credits have been noted with the pictures shown below.

The 1927 *Indian* ACE

SPECIFICATIONS

Motor: Four cylinder, air-cooled, high compression. Bore 2 3/4", stroke 3 1/4", 77.21 cubic inch, 1265cc displacement. Overhead intake, side exhaust. Cylinders individually cast with integral non-removable cylinder head. Different combinations of pistons and rings were used based upon test and rider feedback. Schebler carburetor number DLX-25. Approx. 30 HP. Gas mileage 40-50 mpg. Serial numbers VF100-up. No frame numbers. Price: \$420.00.

Transmission: Three speed.

Wheelbase: 59 1/2" **Weight:** 455 lbs.

After the Indian Motorcycle Company purchased Ace Motor Corporation, the first Four produced by Indian came off of the assembly line at the beginning of the last week of April, 1927. It was test ridden by L.E. Bauer, the Executive Committee Chairman, who gave it his approval. The Indian Ace is born and production begins.

Basically, the first Fours to roll out of the plant in Springfield, MA, were nothing more than an ACE with the following noted improvements:

New Lower Saddle Position at 27 1/2" above the ground with 4 1/2" of travel.

New Saddle Spring Support allows travel without interference.

New Brake Action and Lining improves braking efficiency 100%. A better overall design and thicker linings with greater adjustment.

Improved Inlet Manifold Cage offers better gas flow, better valve seating, for slow, even running.

New Alloy Pistons are lighter with three rings the bottom of which being an oil control type.

New Piston Pins are 11/16" diameter designed to keep them in the center of the connecting rods.

New Camshaft with three bearing locations ground to tighter tolerances for more accurate timing and tappet adjustment.

New Tappet Guide for increased life for both the tappet and the guide.

New Inlet Valve Cap for better positioning of valve springs.

New Clutch Cone design using bar stock and special heat treatment.

Vanadium Exhaust Valve Springs

New Foot Pedals are longer and milled parallel for better leverage and foot grip.

Improved Accessibility to areas around the front fork rockers, simplified rear wheel removal, chain adjustments, magneto breaker box, hand removable oil cap, and exhaust pipe held more firmly in place.

Special Heat Treating to prevent warping or distortion of cylinders after grinding allowing for tighter tolerances.

New Color Choice of Rolls Royce Blue with Gold pinstripe now available.

Improved Workmanship Throughout



Bike shown is a 1928 Indian Ace - Owner: Dave Holzerland

The 1928 *Indian* ACE & 401

It's important to note that during this time in history, many motorcycle manufacturers chose to make changes throughout the year rather than waiting to introduce the changes annually. Indian adopted this same policy. This was known as the "No Annual Models Policy". With the Indian Ace, as it was known, being discontinued mid-year, and the Indian 401 starting production at this time, changes made later in 1928 make the early 401's some of the rarest of the Indian Fours. Luckily the serial number change is there to help to understand the differences these running changes would introduce.

SPECIFICATIONS

Motor: Four cylinder, air-cooled, high compression. Bore 2 3/4", stroke 3 1/4", 77.21 cubic inch, 1265cc displacement. Overhead intake, side exhaust. Cylinders individually cast with integral non-removable cylinder head. All tappets and rocker arms fully enclosed and operating in oil bath. Approx. 30 HP. Gas mileage 40-50 mpg. Serial numbers are not certain but are said to have started at CA100 while produced as the Indian ACE. Later in 1928, after Indian began production of what transformed into the 1928 Indian 401, serial numbers begin at DA101-up. No frame numbers. Price: \$420.00

Clutch: 50% softer, multiple disc, operating in oil.

Transmission: Three speed.

Drive: Primary drive, helical gears. Final drive, 5/8" pitch, 3/8" wide roller chain.

Lubrication: Pressure feed oil pump with new high pressure oil gauge that will register up to 100 lbs. All oil in motor base. Capacity 3 quarts. Hydraulic chassis lubrication fittings.

Wheelbase: 59 1/2"

Weight: 455 lbs.

Later, in July of 1928, the first true Indian Four was introduced as the 401. It had a 101 Scout fork with an additional leaf spring to handle the extra weight of the four cylinder engine. The frame still had a single front down tube, as did the ACE, but overall, the frame tubing was heavier and the frame forgings were beefed up as well due to the additional weight of the engine. The front brake and fenders were that of the 101 Scout. The tank was similar in shape to the 101 Scout but with a new logo, the Indian script with a stylish number "4" behind it.

It now has a right-hand gear shift and left-hand throttle. A new flexible generator coupling and generator bracket. The clutch foot lever now had an auxiliary lever to lock the clutch into it's disengaged position. A longer kick starter crank now with an Indian style pedal. The tailpipe is now spring anchored. The rear fender now pivots to allow easier wheel removal. A re-designed toolbox now fits into the rear fork on the left. New high turbulence cylinders with heavier walls and deeper cooling fins are now present. A felt oil pad was added for better lubrication to the inlet valve rockers. Piston oil return rings were improved to prevent breakage and tappet guides are now longer, providing more bearing surface. Silchrome steel was used for the exhaust valves. Oil pump suction was made larger with a larger screen and 1/4" screws. A new Schebler carburetor was introduced. DLX-52 (Ace), DLX-57 (401). The clutch now has a heavier pressure plate and along with this the flywheel now had a double internal diameter. The second gear ratio was increased and the engine RPM's higher to produce quicker acceleration. Many overall improvements were made.



1928 Indian Four - Owner: Gary Myers

The 1929 *Indian* 402

SPECIFICATIONS

Motor: Four cylinder air-cooled high compression. Bore 2 3/4", stroke 3 1/4", 77.21 cubic inch, 1265 cc displacement. Overhead intake, side exhaust. Cylinders individually cast with integral non-removable cylinder head. All tappets and rocker arms fully enclosed and operating in oil bath. Approx. 30 HP. Gas mileage 40-50 mpg. Serial numbers are not certain but are said to have started at DA701 while still being produced as the 401 into the Spring of 1929. At this point, production of the 402 begins and serial numbers start at EA100-up. No frame numbers.

Price: \$420.00

Clutch: Multiple disc, operating in oil bath.

Transmission: Three speed.

Wheelbase: 59 1/2".

Weight: 455 lbs.

Lubrication: Pressure feed oil pump with new high pressure oil gauge that will register up to 100 lbs. All oil in motor base. Capacity 3 quarts. Hydraulic chassis lubrication fittings.

Changes from the 401 to the 402 include a double down tube design at the front of the frame similar to that of the twin cylinder Indians. This change not only made the bike more "Indian", but it also helped reduce vibration. Heavier tubes and forgings made this frame specific to the 402 as it no longer had parts in common with the 101 Scout.

The 402 motor now has five larger main bearings over its three main bearing predecessors. This change helped to strengthen the crankshaft. While this was basically an internal change, the five main bearing change is evident by looking at the side of the motor. A three main bearing motor will have three screws along the side below the case split-line, although the one at the front is covered by the oil pressure gauge, so only two are visible. A five main bearing motor will have five screws, but again, the oil pressure gauge covers the front screw so only four of them are visible.

Connecting rods are fitted with larger bearings and are now stronger and lighter. Babbitt is used now in place of shims. A larger flange secured the flywheel at the rear of the crankshaft and a larger oil sump opening has been fitted. The double internal diameter flywheel has been replaced with a single internal diameter flywheel. Motors EA101 thru EA579 received a clutch change.

Some of the visible changes that came about as the year progressed include a clevis at the front end of the rear brake rod for easier adjustment. Carburetor bodies became die metal instead of being cast. Schebler carburetor number DLX-65. Taper roller bearing hubs were introduced which had a different shape than the earlier hubs. A four-part ball and spring gear shift lock was also added. Where clincher rim tires had been used up until this point, drop-center wheel rims and straight-side tires are introduced.



1929 Indian Four - Owner: George McGuire

The 1930 *Indian* 402

SPECIFICATIONS

Model: Indian 4 (Series 402) Model VE, electrically equipped. **Price:** \$420.00 **Serial #'s** EA580 - EA775

Brakes: Front wheel brake: Indian two-shoe internal expanding brake operated by hand lever. Rear wheel brake: Indian extra heavy, two-piece external contracting operated by foot pedal on the right side.

Carburetor: Schebler DLX-77 specially designed to meet the requirements of the four-cylinder motor.

Clutch: Newly designed multiple steel disc type, built into flywheel, running in oil bath. No adjustments required.

Controls: Indian "Twist-of-the-Wrist" type: throttle, left grip; spark, right grip. Cables enclosed in handlebars. Cable casings covered with leather. Clutch release pedal is equipped with special device for holding clutch disengaged if so desired. Gear shift lever on right side of tank.

Drive: Helical bevel gears from motor to transmission in constant adjustment, running in oil bath. Final drive 5/8" x 3/8" heavy roller chain. Gear ratios: Solo, 3.87 to 1; Sidecar, 4.39 to 1 in high.

Electric System: Electric current for headlight, tail light and horn furnished by Splintdorf generator and Wico 6-volt battery acting entirely independent of ignition. Ammeter, switch, and instrument lamp contained in panel mounted on handlebars at steering head. Automotive type horn. Horn button and ignition cut-out button located on handlebars.

Finish: Indian Red with gold striping standard. Special Indian color combinations optional at extra cost.

Footboards: Folding type with rubber mats.

Fork: Indian triple stem type. Leaf spring suspension.

