

# 2022 Spring Newsletter

Published by the Indian Four Cylinder Club, for it's members  
Volume 57, Number 1

## *Indian 4 Club*

“America’s Most Beautiful Motorcycles”



# Indian 4 Club

“America’s Most Beautiful Motorcycles”

## 2022 Spring Newsletter, Volume 57, Number 1

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Front cover: 1930 Henderson KJ - Indianapolis Police Department  
shown by Drew & Alanna Crafton at the 2021 Meet in Tiffin, Ohio.

## A Note from the President



It's inching towards riding season in my corner of Appalachia. I've been out a few times, enough to make me eager for all of the upcoming activities. Oley is just a few weeks away. The Board will meet around noon on Friday at Markey's vending spot to get things in order for our meet August 11-14. Information is included elsewhere in this issue. Full details will be in the Summer publication which will be in your hands by mid-July. I strongly suggest making your hotel reservations early. Like now.

That's really all I have to report for now so I'll sign off. (No applause, please.) I wish you all success with your projects and smooth roads until next time.

**Make plans early to attend the 2022 Indian Four Cylinder Club Meet at the Seneca County Fairgrounds in Tiffin, Ohio, August 11th - 14th!**

**Camping at the Seneca County Fairgrounds is \$10.00 no hookup, and \$20.00 with hookup.**

**Restroom and shower facilities are available on site.**

**Holiday Inn Express - (419) 443-5100**

**Ask for the Indian 4 Club rate! Holiday Inn Express only.**

**Hampton Inn Tiffin - (419) 443-5300**

**Days Inn by Wyndham Tiffin - (419) 447-6313**

**The food truck is scheduled to return again in 2022. Meet schedule will be available in the Summer Newsletter.**

# Treasurer's Report

Membership as a whole has done exceedingly well paying their dues on time this year!!

**THANK YOU TO ALL WHO HAVE PAID their 2022 DUES!!!**

Collecting dues is a battle every year and takes up a lot of time and resources to remind all you forgetful kids 😊. The website has been setup so that dues can be paid in advance for any member who wishes to do so and paying through the website makes my job much easier and tracks your payment more accurately than my manual entries.

36 past members are currently unpaid for 2022

253 Current members which includes our 7 Lifetime members

Current Bank Balance: **\$8,787.27**

Spring publication cost including postage estimate: **\$2,060**

Will provide an update on merchandise sold through the club website in Summer Publication along with recommendation and estimated cost to replenish sizes.

Club operating expenses:

AMA Charter \$100

Website hosting \$22.36

Stamps.com for merchandise mailing \$17.99

Flowers were sent for funeral of Don Millers wife Carolyn Miller \$131.91

Postage for dues reminders and publications (See bank statements)

Bank statements and club PayPal account (website transactions) are sent to entire board monthly

**PLEASE PAY YOUR DUES IN JANUARY EACH YEAR** AND IF AT ALL POSSIBLE, PAY ONLINE THROUGH THE WEBSITE. (I am happy to help you create or login to your account)

**NOTE: Spring Publications will not be sent to unpaid members. A minimum of extra copies are ordered so it is likely all those paying late will not be able to get a copy.**

Beverly Corsmeier, Treasurer and All things to keep the club running

5958 Shallow Creek Drive

Milford, Ohio 45150

513-623-7756 cell



## My 1942 Indian Four by Lonnie Chastain

I was at an AMCA meet in mid Florida in the 1980s. When I first saw the bike, it was on the back of a trailer, at first, I thought it was a 1941 model until I got to looking at it more closely, and to my surprise saw the model number matching that of a 1942 4.

The owner of it told me that he had retrieved the bike out of a collapsed barn in Texas. The barn had supposedly caved in on top of the bike. At any rate, I wasn't too interested in the bike at first. I had a 1941 four cylinder stored at home. Anyway, I sold a bunch of parts and had some extra money. I got to kicking the tires back and forth with the owner of the 42.

After a couple of days, I ended up making a deal with the owner and purchasing the 1942 four cylinder without a title, but in Georgia 15 years or older on a vehicle and you only need a tag receipt to get a title, that's still true today. I bought it not knowing exactly what I was going to do with it, restore it or sell it, but I just couldn't pass up the opportunity to purchase it. I took it home and put it in my basement with the rest of my bike collection.

Danny Clough owner of Motorcycle Classics, a shop in Ohio, a good friend of mine, and an Indian expert, had been restoring a 47' knucklehead, which I had spoken for already. So, when he delivered it to me he saw I still had the 42 4, we were together when I had purchased it in Florida. He said, "why don't you let me take it back to Ohio and restore it for you?". We made a deal that if I wasn't in any hurry, and he wouldn't be pressed for time on it he would work on it when he was caught up on other restoration projects. I told him how I wanted it. All Black parts, powder coated, and cadmium plated nut, bolts, rods, etc., I didn't want much chrome on it. I wanted it close to when it left factory. Except one thing. The paint job. I wanted it rainbow red.

He kept it for about 4 or 5 years since I wasn't in a hurry, and I got a call one day and said it was ready, to come and get it. I went to OH for it and was very pleased with the work he had done. He is an expert on restorations, so I shouldn't have shocked, but the transformation was astounding. I brought the bike back to GA., tagged it and insured it, and started breaking it in.

I started with riding it on short trips at a constant low speed for about 100 miles and would then change the oil every couple hundred miles and park it. I guess I had the bike a couple of years before I noticed the right gas tank was leaking and peeling. I called Danny, he said he was on his way back from Daytona he would pick it up and take it back to OH for repairs for me. I also wanted some things corrected on it while it was up there too, so it was a win-win.

He picked it up and took it back to Ohio. Then one day he called me and said, "aren't you tired of rainbow paint job by now?" and I admitted I was and gave him artistic license to paint it whatever color he wanted. He suggested an Indian green, not sure which tone it was exactly, but it was beautiful and really looked good. He kept it a couple years longer before it was ready to pick up again after the paint job was decided. I went to OH and got it when he called me. I was very satisfied with it. I must have owned it 10 or 12 years by this time. I didn't ride it much after I picked it up that last time, a mile or 2 occasionally. I had a Road King classic that was regular ride. Anyway a few years later I noticed the paint flaking. It was painted in lacquer and that tends to happen over time. Needless to say, I met Danny again, this time in Davenport Iowa, I had a load of parts, and he was always selling his Indian stuff at events. He took the 42' back to OH from there to get a new paint job. This time I wanted something more original. I was stuck on black or Indian red and finally decided on the red. With all the black parts the red really set it off. I used base coat, clear coat this time and the paint job is truly a 10/10, still.

That has been a couple of years ago. Since then, the 1942' has sat in my living room. I still fire her up about once a month. I am 77 and unfortunately unable to ride anymore. The bike has a total of 256 miles on it.



When asked about his plans for the bike Lonnie says this "I guess since I will never be able to ride it again and have owned it for close to 40 years. If the right guy came along with the right price, it's time for it to have a new home. The motor number and frame number are 121. It would have been the 20th off the line if I am correct." - Written by Jessica Motley, as told by Lonnie Chastain. Photo credits to Jessica Motley.







# **The Mysterious 1909 Curtiss 3 Cylinder Motorcycle.**

## **Where did it come from? Where did it go? - by Dale Stoner**

Glenn Curtiss started his inventive career with bicycles; in the 1890's Glenn was riding, racing and wrenching on pedal powered bicycles. Glenn also was working as a bicycle messenger and repairing bikes in a hometown shop in Hammondsport, NY. In 1899 Curtiss purchased the shop from the original owner.

