

2021 Summer Newsletter

Published by the Indian Four Cylinder Club, for it's members
Volume 56, Number 2

Indian 4 Club

"America's Most Beautiful Motorcycles"



1961

2021

*Of Celebrating the American Made
Four-Cylinder Motorcycle*



Indian 4 Club

“America’s Most Beautiful Motorcycles”

2021 Summer Newsletter, Volume 56, Number 2

Table of Contents:

A Note from the President - Jim Walther.....	Page 3
The Treasurer's Report - Beverly Corsmeier.....	Page 4
Minutes of the Indian Four Cylinder Club Meeting April 23rd 2021.....	Page 5
2021 Indian Four Club Meet Agenda	Page 6
Indian Motorcycle History - by Rob Ware.....	Pages 7 - 9
Motorcycle Memories - by A. L. Strobel.....	Pages 10 - 13
From Cycle Magazine January 1955 - shared by Rob Sigond.....	Pages 14 - 17
For Sale/Wanted & Services.....	Pages 18 - 23 & 29
New Club Merchandise.....	Page 24
Current 2021 Club Roster.....	Pages 25 - 30
Putting Our Club on the Map.....	Page 31

Front cover: 2021 marks the Indian Four Cylinder Club's 60th year of celebrating the American made four-cylinder motorcycle. A few shots taken at meets from the past.

A Note from the President



Hopefully everyone has already gotten the word that, due to circumstances completely beyond our control, ***the dates for the 60th Anniversary Meet have been moved up – one week earlier – August 5-8, 2021, at the Seneca County Fairgrounds, Tiffin, Ohio.*** On behalf of the Board, please accept my apology if you are only now learning of this change. (What this probably means is that we don't have accurate contact information for you!) I know this has been a major inconvenience, especially for those with full schedules and those traveling long distances. As I said, this was totally the fault of the Fair Board. Everyone on our end did everything we were supposed to do. We know this change means that some will not be able to join us. We deeply regret this and assure you that steps are being taken by your Board to minimize the chances of this happening again. Full stop. Almost...

Thanks to a Herculean effort by members of the Board, all of the arrangements for the Meet are in place. We will have a large tent, table and chairs; food will be on site like last year. We will have games, a road run and judging – with special 60th Anniversary trophies! It is shaping up to be an epic gathering. *Everyone's safety is our top priority, so we will follow whatever Covid 19 protocols Ohio has in place at the time of the meet.* This remains a fluid situation so come prepared to be flexible and to respect the decisions others make.

If you're on Facebook you know that there will be new Club merchandise for sale this year – hats, pocket T-shirts, polos, denim shirts, hoodies – all embroidered with the classic 4 Club logo. These are the items we know about. There may be more...

Now it's off to the recycling center for me to free up some space in the garage! Then I hope to be able to take advantage of a gorgeous day and put a few miles on the 4. I am very much looking forward to seeing folks at the meet and to be astonished by what's been done since last we met under the oaks. Until then, ride when you can, wrench if you must, have fun and be safe!

Treasurer's Report June 30, 2021

Please note financial statements are sent monthly to the Indian 4 Club Board.

Bank balance as of March 5, 2021: \$9,227.53

Expenses March-June 30th:

Spring Publication including postage: (\$1,480.48)

Hostgator for website: (\$22.36)

Postage ie: shirts, additional magazines (\$45.60)

April:Hostgator for website: (\$22.36)

Foreign postage bill from printing company: (\$118.93)

Postage ie: shirts, additional magazines (\$77.72)

May: Postcards to membership for change of Annual Meet date: (\$328.21)

Hostgator for website: (\$22.36)

Foreign postage postcards: (\$50.85)

Postage ie: shirts, additional magazines: (\$9.60)

June to-date:Hostgator for website: (\$22.36)

Postage ie: shirts, additional magazines: (\$8.85)

Deposit to Seneca County Fairgrounds: (\$100)

Deposit to TJ Willy's for Banquet Room 8/5/21 6pm: (\$50)

Bank Balance as of June 30, 2021: \$9,728.96

Estimated Summer Publication Printing/Postage cost: (\$1,560.20)

33 members who have not paid their 2021 dues

7 Lifetime Members (This status is awarded by nomination and vote at the annual meeting. It is reserved for long time members that have contributed to the club)

257 Paid memberships to-date (218 paid for 2021; 20 through 2022; 19 through 2023)

8 T-Shirts have been sold through our website @\$25 each since March report

Submitted by:

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 now \$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** and it is preferred that you **do not wait until the Annual Meet** to pay them.

Minutes of the Indian 4 Cylinder Club Board Meeting April 23rd 2021

Meeting at Oley, PA was called to order by Jim Walther at 5:03 PM EST

Board Members: *(Quorum Present)*

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

Treasurer's Report:

Treasury balance is \$9490.05. Cost of larger tent rental for the 60th will be \$450. Using the Food truck again for lunch and the banquet saves club substantial money of unused extra headcount when preordering banquet meals.

New Business:

- Motion to move the meet one week earlier due to Fair Board scheduling flea market on the second weekend in August. Accepted. Fair Board does not accept deposits and does not schedule until the beginning of the year. Flea market gets preference as a larger money maker.
- Motion to have Elmer L. form a working group to explore location options other than Tiffin. Accepted. Sandusky County does not allow camping on grounds.
- Road run restricted to 1961 and older machines. Accepted.

Discussion:

- Jim W. to meet with the Seneca Co. Fair Board to see if they can provide assurance of our chosen meet dates in the future.
- Beverly C. to ask if Leah Ware would coordinate AMA paperwork for the meet.
- Black Horse to coordinate the Field Games
- Jim W. to obtain cost of club merchandise; caps, denim, polo, Henley, and pocket T shirts by May 15th.
- Need a Road Run Captain who is familiar with the local area.
- Tangible 1st place trophies provided for the 60th ; Accepted. 2nd and 3rd Place certificates. Consider a 100 point system w/ Winners Circle in future years.

Adjournment: Meeting adjourned at 5:28 PM

Indian 4 Club Annual Meet Agenda – Thursday, August 5th – Sunday, August 9th

HOTELS:

Hampton Inn - 2492 South State Route 231, Tiffin, OH 44883 (419) 443-5300

Holiday Inn Express – 78 Shaffer Park Drive, Tiffin, OH 44883 (419) 443-5100

CAMPING AT THE FAIRGROUNDS \$20 per night with electric hookup, \$10 no electric. Showers on-site. Please pay at the table in the barn where the club merchandise is.

MembershipIndian4Club@gmail.com or text/call my cell (513) 623-7756

WEEKEND AGENDA

Thursday 6:00 pm – TJ Willey's - 738 W Market St, Tiffin, OH 44883. This is in the shopping center on the main drag just blocks from the fairgrounds. A fun place to meet up and have dinner for those who arrive early. We have the banquet room reserved and will have a limited menu.

Friday morning - tent is set up at the Seneca County Fairgrounds and members begin to roll-in.

Tent includes table and chairs so you don't have to drag these with you to the meet.

The day is spent visiting, helping roll machines out of trailers, a few vendors and trading/selling of parts by various members.

Friday evening - Pizza (including gluten free), soft drinks/water are served at the fairgrounds so all members can continue to just enjoy themselves and hangout in the barn for the evening. If you haven't experienced this yet, I promise you won't be disappointed! A lot of antique little beauties with grown men (and women) taking pictures, laying on the floor looking at the bikes from all angles, crowds around the "newest barn finds" – possibly a group working on breathing life back into one of them and the sounds of an engine running for the first time in many years. This is a hand's on - river of knowledge. The evening can go well after midnight.

Bikes are locked up and under guard in the barn!

Saturday morning – Most members eat breakfast at their hotel and then head to the fairgrounds around 8:30 am.

Countryside tour on the bikes – leaves 9:30 (you will want to make sure you have gas) Ride lasts around 2 hours.

Saturday Noon – 5:00 pm

Food truck will be on-site for you to get your lunch.

Judging of bikes – Serious judging and some fun stuff.

Field Games to follow Judging.

Saturday – 5:00 pm

Local Food Truck, Awards & Banquet/Very short Business Meeting held under the tent.

Back to the Barn for our last evening together until next year!

Sunday morning - Everyone packs up and heads home.

We have approximately 30 members who have not yet paid their dues. Please remember these are due in January and not at the Tiffin Meet. Yearly dues collected help to set the budget for our August Meet. We of course will be happy to take dues payments at the meet but I will continue to push for these to be paid in January!!

Indian Motorcycle History by Rob Ware

History. The story of what took place in the past. Every story has a beginning. A starting point. Indian Motorcycle has a beginning. Books have been written about Indians beginning. However, this article is about a different beginning. It is about how I became interested in Indian Motorcycles. But this story is not about me. (Thank goodness, right?) It is about a young man who was so taken by the advent of the motorcycle that he became a small part of the story.

Curvin Luther Rhinehart was born Nov 5, 1890 in York Pennsylvania. Unfortunately much of Curvin's early life has been lost except what I have been able to find on Ancestry.com and piecing together tidbits left to me. Imagine approaching your teens and seeing the advent of the motorcycle. Witnessing the start of two wheeled, motorized transportation. Seeing that two wheeled mechanical beast or hearing one run for the first time.

The U.S. Census records show Curvin was in York, PA in 1920, but by 1930 he had moved to Cleveland, Ohio. In 1930 he was married and had one child and was working in the printing business. Eventually he would divorce for reasons I am not aware, and eventually married my Grandmother who had divorced my Maternal Grandfather several years before. My memories of him are of a kind, mild mannered, soft spoken man who was not much taller than my 5 foot tall Grandmother, and would be considered rail thin.