Frame: Indian cradle suspension. Double front down tube. Front and rear braces for rigidity. Low saddle position. No frame numbers.

Guards: Pressed steel, valances front only, rear guard pivots to allow easy removal of rear wheel.

Handlebars: Modern sport type integral with head bracket. Triple connection to fork.

Ignition: High tension magneto. Driven by flexible coupling.

Lubrication: High pressure force feed system distributes oil to all bearings under pressure proportionate to riding speed and needs of motor. Oil pressure gauge on right side of motor base, with oil measuring gauge easily accessible on left side of crankcase.

Motor: Indian 4-cylinder, air-cooled, 2 3/4" bore, 3 1/4" stroke, 77.21 cu. in. piston displacement. 1265cc. Cylinders "F" head type, with inlet over exhaust. Pistons of "Bohnite" aluminum alloy, three rings, with lower groove drilled for oil return. Valves, poppet type, intake 1 1/2", exhaust 1 3/8", with 1/4" lift. All inlet valve mechanism enclosed in dust proof bonnets. Crankshaft, five 1 3/8" diameter main bearings. Connecting rods: selected drop-forged steel specially heat treated. Connecting rod bearings bonded to rods. Crankshaft and counter-shaft bearings; bronze, babbitt lined, adjustable to take up wear. Approx. 30 HP. Gas mileage 40-50 mpg.

Muffler: New enlarged aluminum muffler and exhaust manifold in one unit. Fishtail silencer.

Saddle: Bucket style, with full 4 1/2" of up and down travel on double coil springs. Saddle position 27".

Stand: Indian hinged type with spring latch.

Standard Equipment: Combination dim and bright new bullet type head-lamp, tail-lamp, ammeter, horn and push button, cutout button, tool box and tool kit.

Starter: Step starter with folding foot pedal.

Tank: One piece, gasoline only. Streamline design. Capacity 3 1/2 gallons.

Tires: 26" x 4.00" Goodyear or Firestone Balloon.

Transmission: Unit with motor. Three forward speeds, progressive type.

Weight: 455 pounds.

Wheels: 26" diameter, wire, 40 spokes front and rear. 18" drop center steel rims, knockout axles.

Wheelbase: 59 1/2"



1930 Indian Four - Owner: Brian Riegel

The 1931 *Indian* 402

SPECIFICATIONS

Model: Indian 4 (Series 402) Model VE, electrically equipped. **Price:** \$420.00 **Serial #'s** EA776-up

Brakes: Front wheel brake: Indian two-shoe internal expanding brake operated by hand lever with cam-hole oil cover. Rear wheel brake: New internal expanding operated by foot pedal on the right side.

Carburetor: Schebler DLX-77 specially designed to meet the requirements of the four-cylinder motor.

Clutch: Nine disc steel type, built into flywheel, running in oil bath. No adjustments required.

Controls: Indian "Twist-of-the-Wrist" type: throttle, left grip; spark, right grip. Cables enclosed in handlebars. Cable casings covered with leather. Clutch release pedal is equipped with special device for holding clutch disengaged if so desired. Gear shift lever on right side of tank.

Drive: Helical bevel gears from motor to transmission in constant adjustment, running in oil bath. Final drive 5/8" x 3/8" heavy roller chain. Gear ratios: Solo, 3.87 to 1; Sidecar, 4.39 to 1 in high.

Electric System: Electric current for headlight, tail light and horn furnished by a new Autolite generator and Wico 6-volt battery acting entirely independent of ignition. Ammeter, switch, and instrument lamp contained in panel mounted on handlebars at steering head. Automotive type horn. Horn button and ignition cut-out button located on handlebars.

Finish: Now DuPont Duco Laquer Indian Red with gold striping standard. Special Indian color combinations optional at extra cost.

Fork: Indian triple stem type. Leaf spring suspension with cam-hole oil cover. New Indian faced horn and chromium plated headlight rim on new center mounted headlight starting with EA1510.

Frame: Indian cradle suspension. Double front down tube. Front and rear braces for rigidity. Low saddle position. No frame numbers.

Handlebars: Now reinforced by a crossbar.

Ignition: High tension magneto. Driven by flexible coupling.

Lubrication: High pressure force feed system distributes oil to all bearings under pressure proportionate to riding speed and needs of motor. Oil pressure gauge on right side of motor base, with oil measuring gauge easily accessible on left side of crankcase.

Motor: Indian 4-cylinder, air-cooled, 2 3/4" bore, 3 1/4" stroke, 77.21 cu. in. piston displacement. 1265cc. Cylinders "F" head type, with inlet over exhaust. Pistons of lighter "special alloy" with less clearance, three rings with two slots to reduce oil consumption. Valves, poppet type, intake 1 1/2", exhaust 1 3/8", with 1/4" lift. All inlet valve mechanism enclosed in dust proof bonnets. Crankshaft, five 1 3/8" diameter main bearings. Connecting rods: selected drop-forged steel specially heat treated. Connecting rod bearings bonded to rods. Crankshaft and counter-shaft bearings; bronze, babbitt lined, adjustable to take up wear. Crankcase has a new center drain. Approx. 30 HP. Gas mileage 40-50 mpg.

Muffler: New enlarged aluminum muffler and exhaust manifold in one unit. Fishtail silencer.

Saddle: Bucket style, with full 4 1/2" of up and down travel on double coil springs. Saddle position 27".

Accessory Speedometer: Axle driven instead of cogged-wheel driven.

Tank: One piece, gasoline only. Streamline design. Capacity 3 1/2 gallons. New smaller Indian script with model name beneath the script.

Tires: 26" x 4.00" Goodyear or Firestone Balloon.

Weight: 455 pounds. **Wheelbase:** 59 1/2"

Wheels: Cadmium plated wire spokes front and rear. Rear wheel now secured by three long stud bolts and driving pins starting with EA1510.



1931 Indian Four - Owner: George McGuire Photo credit: Elmer Lower

The 1932 *Indian* 403

SPECIFICATIONS

- Model:** Indian 4 (Series 403), electrically equipped. **Price:** \$420.00 **Serial #'s** DOC101/403101-up
- Brakes:** Front wheel brake: Indian two-shoe internal expanding brake operated by hand lever with cam-hole oil cover. Rear wheel brake: internal expanding operated by foot pedal on the right side.
- Carburetor:** Schebler DLX-77 specially designed to meet the requirements of the four-cylinder motor.
- Clutch:** Nine disc steel type, built into flywheel, running in oil bath. No adjustments required.
- Controls:** Indian "Twist-of-the-Wrist" type: throttle, left grip; spark, right grip. Cables enclosed in handlebars. Cable casings covered with leather. Clutch release pedal is equipped with special device for holding clutch disengaged if so desired. Gear shift lever on right side of tank.
- Drive:** Helical bevel gears from motor to transmission in constant adjustment, running in oil bath. Final drive 5/8" x 3/8" heavy roller chain. Gear ratios: Solo, 3.87 to 1; Sidecar, 4.39 to 1 in high.
- Electric System:** Electric current for headlight, tail light and horn furnished by an Autolite generator and Wico 6-volt battery acting entirely independent of ignition. Ammeter, switch, and lamp now mounted in a new stationary instrument panel that no longer turns with the handlebars. Horn button and ignition cut-out button located on handlebars.
- Finish:** Now DuPont Dulux enamel paint was used Indian Red with gold striping standard. Special Indian color combinations optional at extra cost.
- Footboards:** New footboard location along with longer and wider foot pedals.
- Fork:** Longer Indian triple stem type. A new wider leaf spring suspension, Indian faced horn with new bracket, and chromium plated headlight rim on center mounted headlight. Heavier tubing and forgings were used.
- Frame:** New taller double front down tube with heavier tubing and forgings. The feeling of "sitting in the motorcycle instead of sitting on it" was the new style of the time and offered a more comfortable riding position.
- Front Mudguard:** Now more effective for better weather protection.
- Ignition:** High tension magneto. Driven by flexible coupling.
- Lubrication:** High pressure force feed system distributes oil to all bearings under pressure proportionate to riding speed and needs of motor. Oil pressure gauge on right side of motor base, with oil measuring gauge easily accessible on left side of crankcase.
- Motor:** Indian 4-cylinder, air-cooled, 2 3/4" bore, 3 1/4" stroke, 77.21 cu. in. piston displacement. 1265cc. Cylinders "F" head type, with inlet over exhaust. Pistons of lighter "special alloy" with less clearance, three rings with two slots to reduce oil consumption. Valves, poppet type, intake 1 1/2", exhaust 1 3/8", with 1/4" lift. All inlet valve mechanism enclosed in dust proof bonnets. Crankshaft, five 1 3/8" diameter main bearings. Connecting rods: selected drop-forged steel specially heat treated. Connecting rod bearings bonded to rods. Crankshaft and counter-shaft bearings; bronze, babbitt lined, adjustable to take up wear. Crankcase has a center drain. Approx. 30 HP. Gas mileage 40-50 mpg.
- Muffler:** Enlarged aluminum muffler and exhaust manifold in one unit. Fishtail silencer.
- Saddle:** New saddle rear support bracket and optional lighter tension saddle springs.
- Speedometer:** Axle driven instead of cogged-wheel driven. New mounting clamps to the frame tube between the tanks.
- Tank:** One piece, gasoline only. New streamlined saddle designed tanks. Capacity 3 1/2 gallons. New smaller Indian script that remains smaller, no longer has the "4" following it.
- Tires:** 26" x 4.00" Goodyear or Firestone Balloon.
- Weight:** 495 pounds.
- Wheels:** Cadmium plated wire spokes front and rear. Rear wheel now secured by three long stud bolts and driving pins. More easily removable rear wheel.
- Wheelbase:** 61"



1932 Indian Four - Owner: George McGuire

The 1933 *Indian* 433

SPECIFICATIONS

Model: Indian 4 (Series 433), electrically equipped. **Price:** \$420.00 **Serial #'s** DCC101/433101-up

Brakes: Front wheel brake: Indian two-shoe internal expanding brake operated by hand lever with cam-hole oil cover. Rear wheel brake: internal expanding operated by foot pedal on the right side.