By 1901 Curtiss was manufacturing his own brand of bicycles, The Hercules. The same year he experimented with a purchased engine in one of his bicycles, but was unhappy with the performance. Curtiss decided he could design, build and sell a better product. In 1902 Curtiss manufactured his first Hercules motorcycle. The engine Curtiss designed for the Hercules motorcycle was ahead of its time with a roller bearing crankshaft. The competitors were using bronze bushings on their crankshaft. This 2 ½ horsepower engine was more reliable and had higher performance than the competitors. The Hercules advertisements claimed the motorcycle weighed 125 pounds and would travel up to 45 miles per hour.

Like most of the competitors, Curtiss was looking for more performance. Glenn designed a V Twin for his 1903 Hercules motorcycle, adding an additional cylinder to his proven design he doubled the horse power. In Europe V twin cylinder motorcycles go back to at least 1902, but here in America, Glenn Curtiss led the industry with his 42 cubic inch (690 cc) V twin. Curtiss set a land speed record of 67mph at Ormond Beach, Florida with this motorcycle. In May, 1903 Curtiss won the hill climb competition on the twin at River Dale Park. He also won the 10 mile race on the Empire City Track in Yonkers, NY. This made Curtiss the motorcycle champion in 1903. Indian tried to catch up with their first twin cylinder motorcycle in 1906 and Harley Davidson developed its twin in 1909.

The Hercules name was last used in 1904 because of a trademark dispute; all 1905 and later motorcycles would use the Curtiss name. Glenn Curtiss continued to manufacture motorcycles after 1904 but aviation engines progressively occupied more of his development time and factory space. This is because GH Curtiss manufacturing made the best power to weight ratio engines with the best reliability in the world. One of the aviators that purchased a V Twin was Captain Thomas Scott Baldwin. He flew his airship, The California Arrow, over the St. Louis World Fair in 1904. This was the same year Curtiss was overheard saying that he makes twice as much money making engines for the aviation cranks as he did on motorcycles. In the summer of 1905 Glenn had his first flying experience in a dirigible; he was hooked and became a serious innovator for the aviation industry.

Curtiss used the same method of engine enlargement of the single to twin for other engine configurations. By 1906 he was making singles, V twins, V fours and inline four cylinder engines. These engines used the same or very similar heads and cylinders. Late in 1906 an order was placed for two V8 engines for aviation. These V8s were essentially four V twins put together using the same cylinders and heads as the V twin. Glenn decided to make three V8s engines; the extra V8 was so he could experiment with in it a motorcycle chaise. The V8 motorcycle has the legend that it ran 136.7 mph at Ormond Beach, Florida on January 1, 1907.



Allessandra Anzanie, a European aviation inventor, had developed a W3 cylinder engine that was famous for powering the first airplane to cross the English Channel in 1909. This W3 obviously had an influence on Glenn's next and final flourish in motorcycle products. Glenn added one more cylinder to his twin cylinder motorcycle creating a triple cylinder motorcycle.

The twin had cylinders 50 degrees apart; adding the third cylinder made a total of 100 degrees from front to rear cylinder. The sales literature in 1909 listed the Curtiss Three Cylinder at 10 horsepower for \$350.00.

Curtiss displayed his W3 motorcycle at Madison Square Garden in New York and Chicago, IL. In January 1909 Horseless Age Magazine covered this event; the article states "the Curtiss W3 had done aviation work" and "the Curtiss W3 attracted a great deal of attention." After the exhibition in New York and Chicago, the Curtiss W3 motorcycle mysteriously disappeared.

In 2001 when Stephen Wright published his landmark book, "The American Motorcycle 1869-1914", he chose to feature the Curtiss Triple on the cover. The lost Curtiss Triple 3 motorcycle is a historically significant motorcycle; had a distinctive appearance and the legendary man who created it has fascinated antique motorcycle enthusiasts for 112 years. It was the final flourish of the motorcycles created by Glenn Curtiss. All that is known for sure is at least 3 Curtiss triples were made and none are known to have survived.

This legendary motorcycle has been re-created by Dale Stoner; for all to see, hear run, and ride again. Dale rode his amazing re-creation on the race track at the Barber Vintage Festival in Birmingham, Alabama this past fall. It is called the "parade lap of the century". One lap around the 3 mile track. He also rode it at the Indian Four Cylinder Club meet in Tiffin, Ohio back in August of 2021.

I believe the Curtiss 3 cylinder motorcycle that I recreated is as exact as humanly possible. The engineering information came from a number of sources. A real Curtiss V twin motorcycle was lent to me for a year. I was allowed to tear it apart, measure everything and make accurate CAD CAM models. CAD stands for computer aided design. CAM stands for computer aided machining. I measured and modeled everything. The Curtiss Museum was also a good source. They provided a lot of photos and sales literature.

Friends provided more literature and photos found on the internet. One friend found a 1909 "Horseless Age" magazine with a good photo of the left side and wheelbase and tire size.



**Curtiss 1909 Motorcycles**  
 The Roller Bearing machines  
**ARE UNEXCELLED**  
 FOR SPEED      FOR RELIABILITY  
 FOR POWER      FOR NOISELESSNESS  
 FOR COMFORT      FOR STYLE