So how do I know he was involved in motorcycling? As a much younger man, I knew him as Grandpa Riney. He would frequently mention motorcycles, and in particular Indians. This is where we were educated as to his once having a shop and some of his riding adventures around York. Most visits with him resulted in the sneaking of Motorcyclist and Cycle World magazines to my brother and I as my parents were not enthusiastic about motorcycles. Sometimes we managed to smuggle these magazines all the way home and into our bedroom. Other times the parental police intercepted the contraband to never be seen again. Each visit also ended in the distribution of whatever change he had in his pocket to the three of us Kids. I think it was my brother that at one point mentioned it was funny that he always had the exact same amount in coins for each of us. I think back sometimes that the coins were a diversion to aid in the distribution of the magazines. As you can see, my parents best efforts didn't prevent me from entering the world of motorcycles. (My wife has been a big factor in my corruption)

Unfortunately, Curvin passed away in 1979 before I reached adulthood. All I had were the stories we were told of him being part owner in a dealership and that he was a rider. Years later when my grandmother passed away, amongst her belongings was a small wooden box. Within this box we found the pictured items which are a dealership branded screwdriver, Christmas card, a few pins, a ring that he wore made for him by a friend out of an Indian head penny, and a 1924 Indian Motorcycle Model Year pocket calendar. One of the pins is for the York Motorcycle Club. I am told the original Club shut down but has been resurrected. I have contacted the York MC to see if anyone has information on the pin, but so far I have not received a reply. Any assistance or knowledge would be appreciated.





Searching the Internet has not been very helpful. I have been able to locate 2 newspaper items so far. One is an advertisement that names the shop (Riney and Striney) in 1926. The other is a record of race results for dirt track racing from 1915 where he placed Third and Second for a whopping prize of \$10 in a 5 mile race. Imagine what racing was like at that time. Just imagine, racing a 1913 model E single cylinder with a whopping 4 hp on a dirt track. I had been told that he built hill climbers at the shop but have not been able to find any information on this topic.

Just this year, while helping my mother downsize, we came across an envelope of post cards. Four cards in this envelope caught my attention. The pictures on all 4 cards were taken by a York photographer, and produced by a York printing company. As my siblings and I looked at the pictures, the face looking back seemed to be familiar, very familiar. We leafed through other pictures and found one picture of Grandpa Riney facing the camera with just about the same look on his face, just 60 years older, and compared it to the post cards, and by our opinion, he is the young man looking back at us from the seat of the 1913 Indian. (yes, we could just be convincing ourselves of this) His name has also been printed on the back of each card. Research into old time advertising has revealed to us that back in the day, postcards could be made such as these for advertising purposes to promote his shop and possibly looking for sponsors. Maybe just for hand outs to family and friends, even adoring fans.



RINEY & STRINEY

WITH STORE AT 203-5 PARK PLACE, YORK, PENNSYLVANIA, WE HAVE THE LATEST IN MOTORCYCLES AND BIKES. WE HAVE A FULL LINE OF TIRES AND ACCESSORIES AND OFFER A SERVICE THAT IS UNRIVALLED IN THE HISTORY OF ALL KINDS OF REPAIRS. ONLY AND TRUE OF THE MOST SKILLED MECHANICAL EXPERTS IN THE FIELD OF PENNSYLVANIA.

In the history of motorcycling... (text is small and partially illegible)

THOUSANDS SEE YORK RACES

Neck And Neck Contests Thrill Monster Crowd

With an attendance estimated at fully 12,000 persons, the York Motor Club held its most successful race meet at the county fair grounds Monday afternoon.

The motor car races were full of thrills and the motorcycles furnished lots of excitement. The following are the results of the motor races:

EVENT NO. 5
Motorcycle Race, One Cylinder, Two Mile Scratch. Prizes First \$10; Second \$5.
 Winner, C. V. Henry; second, Lewis Wagner; third, C. W. Fink; fourth, Charles B. Rosser. Time—2:14 1/2.

EVENT NO. 7
Motorcycle Race—Two or More Cyl. Two Mile Scratch. Prizes, First \$10; Second \$5.
 Winner, S. P. Boeckel; second, Roy Shetter; third, Curvin L. Rinehart; fourth, John Strickler; fifth, George B. Sprengel. Time—2:34.

EVENT NO. 9
Race for Small Autos—Five Mile Scratch. Prizes, First, Cup and \$15; Second, Cup and \$10.
 Winner, Pullman, Henry Pyle; second, Ford, W. M. Throen; third, Buick, Smith; fourth, Buick, Lambrecht; fifth, Mercer, (unknown); sixth, Buick, Ray Heuser; seventh, Chevrolet, P. Gilliard. Time—6:55.

EVENT NO. 10
Race for Large Autos—Five Mile Scratch. Prizes, First, Cup and \$15; Second, Cup and \$10.
 Winner, Eye See Bee, I. C. Barber; second, Simplex, J. P. Odon; third, Thomas A. White; fourth, Kline Kar, Earnest Moulson. Time 6:23.

EVENT NO. 11
Motorcycle Race—Free For All—Five Mile Handicap. Prizes First \$20; Second \$10, Third \$5.
 Winner, S. P. Boeckel, second, Curv, L. Rinehart; third C. W. Fink; fourth, C. V. Henry; fifth, Lewis Wagner. Time—7:17.

RINEY & STRINEY

(from the clip on the previous page)

WITH STORE AT 364-368 CLARK AVE. YORK, FEATURES INDIAN MOTORCYCLES AND OFFERS THE VERY LATEST MODELS. ALSO HAS A FULL LINE OF TIRES AND ACCESSORIES AND OPERATES A SERVICE THAT IS HIGHLY EFFICIENT IN THE MATTER OF ALL KINDS OF REPAIRS. THEY ARE TWO OF THE MOST SKILLED MOTORCYCLE SPECIALISTS IN THIS PART OF PENNSYLVANIA.

In the history of motorcycling there is no one name that stands emblazoned upon memory more than "Indian" and there is no one in this section of the country who is considered more of an authority on motorcycling than Riney & Striney.

Since 1901 the Indian has held sway in the motorcycle world and its dominant position today has been the result of its continued advancement in engineering and excellence of manufacture. It is used in the police department of N.Y., Boston, Baltimore and many other cities. It was used by all allied armies in the war. It has won hundreds of contests and there are more Indian motorcycles in use today than that of any other manufacturer. It has the largest motorcycle factory in the world covering 12 acres. The pleasure rider finds the Indian the most reasonable means of transportation and one of the greatest sports in the world.

The Indian has a unit power plant with a powerplus motor, a two unit electrical system, excellent timing mechanism, a battery box that is encased, the best primary drive, an excellent system of oiling the transmission, good clutch, a superior frame, spring seat post, sure and certain brakes, hinged mud guard and many other improvements that are distinctly Indian.

The Indian is offered in a number of models. The Indian Big Chief 74 known as the "Heavy Duty Plugger." The Indian Scout known as "The Universal Motorcycle." The Indian Chief known as the "Big Brother of the Indian Scout." The Indian Prince with the Personal Motor.

Mechanics Riney & Striney offer a complete line of supplies including tires and accessories as well as a full line of parts. No matter what kind of motorcycle you may be riding they can give service and have supplies.

In making this review we are glad to compliment Riney & Striney of York upon their presentation of the Indian as it has become recognized as an indispensable factor in getting around for sport and a utility for municipalities, governments and commercial houses throughout the world.



MOTORCYCLE MEMORIES

By A. L. Strobel

My interest in old cycles began to develop in the 1950s when the sport was seemingly at a low ebb. I was only seven yrs. old when the last Indian Chief rolled off the assembly line at the Myrick Building in Springfield, Mass. Production Supervisor Walter Brown stated that the end of the line was probably in the late spring of 1953. The death of Indian may have precipitated a need for a preservation society for antique cycles in general. In fact, just a year later the first Antique Motorcycle Club of America Meet was conducted at the Henry Wing farm in Massachusetts. Two enthusiasts from my area served as judges at that memorable event. I met them in later years: George Metzger of Herkimer was an Indian cycle collector and Walt Myers owned an auto museum in Bridgewater, NY. My friend Jim Majewicz and I liked the older machines because as teenagers, they were "affordable." A post war Indian Chief we looked at in front of a Herkimer, NY gas station was offered for \$175.00. The bike was a complete, running and well-appearing full dresser. This was in 1962. Ron Ives of a neighboring farm gave Jim and me rides on his 48 Chief which was in decent condition. He was asking only \$200, because lacking a registration then involved a major deal with the DMV for a title search. It might as well have been a million dollars for two "kids" in 1965. Later on the bike sold at the Ives' farm auction for just \$150.

My parents were opposed to motorcycles overall since they thought they were "dangerous and sometimes ridden by hoodlums!" Finally, they relented to my buying a twenty-dollar Simplex Servi-Cycle that didn't run, a Sears moped for \$10, and a 220cc Indian Arrow with such low compression that it had to be bump-started downhill to get it running. No special license, helmet, lighting, inspection or training was required in those days, just insurance and a registration to get you into the saddle. What I really desired during that summer of

1966 was a certain 1947 Indian Chief beautifully restored, that did sell for \$325.00 but was way beyond my budget. As I pointed out to my father as we drove by this cycle one day, "now there's a real motorcycle!" Two years later I was enabled to buy a 1951 Indian Chief, non-running, with no paperwork for \$75.00 via a loan from my college roommate. Please compare these values to an unfinished 1948 Chief project I bought just 19 years later for \$2,000 (coincidentally from the same guy who sold that 47 Chief for \$325 in 1966).

I first became aware of the Indian Four Cylinder model when I gazed at a "Cycle World" magazine in 1964. There it was, a black, skirted Four with wide white wall tires and black rims sporting after-market chromed individual exhaust pipes and owned by a Dave Lada. In later years I was only able to track down four Indian Fours in Herkimer County through the club, but none were licensed. They were not at all common as club members surely know! The summer after my college graduation (1969) was spent wandering around the country but eventually working in Monrovia, Calif. There I tended the parts department of Sam "Mr. Indian" Pierce. Finally, I had the opportunity to see two restored Indian Fours up close in Sam's showroom. A 1932 Four was priced at \$1200 and a skirted model was valued at \$1,500. Chiefs and Scouts were sold in the 'hundreds range' at that time. In an adjacent room was the temporary living quarters of Burt Munro, the famous New Zealander and Bonneville Racer for use during his annual visits while prepping his 1920 Scout streamliner. The Pierce Motor Center was his sponsor.