Carburetor: Schebler DLX-97 with new float bowl.

Clutch: Nine disc steel type, built into flywheel, running in oil bath. No adjustments required.

Controls: Indian "Twist-of-the-Wrist" type: throttle, left grip; spark, right grip. Cables enclosed in handlebars. Cable casings covered with leather. Clutch release pedal is equipped with special device for holding clutch disengaged if so desired. Gear shift lever on right side of tank.

Cylinder Lock: Built into the steering head forging helps prevent theft and requires the key to lock or unlock.

Drive: Helical bevel gears from motor to transmission in constant adjustment, running in oil bath. Final drive 5/8" x 3/8" heavy roller chain. Gear ratios have been changed to allow for a "quicker get-away".

Electric System: Electric current for headlight, tail light and horn furnished by an Autolite generator. Ammeter, switch, and lamp now mounted in a stationary instrument panel. Horn button and ignition cut-out button located on handlebars.

Finish: DuPont Dulux enamel paint in 12 color combinations. Indian Red with gold striping standard. Special Indian color combinations optional at extra cost. A chrome package involving 17 separate parts is now available based on orders placed by customers in the past for this type of appearance.

Fork: Indian triple stem type. Wide leaf spring suspension, Indian faced horn, and chromium plated headlight rim on center mounted headlight. Heavy tubing and forgings were used.

Frame: Taller double front down tube with heavy tubing and forgings. The feeling of "sitting in the motorcycle instead of sitting on it" for a more comfortable riding position.

Ignition: 6-volt battery ignition is now available with the distributor mounted on the rear of a new Autolite generator driven by silent timing gears. Magneto ignition is now optional instead of standard.

Lubrication: High pressure force feed system distributes oil to all bearings under pressure proportionate to riding speed and needs of motor. Oil pressure gauge on right side of motor base, with oil measuring gauge easily accessible on left side of crankcase.

Motor: Indian 4-cylinder, air-cooled, 2 3/4" bore, 3 1/4" stroke, 77.21 cu. in. piston displacement. 1265cc. Cylinders "F" head type, with inlet over exhaust now have longer cooling fins in the exhaust port area. Inlet manifold now has horizontal cooling fins. Cylinder baffles have been added to help control oil consumption. Valves, poppet type, intake 1 1/2", exhaust 1 3/8", with 1/4" lift. All inlet valve mechanism enclosed in dust proof bonnets. Crankshaft, five 1 3/8" diameter main bearings. Connecting rods: selected drop-forged steel specially heat treated. Connecting rod bearings bonded to rods. Crankshaft and counter-shaft bearings; bronze, babbitt lined, adjustable to take up wear. Crankcase has a center drain. Approx. 30 HP. Gas mileage 40-50 mpg.

Muffler: Aluminum muffler and exhaust manifold in one unit. Tailpipe now has less curvature.

Saddle: Saddle rear support bracket and optional lighter tension saddle springs.

Speedometer: Axle driven instead of cogged-wheel driven. Mounting clamps to the frame tube between the tanks.

Tank: One piece, gasoline only. Streamlined saddle designed tanks. Capacity 3 1/2 gallons. Indian script on the sides of the tank remains smaller.

Transmission: New high speed gear with bushing and and new counter-shaft gear.

Tires: 26" x 4.00" Goodyear or Firestone Balloon.

Weight: 515 pounds. **Wheelbase:** 61"

Wheels: Cadmium plated wire spokes front and rear. Rear wheel secured by three self locking lug nuts and driving pins. More easily removable rear wheel.



1933 Indian Four - Owner: George McGuire

The 1934 *Indian* 434

SPECIFICATIONS

Model: Indian 4 (Series 434), electrically equipped. **Price:** \$395.00 **Serial #'s** DCD101/434101-up

Brakes: Front wheel brake: Indian two-shoe internal expanding brake operated by hand lever with cam-hole oil cover. Rear wheel brake: internal expanding operated by foot pedal on the right side.

Carburetor: Schebler DLX-97 with new float bowl.

Clutch: Nine disc steel type, built into flywheel, running in oil bath. No adjustments required.

Controls: Indian "Twist-of-the-Wrist" type: throttle, left grip; spark, right grip. Cables enclosed in handlebars. Cable casings covered with leather. Clutch release pedal is equipped with special device for holding clutch disengaged if so desired. Gear shift lever on right side of tank.

Cylinder Lock: Helps prevent theft and requires the key to lock or unlock.

Drive: Helical bevel gears from motor to transmission in constant adjustment, running in oil bath. Final drive 5/8" x 3/8" heavy roller chain. Gear ratios to allow for a "quicker get-away".

Electric System: Electric current for headlight, tail light and horn furnished by an Autolite generator. Ammeter, switch, and lamp now mounted in a stationary instrument panel. Horn button and ignition cut-out button located on handlebars.

Finish: DuPont Dulux enamel paint in 12 color combinations. Indian Red with gold striping standard. Special Indian color combinations optional at extra cost. A chrome package involving 17 separate parts is now available based on orders placed by customers in the past for this type of appearance.

Fork: Indian triple stem type. Wide leaf spring suspension, Indian faced horn, and chromium plated headlight rim on center mounted headlight. Heavy tubing and forgings were used.

Frame: Taller double front down tube with heavy tubing and forgings. The feeling of "sitting in the motorcycle instead of sitting on it" for a more comfortable riding position. A side stand is new.

Ignition: 6-volt battery ignition is available with the distributor mounted on the rear of an Autolite generator is driven by silent timing gears. Magneto ignition is optional instead of standard.

Lubrication: High pressure force feed system distributes oil to all bearings under pressure proportionate to riding speed and needs of motor. Oil pressure gauge on right side of motor base, with oil measuring gauge easily accessible on left side of crankcase.

Motor: Indian 4-cylinder, air-cooled, 2 3/4" bore, 3 1/4" stroke, 77.21 cu. in. piston displacement. 1265cc. Cylinders "F" head type, with inlet over exhaust now have longer cooling fins in the exhaust port area. Inlet manifold with horizontal cooling fins was continued however vertical finning returned at some point during 1934. Cylinder baffles help control oil consumption. Valves, poppet type, intake 1 1/2", exhaust 1 3/8", with 1/4" lift. All inlet valve mechanism enclosed in dust proof bonnets. Crankshaft, five 1 3/8" diameter main bearings. Connecting rods: selected drop-forged steel specially heat treated. Connecting rod bearings bonded to rods. Crankshaft and counter shaft bearings; bronze, babbitt lined, adjustable to take up wear. Crankcase has a center drain. Approx. 30 HP. Gas mileage 40-50 mpg.

Muffler: Aluminum muffler and exhaust manifold in one unit. Tailpipe has less curvature.

Saddle: Saddle rear support bracket and optional lighter tension saddle springs.

Speedometer: Axle driven instead of cogged-wheel driven. Mounting clamps to the frame tube between the tanks. Internally lighted accessory speedometers were available.

Tank: One piece, gasoline only. Streamlined saddle designed tanks. Capacity 3 1/2 gallons. Indian script on the sides of the tank remains smaller.

Transmission: High speed gear with bushing and and counter shaft gear.

Tires: 26" x 4.00" Goodyear or Firestone Balloon.

Weight: 515 pounds.

Wheels: Cadmium plated wire spokes front and rear. Rear wheel secured by three self locking lug nuts and driving pins. More easily removable rear wheel.

Wheelbase: 61"



1934 Indian Four - Owner: George McGuire Photo credit: Elmer Lower

The 1935 *Indian* 435

SPECIFICATIONS

Model: Indian 4 (Series 435), electrically equipped. **Price:** \$418.00 **Serial #'s** DCE101/435101-up

Brakes: Front wheel brake: Indian two-shoe internal expanding brake operated by hand lever with cam-hole oil cover. Rear wheel brake: internal expanding operated by foot pedal on the right side.

Carburetor: Schebler DLX-111 with new float bowl.

Clutch: Nine disc steel type, built into flywheel, running in oil bath. No adjustments required.

Controls: Indian "Twist-of-the-Wrist" type: throttle, left grip; spark, right grip. Cables enclosed in handlebars. Cable casings covered with leather. Clutch release pedal is equipped with special device for holding clutch disengaged if so desired. Gear shift lever on right side of tank.

Cylinder Lock: Helps prevent theft and requires the key to lock or unlock.

Drive: Helical bevel gears from motor to transmission in constant adjustment, running in oil bath. Final drive 5/8" x 3/8" heavy roller chain. Gear ratios to allow for a "quicker get-away".

Electric System: Electric current for headlight, tail light and horn furnished by an Autolite generator. Ammeter, switch, and lamp now mounted in a stationary instrument panel. Horn button and ignition cut-out button located on handlebars.