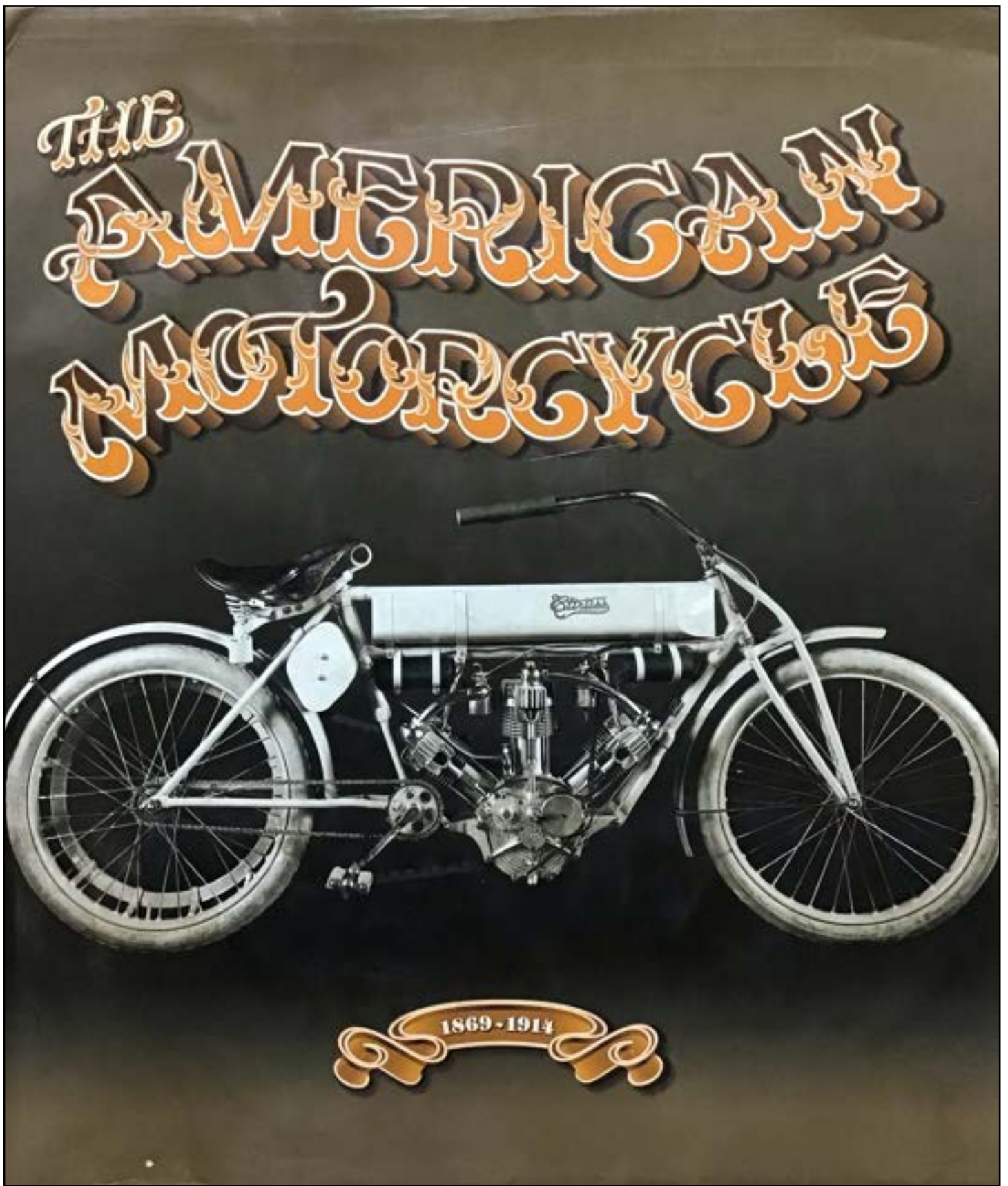
**Most Complete Line Ever Offered**

Three Cylinder	10 H. P.	(31 x 31)	\$350
Double	7 "	(21 x 21)	300
"	6 "	(21 x 21)	275
Single	3 1/2 "	(21 x 21)	225
"	2 "	(21 x 21)	200

Frame Option: **Wahman Model**, 17 inch  
 Magneto Ignition, \$25.00 extra

Write to-day for advance circular giving full description of the 1909 World's Record Motorcycles.

**G. H. CURTISS MFG. CO., Hammondsport, N. Y.**  
 Long Island Distributor, Curtiss Motorcycles Co., 1595  
 Bedford Ave., Brooklyn, N. Y. Pacific Coast Dis-  
 tributor, Geo. A. Parfomer, 334-17th St., Oakland, Cal.



In 2001 when Stephen Wright published his landmark book, "The American Motorcycle 1869-1914", he chose to feature the Curtiss Triple on the cover.



In addition to the CAD CAM software, I have photo editing software. With the photo editing software, I can measure everything in the photo accurately. I learned a lot from the photo editing. I learned most of the parts were interchangeable with the Curtiss twin cylinder motorcycles. These interchangeable parts between models of one manufacturer is a standard practice within the industry. The obvious differences were the longer wheelbase and additional cylinder. The frame was the same except it was 3" longer. This also required the gas tank and handlebars to be longer. Another difference is the wheels and tires are smaller on the triple. The front fork and most of the hardware is the same as the twin cylinder motorcycle.

People ask me how much of the motorcycle I actually made. I tell them it is easier to point out the parts I did not make. Generic parts are available from suppliers. Tires, rims, spokes, rear hub, belt, chain, pedals, and handlebar grips were all purchased. I made everything else.

My entire career I made industrial tooling and machinery. The retirement passion is an extension of my career experiences.

When you look at this Curtiss 3 cylinder motorcycle you have to realize for every part of the motorcycle there had to be a fixture made to make the part. In other words if there are 600 motorcycle parts, there also are 600 fixtures that had to be made to make the parts!! Some of the parts could be made in a machine vise, but most required at least one or more fixtures. The right crankcase was probably the most complex piece machined from a billet. The right crankcase required 7 different set up positions in the CNC vertical mill.

The carburetors were also a challenge. Lots of small parts that have to be just right. A friend supplied the castings. I machined enough carburetor parts to supply both of us with our needs.

The project took one and a half years from concept to a complete running and rideable motorcycle. I am ready to do it again. I love the challenge.

Currently, the bike has been loaned to the Curtiss Museum in Hammondsport NY. It is there on display for the 120th anniversary of the Curtiss motorcycles. The motorcycle will be there on display for 2 years. Dale will be demonstrating the Curtiss 3 cylinder motorcycle at the Curtiss museum during the 120th anniversary festival. That date has not been set yet. They believe it may be held sometime in August 2022. Dale is in hopes that it will not interfere with the Indian Four Cylinder Club Meet coming up the week of August 11th through 14th in Tiffin, Ohio



## Calendar of Events for 2022 - Contributed by Beverly Corsmeier

Cherokee Chapter

Texas Fandango

**April 1-3, 2022**

Fredericksburg, TX

Sunflower Chapter

6th Annual Twisted Oz Vintage M/C Show and Swap Meet

**April 9, 2022**

Augusta, KS

Perkiomen Chapter

National Meet

**April 22-23, 2022**

Oley, PA

Metro Detroit Chapter

5th Annual Motorcycle Swap Meet

**May 1, 2022**

Imlay City, MI

European Chapter

International Meet

**May 22-23, 2022**

Raalte, Netherlands

Antique Motorcycle Swap Meet and Show

**May 22, 2022**

Centreville, MI

Ishi Chapter

14th Annual Motorcycle Show and Swap Meet

**May 29, 2022**

Chico, CA

Empire Chapter National Meet

**June 3-5, 2022**

Trumansburg, NY

Antique Motorcycle Swap Meet

**June 2-4, 2022**

Gas City Speedway, Gas City, IN

Riveter Chapter

Chix on 66, Women's Ride

**June 11-25, 2022**

Chicago, IL to Santa Monica, CA

Fort Sutter National Meet

**June 17-18, 2022**

Dixon, CA

Wauseon National Meet

Coney Island Style MC - Theme

**July 15-17, 2022**

Wauseon, OH

Antique Motorcycle Foundation

Women of Vintage Motorcycling

**July 16, 2022**

Wauseon, OH

Indian Four Cylinder Club Annual Meet

Come celebrate our 61st Year!!

**August 11-14, 2022**

Seneca County Fairgrounds

Tiffin, Ohio

Evergreen Chapter

42nd Tenino Vintage Motorcycle Swap Meet & Show

**August 19 & 20, 2022**

Tenino, WA

Music City Chapter

National Road Run

**September 14-16, 2022**

Nashville, Tennessee

Evergreen Chapter

Ride on the Dry Side National Road Run

**September 19-21, 2022**

Colville, WA

Australia Chapter

Indian-Pacific Cannonball 2022 Classic

**October 2022**

Busselton, WA to Merimbula, NSW

16th Annual Dania Beach, FL

Vintage Motorcycle Show

**Saturday, January 28th, 2023**

Show Hours: 10 AM to 5 PM

# Wheel Wobbles

By Carl Nygren

Have you heard of Indian riders losing their lug bolts? I have heard it talked about but I had never seen it happen. I also wondered why a rider would not check the tightness on a periodic basis as a matter of habit. I do. I thought!