In 1971 Chuck Myles of Sloansville, NY, purchased several antique bikes for \$400 each. I briefly worked for Chuck and got my first Indian Four Cylinder ride on a "scruffy" Model 402 that had a terrible skip as



Al Strobel with "402" Indian Four at Chuck Myles' shop, Aug. 1971. Fellow mechanic, Dan (below), with same machine.



it idled. Later that summer I went for a ride up the road on Chuck's 1958 Ariel Square Four and that rounds out my "four cylinder memories" of fifty years ago.

Nancy and I began attending the "Indian Come Home Rallies" by 1978. In Danbury, CT we observed cyclists "actually riding" their Indian Fours on the road and heard the throaty engine sounds!



Nancy Strobel with owner of a 1942 Indian Four, Indian rally, Danbury, CT

We then became aware of their "Four Club" Annual Meet, then held in Findlay, Ohio. In the early 1980s we attended our first AMCA/Empire National Meet at the Electric City Riders track near Schenectady, NY. We watched Louis Lichva giving kids rides around the track on his blue Ace Four sidecar outfit. We were getting to know Curt and Dot Bunce since by that time Curt was the Director of Empire. I became aware of his nice old, original-paint 41 Indian Four. He did not want to sell the machine as he had owned it since 1965. By then I had a good job and was enabled to offer him \$5,000, which he considered a "very fair offer" at the time. Perhaps this will give the reader an idea of the increasing values of these machines, even forty years ago, when comparing



Pauline, Gary and Lou Lichva, on their Henderson Four.

them to Indian and Harley big twins.

I also became aware of a literal "basket-case" Four owned by Lou Lichva through "Doug T.", another Empire Member. It was a "parts bike" in Lou's words and that "many hands were reaching out for it!" I was fourth on the waiting list if a sale did become possible. Even then it seemed to me that the "lion's share" of four cylinder motorcycles had already been restored or preserved in original form



Don Citacola and Indian dealer John Ciccarelli with new Iliion PD Sport Four, Varick St., Utica, NY, 1937.

thus making them unaffordable to me. Despite the low production of less than a thousand Indian Fours a year, I have always been amazed at what appeared to be a decent survival rate. They were special!



Lou Lichva with his 1940 Indian Four, Empire meet.

Against all odds of a sale, I wrote a letter to Louis Lichva with a photo of a recent restoration of my 1940 Indian Jr. Scout. I attempted to convey to him my credibility as a serious restorer/collector and rider and not a speculator!! Ha! Ha! Fairly quickly I received a reply in the affirmative. Cashing in a fledgling IRA account we drove our Ford Pinto and utility trailer to Moravia Lake with not much idea of Lou's expectations of value. My dream of owning an Indian Four Cylinder was becoming a reality that summer of 1985. The expensive components were mostly there: correct instruments, sheet metal, wheels, undamaged frame and fork right down to an Indian face horn. The engine was together. There was no registration or title. Lou purchased the machine in disassembled form in 1950 with its origins unknown. The sheet metal was in deteriorated primer. When it came to agreeing on a purchase price, Lou simply stated that the upcoming cost of his house roof replacement would suffice to acquire the motorcycle with no negotiation. This came to \$3,500 which was far more than I had ever



Trailer load of "precious junk", Dolgeville, NY, 1985.

spent on a motorcycle project. American four cylinder motorcycles commanded a premium! Lou and Pauline Lichva invited us into their home after the sale. We eventually became good friends. It turns out that the first organizational meeting of the founding members of the Empire Chapter took place at their home in 1973. Lou had previously been the newsletter editor of the AMCA from 1954 until the printed magazines came out in 1960. Also he was a dedicated member of the Four Cylinder Club. Happily, we drove home with my "precious junk" as Lou would say. Upon arrival I immediately phoned the good news to Irving "Ted" Truax, my motor builder and friend.

A survey of parts ensued at which time I entered what I call, the Indian Four Cylinder "learning curve." I discovered that the engine had 1941 numbers. I noticed that the front fender had the flat skirts, which I learned,



Garage view of 1941 Indian Four engine, '40 frame, fork and fenders.

were used in 1940 only. Measuring the front fork width in the fender mounting area I found that that dimension was less than that of Curt Bunce's 41 Four (which has the slightly flared skirts to accommodate the optional 5:00x16 tire). There was no evidence that the left side rear fender skirt was drilled for a tool box which (in most cases) indicates 1940. The 130mph Speedo., Connecticut-Tel. ammeter, Indian face horn and 18 inch wheels all indicated 1939-40 items.

A 1940 chassis was confirmed after the 'grunge' had been cleaned from the left slipper casting with a "440" model number showing up along with a three-digit serial number. In the excitement of the sale I had neglected to observe the engine or frame numbers. That still wouldn't have stopped my purchase!

Having rebuilt his 25 Henderson Deluxe Four and other engines, Irving Truax had the experience of pouring bearings and line boring with the



Chassis, forks and wheels in fresh enamel, thanks to Bob Gross.

machine tools to do a competent rebuild. I settled on building an Indian Four "rider" motorcycle since the VIN year mismatch made my machine a non-candidate for judging. A Chalfant clutch was purchased. The cylinder bores cleaned up at .125" whence Scout pistons were utilized. In a parts swap, a 441 Linkert carb. was obtained from Tom Bresnahan of Holyoke, Mass. While at the Empire Nat. Meet at Pine Grove Farm near Duanesburg in 1986 I met Bob Markey of Etters, PA. He



Typical array of newly restored sheet metal, 1991-'92.

signed me up in the Indian Four Club and through the newsletter I located a complete magneto and generator set-up from member Ed Wolski. With the "M" stamp below the motor number I felt compelled to go the magneto route and simply set the generator/distributor on the shelf. This turned out to be a blessing in disguise since I was relieved of the problem of inadequate generator output at low speeds with the stock battery ignition option of those times. After engine run-in on Irv's test bench, the restoration ceased for a couple of years as I was having trouble finding a body man that wanted to get involved with motorcycle paint work. About 1990, Bob Gross of Newport, NY did the hard work of stripping, sanding and prepping the frame, forks, crash bars and handlebars then applying



Al Strobel working on his 1940 Four.

the black enamel. The wheels were in good condition which allowed me to do the (optional 1940) wheel plating. The plater complained that he wouldn't ever chrome another set of motorcycle wheels since they required so much prep work and far exceeded his estimate. Oh well! Wheel lacing-truing plus all assembly work was done by myself. While I was in the process of assembling the steering head and fork along with wheel alignment an unexpected phone call changed the direction of the project. It involved more expense plus much additional work for me and my engine builder but opened the door to judging.

"Johnny" Ciccarelli the former Utica, NY Indian Dealer and son Jack made it known that a pair of late model, factory-replacement Indian Four engine cases could be mine for a reasonable sum. A new crankshaft was included and had been fitted up at the factory sometime in the 1940s. Of course, the cases were unstamped, being replacement items. I now had an opportunity to build up a "new" 1940 engine! The next phase sounds crazy, but it would require "robbing" some of the components from my running 1941 Four engine!! This included: cylinder heads, oil pump and baffle plate, trans. gears, front cover, clutch throw-out mechanism, magneto and generator, heat riser tubes and manifolds. Again Bob Gross came to my aid, with a Schebler DLX124 carburetor. The Ciccarelli motorcycle shop also offered me a damaged 1939 upper engine case with a pair of very good cylinders and camshaft for my "new" engine. A legend purported that the owner of the '39 had gotten killed in a head-on collision with a tree thus destroying the very front of the case!?! The engine bores of the 39 cylinders cleaned up in .050" oversize. The scarcity of four cylinder parts caused me to scour the swap meets in the 1980s. I did find a set of NOS oversize original Indian Four pistons (cheap) at the Yankee Meet in Acton, Maine. They just happened to be .050" O.S. in what I call, blind luck! A Ken Young Clutch and flywheel was installed. Curt Bunce and I took a ride out to "Don's Cycle Shop" in Port Gibson,

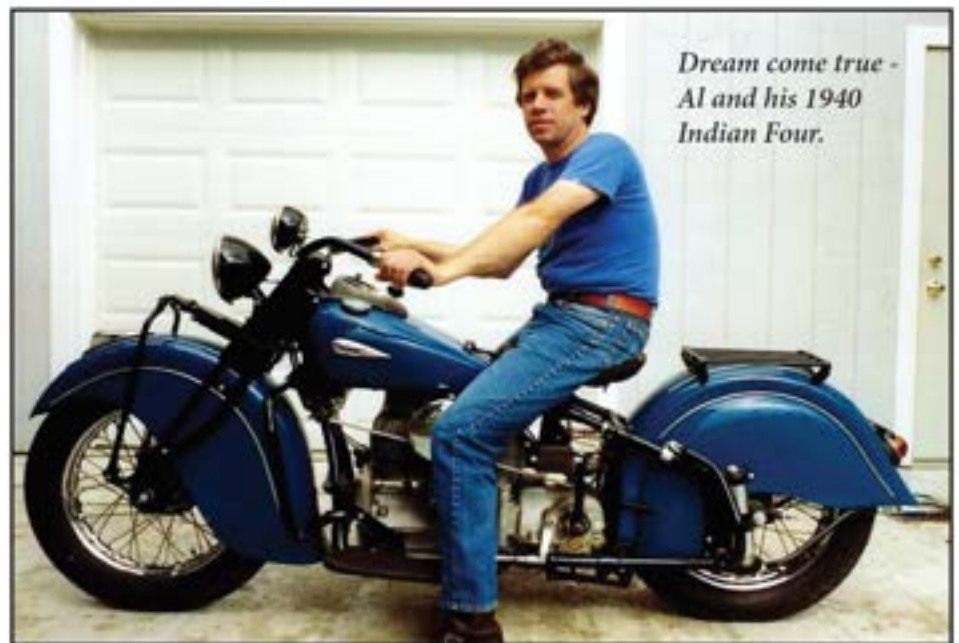
Gibson, NY to procure a couple of sets of Jr. Scout exhaust valves for both of our Fours. They had slightly larger diameter stems but cost just a few dollars each. With just a touch of a reamer in the valve guides the correct clearance was attained. Don Cole would work on HDs but preferred Indians. His business hours were every day and if you were there late you just might get to sit down at the dinner table with Don and Bernice! They were "old school."

My "new" 1940 engine produced about 40 lbs. of oil pressure and is a good starting engine. Discovering "Seafoam blue" inside the rear fender made the new paint choice an easy decision. My last task was to apply for a NYS historical registration so that a 1940 license plate could be utilized.