Finish: DuPont Dulux enamel paint in 12 color combinations. Indian Red with gold striping standard. Special Indian color combinations optional at extra cost. A chrome package involving 17 separate parts is now available based on orders placed by customers in the past for this type of appearance.

Fork: Longer Indian triple stem type. Wide leaf spring suspension, Indian faced horn, and chromium plated headlight rim on center mounted headlight. Heavy tubing and forgings were used.

Frame: Taller double front down tube with heavy tubing and forgings. The feeling of "sitting in the motorcycle instead of sitting on it" for a more comfortable riding position. A side stand is new.

Ignition: 6-volt battery ignition is available with the distributor mounted on the rear of an Autolite generator is driven by silent timing gears Magneto ignition is optional instead of standard.

Lubrication: High pressure force feed system distributes oil to all bearings under pressure proportionate to riding speed and needs of motor. Oil pressure gauge on right side of motor base, with oil measuring gauge easily accessible on left side of crankcase.

Motor: Indian 4-cylinder, air-cooled, 2 3/4" bore, 3 1/4" stroke, 77.21 cu. in. piston displacement. 1265cc. Cylinders "F" head type, with inlet over exhaust now have longer cooling fins in the exhaust port area. Inlet manifold with horizontal cooling fins was continued however vertical finning returned at some point during 1934. Cylinder baffles help control oil consumption. Valves, poppet type, intake 1 1/2", exhaust 1 3/8", with 1/4" lift. All inlet valve mechanism enclosed in dust proof bonnets. Crankshaft, five 1 3/8" diameter main bearings. Connecting rods: selected drop-forged steel specially heat treated. Connecting rod bearings bonded to rods. Crankshaft and counter shaft bearings; bronze, babbitt lined, adjustable to take up wear. Crankcase has a center drain. Approx. 30 HP. Gas mileage 40-50 mpg.

Muffler: Aluminum muffler and exhaust manifold in one unit. Tailpipe has less curvature.

Saddle: Saddle rear support bracket and optional lighter tension saddle springs.

Speedometer: Axle driven instead of cogged-wheel driven. Mounting clamps to the frame tube between the tanks. Internally lighted accessory speedometers were available.

Tank: One piece, gasoline only. Streamlined saddle designed tanks. Capacity 3 1/2 gallons. Indian script on the sides of the tank remains smaller.

Transmission: High speed gear with bushing and counter shaft gear.

Tires: 26" x 4.00" Goodyear or Firestone Balloon.

Weight: 515 pounds.

Wheels: Cadmium plated wire spokes front and rear. Rear wheel secured by six self locking lug nuts and driving pins. More easily removable rear wheel.

Wheelbase: 61"



1935 Indian Four - Owner: George McGuire Photo credit: Elmer Lower

The 1936

Indian

436

SPECIFICATIONS

Model: Indian 4 (Series 436), electrically equipped. **Price:** \$410.00 **Serial #'s** DCF101/436101-up

Brakes: Front wheel and rear wheel brakes, internal expanding type, Total brake area 33.375 square inches. Front brake hand operated, rear brake foot operated.

Camshaft: High lift with rapid valve opening providing high cylinder charging rate with increased power and top speed.

Carburetor: Updraft air valve type, designed to give good economy together with excellent flexibility through-out the speed range. With this carburetor the engine does not tend to stall at idle after hard running. Marvel number 10-1633.

Clutch: Multiple steel disc, operating in oil. Full automatic centrifugal clutch weights lighten pedal pressure and increase clutch efficiency.

Controls: Twist type. Throttle, left grip; spark, right grip. Reversed controls optional.

Cylinders: Cast iron with large angle fins providing exceptional cooling for hard running. High turbulent combustion chamber with 5.00:1 compression ration allowing the use of third grade fuel without detonation.

Drive: Helical bevel gears between motor and transmission. Final drive 3/8" wide x 5/8" pitch roller chain. Gear ratios: Solo 4.17 to 1; Side Car 4.72 to 1.

Electric System: Autolite generator, Willard 6 volt, 24 ampere hour battery outside fill type. Lighted instrument panel.

Exhaust Manifold: Cast iron with large cooling fins to prevent over-heating. Finished in nickel.

Finish: DuPont Dulux, Indian Red standard; a variety of other color combinations optional. Special colors at extra cost.

Fork: Indian triple-stem type. Leaf spring suspension.

Frame: Indian double tube cradle type. Low saddle position. Theft-proof lock in steering head.

Ignition: Battery ignition standard. Autolite distributor in combination with generator. High tension cables enclosed in heat proof tube. Magneto ignition optional at extra cost.

Lubrication: Pressure feed system to all bearings. Visible oil pressure gauge. All oil contained in motor base. Crank case oil capacity, three quarts.

Motor: Four cylinder, air cooled, bore 2 3/4", stroke 3 1/4", 77.21 cu. in., 1265cc displacement. Overhead exhaust valves in individual cases equipped with aluminum bronze valve seats. Provides better exhaust valve cooling due to exposed position of cages. Permits renewal of valve seat as well as guide without replacement of cage. Provides excellent valve spring cooling. Side intake valve permits use of updraft air valve carburetor and aluminum rake type inlet manifold. Incoming gas remains cool through aluminum manifold which is placed away from heat of cylinder. Cool incoming gas through side valve port reduces cylinder temperature. Provides easy gas flow through large unrestricted parts. Removable exhaust valve seats and cages. High lift cam shaft. Lynite pistons. Five bearing crankshaft. New angle fin cylinders. New combustion chamber, high output from standard fuels. Gas mileage 40-50 miles per gallon. Approx. 35 HP.

Muffler: Dual mufflers and exhaust pipes. All chrome plate. Thru valve provided. Exhaust manifold heavily finned and finished in nickel.

Saddle: Side spring compression spring type. Saddle top leather covered rubber cushion on bracket type base. Optional spring weights.

Tank: Two piece covering frame top tube. Quick opening gas petcocks in forward position on both sides. Capacity is 4.6 US gallons of gas.

Transmission: Three speed progressive type. Integral with motor. Semi constant mesh.

Weight: 515 lbs. **Wheelbase:** 61"

Wheels and Tires: Wire wheels - 18" drop center rims. Tires 18" x 4.00" Goodyear or Firestone optional.



1936 Indian Four - Owner: George McGuire

The 1937

Indian

437
SPORT
FOUR

SPECIFICATIONS

Model: Indian 4 (Series 437), electrically equipped.

Price: \$410.00

Serial #'s DCG101/437101-up

Brakes: Front and rear brakes, internal expanding. Front, hand operated; rear, foot operated. Cast brake drums.

Clutch: Multiple steel disc, operating in oil. Full automatic centrifugal clutch weights.

Drive: Helical bevel gears between motor and transmission. Final drive 3/8" wide x 5/8" pitch roller chain. Gear ratios: Solo 4.17 to 1; Side Car 4.72 to 1.

Electric and Ignition System: Autolite generator; Autolite distributor; Willard 6-volt, 24 ampere hour battery, outside fill type. Splitdorf magneto optional at extra cost. Combination tail and stop light standard. Hi-Lo beam headlight with beam control switch on handlebar, standard.

Finish: DuPont Dulux, Indian Red, standard. A new variety of other color combinations optional. Special colors at extra cost. Triple chromium plated gear shift lever, saddle front connection and ignition cable tube.

Fork: Indian triple stem type. Leaf spring suspension.

Frame: Indian double down tube cradle type. Theft proof lock in steering head. Large crown fenders with streamline skirts front and rear.

Lubrication: Pressure feed system to all bearings. Visible oil pressure gauge. All oil contained in motor base. Crank case oil capacity, three quarts.

Motor: Four cylinder, air cooled, bore 2 3/4", stroke 3 1/4", 77.21 cu. in., 1265cc displacement. Overhead exhaust valve. Removable exhaust valve seats and cages. Side inlet valve. Twin aluminum intake manifolds. Dual Zenith carburetors. High lift cam shaft. Lynite pistons. Five bearing crankshaft. Aluminum heads. Approx. 35 HP. Gas mileage 40-50 mpg.

Muffler: Dual chrome plated mufflers and exhaust pipes.

Saddle: Side spring type. Rubber cushioned leather top.

Tank: Main and reserve tanks. Petcocks on both halves. Capacity 4.61 gallons. Easy-on filler caps.

Transmission: Three speed integral with motor. Semi-constant mesh.

Wheelbase: 61"

Wheels and Tires: Wire wheels; interchangeable front, rear and sidecar; 18" drop center rims. Tires 18" x 4.00" Goodyear or Firestone optional.

Weight: 515 lbs.



1937 Indian Four - Owner: Beverly Corsmeier

The 1938

Indian

438

SPECIFICATIONS

Model: Indian 4 (Series 438), electrically equipped.

Price: \$470.00

Serial #'s DCH101/438101-up

Battery: New, large, 29 ampere hour battery made by Willard. The new battery is much more rugged and is the largest motorcycle battery ever adopted by any motorcycle manufacturer.

Carburetor: A single Schebler DLX-113 carburetor unit is employed on the new Indian Four.

Clutch: Improved "free-action" clutch.

Concealed Wiring: In the wiring system, all wires are concealed and terminate at a very convenient wiring block mounted on the rear fender just back of the battery. Snap terminals are used throughout to facilitate connecting and disconnecting of the various lines. All wires are covered with nine coats of repellant insulation.