The potential of losing lug bolts greatly increases if the tapered lug bolt seat is coated with paint or, especially, powder coat. After I had my Indian 4 wheel hubs powder coated, laced, and tires put on, I realized the tapered lug bolt seats were also coated. Have you ever tried to remove powder coat from the tapered lug nut seats on a laced wheel with a tire on it? I tried to remove the powder coat with tapered abrasive stones using an electric drill with an extension, steel wool, sand paper, very small knife blade, long thin screwdrivers, wire brush, etc. I tried everything that I could think of with little success. The abrasive stone did not have the right taper and tended to fill with powder coat and stopped being abrasive, steel wool and sandpaper were ineffective because the difficulty of working in the confined space at a weird angle. I lost patience and gave up thinking that I could be meticulous enough to regularly recheck the lug nut tightness. I would never be sloppy enough to lose my lug bolts!

Last summer I had Roy Davies do an upper end job on my 4 engine. Remember those carbon caked pistons? After Roy completed the rebuild, I went to his shop in Rosedale, Indiana to get my 4. Of course a test drive was in order., so I rode to a local eatery with Roy and his mother, LaVera, following me. When we got to our destina-

tion, LaVera told me that the back tire was wobbling. She suggested that it must be low on air and that I should be sure to check the tire pressure when I get home. Previous to having my Indian 4 at Roy's shop, I had been on the 2008 AMCA road run in the New York Catskills. When there, we were taking 150 Mile rides in the unusually hot 100+°F weather. Then the motorcycle was sitting at Roy's for 2 months, so it seemed that it was reasonable for the tires to be low on air.

When I got home I discovered that the tires needed 4 or 5 psi more pressure. I did not check the lug bolts because I did that before the road run which did not total much more than 350 miles. In the past I would check them every 400 to 500 miles. Even then I did not notice much need for tightening. Well, Roy had done an excellent job and my Indian 4 had a lot of getup and go. I did notice a little wobble when going around a corner but I paid no attention to it. Mistake! I decided to take a 20 mile ride, and when I was about 5 miles from home, I had a most unusual experience. The motorcycle started slowing down even when I accelerated the engine. It slowly coasted to a stop with the engine running and in gear. What consternation! Immediately I thought Roy had inadvertently done something mysterious to the engine to make it malfunction. After getting the motorcycle home, I related my experience to Wally Krzyzanowski. He suggested that I should inspect the lug bolts on the rear wheel. To my shock and surprise, I had joined the ranks of those that I thought weren't very smart. I did not have one hub lug bolt on the back wheel.



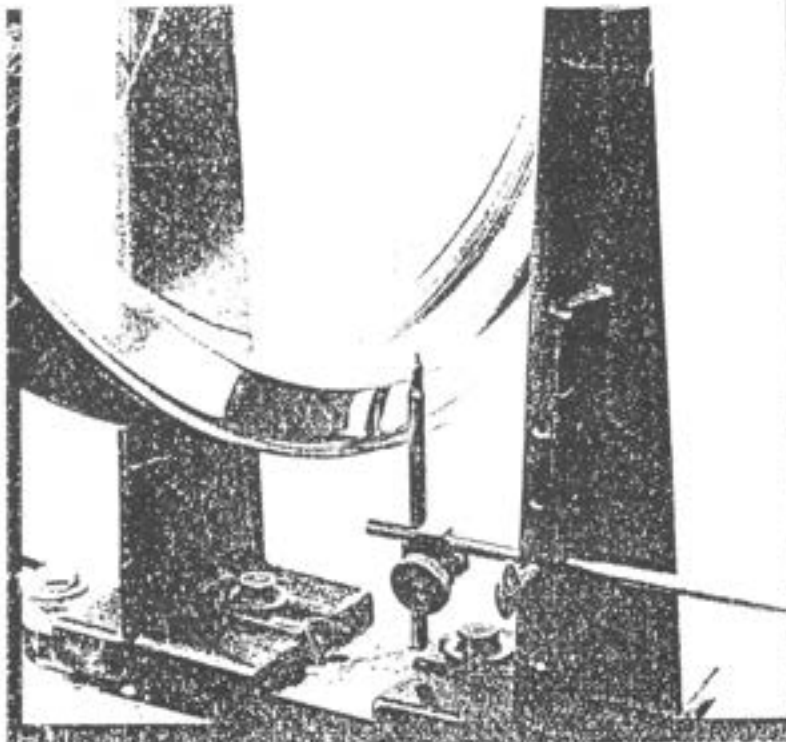
In thinking about the lost bolt problem, I hypothesize that the 100+ °F temperature at the Catskills caused the powder coat to soften with those hot riding temperatures accelerating the rate at which the powder coat began to squeeze out causing the bolts to loosen. I probably left a trail of lug bolts through the Catskills without realizing it. Now, how do I clean the powder coat out? I tried it before without much success.

I monitor the Virtual Indian web site. One fellow asked for help on how to remove powder coat from the rear shocks for his Indian

which prevented him from installing the chrome covers. One of the suggestions was to use Aircraft Remover and he reported that it worked great. I bought some from the local auto paint store and tried it, and had the same great results. The Aircraft Remover is thick, so I applied it with a small artist's brush. After about 20 minutes, I tried to remove the softened powder coat with various types of small scrapers without too much success. Then I tried a plumber's 3/4 inch wire brush that is used to clean the inside of copper pipe. It worked great and the powder coat removal problem was solved.



# Indian Motorcycle Company



## TUNING WHEELS

IF YOUR SPOKES PLAY DIFFERENT TUNES

HERE'S WHAT TO DO

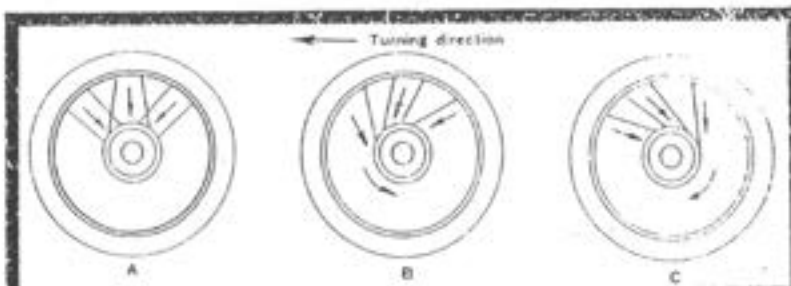
There's more to motorcycle maintenance than just an occasional spark plug change; more, even, than replacing pistons, rings, brake linings and tires. Total performance includes acceleration, stopping and handling. Acceleration is first in most of our minds when we buy bikes because they are, after all, one of the biggest horse-power-per-dollar bargains in the mechanical world. You usually don't overlook the stopping department more than once either. Handling, though, is the orphan in most motorcyclists' minds. If the shocks work and the fork seals hold up and the spokes don't break, many of us feel that all is well down there. Not true. The handling needs an occasional tuneup just like the rest of the motorcycle's performance functions.