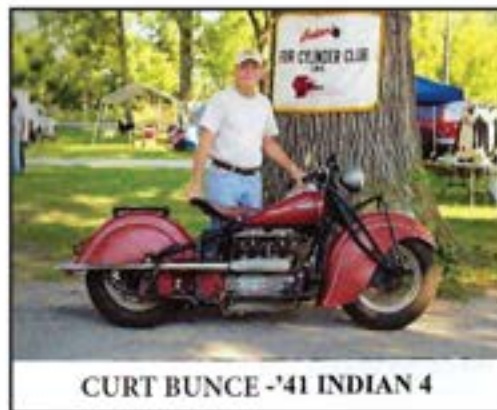
Over the years I have replaced all of the missing parts on my spare 1941 engine which sits on a display stand in my "mini museum." In the early 1990s, Jr. and Sr. Awards were eventually earned at AMCA National Meets. Sadly, Louis Lichva, my 1940 Indian Four's former owner died before seeing the transformation of his "parts bike" to its restored form. I confess that I have only ridden my machine about 1500 miles in 35 years. My sidecar '48 Chief has sustained the bulk of my riding with the rest of the road trips being spread out over my other Indians. I am thankful to still be riding at age 74.



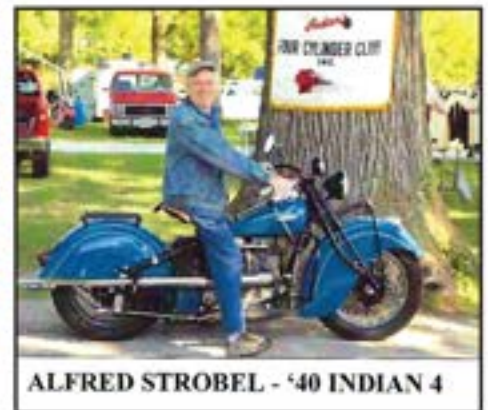
Don Cole and his workshop in Port Gibson, NY. He rode sidecar Indians for most of his life since 1918. He lived to be 100. Don worked on many Indians here!



Dream come true - Al and his 1940 Indian Four.

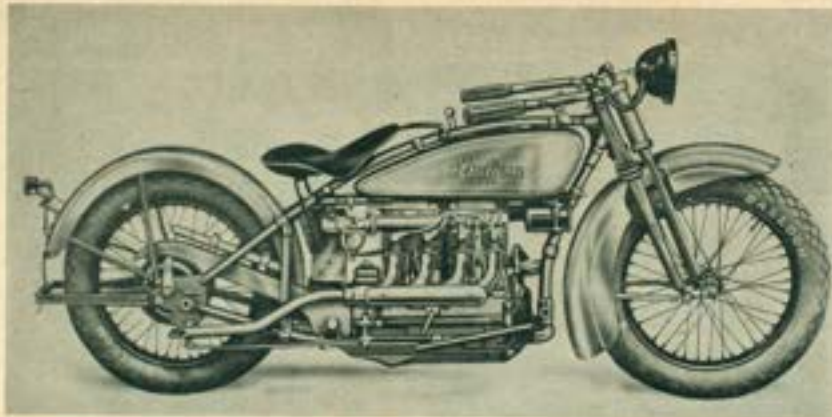


CURT BUNCE - '41 INDIAN 4



ALFRED STROBEL - '40 INDIAN 4

Curt and Al at Four Cylinder Club's 50th anniversary, Tiffin, OH, Aug. 2011.



1930 Indian Four domestic model. Note the long intake manifold with 1 in. Zenith carburetor at the end.

What Happened To Springfield's Four?

By M. Hendry

"MORE Controllable Power — More Comfortable Speed are two of the qualities that cause the four-cylinder motorcycle to fit in so admirably with present-day motorcycle demands. When you can throttle down your two-wheeler to the slowest crawl, and then, as quick



Another of the 1930 Domestic Fours

as thought, jump away like a bird—when at 70 or 80 miles an hour your mount holds the road like a high-powered motor car—your idea of ideal motorcycling immediately changes."

Such claims suggest a luxury machine of the present day. Yet this quite factual announcement was made by an American manufacturer thirty-two years ago. The advertisement was inserted by the Ace Motor Corporation of Philadel-



Another view of the factory experimental shaft driven four. From here one can see the distinct Indian Style.

phia in *Motorcycling & Bicycling*, dated April 12, 1922.

The Ace, Indian Ace, Indian Four, as it was known at various stages of its history, was one of America's two most notable straight fours and it is well remembered by old-timers and missed by its supporters today.

The Ace story began just after World War I when the famous Detroit Henderson Motorcycle Company was bought by Ignaz Schwinn of Excelsior Motor Manufacturing & Supply Company, Chicago, in 1918 and added to the line. W. G. Henderson left the company bearing his name and a year later, with Max Sladkin, founded the Ace concern. Remaining faithful to the "four-in-a-row" in his new motorcycle, "W. G." set out to rival his own name and break the monopoly in four-cylinder design held by one machine. Although he did neither (the original Henderson remained the world's finest four-cylinder until its demise in 1931), Will did produce an outstanding motorcycle that speedily established a firm place for itself.

The Excelsior-built Henderson retained first place with police and public, being superior in design and workmanship to the last; however, the Ace of the 'twenties, finished in royal blue and gold with impressive chrome-plated exhaust manifold, was a beautiful machine for its day.

Will Henderson stuck to his original principles in the new Four, followed the layout of his previous design under his name, and produced a machine with inlet-over-exhaust valving, splash lubrication, a bore-stroke of 2 1/4" x 3 1/2" or 77.2 cu. in. (70 x 82.5 mm., 1265 cc.,

12 hp N.A.C.A. rating), and leading-link forks with central plunger, similar to the Reading-Standard of previous years. He thus offered a luxury straight four which, although it challenged the Excelsior-Henderson and was of similar general layout, was distinctive in detail design. The contemporary De Luxe Henderson featured side-by-side valves, pressure lubrication, bore-stroke of 68 x 89 mm. (1300 cc.) and trailing-link forks. The Ace featured a three-speed gearbox in unit with crankcase, fly-wheel clutch, and bevel drive to the transverse gearshifts with chain final drive, similar to the "Hen." The frame had a single down tube from which sprouted two lower frame members encircling the crankcase and running back to the rear forks, which were reinforced by vertical tubes completing the triangulation of the rear frame. A remarkable point was that no single part of the entire machine was interchangeable with the contemporary Henderson. However, the two factories swapped views, over the years, on various points of design. Thus, Ace eventually adopted pressure lubrication and (under Wigwam parentage) trailing-link forks and full double-loop frame construction. Henderson returned to I.O.E. valves and a modified version of the Ace forks, as well as a stiffened-up rear frame, Ace fashion. The Ace had unusual pushrods, bent in order to clear the cylinder valve pockets, with their adjusting nuts at the bottom end and grouped in pairs. The rocker mechanism was enclosed in neat metal boxes with inspection doors. The hooded waterproof spark plugs were placed horizontally in the valve pockets and, as in the original Henderson, the one-inch Zenith carburetor was at the rear of a long intake manifold, possibly to keep the rear cylinder cooler by giving it a slightly richer mixture. The firing order was 1 3 4 2. A foot-operated exhaust cutout was fitted; I remember using this during my first ride on an Ace.

The Ace soon became popular with riders, but it was never highly regarded by police departments and never affected Henderson sales.

In December, 1922, W. G. Henderson was killed in a car accident, and shortly thereafter the Ace Corporation talked Arthur Lemon into leaving the engineering division of Henderson to become chief engineer at Ace. In order to make an impression on the public, Lemon built two specials for Ace, XP (experimental project) 3 and XP4, at a cost of about \$10,000. These jobs peaked at 6000 rpm, and one achieved 129 mph, which was of course sensational at the time and gained the company much publicity. To this they added other exploits. Late in 1922, "Cannonball" Baker, after several abortive attempts (he originally set out with an empty sidecar and capsized, with the sidecar landing on top of him, at 55 mph after traveling 273 miles), rang up a new Los Angeles-New York record with an elapsed time of 6 days, 22



Here is the 1922 Indian Police Four—note placement of the first aid box on rear luggage rack.

hours, and 52 minutes. Roy Artley on a 1922 Ace made history when he rode the Four over the rough, steep Tunnel Trail from Santa Barbara to the Gibraltar Dam—the first motor vehicle of any kind to make the trip. Again Ace received a boost.

Veteran rider, John P. Scharle, of New York, commented on the Aces XP3 and XP4, saying:

"I heard and saw them at various hillclimbs. I don't doubt that they peaked at 6000; the windup and performances were terrific. The popular belief was that they had built-up ball-bearing crankshaft, but they actually used the regular shaft and plain bearings. Elliot B. Holton and other reliable men did the timing, and Holton officially measured the engine after the speed run. Art Lemon was a great fellow for using only one ring per piston to reduce friction and did this with XP3 and XP4."

The 1920 and 1921 models had the carburetor directly behind the rear cylinder, the same as the W. G. Hender-

son-designed "H" and "Z" model Hendersons. This position allowed the flutter valve to be on the side opposite the throttle. However, the Extra curve in the intake manifold affected performance, and in 1922 the carburetor was put in line with the manifold, and another modification, 9 instead of 7 clutch plates, was introduced. Next year the connecting rods were drilled; Timken taper roller bearings were fitted; and the "Sporting Solo" appeared, with sport bars, high-compression engine, and alloy pistons; the model was finished in "Rolls-Royce blue." This fast machine was a beautiful job and had a really musical exhaust note.

In April, 1922, on the Camp Kearney road, Roy Artley was stopwatched at 86.5 mph on a "Sporting Solo" with speedo, lights, and full road equipment. About this time a California dealer marketed high-speed manifolds for police use. These were later offered in a modified form by the factory as the "police manifold." Reverse gear was optional, and in 1926 a drilled crankshaft with pressure lubrication was adopted. This provided much better lubrication to the rear cylinders and made a notable improvement in the machine's cool-running qualities. The oil-pressure gauge was placed on the front end of the crankcase on the right, the opposite of Henderson engineering. The saddle height was also lowered.