Fork: Triple stem, leaf spring front fork.

Frame: Double truss frame.

Generator: Available at an additional cost is a new, automatically operating, voltage controlled, generator. This new generator sends more current charging back to the battery when additional electrical units are required. When lights or other equipment is turned off, the same generator sends less current back to the battery to keep it in perfect condition.

Handlebars: Handlebars are new semi-sport in design and more rakish in appearance, the new bars are positioned to fit the rider and to give the maximum comfort obtainable for long hours of riding. Handlebar grips are in grey to match the instruments. A new hi-lo, molded rubber, waterproofed headlight control switch is mounted to the handlebar for finger tip control.

Headlight and Horn Mounting: The position of the headlight and horn on the Indian Four has been redesigned with the headlight being lowered and the horn mounted above. The back cover for the horn is flat. With the light in a lowered position, it provides better lighting at night since the beam is closer to the roadway. As a mounting for the lowered headlight, a pressed metal dust shield has been designed. This shield, in addition to adding to the beauty of the new '38 Four conceals wiring and cables at this point and makes the finished front end much stronger in construction.

Instrument Panel: New streamlined cast aluminum instrument panel that can easily be cleaned. Instruments within the panel include a 120 mile lighted "Corbin" speedometer, new ammeter, and waterproofed locking switch now standard equipment. All instruments have new dials, finished in a neutral gray with bright red figures and indicators. The switch also is finished in a matching tone of gray.

The whole assembly sits into the gas tanks. The panel itself may be lifted by removing only two screws for easy service work. Gas tanks may also be removed without affecting the instrument unit.

Motor: All new Indian 4-cylinder, air-cooled, 2 3/4" bore, 3 1/4" stroke, 77.21 cu. in. piston displacement. 1265cc. Cylinders cast in pairs, removable aluminum heads; fully enclosed and automatically lubricated, enclosed push rods, tappets and rockers that operate more efficiently than ever before and much more quiet than outside valve action mechanisms; overhead intake, side valve exhaust; cam ground pistons with new narrow rings; hi-lift cam shaft; heat controlled inlet manifold that is thermostatically controlled at 350 degrees F to maintain satisfactory intake manifold temperature for top performance and economy. Approx. 40 HP. Gas mileage 40-50 mpg.

Muffler: New silent streamlined muffler.

Saddle: A new saddle with a longer and more comfortable pommel has been designed. This is connected to a new saddle bracket assembly, much more rigid in construction and adjustable to a greater range to fit any riders position.

Stop/Tail Light: In the combination stop-tail light circuit a new waterproof molded switch is used with snap terminal to facilitate service work. The tail light glass is provided with a reflector type spot to comply with State regulations governing reflectors.

Tanks: Larger filler caps.

Wheels: Interchangeable wheels with large rollers with greater bearing capacity, cast brake drums.

Weight: 532 lbs

Wheelbase: 61"



1938 Indian Four - Owner: Rocky Corsmeier

The 1939 *Indian* 439

SPECIFICATIONS

Model: Indian 4 (Series 439), electrically equipped.

Price: \$470.00

Serial #'s DC1101/439101-up

Brakes: Front and rear brakes, internal expanding. Front, hand operated; rear, foot operated. Formed brake linings.

Carburetor: A single Schebler DLX-113 carburetor unit is employed on the new Indian Four.

Clutch: Improved "free-action" clutch.

Drive: Primary drive, helical gears. Final drive 3/8" wide x 5/8" pitch roller chain. Gear ratios: Solo 3.80 to 1; Side Car 4.72 to 1.

Electric and Ignition System: Autolite generator; Willard 6-volt, 29 ampere hour battery. Distributor ignition standard. New Splitdorf magneto ignition available at extra cost. Twin filament headlight with beam control and separate parking bulb; Stop light.

Finish: DuPont Dulux Enamel. Seven colors or combinations optional including plain and metallic enamels. Special colors at extra cost. New tank panel designs. 1939 was the first year for cadmium plating on most pieces instead of nickel.

Fork: Indian triple stem. New soft action, pick-up, leaf spring. Increased spring action.

Frame: Indian double down tube cradle type. Combination rear bumper and lifter handle. Theft proof head lock standard.

Instruments: Corbin 130 mile, lighted speedometer, m ammeter and new switch set-in instrument panel. Tumbler type lock-in switch. Maximum hand speedometer optional at extra cost.

Lubrication: Pressure feed oil pump with visible oil gauge. All oil contained in motor base. Crank case oil capacity, three quarts. Hydraulic chassis lubrication fittings.

Motor: All new Indian 4-cylinder, air-cooled, 2 3/4" bore, 3 1/4" stroke, 77.21 cu. in. piston displacement. 1265cc. Cylinders cast in pairs, removable aluminum heads; fully enclosed and automatically lubricated, enclosed push rods, tappets and rockers that operate more efficiently than ever before and much more quiet than outside valve action mechanisms; overhead intake, side valve exhaust; cam ground pistons with new narrow rings; hi-lift cam shaft; heat controlled inlet manifold that is thermostatically controlled at 350 degrees F to maintain satisfactory intake manifold temperature for top performance and economy. Approx. 40 HP. Gas mileage 40-50 mpg.

Saddle: Side spring type. Large rubber cushioned leather top.

Tank: Main and reserve tanks. Capacity 4.2 gallons. Filler caps with automatic valve.

Transmission: Three speed.

Wheels and Tires: Wire wheels; interchangeable front, rear and sidecar; 18" drop center rims. Tires 18" x 4.00" Goodyear or Firestone optional.

Weight: 532 lbs

Wheelbase: 61"



1939 Indian Four - Owner: Marv Niese

The 1940 *Indian* 440

SPECIFICATIONS

Motor: Four cylinder, air-cooled, high compression. Bore 2 3/4", stroke 3 1/4", 77.21 cubic inch, 1265cc 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. Approx. 40 HP. Gas mileage 40-50 mpg.

Serial #'s DDO101/440101-up.

Price: \$460.00

Carburetor: Linkert/Schebler DLX-124.

Clutch: Multiple disc, operating in oil.

Transmission: Three speed.

Drive: Primary drive, helical gears. Final drive, 5/8" pitch, 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: Autolite generator, new Indian 6-volt, 29 ampere hour battery, outside fill type with "Fill-Rite" vents. Distributor ignition standard, Splitdorf magneto ignition available at extra cost. Twin filament headlight with beam control and separate parking bulb. New streamline horn face with "Indian" (back cover is still flat). New fuse block. Stop light.

Instruments: Corbin 130 mile, lighted speedometer, ammeter and switch set in instrument panel. Tumbler type lock-in switch. Maximum hand or electric stop hand 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 and new rounded top chrome trim and chrome running light on front fender.

Tanks: Main and reserve tanks. Capacity 4.2 gallons of gasoline. Chrome tear-drop tank insignia.

Finish: DuPont Dulux enamel. Six colors optional.

Muffler: All chrome silent muffler. Extended muffler tail pipe.

Saddle: New spring seat post. Large "Airtex" rubber cushioned saddle. Leather top.

Footboards: New automotive type bonded rubber and steel footboards.

Wheels and Tires: Interchangeable wire wheels. 18" drop center rims. 18" x 4.50" Goodyear or Firestone tires optional.

Wheelbase: 62"

Weight: 568 lbs.

Many changes from the 1939 model include a new fork and fork shield, frame head angle, fork links, frame (stronger and neater with all black finish on frame and fork), lower saddle position, new carburetor with larger float and air cleaner fully enclosed, wiring system, water-proof fuse block, handle-bar dimmer switch, battery mounting, footboard position, molded rubber starting pedal, concealed speedometer cable, front brake cable angle, chain guard (conceals the chain), more compact tool box, luggage carrier, heavier tire treads. The new saddle along with the new seat post, leaf spring fork and two rear shock units make up the Indian "5-point" ride of comfort. "A new sensation in riding comfort and pride of ownership awaits you...".



1940 Indian Four - Owner: Brian Scharff

The 1941 *Indian* 441

SPECIFICATIONS

Motor: Four cylinder, air-cooled, high compression. Bore 2 3/4", stroke 3 1/4", 77.21 cubic inch, 1265cc 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. Approx. 40 HP. Gas mileage 40-50 mpg.

Serial #'s: DDA101/441101-up.

Price: \$460.00

Clutch: Larger multiple disc, operating in oil.

Transmission: Three speed.

Drive: Primary drive, helical gears. Final drive, 5/8" pitch, 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, Indian 29 ampere hour battery, outside fill type with "Fill-Rite" vents. Distributor ignition standard, Splitdorf magneto ignition available at extra cost. New all chrome "Sealed Beam" headlight with General Electric all glass unit. Parking light on front fender. New streamline horn (rounded on the back), and fuse block. Stop light.

Instruments: Corbin 110 mile, lighted speedometer, ammeter and switch set in instrument panel. Tumbler type lock-in switch. Maximum hand or electric stop hand speedometer optional at extra cost.

Frame: Indian double action 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 and new chrome trim.

Tanks: Main and reserve tanks. Capacity 4.2 gallons of gasoline. Chrome tear-drop tank insignia. Later year '41's have trim strips in front of and behind the tank insignia's.

Finish: DuPont Dulux enamel. Three standard colors. Two-tone colors available at extra cost.