Most owner's manuals describe the procedures for changing the fork oil, and the rear shocks are usually either perfectly acceptable or they've been discarded for an accessory replacement. It's necessary to lubricate the steering crown bearings, the axle bearings and the swinging arm bushing from time to time; all of the bolts and nuts that hold these bits in place

must also be tightened occasionally. Again, all that is pretty well outlined in your owner's manual. What most manuals and most owners ignore, though, is wheel and chassis alignment. These areas are as crucial to design-perfect handling as a proper spark plug is to engine perform-

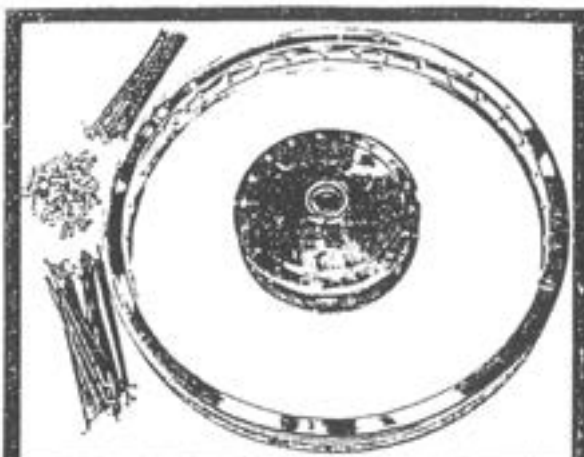
ance. The weight of the front or the rear of the motorcycle is, quite literally, suspended from each of the wire spokes in the front and rear wheels. As each wheel revolves, the weight on that axle is transferred from one set of spokes to the next. If one spoke is loose or broken, this can cause the machine to swerve a bit to one side, giving a wobbly feeling through the seat or handlebars. If you hit a rock or a chuckhole just right, the entire weight of you and the machine is suspended for an instant from just one or two spokes. When this unusual load is carried by those thin wires, they often stretch or snap. In some ways, it's better if they snap; at least you know that a spoke is weakened. If the spoke just stretches, there's no visual indication that the wheel is now incapable of supporting the machine properly because the spoke is too loose. This is why you hear and read such frequent warnings to check the spokes for tightness every time you ride. A check of those 30 or 40 spokes sounds like unnecessary work, but with a little practice, it won't take much longer than tickling a carburetor float button.

If the machine has a center stand, prop the bike so that the wheel you wish to check just clears the ground. Tap the middle of each spoke lightly with the end of a wrench and listen to the sound the spokes make. Those that are tight enough will give off a crisp pinging sound; those that are too loose will sound more like a thud than a ping. Obviously, the broken spokes, even those whose ends are still held by nipples (the nuts at the wheel rim end) will be easy enough to detect. You may have to remove the tire to repair that rare broken spoke, but the loose ones can be quickly adjusted so their sound matches all the rest. We've gone a step further with the series of photographs on these pages.

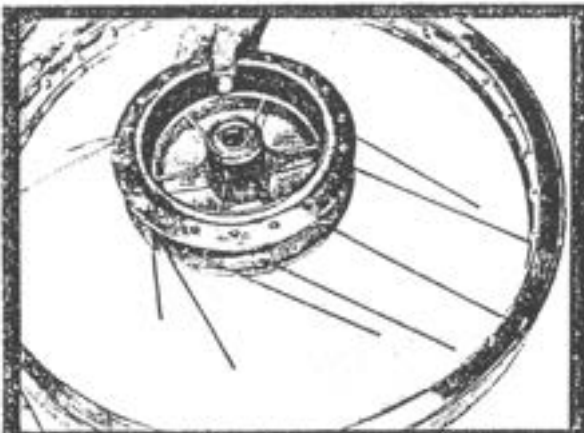


(1) A series of simplified views showing just how the spokes carry the weight. (A) When the machine's at a stand still. (B) When its rolling. (C) When the brakes are applied. NOTE - that the entire weight literally hangs from just 4 or 6 of the spokes at any given moment.

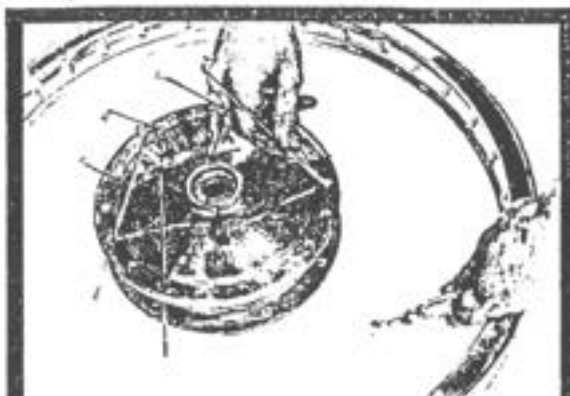
# Indian Motorcycle Company



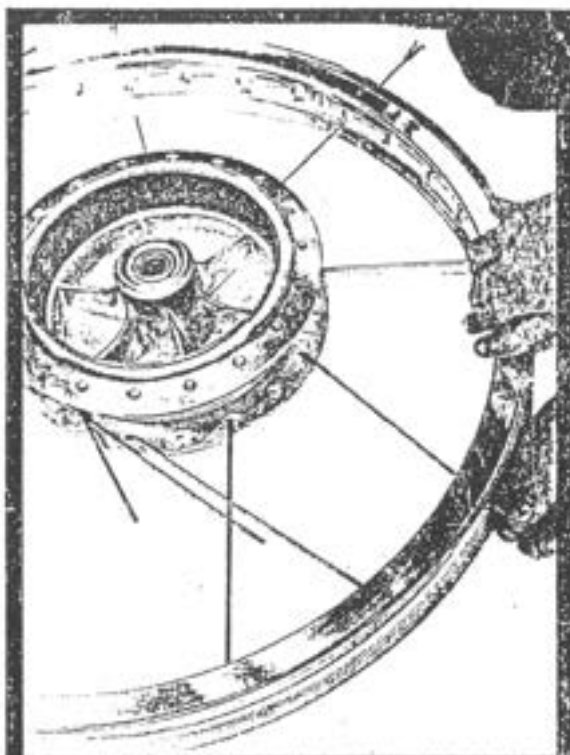
(2) You can better understand the makeup of any wire wheel (and learn how to place your own wheel or replace a bent rim, or substitute an alloy and - or a larger rim on your hub) by following this sequence. If you are installing a larger diameter rim, you'll need longer spokes. Notice that the spokes at the top of the photo have their heads angled at approximately 70 degrees from the shank of the spoke, and the bottom spokes have their heads angled at approximately 110 degrees.



(4) If each of the flared ends was inserted with the flare to the outside of the hub you should be able to turn the hub over and straighten each of the spokes into this pattern. It's almost a must to have a duplicate (or photo) of the original wheel for reference.



(3) This particular wheel utilizes a full width hub a 2 - inch wide, 21 - inch alloy rim, and has 36 spokes. Start by inserting nine of the 110 - degree spokes through every other hole from the outside.



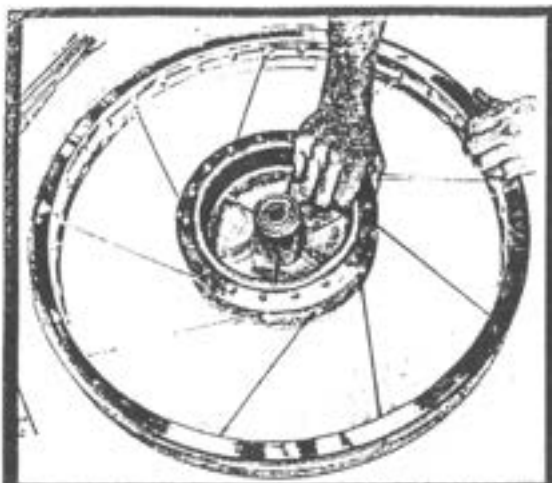
(5) You can add the threaded spoke nipples to the ends of the spokes to hold them into the rims - This first set of 9 spokes is inserted into every 4th hole.

which show you how to completely replace a wheel. On those occasions when a dozen or so spokes have been broken, the rim will usually be bent and require replacement anyway.