Charles (Red) Wolverton, now a Harley-Davidson dealer in Reading, Pennsylvania, won many hillclimbs and



Another of the 1945 factory experimental "Solo Fours". Note sweeping lines of the front fender so common to several popular models offered by the Indian Co. throughout the years.

WANTED USED MOTORCYCLES in trade on any model

We will give high trade-in late model motorcycles (any make) on a new Nash.

Write us description of your motorcycle, make, model, condition and price asked.

You can take delivery of new Nash in Pasadena or at Nash factory in Kenosha, Wis.

Write today to

MILNE BROS.
1951 E. Colo. St.
Pasadena, 8, Calif.

See YOUR DEALER for genuine



**BATES MOTORCYCLE
ACCESSORIES**

- ★ FOOT PEGS, legal, rubber covered
- ★ FILLIONS, standard and racing
- ★ WINDSHIELDS, the most modern designs
- ★ SADDLES, solo, competition and racing
- ★ LEATHER SHIRTS, racing jackets and breeches

BATES MFG. CO. Box 116, Watts Station
Los Angeles 2, Calif.

**MOTORCYCLE
TROPHIES**
LARGEST SELECTION!
LOW PRICES, PROMPT SERVICE,
EXPERT ENGINEERING. SEE US
FOR OUR FREE CATALOG!
R. S. OWENS & CO.
2039C WEST 131st ST., CHICAGO 8, ILL.

■ Genuine Parts

■ Reliable Service

■ Modern Facilities

**HARLEY-DAVIDSON AGENCY
CLAUDE SALMON CO.**

3039 Myrtle St. at 31st & San Pablo

OAKLAND 8, CALIFORNIA

Phone Humboldt 3-3500

ORDER YOUR *Steib* SIDE CAR NOW!



Act now! Have a Steib on hand for those week-end rides. Gals go for that smart torpedo design—deluxe comfort. Easy to detach, includes rainhood, windscreen. Fits all leading motorcycles.

ORDER FROM YOUR NEAREST **TRIUMPH** DEALER

OR DIRECT FROM THE TRIUMPH CORPORATION, TOWSON, BALTIMORE 4, MD.

IT'S STREAMLINED!





This model is one of the 1941 800 cc. experimental fours equipped with crash-bars and solo seat.

speed events on an Ace. He trimmed many of the best riders on good twins for years.

March, 1927, saw the purchase of the Ace Corporation by Indian, and the manufacture of Philadelphia's only motorcycle was transferred to Springfield. Until the following year the newcomer was marketed as the Indian "Ace," since it was apparently regarded as a tenderfoot. The only change in specification was one for the worse: initiation into the Wigwam meant a scalping, and the Ace's attractive insignia and color scheme were replaced by the familiar Indian lettering and by Indian red. Art Lemon remained as the designer and engineer but, like any paleface in Indian camp, he had to toe the line; in August, 1928, the Ace "went native" completely. The Indian Four, as the new warrior was christened, sported an entirely new lower frame of double-loop construction, an Indian leaf spring fork of trailing-link design, front wheel brake, redesigned rear hub, and handlebars and controls laid out Wigwam fashion. The Four was now obviously Redskin. Quickly detachable, interchangeable wheels, and a new pancake horn under the headlamp were added in 1930.

Only minor changes were made until 1934. Then battery ignition appeared as optional, the distributor, generator, and output all being neatly placed together on the left side and shaft-driven from the front of the crankshaft. With magneto ignition, the generator's position was taken by the magneto, and the generator was positioned forward and above the shaft drive to the magneto and was driven by a belt off the same shaft.

The Four now stood alone as America's only "multi" and carried on the Henderson tradition as the largest, fastest, and most powerful four in the world. Although several other fours had appeared in Europe, only two were notable and neither could compare with the big Redskin's power and performance.

In 1935 the entire Indian range received a face-lifting, and the four benefited by new styling of the deeply-valanced guards. But more important changes were made the following year. In a reversal of previous practice, the engine was redesigned to incorporate overhead exhaust valves and side inlet

valves. Apparently the theory was that the most attention should be given the exhaust gases, since this layout would give good cooling an ddirect updraft exhaust. But it also means updraft carburetion and indirect inlet flow.

Present-day theory and practice take the opposite view, and Indian later reversed their decision. However the E.O.I. Four with more power available was undoubtedly an improvement over the previous model. The compression ratio was 5 to 1 and the top gear 4.17 to 1.

By now, only one four had survived in England. The 1000 cc. pushrod ohv Ariel square four capable of around 90 mph, appeared in 1936. Except for foot-shift (hardly a major point, considering the flexibility of a four) this new machine retained such items as a separate gearbox and oil tank, chain primary drive, noninterchangeable wheels and magneto ignition and was generally inferior to American models. Since a four is always a luxury motorcycle, it should approach automobile practice as closely as possible, a point overlooked by the "Squarrel's" designers. The "Squarrel" featured twin-gear crankshafts, which gave a more compact layout than American fours but were noisy, expensive to produce, and susceptible to wear. With transverse crankshafts, the Ariel square four was free from torque reaction and in performance and general specification represented as strong a challenge as anyone had made to American four-

cylinder supremacy.

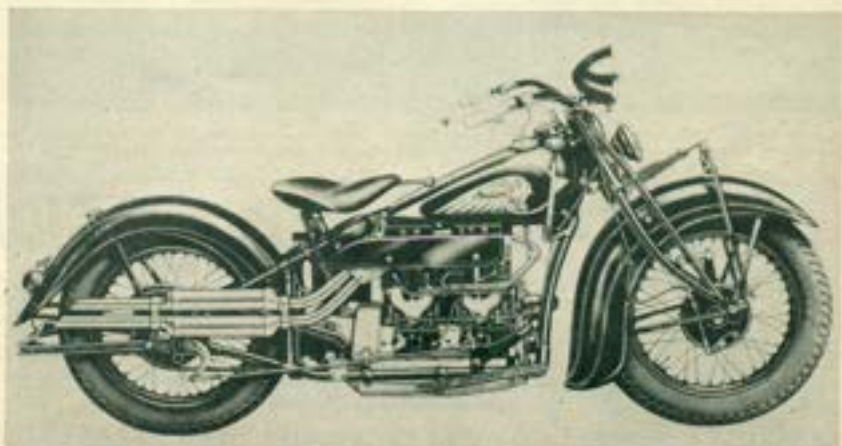
Next year Indian met the challenge. In 1937, along with the famous Sport Scout, the medicine men produced the fabulous Sport Four. The new "437" featured dual Zenith carburetors and detachable alloy heads (both for the first time on a four) and a full dual exhaust system; it lived up to its name as probably the sportiest straight four ever produced. Detail work was excellent; such items as a nickel chrome-plated ignition cable tube, exhaust manifold legshield (shaped and lined to be in conformity with the rest of the machine), hinged rear mudguard with streamlined bubble tail lamp, a conveniently placed choke control linked to both carburetors, a fork lock, interchangeable wheels with cast-iron brake drums, and interchangeable sidecar wheel with brake made it an excellent model. The Indian Four remained the most advanced and powerful "multi" in the world.

In 1938 the Four received a completely new engine which was far ahead of contemporary fours and remains the equal of any design in production today.

In two blocks of aluminum alloy, the new engine featured pushrod tunnels inside the casting and finned cast alloy rocker boxes and revived the inlet-over-exhaust layout. The two-block casting simplified cylinder mounting provided a more rigid engine, made for neatness, and by maintaining a more even temperature decreased distortion. Fitted with an air cleaner, the carburetor was on the left side and featured a heated inlet manifold. A chrome-plated pipe ran from the exhaust manifold, between the center cylinders up to the inlet manifold hot spot, and thence rearward behind the engine and back to the exhaust. A valve in the exhaust header can close to warm up a cold motor, but must be closed when warm to avoid the risk of burning up the motor through a very lean mixture. (Advice to Four owners: Don't use the heater tube as a cutout. You can, but you'll be sorry!)

Like the "Streamline" Henderson, the intake manifold was on top of the

(Continued on page 41)



The fabulous 1937 Sport Four had such advanced features as dual Zenith carburetors, removable alloy heads and full exhaust system. This member of the "Four" family gained a surprising amount of popularity.

DEALER DOINGS

(Continued from page 39)

ing pistons, dual intake manifolds, special fuel lines, new design fenders and adjustable brackets. In addition to these Webco products they inform us that they will also dis-



1 to R: Bob Hughes discusses new Webco catalog with Ed Kretz, as Henninger of Webco looks on.

tribute many other parts and accessories manufactured by other firms.

For those of you who may be interested in the products Webco have to offer may write them direct for a free catalog at Webco Inc., 19 E. Valley, Alhambra 5, Calif.

The Paul D. Rosenthal Co., 320 Siwall Drive, Los Angeles 48, Calif. announced recently that they will distribute the well known "Oilcoil" manufactured by the Runbaken Co. The "Oilcoil" has been well known in the automotive industry and now it's prototype is available to motorcyclists who desire a higher capacity coil for their battery ignition.

SPRINGFIELD'S FOUR

(Continued from page 14)

engine and the lower frame bar ran between it and the valve covers. Thus the manifold had to be removed before the engine came out of the frame. The heads, block, and manifold should be lined up with a straight-edge on assembly. The manifolds are easily broken, so be careful; they cost a fortune. The overhead rockers relied on oil-soaked felt pads (to be soaked every 1,000 miles) for lubrications and silencing. The coil ignition (Model B) was standard. The "M" with Splittorf magneto was optional. The Indian rear bumper-lifting handle was featured, and there was a 130-mph Corbin speedometer with maximum hand. Seven deluxe colors were available. With 4.2 gallons of gas and 3 quarts of oil, the 61-inch wheelbase job weighed 532 pounds.

Another veteran, Mr. J. E. Wickham of Findley, Ohio, said of the 1938 model:

"They will do better than 105 and easily stand the high rpm. At 100 the motor is vibrationless—there is no frame or crank shaft whip at all—and the speed, smoothness, rush of wind,

and power are more like low flying than motorcycling. And there is still throttle left! For all-around performance and sidecar work this four is my choice over any machine!"