Muffler: All chrome silent muffler. Extended muffler tail pipe.

Saddle: Seat post type. Softer spring action. Large "Airtex" rubber cushioned saddle. Leather top.

Footboards: Bonded rubber on steel footboards and kick starter pedal.

Wheels and Tires: Interchangeable wire wheels. 18" drop center rims. 18" x 4.50" Goodyear or Firestone tires. 16" x 5.00" tires optional at extra cost.

Wheelbase: 62"

Weight: 568 lbs.

Other notable changes from the 1940 model include a **new valve guide design** with tighter tolerances to reduce wear, allows quieter operation, better performance, and longer valve guide life. A **new Indian/Linkert carburetor** M441 for improved acceleration using scientifically compensated jets to insure a "perfect" combustible mixture at all speeds from idling to wide open throttle. This offers not only better mileage per gallon but increased performance as well. New soft rubber, smaller diameter, palm fitting **handlebar grips**, reduce grip fatigue, help prevent slipping, and offer better control. A newly designed, sealed **tool box** offers larger capacity and has been mounted vertically on the left side of the rear fender just ahead of the rear spring frame assembly. The **new front fender design** now widens slightly (1/4" per side) just below the fender trim. The **new fender trim** is now a flat-surfaced chromium molding that offsets and accentuates the streamlined grace and adds to the overall cleanliness of the lines .

New colors and combinations have been added including a luxurious Black, Brilliant Red, and Seafoam Blue.



1941 Indian Four - Owner: Rob Ware

The 1942 *Indian* 442

SPECIFICATIONS

Motor: Four cylinder, air-cooled, high compression. Bore 2 3/4", stroke 3 1/4", 77.21 cubic inch, 1265cc 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. Approx. 40 HP. Gas mileage 40-50 mpg.

Serial #'s: DDB101/442101-up.

Price: \$490.00

Clutch: Larger multiple disc, operating in oil.

Transmission: Three speed.

Drive: Primary drive, helical gears. Final drive, 5/8" pitch, 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, Indian 29 ampere hour battery, outside fill type with "Fill-Rite" vents. Distributor ignition standard, Splitdorf magneto ignition available at extra cost. New all chrome "Sealed Beam" headlight with General Electric all glass unit. Parking light on front fender. New streamline horn (rounded on the back), and fuse block. Stop light.

Instruments: Corbin 110 mile, lighted speedometer, ammeter and switch set in instrument panel. Tumbler type lock-in switch. Maximum hand or electric stop hand speedometer optional at extra cost.

Frame: Indian double action 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 and chrome trim.

Tanks: Main and reserve tanks. Capacity 4.2 gallons of gasoline. Chrome tear-drop tank insignia with trim strips in front of and behind the tank insignia's.

Finish: DuPont Dulux enamel. Three standard colors. Two-tone colors available at extra cost.

Muffler: All chrome silent muffler. Extended muffler tail pipe.

Saddle: Seat post type. Softer spring action. Large "Airtex" rubber cushioned saddle. Leather top.

Footboards: Bonded rubber and steel footboards and kick starter pedal.

Wheels and Tires: Interchangeable wire wheels. 18" drop center rims. 18" x 4.50" Goodyear or Firestone tires. 16" x 5.00" tires optional at extra cost.

Wheelbase: 62"

Weight: 568 lbs.

No real notable changes from the 1941 model - Valve guide design with tighter tolerances to reduce wear, allows quieter operation, better performance, and longer valve guide life. **Indian/Linkert carburetor** M441 for improved acceleration using scientifically compensated jets to insure a "perfect" combustible mixture at all speeds from idling to wide open throttle. This offers not only better mileage per gallon but increased performance as well. Soft rubber, smaller diameter, palm fitting **handlebar grips**, reduce grip fatigue, help prevent slipping, and offer better control. Sealed **tool box** offers larger capacity and has been mounted vertically on the left side of the rear fender just ahead of the rear spring frame assembly. The **front fender** remains slightly wider (1/4" per side) just below the fender trim. The **fender trim** is a flat-surfaced chromium molding that offsets and accentuates the streamlined grace and adds to the overall cleanliness of the lines .

Colors and combinations include a luxurious Black, Brilliant Red, and Seafoam Blue.

Indian head tank emblems with trim strips.



1942 Indian Four - Owner: Lonnie Chastain Photo credit to: Jessi Motley (Lonnie's granddaughter)

More from our 60th year celebration in Tiffin!









For Sale/Wanted to Buy & Services

For Sale: Complete pair of rear Shocks for 1940 -1941 Indian 4 cylinder or Chief used, buyer pays Shipping. \$600 Drew Anderson SD (605) 201-3407 email: dande042@gmail.com

For Sale: 1932-1935 and 1938-1942 exhaust manifolds is now \$750.00. I had to use a different foundry for the castings and the costs are more. The aluminum manifolds are still \$475.00. Tom Wilcock - manifolds - castings - (905) 263-2557 or twilcock@hotmail.ca

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

For Sale: Longer side stand leg's and a stronger return spring. The legs are for 1932-39 Indian 4 Cylinders only. The leg is \$ 80.00 and spring is \$ 8.00 plus shipping. All parts are repro. Contact: Wally Krzyzanowski (574) 896-2695 or email: wjkindian@hughes.net

For Sale: 1940-45 Chief and 4 cylinder #42596 rear shock upper springs 2 for \$ 20.00. And 1946-53 chief # 809015 rear shock upper springs 2 for \$ 20.00 plus shipping. All parts are repro. Contact: Wally Krzyzanowski (574) 896-2695 or email: wjkindian@hughes.net

For Sale: Complete rebuilt generator and distributor including generator mounting bracket, a new correct drive bushing and coupler. Fits 1938 to 1942. Pictures and spec's available by email. Contact: Myke Staton email: mykemoto@outlook.com

For Sale: 1930-1936 Indian 4 cylinder Simms magneto freshly rebuilt by Marks. Contact: Mike Tillotson, Omaha, NE (402) 453-8185

For Sale: Bikes pictured below. Call or email Robin Markey for more information (more pictures available by email) Call (717) 938-2556 or email: bobsindiansales@aol.com

1957/58 Indian Enfield Trailblazer - Very Complete - asking \$6,500

1950 Chief Barn Find - asking \$20,000



For Sale: 41 Indian 4 matching numbers, shows 16,000 miles. Running. \$74,000. Blair Duncan Dillsburg, Pa. Email: Blabonrt@gmail.com or (717) 796-9755 please leave a message & call back number.

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For Sale:

1937 Jr Scout 30.50 with matching numbers mostly all complete but needs a transmission.

1941 45 c.i. SPORT SCOUT with matching numbers.

These have been stored for over 25 years and need a few parts and to be restored.

1976 CHANG with side car brought back from Vietnam, has been stored for 3 years.

1935 Indian motor.

RARE 1909 & 1911 single cylinder Indian motor complete.

1929 v twin Indian motor,

1928 v twin Harley motor.

Several carburetors.

One side car with hardware not sure what year it fits.

Several small parts for Indians in 30's & 40's.

COUPLE SETS of Indian fenders one full set and a smaller set.

New pair of knucklehead tanks with the side shifter and emblem & trim, new in box,

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Contact: RJ Warren (425) 327-4818 email: w454rj@yahoo.com



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**For more information
email Jim Walther indianfourrider@yahoo.com**

For Sale: 1940 Indian Chief, 74 cubic inch, correct matching numbers on engine and frame (pictures of numbers upon request). I believe this was a police bike as it has the shifter on the left side coming out of the transmission, incorrect seat and headlight. Starts and runs very well. Speedometer is in kilometers not MPH. Please call or text with any questions. Joe Mangelos (209) 614-0456 or email: joe@barnwoodarms.net.



For Sale: 1935 Indian 4 basket case. Contact: Steve Geiger (646) 645-1582 email: s_geiger@earthlink.net

For Sale/Trade: Two Pierce 4 cylinder engines 1909 and 1910, or will trade either for front spring fork (larger spring) for a 1912 Pierce 4 cylinder motorcycle. Contact: Steve Geiger (646) 645-1582 email: s_geiger@earthlink.net

Wanted: Looking for a 438 and up running bike. Anybody bringing a bike to the meet to sell? Thanks. Brian Scharff (419) 722-3720 or email: brianscharff62@gmail.com

Wanted: New Jersey license plates, 1918, 1929, 1938, any condition considered. Also looking for an original, correct horn for a 1929 Indian 402. Sean. Call or text (973) 652-9794 or email: thefatmanllc@yahoo.com

Wanted: New member hoping to purchase my first 4 cylinder. I am looking for a 40 – 42 Indian 4. If anyone has one for sale or knows of one that might be coming up for sale. Contact: Bruce Coutant at (309) 737-9627 email: bwcoutant@frontier.com

Wanted: Correct amp meter, speedo, carb, horn and headlamp for 38 Indian four. Please call or text John Coombs (724) 888-6517 or email: jcoombs1957@gmail.com

For Sale: Replica Autolite for Distributor Fours made in Australia. It is actually a 12v 14A alternator that features a built in solid state regulator rectifier. We can also supply the dummy cutout as shown in the picture. It bolts right up to the existing brackets the only thing you need to do it run an extra wire to a switched pole on the ignition switch to excite the regulator. The charging parts are Nippon-Denso and we have been using them to make alternators for Chiefs and Scouts for nearly 4 years with great success. The price is \$1795 AUD (approx \$1350 USD) postage is around \$75.