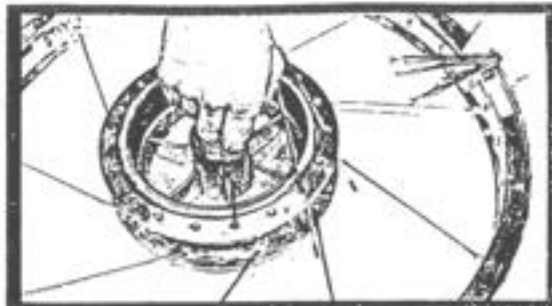
Chassis alignment is a difficult thing to see on a motorcycle, because the forks, shocks, and swingarm all angle in different directions.

The place to start checking for proper alignment is the steering. ( continued )

# Indian Motorcycle Company



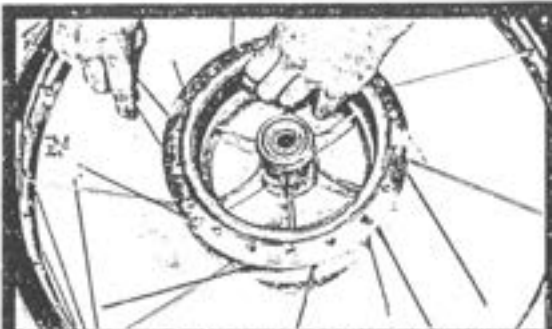
(6) The really trick part of replacing any wire wheel is getting the spokes in at the proper angle to match the angle of the holes that are drilled and drilled in the rim. The spokes on this wheel must lay at about this angle when the nipples are threaded all the way on.



(7) Nine 110-degree spokes on the opposite side of the hub go in next. These also go in from the outside in the holes just clockwise from the first nine on the other side.



(9) Start nine 70-degree spokes through the inside of the hub flange and bring them out in the direction shown until they seat in their beveled holes.



(8) Block the hub up about six inches so you can insert the spokes and wiggle them around toward the rim and thread the nipples on.

or, better yet, from one of the bends, down to the front axle, will help determine if both ends of the bars are equidistant from the axle. Most of the handlebar alignment checking can be done by sighting from the regular riding position or perhaps while standing on the pegs to get a better view.

The fork tubes are relatively easy to twist so that the top triple clamp is forced out of line with the bottom triple clamp. Usually, you can just hold the front wheel and tire between your knees while you give the handlebars a healthy yank. If necessary, loosen the clamp bolts that secure the fork tubes into the triple clamps, then twist the handlebars so that the two

fork tubes are perfectly parallel as viewed from the side. The clamp bolts should be checked, from time to time, for tightness.

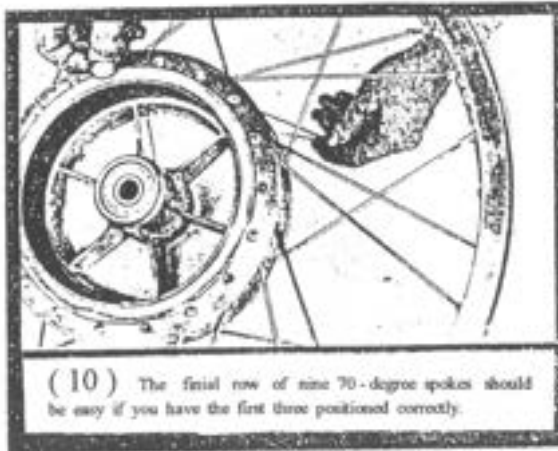
Put the machine on its center stand or shove a milk crate under the crankcase to lift the front wheel a few inches off the ground. Grab the forks down near the axle, and wiggle them back and forth to check for excessive play in the steering head bearings. If you detect any play, adjust the bearings as outlined in your owner's manual.

While the front wheel is up, you can clamp a pointer so its tip is in line with the exact center of the front tire and about 1/32 inch away from the tire

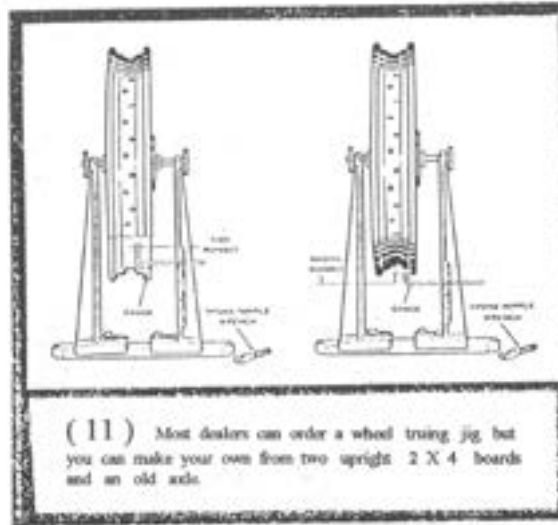
tread. Slowly rotate the wheel to see how much the tire wobbles from side-to-side and up-and-down; if there's less than 1/16 inch of wobble in either direction, all is well. If there's more side-to-side or up-and-down wobble than plus-or-minus 1/16 inch, check again (it should have been done when you were tightening the spokes) for wheel rim runout by holding the pointer near the rim itself. Rim wobble can be corrected by tightening the spokes as shown in the photos and drawings, but if the rim is running true, tire wobble can only be corrected by replacing the tire with another.

Finally, hold a perfectly straight

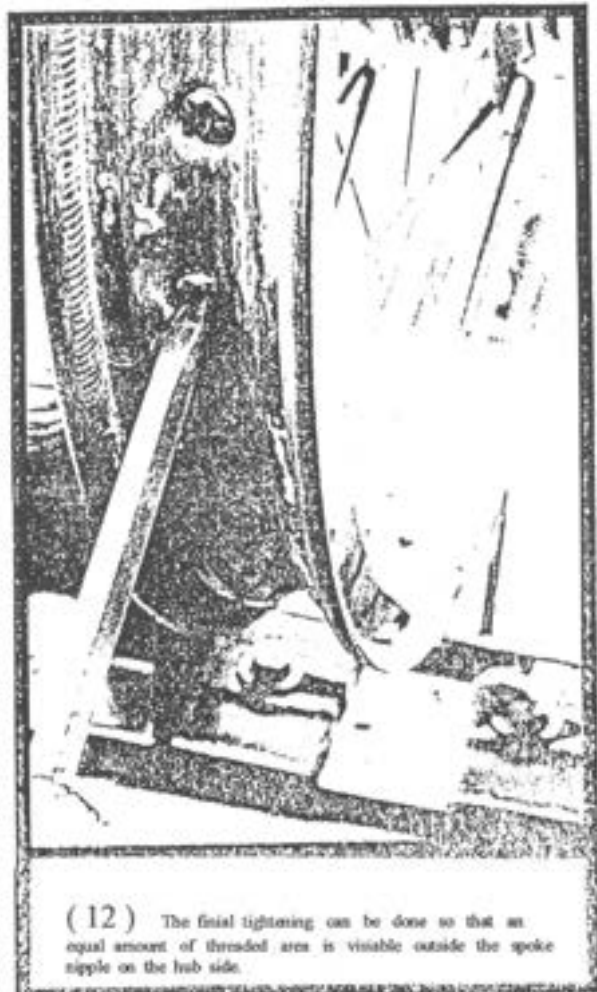
# Indian Motorcycle Company



(10) The final row of nine 70-degree spokes should be easy if you have the first three positioned correctly.