Other features include a very efficient Purolator oil filter, larger float and float chamber, Fill-Rite battery, and stepped-up generator. A new, rakish, all-steel sidecar with full-skirted fender harmonized with the new styling of the Four. It was equipped with a safety-glass windshield. Max Bubeck won the 1947 Greenhorn Enduro on a 1939 Four and the speed of his Indian "4" was sensational.

In 1941 the Four was so advanced that it remained virtually the same as in 1940 except for a more streamlined chrome-plated headlamp. This last of America's great line of straight fours was the most advanced in-line ever sold to the public and it reached its peak in the development of I.O.E. engines. Few changes would be needed to make it a thoroughly modern machine today, yet the "thinking approach" of Indian's engineering staff was so advanced that the I.O.E. was considered out of date at Springfield before it ceased production at the end of 1941.

American held the lead in "multis" for thirty years, but there has been no American production of the Four for over a decade. The straight four is an American tradition. Will Indian take one of its superb designs off the shelf one of these days and restore it?

M. Hendry

CUSTOM JACKETS

Finest Available
100% Horsehide
\$49.50

Tailored to Your Specifications
Write for measuring chart.
Dealer inquiries welcomed
COMPLETE STOCK

Jackets, Gloves, Riding Leathers, Shirts, Crash Helmets, Riding Boots, Caps & Hats, Goggles — plus many other popular Accessories . . . Come in or write — all inquiries promptly answered.

MOTOR SPORTS APPAREL

OF CALIFORNIA

10614 West Pico Blvd.

Los Angeles 64, Calif. • Phone VE. 9-6715

Look - VINCENT - Look

I CARRY A FULL LINE OF VINCENT PARTS AVAILABLE FOR IMMEDIATE DELIVERY. MAIL ORDERS PROMPTLY FILLED. ALSO REPAIRS IN MY SHOP, VINCENT ONLY. HARRY BELLVILLE MARYSVILLE, OHIO PHONE 21167

SEASON'S GREETINGS

To all the wonderful dealers that I called on from Coast to Coast this year. I wish every one of them and their families and employees the season's Greetings.

HERMAN RIEDEL

In San Francisco
It's AL FERGODA for

USA MOTORCYCLES

751 Valencia Street
San Francisco 10, Calif.

1
9
5
5



200 "MOTO CROSS"

Designed by true motorcycle enthusiasts—made by craftsmen—DMW offers Quality lightweights for 1955. Dealer and rider inquiries cheerfully answered — Earls type forks available at extra cost — machines available for immediate shipment.

Crown Distributing Company

3555 E. 187th St.
Bronx 58, New York.
Tel: Cypress 8-9706

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. \$900 Drew Anderson SD (605) 201-3407kemail: 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

1946 Chief Clubman - asking \$29,500

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.

Lower's Restorations
Elmer E. Lower - Restorer



New Cumberland, PA 17070
indnelmo@yahoo.com
W: (717) 774-7221
H: (717) 938-4004
C: (717) 379-2827

Davies Antique Motorcycles

excellence and experience
restore your bike!"

Specializing in
Indian Four Power Plant/Engine Rebuilding.

Parts Available for:

- Indian Four
- Indian
- Henderson
- Ace



Roy Davies

Cell 812.239.5952

retiredscroy@yahoo.com

www.daviesantiquemotorcycles.com

Bob's Indian Sales & Service LLC
 580 Old York Road, Etters, PA 17319
 717-938-2556
 bobsindiainsales@aol.com

Specializing in engine rebuilds, complete restorations, parts and service for 1930's—1963 Indian Motorcycles And Vintage Honda Motorcycles
 www.bobsindiainsales.com

For Sale or Wanted:

For sale: 31 Indian Four "chassis" restored - negotiable. Engine is available for additional \$.

For sale: Ace engine.

For sale: 41 Indian Four engine.

For sale: 44 or 47 Indian Chief engine.

For sale: New issues "The Golden Age of the Fours".

Wanted: DLX-77, 97 & 64.

Wanted: (3) Corbin speedometer heads from 1930's.

Wanted: (2) horns from the 30's.

Wanted: 32 Four frame/chassis.

Al in Tulare, California. Call (559) 631-0804

4 Cylinder Rebuilding
Service for Serious Riders
 ACE 1920 - 1927
 INDIAN 1928 - 1942

CONRAD A. LYTLE
 lytlepetcocks@embarqmail.com

33 Ranch Trail
 Fairfield, PA 17320
 717-642-6485

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,

A couple of Indian front ends.

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



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



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

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

For Sale: Indian Steering Damper for leaf spring forks. \$250.00. Contact: Jim Grove (770) 355-5994 email: jimgrove@bellsouth.net



For Sale: Rear Crash bar for rigid frame 4 Cylinder. Removed so I could mount a sidecar. Made by Tom Fickey. \$400.00 Contact: Jim Grove (770) 355-5994 email: jimgrove@bellsouth.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

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 is 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



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: Looking for everything 1934 Indian Four. Have a 1936 frame to trade for 1934 frame. Please contact: Ray Sutton (419) 204-4822

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

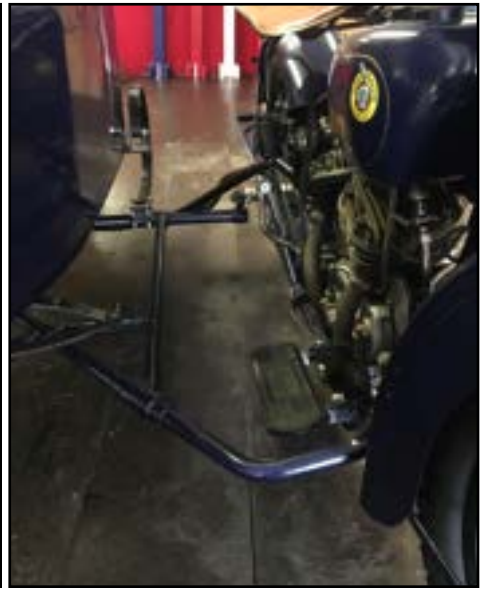
For Sale: 1937 Sport Scout for sale w/1938 Motor; stroked to 57 inches. Ridden 300 miles since completion. Runs excellent. Have photos and receipts for all work completed. Asking price: \$32,500. Interested parties can email me: thomascovill@yahoo.com or call (401) 241-5606



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: 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.

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



New Club Merchandise!!

New Club merchandise will be available at the Annual Meet. It will be available through the website within a few weeks after the meet. Here are a few teaser photos of the embroidered hats, pocket t-shirts, hoodies, and denim shirts. We are just in the process of ordering so colors and styles may change:



Current 2021 Club Roster

1084	John & Lawanna	Machycek	AR	lawanna19@yahoo.com	501-888-4435
1233	Christopher	Nocella	AZ	cnocella41@gmail.com	520-349-0544
1358	Steve	Adams	CA	ptesapa16@gmail.com	530-462-4695
423	Al	Engle	Ca		559-688-8844
1310	Doug	Feinsod	CA	jrawlsky@cruz10.com	931-588-7975
1212	Greg	Gass	CA	greg@bermingham.com	562-860-1600
1207	Craig	Horner	CA	sunvalley1986@gmail.com	
1307	Joe	Mangelos	CA	joe@barnwoodarms.net	209-614-0456
1318	Tom	McBride	CA	tomgmcbride@yahoo.com	310-719-5315
1331	Richard	McElheney	CA	richnewf@charter.net	805-489-1860
1349	Steve	Salzman	CA	MembershipIndian4Club@gmail.com	
1356	Tony	Simmons	CA	esqjazz@yahoo.com	
538	Jack	Woolum	CA	jackwoolum@earthlink.net	
1319	Bret	Yeager	CA	coryanqee@comcast.net	
1361	Bryon	James	CO	Bryon999@gmail.com	720-737-6416
1009	Gary F.	Re	CO	gary_re@comcast.net	303-801-7387
1147	Travis	Scott	CO	nimbusnut@gmail.com	719-641-6484
1219	Joseph	Jensen	CT		203-838-9802
1040	Richard	Julian	DE	rjulian@eastern-states.net	302-530-0908
1142	Peter	Renzetti	DE	Peterarenzetti@yahoo.com	610-733-5123
1032	James	Gallagher	FL	jim.gallagher44@gmail.com	407-395-3438
373	Stephen	Hans	FL	crosscoastconstruction01@yahoo.com	954-914-8825
1214	Kenneth	Hill	FL	khill2168@cfl.rr.com	331-480-1439
950	Sid	Marston	FL	sindianm@yahoo.com	978-437-7534
1352	Jimmy	Sabino	FL	jimmysabino62@gmail.com	201-704-6679
108	Mark	Bush	GA	bushmark@msn.com	404-680-3735
360	Lonnie	Chastain	GA	indianlonnie442@gmail.com	470 272 5780
776	James	Grove	GA	jimgrove@bellsouth.net	770-355-5994
1086	Brad	Kenyon	GA	bradandchristineni@gmail.com	404-610-2823
201	Jim	Batterson	IA		319-351-6448
1064	Curtis	Beck	IA	Cactus50047@gmail.com	515-238-1405
659	Roman	Frackiewicz	IA	rfrack8610@aol.com	319-830-2476
1208	Elvis	Jacobsen	IA	ejacobsenperfectionauto@gmail.com	402-681-4066
1272	Nate	Ullrich	IA	NATANNIC@HOTMAIL.COM	
886	Charles	Conn	ID	charles@charlesconn.com	
1226	Mark	Mathre	ID	skoobyzy@yahoo.com	208-865-2211
1315	Tom	Boyer	IL	tboyer@mymctc.net	309 645 4688
982	Dr. Shawn	Coady	IL	swcod@msn.com	217-369-8591
1359	Bruce	Coutant	IL	bwcoutant@frontier.com	309-737-9627
754	Ray	Cyrier	IL		815-939-7894
1124	Bill	Erickson	IL	ericksons4a@gmail.com	630-542-9969
1360	Jeff	Giannini	IL	cyclorider55@gmail.com	
424	Larry	Harris	IL	LarKatHar@hotmail.com	309-473-3861
1131	Jim	Hillison	IL	ind49@mtco.com	815-260-9424
992	Bruce	Kannry	IL	brucek@nvisia.com	
988	Wayne	Kruty	IL	smp915@comcast.net	847-777-1125
1258	Tom	Sheahan	IL	sheahan.tom@gmail.com	815-701-1201