Contact: Mark Barthelmie email: sales@zorros.net.au www.crazyhorseindian.com



For Sale: Indian Sweetheart Sidecar. All hardware and mountings included. As seen in photos, all correct hardware. Serial number DSG1004. Only a few known to be around. Best Offer. Any Questions please call (201) 704-6679. Jimmy Sabino



Wanted: Good day fellow Indian collectors. I am on the hunt for a 1928-1931 Indian 4 cylinder motorcycle to purchase. I would like to rebuild the bike myself but would consider an older restoration. I would be honored to be the next caretaker if your considering selling your bike. Thanks for your consideration. Call Wayne at 306-221-7835 or email: halaburawayne@gmail.com

Wanted: Looking to purchase a 1928-1931 Indian 4 Cylinder motorcycle. Would prefer a project bike but would consider an older restoration that may need to be rebuilt. Please call Wayne at (306) 221-7835 or email: halaburawayne@gmail.com

I would be honored to be the next caretaker if you may be considering selling your bike. Thank you for your consideration.

Wanted: Indian Four Gas Tanks for I have always trouble with my 1940 original tanks, I think about to build a pair of tanks by myself, welded, not soldered. So I need a pair of tanks as sample. The shape of the tanks is no matter, they could be rusty, leaking, damaged and so on, I just need them as a sample. So I don't want to spend much money, nevertheless I pay naturally for handling and shipping. Would be nice if you have a look in your shed or your garage. You can send your offer by email to: superbrain.peter@web.de Greetings from Old Germany, Peter Beckert.

Wanted: Good heads for '34, '35 Sport Scout with decent fins. Have many Indian parts to trade (nothing before 1930) or pay cash. jackwoolum@earthlink.net

Wanted: 401-402 Gear Shifter lever (part # AA2330X) - any condition - Contact: Bret Yeager email: coryangee@comcast.net

Wanted: 1928-1929 Headlight - original (not repro) - any condition - Contact: Bret Yeager email: coryangee@comcast.net

Wanted: Corbin speedo for a 1938 Indian Four. I believe that model should have a trip meter as well as the mileage. Contact: Russell Ellis 0418 823733 email: russell@sturtstumpcutters.com.au

Wanted:

1929, 1936, & 1937 Washington state Motorcycle License Plates.

1940 Indian 4 frame and any other parts.

Front and rear crash bars for a 1929 Indian 4.

Contact: Rj Warren (425) 327-4818 email: w454rj@yahoo.com

Wanted: I am looking for a 1930-1935 Indian for sale. Thank you, Jimmy Sabino (201) 704-6679 email: jimmysabino62@gmail.com

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

Wanted: I am looking for a front fender for a 1941 Indian Four, please call or text Joe Mangelos at (209) 614-0456 email: joe@barnwoodarms.net

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

Wanted: Complete Indian steering damper for 38 to 42 leaf spring front end.

Contact Bruce at email: bwcoutant@frontier.com or (309) 737-9627

Wanted: Dupont Indian Paint Charts for Indian 4 Cylinders from 1929 through 1942 models. Need Dupont paint code for Chinese Red, Indian Orange, Indian Cream, and other Indian paints. Drew Anderson, Canton, SD (605) 201-3407 or email: dande042@gmail.com.

Hit out
ON ALL FOUR

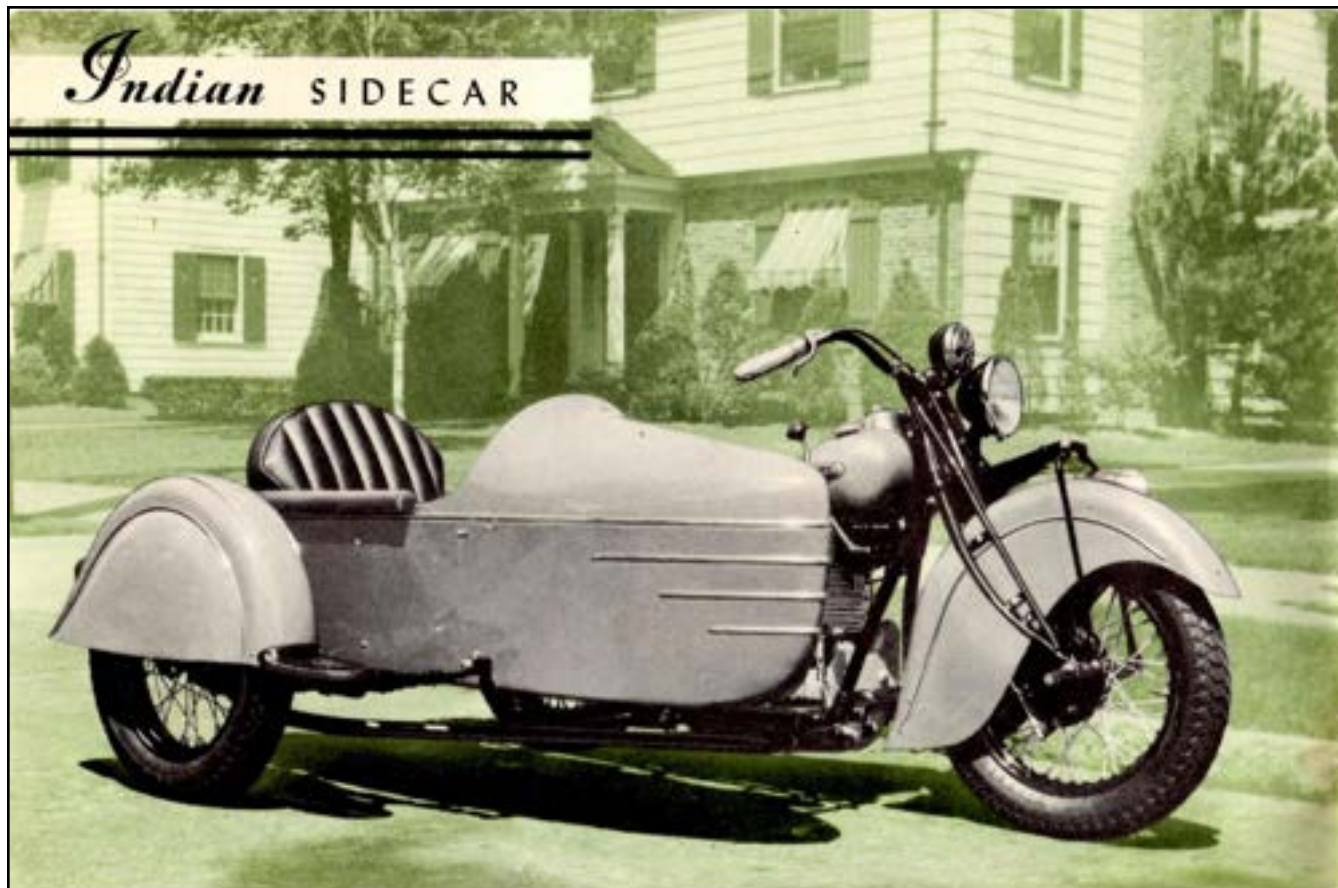


For 1930



an
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Indian SIDECAR



Member Roster Fall 2021

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1084	Machycek	John & Lawanna	AR	lawanna19@yahoo.com	501-888-4435
1233	Nocella	Christopher	AZ	cnocella41@gmail.com	520-349-0544
1358	Adams	Steve	CA	ptesapa16@gmail.com	530-462-4695
423	Engle	Al	CA		559-688-8844
1310	Feinsod	Doug	CA	irawlsky@cruz10.com	931-588-7975
1212	Gass	Greg	CA	greg@bermingham.com	562-860-1600
1207	Horner	Craig	CA	sunvalley1986@gmail.com	
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1131	Hillison	Jim	IL	ind49@mtco.com	815-260-9424
992	Kannry	Bruce	IL	brucek@invisia.com	
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Member Roster Fall 2021

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930	Crafton	Drew	IN	craftonda@aol.com	317-965-0541
38	Davies	LaVera	IN		812-877-9331
990	Davies	Roy	IN	retiredsfcroy@yahoo.com	812-239-5952
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980	Skarp, Jr	Don	MA	dskarp@trailersofnewengland.com	413-374-9152
1160	Stevens	Bob (Nelson)	MA	bstevens479@comcast.net	978-319-2865
548	Dallam	Dave	MD	daved@zoominternet.net	410-937-4107
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1175	Burke	Michael	MI	ch300f@gmail.com	517-441-4140
1003	Cooper	John	MI	nohenry@comcast.net	616-897-5091
1362	Coyne	Mark	MI	mark.k.coyne@gmail.com	989-330-7053
524	Cronin	Dan	MI	adcronin@mi.rr.com	248-761-2673
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746	Huyck	Jeff	MI	Jeff.Huyck@me.com	616-723-1552
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Member Roster Fall 2021

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693	Sink	Pete	NC	Indnpete37@gmail.com	828-459-7978
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929	Bales	Roger	OH	Lilchief47@msn.com	419-217-1134
1047	Berry	Ken	OH	kwb1946@yahoo.com	419-562-4375
1186	Blaha	Joe	OH	JJIndian567@gmail.com	440-862-0543
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598	Bucco	Dave	OH	daves44zero@yahoo.com	330-326-2841
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1342	Cozens	James	OH	cozens@windstream.net	
1302	Deckling	Donnie	OH	ddeckling@yahoo.com	419-674-9382
1092	Ehemann	Gene	OH	gehemann@nktelco.net	
1066	Fogarty	Mark	OH	markfogarty2277@gmail.com	440-591-8840
1204	Francy	Clark	OH	clarkthespark@yahoo.com	740-219-9164
1378	Hammerschmidt	Jeff	OH		440-552-3100

Member Roster Fall 2021

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566	Horse	Black	OH		419-204-7668
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961	McCormick	Evan	OH	earlycycles@yahoo.com	937-348-2880
1045	McLemore	Jim	OH	cmclmore1@aol.com	440-823-1466
170	Miller	Kris	OH	Miller4frame@woh.rr.com	
361	Myers	Gary	OH	gary.myers47@yahoo.com	419-278-1353
1300	Negelspach	Noel E.	OH	nnegelspach@gmail.com	419-229-3892
880	Niese	Marv	OH	MarvNiese@gmail.com	419-348-4121
1372	Perl	Gary	OH	GPCycleSpecialties@gmail.com	419-238-1776
1118	Rosenberg	Frank	OH	truckit2u@sbcglobal.net	
791	Scharff	Brian & Deb	OH	FortyHD@aol.com	419-722-7427
1252	Simmons	Chief	OH		330-990-7465
940	Slovak	Marty	OH	mdavelder@aol.com	419-460-1695
1295	Smith	Tamara	OH	indianchiefvnitage@hotmail.com	513-830-4691
1244	Steelman	John	OH	john@protech-electric.com	937-673-7640
890	Stewart	Jeff	OH	stewart_id@towerautomotive.com	
1271	Stoner	Dale	OH	DaleStoner@gmail.com	419-682-5272
1338	Swigart	Thom	OH	THOMAHAWK1901@gmail.com	419-467-6486
1263	Thomas	Ron	OH	Rthomas@heatffs.com	614-205-7942
411	Uhl	David & Cathy	OH	dvduhl@aol.com	740-692-9526
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1273	Ware	Rob & Leah	OH	VF750@aol.com	216-509-5389
1367	Warfel	Dan	OH	danwarfeld62@gmail.com	
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1195	Cooper	Christopher	OK	chris.minicooper13@gmail.com	405-397-3641
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Member Roster Fall 2021

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1292	Whittaker	Bobby	SD	bobbyw@gatewayautoplex.com	605-440-1172
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1197	Davis, Jr	James	TN	airportdavis@earthlink.net	423-745-7308
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278	Thierer	John W.	TN	jindian1@yahoo.com	309-635-1587
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680	Fox	Gary	TX		817-481-1672
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1262	Terretta	Darryl	VA	southernautosales@att.net	804-458-7976
1260	Smith	Dave	VT	dave@phonesmith.net	
209	Bombard	Richard	WA	rebombard@comcast.net	253-802-1325
1322	Davidson	Ian	WA	dvdnsi@aol.com	
892	Holzerland	David	WA	Dave34Ford@aol.com	425-239-6329
1355	Warren	RJ	WA	w454rj@yahoo.com	425-327-4818
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466	Walther	Jim	WV	indianfourrider@yahoo.com	304-552-2152

From the Editor: The published roster is composed of those who gave permission to be included in the list you will see in the newsletters and magazine. Some listed have chosen to exclude their phone number or email address. If you would like to be added to this list for future publications please email us at membershipindian4club@gmail.com. The numbers shown on the map below are representative of our full membership at the time of publication.

Thank you to Jeff Huyck for his help in taking and providing photos of the meet! Your help is always appreciated and not often enough recognized.

If you have any information and/or pictures that you would like to submit for an article, or if you have an article put together to share, please send those to the editor at indian4cylinderclubeditor@gmail.com. Thank you to everyone who has participated over the past couple of years. Your assistance has helped build and make our publications much more interesting. If you feel you have information to offer, but would like some assistance in putting something together, please don't hesitate to contact us. We will be happy to work with you! Here's to a safe and happy holiday season to all!! Tracy Woodall

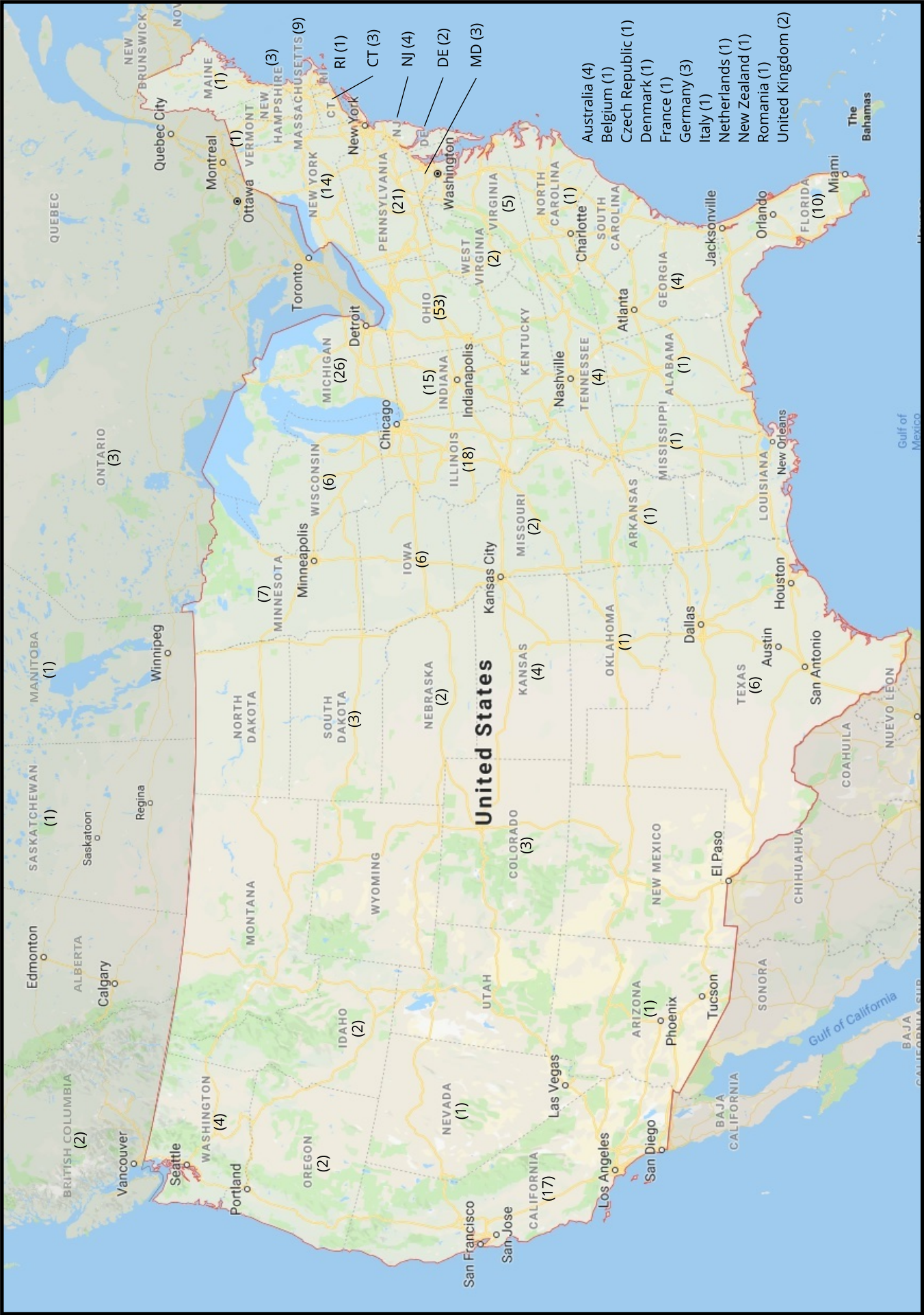
Our Members from Around the Globe Fall 2021

1316	Barthelmie	Mark	Australia	markbarthelmie@hotmail.com	61-4-6622-9747
1149	Dunne	Billy	Australia	bilydunn@bigpond.net.au	61-2-9489-8683
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393	Demeyere	Martin	Belgium	katy.vanblaere@telenet.be	
816	Drociuk	Joe	Canada	indfour@hotmail.com	250-758-3468
1376	Duncan	McIntosh	Canada	duncan.m.macintosh@gmail.com	
1330	Halabura	Wayne	Canada	w.halabura@sasktel.net	306-221-7835
981	Prichard	David	Canada	davidjaguars100@gmail.com	480-816-9088
1312	Smith	Stewart	Canada	info@turtlebaymarina.com	250-801-8437
1256	Staton	Myke	Canada	mykes47@gmail.com	613-240-3781
115	Wilcock	Tom G.	Canada	twilcock@hotmail.ca	905-263-2557
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1185	Beckert	Peter	Germany	superbrain.peter@web.de	
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1121	Berry	Tim	UK	indian344@gmail.com	
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**Make plans early to attend the 2022
Indian Four Cylinder Club Meet at the
Seneca County Fairgrounds in Tiffin,
Ohio, August 11th - 14th!**

**Some would say that's right
around the corner!**

**Watch for more information regarding hotel reservations
and camping in the 2022 Spring Newsletter.**



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

Indian  **FOUR
CYLINDER NEWS**

5958 Shallow Creek Drive
Milford, Ohio 45150

From the

Indian 4 Club

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2021

*Of Celebrating the American Made
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