(11) Most dealers can order a wheel truing jig, but you can make your own from two upright 2 X 4 boards and an old axle.



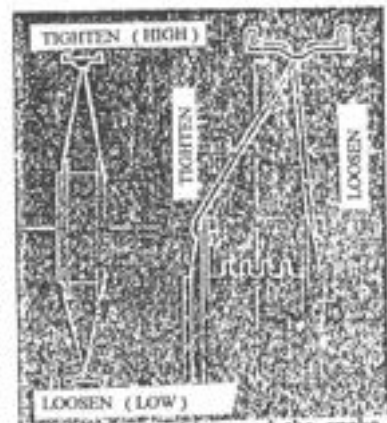
(12) The final tightening can be done so that an equal amount of threaded area is visible outside the spoke nipple on the hub side.

board against the sides of the front and rear tires, as close to the axle as you can get it without interfering with the sprocket or brake hubs and linkage (see drawing). If the front wheel is pointed straight ahead, and if the front and rear tires are the same brand, model, and size, the board should touch both tires in two places as shown in the drawing. If it doesn't, the rear wheel is probably cocked in its mounts due to improper chain adjustment. Loosen the rear axle nuts and align the rear wheel so it touches the straight edge at the same time that you are adjusting the chain. (See your owner's manual for "proper slack." It's usually about a half to three-quarters of an inch of up-and-down chain movement as measured at the bottom run, halfway between the rear axle and the countershaft sprocket.) Tighten the rear axle nuts and recheck the alignment (with the board straight edge) to be sure the rear wheel is in line with the front.

If your machine has a narrower tire

on the front, or if the front and rear tires are different in any other way, you'll need two perfectly straight boards. Place one on each side of the tires, as high up as the frame, exhaust, sprockets and brake linkage will allow. In most cases, the rear tire is wider than the front, so each board should touch the rear tire at two points: near the back of the tire, and near the front of the tire. The boards should not touch either side of the front tire when the rear wheel is properly aligned. The distance between the sides of the front tire and the boards should be the same on both sides of the tire.

Keep the boards in place so you're sure the wheels and tires are set in a perfectly straight ahead position, and sight down the edge of the rear wheel to see if the front and rear wheels are in vertical alignment. Sometimes, particularly on a dirt machine, the swing arm gets twisted so that the sides are no longer parallel. This tilts the rear



Use the screwdriver and the spoke wrench to tighten and loosen the spokes around the rim. The drawings show which spokes to loosen to correct the up and down or side to side wobble. If any of the spoke ends protrude past the nipple, then they must be ground flush.

## 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](mailto: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](mailto:twilcock@hotmail.ca)

**For Sale:** 1940 Indian Four Cylinder upper and lower engine cases. VIN number is original and both cases need some repair. If interested we can email pictures. \$5,000.00 for the pair. Please call Dave Pempeit at (734) 287-8509.

**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](mailto: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](mailto: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](mailto: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](mailto:bobsindiansales@aol.com)

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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,

A couple of Indian front ends.

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



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**For more information  
email Jim Walther [indianfourrider@yahoo.com](mailto: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](mailto:joe@barnwoodarms.net).



**For Sale:** 1935 Indian 4 basket case. Contact: Steve Geiger (646) 645-1582 email: [s\\_geiger@earthlink.net](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:jcoombs1957@gmail.com)

**Wanted:** Looking for a right side tank badge for my 1940 4 cyl. Email Miles at: [plstkr00@yahoo.com](mailto:plstkr00@yahoo.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](mailto:sales@zorros.net.au) [www.crazyhorseindian.com](http://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



**For Sale or Wanted:**

For sale: 31 Indian Four restored and running.

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-25, 64, 77, & 97.

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

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

Wanted: 32 Four frame/chassis.

Wanted: 31, 32, and 38 Indian Four engines.

Al in Tulare, California. Call (559) 631-0804 or (559) 688-8844.



**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](mailto:jackwoolum@earthlink.net)

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

**Wanted:** 1928-1929 Headlight - original (not repro) - any condition - Contact: Bret Yeager email: [coryangee@comcast.net](mailto: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](mailto: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](mailto: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](mailto:jimmysabino62@gmail.com)

**Wanted:** Looking for a tire pump for a 1931 Indian 402. Please contact: Lincoln McIlravy email: [lmcilravy@southslope.net](mailto: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](mailto:joe@barnwoodarms.net)

**Wanted:** 1933-1935 cylinders. Will purchase outright or trade for earlier cylinders. Also looking for 1926 Ace upper crankcase. Tom Wilcock (905) 263-2557 or email: [twilcock@hotmail.ca](mailto:twilcock@hotmail.ca)

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

Contact Bruce at email: [bwcoutant@frontier.com](mailto: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](mailto:dande042@gmail.com).

**Wanted:** Would like to buy an Ace or Cleveland that is complete and in good running order. Want a bike that I can experience the ride. Have a very nice 440 Indian that can be offered to a deal if needed. Will consider a USA bike only Andy Tarnik (724) 747-5319 or email: [AndrewTarnik@yahoo.com](mailto:AndrewTarnik@yahoo.com)

**Wanted:** Klaxon11 horn as well as 1918, 1929, & 1938 New Jersey MC license plates.  
Contact Sean Mulligan email: [thefatmanllc@yahoo.com](mailto:thefatmanllc@yahoo.com)

**Wanted:** Good day fellow members. I am looking for a usable Schebler DLX 77 carburetor for rebuilding. Please email: [halaburawayne@gmail.com](mailto:halaburawayne@gmail.com) If you have some photos that would be great. If you prefer to call my number is (306) 221-7835, ask for Wayne. Thanks for your consideration.

**For Sale:** M441 carburetor and intake manifold. \$1,900.00 USD or trade for FN parts.  
Contact Martin Demeyere email: [martindemeyere4@hotmail.com](mailto:martindemeyere4@hotmail.com)



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## 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.

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Embroidered Baseball Hats: \$20

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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.

## Member Roster Spring 2022

1387	Willard	Vinton	AK	<a href="mailto:willyv@fountainheadhotels.com">willyv@fountainheadhotels.com</a>	
1379	George	Ascherl	AZ		310-359-0909
1233	Christopher	Nocella	AZ	<a href="mailto:cnocella41@gmail.com">cnocella41@gmail.com</a>	520-349-0544
1358	Steve	Adams	CA	<a href="mailto:ptesapa16@gmail.com">ptesapa16@gmail.com</a>	530-462-4695
423	Al	Engle	Ca		559-688-8844
1310	Doug	Feinsod	CA	<a href="mailto:jrawlsky@cruz10.com">jrawlsky@cruz10.com</a>	931-588-7975
1212	Greg	Gass	CA	<a href="mailto:greg@bermingham.com">greg@bermingham.com</a>	562-860-1600
1311	Steve	Gonzales	CA	<a href="mailto:Stephen@Duvalaki.org">Stephen@Duvalaki.org</a>	415-290-7444
1307	Joe	Mangelos	CA	<a href="mailto:joe@barnwoodarms.net">joe@barnwoodarms.net</a>	209-614-0456
1318	Tom	McBride	CA	<a href="mailto:tomqmcbride@yahoo.com">tomqmcbride@yahoo.com</a>	310-719-5315
1331	Richard	McElheney	CA	<a href="mailto:richnewf@charter.net">richnewf@charter.net</a>	805-489-1860
1371	George	McGuire	CA	<a href="mailto:george@bgconst.com">george@bgconst.com</a>	
1229	Jose	Medina	CA	<a href="mailto:powerengr1@hotmail.com">powerengr1@hotmail.com</a>	805-305-9030
1373	Leland	Powels	CA	<a href="mailto:yesterdayranch@att.net">yesterdayranch@att.net</a>	
538	Jack	Woolum	CA	<a href="mailto:jackwoolum@earthlink.net">jackwoolum@earthlink.net</a>	
1319	Bret	Yeager	CA	<a href="mailto:coryanqee@comcast.net">coryanqee@comcast.net</a>	
1009	Gary F.	Re	CO	<a href="mailto:gary_re@comcast.net">gary_re@comcast.net</a>	303-801-7387
1147	Travis	Scott	CO	<a href="mailto:nimbusnut@gmail.com">nimbusnut@gmail.com</a>	719-641-6484
1219	Joseph	Jensen	CT		203-838-9802
1040	Richard	Julian	DE	<a href="mailto:rjulian@eastern-states.net">rjulian@eastern-states.net</a>	302-530-0908
1142	Peter	Renzetti	DE	<a href="mailto:Peterarenzetti@yahoo.com">Peterarenzetti@yahoo.com</a>	610-733-5123
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1258	Tom	Sheahan	IL	<a href="mailto:sheahan.tom@gmail.com">sheahan.tom@gmail.com</a>	815-701-1201
1259	Glenn	Shriver	IL	<a href="mailto:glennshriver@sbcglobal.net">glennshriver@sbcglobal.net</a>	773-478-8612
1048	Ken	Swanson	IL		

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1279	Fred	Wacker	IL	<a href="mailto:redinjun@comcast.net">redinjun@comcast.net</a>	847-514-5698
1085	Robbie	Bloyd	IN		765-567-4209
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1159	Eric	Brutus	IN	<a href="mailto:ericbrutus@yahoo.com">ericbrutus@yahoo.com</a>	765-585-2535
893	Charles	Crafton	IN		317-831-3519
930	Drew	Crafton	IN	<a href="mailto:Drew.Crafton@gmail.com">Drew.Crafton@gmail.com</a>	317-965-0541
990	Roy	Davies	IN	<a href="mailto:retiredscroy@yahoo.com">retiredscroy@yahoo.com</a>	812-239-5952
38	LaVera	Davies	IN		812-877-9331
1201	Jerry	Ficklin	IN	<a href="mailto:nortonracer@earthlink.net">nortonracer@earthlink.net</a>	317-697-6114
1211	Don	Garrity	IN	<a href="mailto:dgarrity@bshinvestments.com">dgarrity@bshinvestments.com</a>	
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## Member Roster Spring 2022

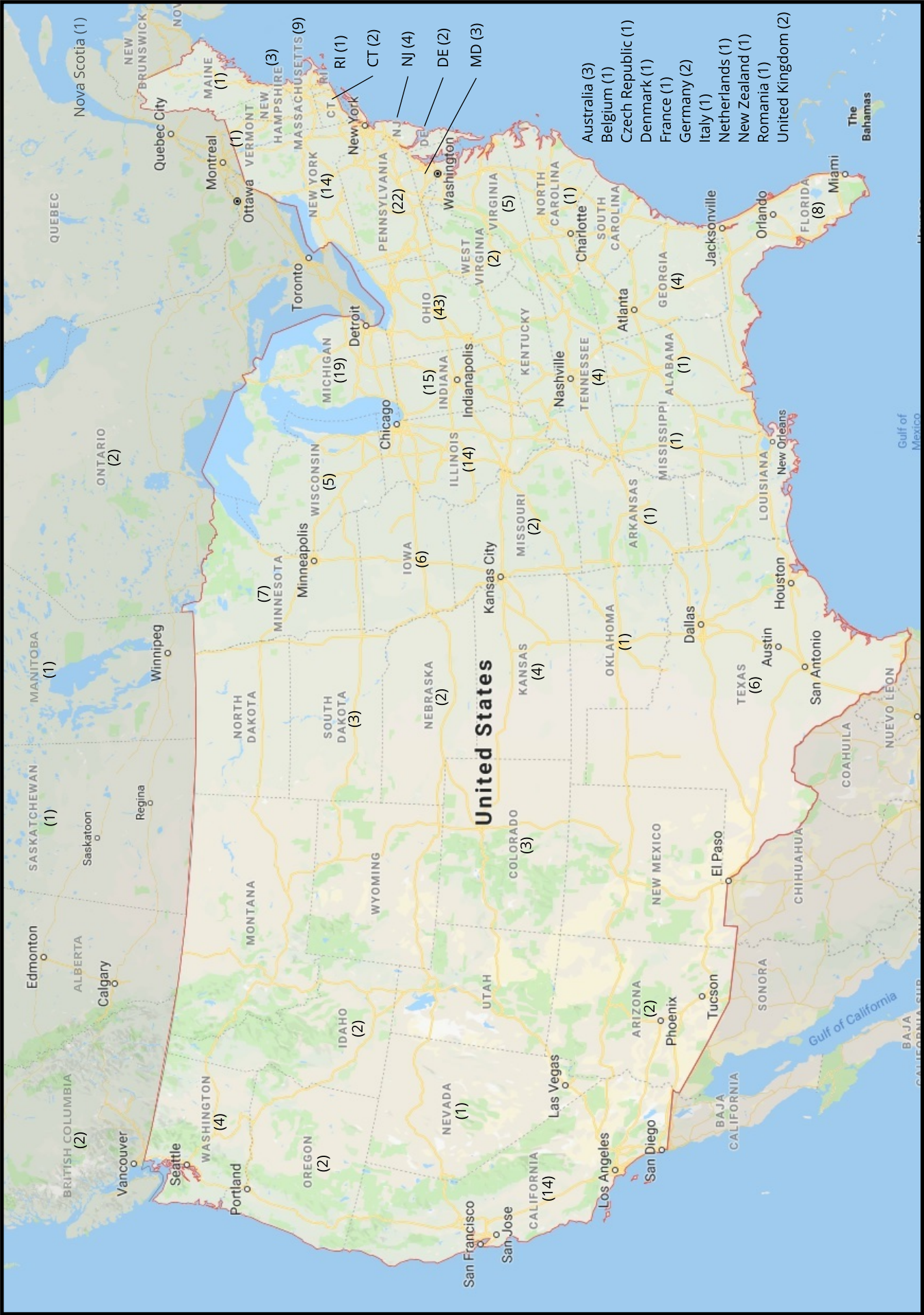
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**From the Editor:** The published roster is composed of those who gave permission to be included in the list you will see in the newsletters and magazine. Some listed have chosen to exclude their phone number or email address. If you would like to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

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](mailto:indian4cylinderclubeditor@gmail.com). Thank you, again to everyone who has participated over the past couple of years. Tracy Woodall



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

*Indian*  **FOUR  
CYLINDER NEWS**

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*From the* *Indian 4 Club*

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