1259	Glenn	Shriver	IL	glennshriver@sbcglobal.net	773-478-8612
1048	Ken	Swanson	IL	_	309-371-1168
278	John W.	Thierer	IL	itindian1@yahoo.com	309-635-1587
1025	Frank	Vandavelde	IL	indianfrank@yahoo.com	708-484-1691
1279	Fred	Wacker	IL	rediniun@comcast.net	847-514-5698
1085	Robbie	Bloyd	IN		765-567-4209
422	Billy	Boyken	IN		812-431-7982
918	Susan	Brutus	IN	12susanbru@gmail.com	317-437-6484
1159	Eric	Brutus	IN	ericbrutus@yahoo.com	765-585-2535
893	Charles	Crafton	IN		317-831-3519
930	Drew	Crafton	IN	craftonda@aol.com	317-965-0541
990	Roy	Davies	IN	retiredsfcroy@yahoo.com	812-239-5952
38	LaVera	Davies	IN		812-877-9331
1201	Jerry	Ficklin	IN	nortonracer@earthlink.net	317-697-6114
1211	Don	Garrity	IN	dgarrity@bshinvestments.com	
111	Wally	Krzyzanowski	IN	wjkindian@hughes.net	
1336	Roger	Long	IN	rlong333@att.net	
161	Paul	Ulrich	IN	pulrich@myfrontiermail.com	260-471-3956
63	Tracy S.	Woodall	IN	indian4cylinderclubeditor@gmail.com	317-496-7150
1190	Larry	Burke	KS	Lburke8@cox.net	316-706-6421
513	Steve	Gordon	KS	hdmink@aol.com	316-648-6625
1238	Jeff	Roth	KS	jeff.roth@chancerides.com	316-841-5488
906	Butch	Baer	MA	butchbaer@comcast.net	863-425-5305
987	Sherman	Derby	MA	sderby5492@aol.com	413-458-5492
679	David & Mary Ann	Kitrosser	MA	dkit@kitrosser.org	
1327	Butch	Kristensen	MA	mimiblu4@msn.com	413-770-6420
1222	Donald	Laflamme	MA	Indy1011@msn.com	508-799-5159
1339	Jim	Seidell	MA	TinnJim@aol.com	413-527-0421
980	Don	Skarp, Jr	MA	dskarp@trailersofnewengland.com	413-374-9152
1160	Bob (Nelson)	Stevens	MA	bstevens479@comcast.net	978-319-2865
548	Dave	Dallam	MD	daved@zoominternet.net	410-937-4107
197	Dave	Panella	MD	dpandassoc@hotmail.com	410-258-5457
1274	Ron	Washabaugh	MD	bigfoot64u@hotmail.com	240-925-2752
1276	Paul	Jackson	ME	Indian52@icloud.com	207-650-1795
1356	Randy	Bernstein	MI	foottdude@aol.com	248-330-3996
903	Ed	Bortner	MI	ebortner@earthlink.net	248-854-9081
1304	Robert	Brace	MI	rpbsaw@aol.com	313-600-4668
1175	Michael	Burke	MI	ch300f@gmail.com	517-441-4140
1003	John	Cooper	MI	nohenry@comcast.net	616-897-5091
524	Dan	Cronin	MI	adcronin@mi.rr.com	248-761-2673
1344	Michael	Deye	MI	mdeye@hpcfishing.com	419-343-6875
1213	Randy	Hayward	MI	randyhaywardsr@hotmail.com	
163	James	Henry	MI	henryj@d-pcomm.net	517-918-8063
746	Jeff	Huyck	MI	Jeff.Huyck@me.com	616-723-1552
1249	Rod	Klenk	MI	cklenk@comcast.net	616-299-3423
1157	Dan	McGuire	MI	danpmcguire@gmail.com	734-277-5220
1093	Jim	Neubecker	MI	Jim@raymerwaterwells.com	616-291-7379

104	David	Pempeit	MI	DavidPempeit@yahoo.com	734-287-8509
1120	Paul	Pempeit	MI	paulpempeit@yahoo.com	734-288-0013
1347	Gordon	Rinschler	MI	qlr101s@aol.com	
1275	Jim	Summers	MI	baloseng@yahoo.com	574-298-0259
120	Richard	Vsetula	MI	rvset70073@aol.com	517-402-2101
511	Jack	Yeck	MI	bohunk72448@comcast.net	231-744-1250
583	James	Anderson	MN	eileenhawley@aol.com	218-483-3114
1065	Walter	Ellis	MN	wellis34@aol.com	320-251-5444
128	Dan	Feneis	MN	dyfeneis@charter.net	
1218	Steve	Jensen	MN	oslosteve@midco.net	218-695-3704
1234	Ernie	Owens	MN	drelojr@comcast.net	651-270-6561
818	Bruce	Paddock	MN	sharpbp@gmail.com	612-889-2366
1337	Mike	Stahl	MN	irok22s@gmail.com	218-626-7049
1013	Mike	Steidley	MO	mikesteidley@gmail.com	636-798-2473
174	Derrel	Deroche	MS	izd51@yahoo.com	
693	Pete	Sink	NC	Indnpete37@gmail.com	828-459-7978
49	Howard	Wagner	NE	1indiancouple@hotmail.com	
1050	Steve	Clark	NH	sc4242@comcast.net	603-746-3142
1343	Roderick	de Greef	NH	rod@lopstick.com	
1325	Robert	Ingraham	NH	robert.d.ingraham@gmail.com	
33	Walter	Ahlers	NJ	lwahlers@msn.com	908-813-9904
938	Robert	Benz	NJ	rtbenz@centurylink.net	908-832-2660
599	Kevin	Flanagan	NJ	indgaco@ptd.net	973-948-3615
1290	Sean	Mulligan	NJ	thefatmanllc@yahoo.com	973-652-9794
977	Bob	Clift	NV	Xoutbob@aol.com	
1148	Peter	Aresty	NY	paresty@alfreddunner.net	914-433-1816
1158	Drew	Bagin	NY	hdpanman@aol.com	914-523-3531
1102	Wayne	Lensu	NY	Lensway@sbcglobal.net	516-239-4360
276	Larry	Peacock	NY		716-434-3608
1151	Robert	Sigond	NY	snakeoleo@gmail.com	
488	Larry	Spielfogel	NY	acemoto@aol.com	917-541-8400
141	Al	Strobel	NY	KingKongKat1@hotmail.com	315-429-9002
1357	Mike	Sullivan	NY	mike@msullivanconstruction.com	518-365-5240
227	Giles	Wagoner	NY	gwaqs727@aol.com	518-322-3633
1172	Dan	Amodio	OH	danlin1950@embarqmail.com	330-402-2713
929	Roger	Bales	OH	Lilchief47@msn.com	419-217-1134
1047	Ken	Berry	OH	kwb1946@yahoo.com	419-562-4375
1186	Joe	Blaha	OH	JJIndian567@gmail.com	440-862-0543
1015	Brian	Bowe	OH	brokinbo@hotmail.com	
598	Dave	Bucco	OH	daves44zero@yahoo.com	330-326-2841
1091	Kim	Clendenin	OH	kimclendenin@aol.com	419-708-8897
48	David	Corsmeier	OH	Dcorsmeier@hotmail.com	513-615-3011
855	Beverly	Corsmeier	OH	Beverly.Corsmeier@cbws.com	513-623-7756
1342	James	Cozens	OH	cozens@windstream.net	
1302	Donnie	Deckling	OH	ddeckling@yahoo.com	419-674-9382
1092	Gene	Ehemann	OH	gehemann@nktelco.net	
1066	Mark	Fogarty	OH	markfogarty2277@gmail.com	440-591-8840
1204	Clark	Francy	OH	clarkthespark@yahoo.com	740-219-9164

1268	Aaron	Hess	OH	aaronhess77@gmail.com	419-618-3105
895	Aubrey	Hess Jr	OH	paulinehess49@gmail.com	419-983-2606
420	Eric	Horbol	OH	ericthehorbol@gmail.com	216-281-4048
566	Black	Horse	OH		419-204-7668
236	Clare & Kathy	Johnston	OH	kijohnston08@yahoo.com	330-428-4378
381	Randy	Lindenberger	OH	rjlcs6500@gmail.com	513-625-8805
961	Evan	McCormick	OH	earlycycles@yahoo.com	937-348-2880
1045	Jim	McLemore	OH	cmclmore1@aol.com	440-823-1466
170	Kris	Miller	OH	Miller4frame@woh.rr.com	
361	Gary	Myers	OH	gary.myers47@yahoo.com	419-278-1353
1300	Noel E.	Negelspach	OH	nnegelspach@gmail.com	419-229-3892
880	Marv	Niese	OH	MarvJNiese@gmail.com	419-348-4121
1118	Frank	Rosenberg	OH	truckit2u@sbcglobal.net	
791	Brian & Deb	Scharff	OH	FortyHD@aol.com	419-722-7427
940	Marty	Slovak	OH	mdavelder@aol.com	419-460-1695
1295	Tamara	Smith	OH	indianchiefvnitage@hotmail.com	513-830-4691
890	Jeff	Stewart	OH	stewart.jd@towerautomotive.com	
1271	Dale	Stoner	OH	DaleStoner@gmail.com	419-682-5272
1333	Ray	Sutton	OH		419-204-4822
1338	Thom	Swigart	OH	THOMAHAWK1901@gmail.com	419-467-6486
1263	Ron	Thomas	OH	Rthomas@heattfs.com	614-205-7942
411	David & Cathy	Uhl	OH	dvduhl@aol.com	740-692-9526
1354	Robert	Vail	OH	vail@vn-services.com	216-408-8404
1273	Rob	Ware	OH	VF750@aol.com	216-509-5389
1296	Leah	Ware	OH	equusvt@aol.com	
1195	Christopher	Cooper	OK	chris.minicooper13@gmail.com	405-397-3641
806	Zane	Leek	OR	studedude59@comcast.net	503-378-7546
1139	Andrew	Meislin	OR	ASMeislin@hotmail.com	808-990-2710
1027	Dennis	Arnold	PA	arnoldvillecycles@outlook.com	717-420-2285
1184	Dwight	Ashleigh	PA	da71856@verizon.net	215-416-1693
1314	Don	Carbaugh	PA	dcarbaugh11@comcast.net	717-749-7231
1194	John	Coombs	PA	jcoombs1957@gmail.com	724-888-6517
1196	Michael	Culig	PA	MHCULIGMD@aol.com	412-427-3997
138	Blair	Duncan	PA	Blabonrt@gmail.com	717-796-9755
1293	Steve	Geiger	PA	S_Geiger@earthlink.net	646-645-1582
230	Elmer	Lower	PA	indnelmo@yahoo.com	717-379-2827
157	Conrad A.	Lytle	PA	lytlepetcock@gmail.com	717-642-6485
75	Robin & Kim	Markey	PA	Bobsindiainsales@aol.com	717-938-2556
1289	Peter	Matthew	PA	64studaytona@gmail.com	717-222-6042
1035	Brian & Holly	Riegel	PA	rigbbme@gmail.com	908-329-4460
1350	Joe	Ritchey	PA	kiritchey@msn.com	717-872-9245
225	Greg	Saubel	PA	greg.saubel@saubelsmarkets.com	717-880-9313
53	John P.	Smagach	PA	BatteryBoyJohn@gmail.com	267-303-0576
150	John	Stoner	PA		814-926-4251
582	Douglas	Strange	PA	AMCADoug@aol.com	610-683-5855
1261	Andrew	Tarnik	PA		724-747-5319
1341	Tom	Covill	RI	ThomasCovill@yahoo.com	401-241-5606
970	Drew	Anderson	SD	dande042@gmail.com	605-201-3407

962	Todd & Lore	Ksenych	SD	todd@jerrygreersengineering.com	
1292	Bobby	Whittaker	SD	bobbyw@gatewayautoplex.com	605-440-1172
1101	Ted	Bortner	TN	tedbortner1@gmail.com	502-693-3485
1197	James	Davis, Jr	TN	airportdavis@earthlink.net	423-745-7308
1095	Tim	Starkweather	TN	anothertsc@yahoo.com	850-384-8105
865	Michael & Karen	Cooper	TX	kemcooper@sbcglobal.net	817-768-8532
704	Clyde	Crouch	TX	Clyde@Crouch.ws	713-824-4129
1202	W. Graeme	Ford	TX	goldiegraeme@hotmail.com	281-734-6165
680	Gary	Fox	TX		817-481-1672
1306	Danny	Martin	TX	dannymartin214@gmail.com	281-881-3866
1189	Johnny	Brindley	VA	JonathanBrindley@gmail.com	703-628-1528
1340	Jeff	Butz	VA		276-613-0326
1345	Scot	Harlan	VA	scotharlan@gmail.com	703-906-6942
1072	Kevin	Skiles	VA	FLHHD1@aol.com	540-580-0813
1262	Darryl	Terretta	VA	southernautosales@att.net	804-458-7976
1260	Dave	Smith	VT	dave@phonesmith.net	
209	Richard	Bombard	WA	rebombard@comcast.net	253-802-1325
1322	Ian	Davidson	WA	dvdsni@aol.com	
892	David	Holzerland	WA	Dave34Ford@aol.com	425-239-6329
1355	RJ	Warren	WA	w454rj@yahoo.com	425-327-4818
485	Christopher	Bilda	WI	unclespilly@aol.com	262-895-3622
975	Jerry	Fahrner	WI	jpfahrner@yahoo.com	715-340-4954
1210	A. Chris	Gans	WI	NAGAMON@EXECPC.COM	
1028	David	Miller	WI	DMiller@omnigp.com	
1270	Bob	Serocki	WI	maryserocki@yahoo.com	
1346	Steve	Rinker	WV	srinker1@frontiernet.net	304-671-0878
466	Jim	Walther	WV	indianfourrider@yahoo.com	304-552-2152

For Sale/Wanted Continued from page 23...

Roster Continued on page 29...

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.

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

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.

And Our Friends from Around the Globe

1316	Mark	Barthelmie	Australia	markbarthelmie@hotmail.com	(6146) 622-9747
1149	Billy	Dunne	Australia	bilydunn@bigpond.net.au	61-2-9489-8683
1280	Michael	Christie	Australia	mickc782@hotmail.com	
393	Martin	Demeyere	Belgium	katy.vanblaere@telenet.be	
816	Joe	Drociuk	Canada	indfour@hotmail.com	250-758-3468
1330	Wayne	Halabura	Canada	w.halabura@sasktel.net	306-221-7835
981	David	Prichard	Canada	davidjaguarss100@gmail.com	480-816-9088
1312	Stewart	Smith	Canada	info@turtlebaymarina.com	250-801-8437
1256	Myke	Staton	Canada	mykes47@gmail.com	613-240-3781
115	Tom G.	Wilcock	Canada	twilcock@hotmail.ca	905-263-2557
1313	Vlastimil	Koutek	Czech Republic	vlastimilkoutek@seznam.cz	
1068	Jan	Lund-Jorgensen	Denmark	ind-jan@live.dk	
1335	Laurent	Vronski	France	Larrydevil@hotmail.com	
1185	Peter	Beckert	Germany	superbrain.peter@web.de	
1348	Frank	Buendig	Germany	indian4@mail.de	
1235	Tom	Patt	Germany	thpatt@gmail.com	
1282	Enry	Alto	Italy	enryaltoe@gmail.com	(34) 074-7257
1264	Wm	Van Beurden	Netherlands	wim@vbeurden.eu	31629562952
1294	Calin	Balanescu	Romania	calinba11@yahoo.com	4074-581-1510
1329	Russell	Ellis	South Australia	russell@sturtstumpcutters.com.au	
1121	Tim	Berry	UK	indian344@gmail.com	
1037	Greg	Hoey	UK	s4fatster@gmail.com	

Don't miss the 2021 Indian Four Cylinder Club Meet in Tiffin, Ohio, August 5th - 8th! It's coming up soon!

The following are a few of the hotels/motels in town. Plenty of camping sites are also available at the Seneca County Fairgrounds. More information and cost for those can be found in this Newsletter.

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

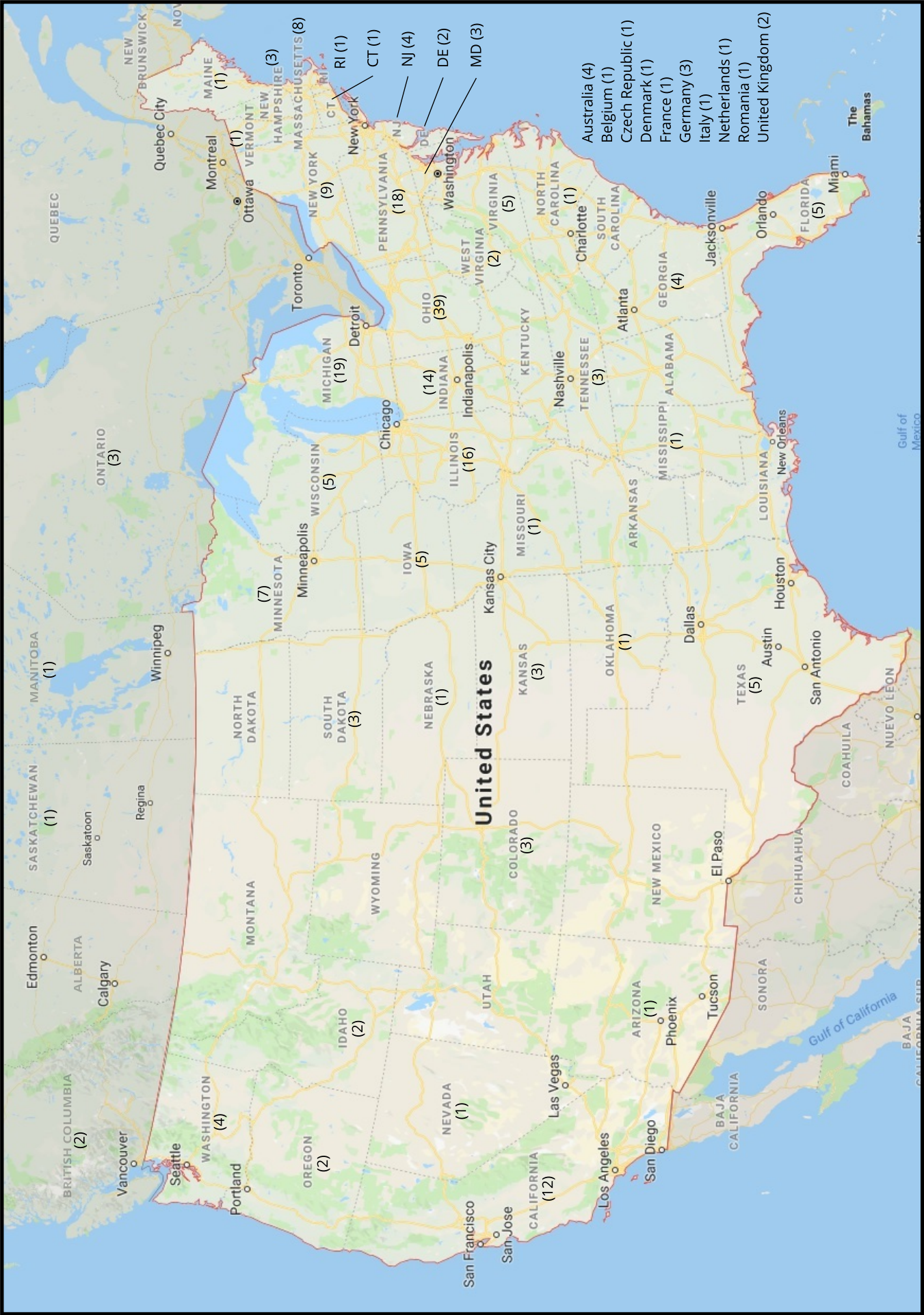
Ask about a discount rate reserved for our club members here.

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

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

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

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



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



*Of Celebrating the American Made
Four-Cylinder Motorcycle*

From the *Indian 4 Club*

TO:

