



1901

The Indian Motorcycle



CLUB



1953

New styling gives the Indian its a sportier appearance. New sturdy dual seat on Chief-its best new tank design. Chiefed says not here how place look even comfortably on the ground

ALL-AMERICAN *Indian* MOTORCYCLE NEWS

Spring 2014

Charter No. 1132

XLVII No. 1



Specifications

Roger Glodowski
Racine, WI
1937 Indian Chief

Human Factor

Fabrication ----- James Solberg
Assembly ----- James Solberg
Painter ----- Roger Glodowski
Engine Builder ----- Justin Solberg / Jeff Vlieger
Engine Builder ----- James Solberg

Engine

Year/Model ----- 1948 Indian Chief
Displacement ----- 84.5 cubic inch
Ignition ----- E. Glasgow - Indian Electronic Ignition
Cases ----- Chief Crankcase Company
Heads ----- Bonneville, Jerry Greers
Cylinders ----- Indian Engineering
Carburetor ----- Knucklehead Power USA
Rods ----- Harley Davidson C V
Flywheels ----- Carrillo, Starklite Cycle
Pistons ----- 5 inch stroke, S&S Cycle
Cams ----- stroker .050 over - 3.300 bore
Starklite Cycle
Valves ----- Indian Bonneville,
Stainless steel with hard
chrome stems
Transmission ----- 4 speed, Chief Overdrive, LLC
Sprocket ----- 24 tooth output
43 tooth wheel

Body Work

Gas Tanks ----- 37 Chief
Iron Horse Corral
Front fender ----- H D
Rear Fender ----- fiberglass
Seat ----- custom, First Rate Auto Trim
Seat ----- Indian, Heather's Leathers
Hand Controls ----- stock Indian
Rear Brake Pedal ----- stock Indian
Clutch Pedal ----- fabricate
Instruments ----- Drag Specialties Speedo
Paint ----- House of Kolor / gold ice

Frame

Year/Model ----- 1937 Indian Chief
Rake ----- stock
Stretch ----- none

Forks

Type ----- H D FXR
Trees ----- modified fork stem
Lower Legs ----- stock

Misc.

Windscreen ----- Max Doering, Iron
Bags, Inc
Powder coated ----- J&J Powder Coating

Wheels, tires & brakes

Front Wheel ----- stock spoke H D
Rear Wheel ----- H D Fatboy
Front Brake ----- disc, stock H D
Rear Brake ----- disc, stock H D
Front Tire ----- Dunlop 90/90-19
Rear Tire ----- Dunlop 150/80-16

ALL AMERICAN INDIAN MOTORCYCLE CLUB

Celebrating our 45th year!

Established April 25, 1965; Incorporated in the State of Michigan, Nov. 4, 1971; Charter Number 1131.

President

Berland Sullivan
(248) 399-5193

Vice President

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Treasurer

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(419) 897-0397

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Referee

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Contact Points:

For Information & Club Applications: Write to Berland Sullivan., President AAIMC, 26048 Brush, Madison Heights MI 48071. Or check our web page.

Web Page: <http://www.allamericanindianmotorcycleclub.com>. Dennis Bozung, Webmaster.

Pictures Articles & Want Ads - AAIMC Newsletter: Send to Teri Clement, 140 N. Centennial Rd., Holland OH 43528, or e-mail to paulteri@bex.net

Back Issues of AAIMC Newsletters: Write to Berland Sullivan, 26048 Brush, Madison Heights, MI, 48071, and phone 248-399-5193. Make check payable to AAIMC. Please indicate issue(s) wanted. (Back issues are \$3.00 pp.).

NOTE FROM EDITOR.....

Please send me your stories and/or pictures of your motorcycles or projects (no matter how big or small) for future issues of our newsletters. We all love to read about the travels and experiences of our motorcycle friends. Please send them to: Teri Clement, 140 N. Centennial Rd., Holland Ohio 43528 or email: paulteri@bex.net

President's Page



Berland Sullivan, President

Hi Everybody!

Looking out my front window this morning at snowflakes falling I haven't gotten in the mood for Bike season but just give me about one day of warmer weather and I will change my mind. It is hard to think about Spring when you are up to your fanny in snow .

I know I said this before but we are celebrating our 50th Anniversary this Father's Day and all year long our Vice President, Craig has arranged for some great T shirts.

ORDER THEM NOW and wear them at all the meets. We should be proud of our 50 years. Very few clubs make it this far, but we have some of the best Clubs members. We are always happy to help anybody in any way we can. Members are happy if you get a new bike or finish restoring one and get encouragement and a pat on the back for your hard work. So let's get back to shining our bikes and preparing for warm weather.

Well, in the meantime I guess I'll get back to watching that snow fly.

Keep smiling, Berland

SWAP SHOP ADS

BUY, SELL, TRADE - Vintage/Antique motorcycle plates....contact Rich Watson 734-595-0914

TRADE ONLY: 1947 Indian Chief power plant rebuilt less carb & distr. Bob Lamb Ph. 616-784-4388

Parting out: 1971 BMW 60/5: NOS parts include mufflers, headlight rim, front wheel rim, turn signals. Original parts include frame, fenders, fuel tank, seat, saddlebags and most anything else you'll need. Call E. Kelsey at 440-943-0358.

For Sale: Indian saddlebags are being made from original patterns. The "Chief Traveler Bags" are just like the ones in the Indian Accessories catalogue. We are also making the "1940 Kidney Bag" with the zipper. For information on your nearest dealer, send a note to: Gingerich Leather, 52092 Cheryl Dr., Granger, IN, 46530, Attn. Tom Rickey. He will send you literature.

For Sale: Indian Sport Scout pistons and pins, new, 0.10 over, \$100. 1939 Indian Four parts: crankshaft \$600; flywheel \$100; front crankshaft gear \$100. Gerry Andriashek, Edmonton, Canada, Ph. 780-456-4800 or gerr@telus.net.

Wanted: 101 Scout, restored or unrestored, but complete and rideable. Also, Wall of Death bike in any condition. Please call Ray in Columbia, SC at 803-256-3466.

Wanted to Buy: 1943 Indian 741 parts: Front fender, rear section of rear fender, complete taillight, chain guard, generator chain guard, side rails for footboards, ammunition box, blackout lights, plates for saddlebags, scabbard bracket. Gerry Andriashek, Edmonton, Canada, Ph. 780-456-4800 or gerr@telus.net.

Wanted: Indian Four Cylinder in good running condition. Prefer older restoration or original condition. Will consider unit in need of repair. Please call Art Bulmann at 708-534-6693 (Monee, IL).

Wanted: 100 MPH Corbin Speedo. Mike Kaspar, Cologne, Germany. mkaspar@gmx.net or phone 0049-221-619536.

Repair, Rebuilding and Full Restorations of all pre-1954 Indian motorcycles. Specializing in precision-built engines and transmissions and show-quality paintwork. Contact Andy Anderson of Honest Injun Restorations. Phone 586-784-8813.

Wanted: Parts for ACE or early Indian 4. Cylinders, crankshaft etc. Or complete engine. I have Ace parts for trade. Theo at 0031-572-352526 Holland or email theo.ans.cents@hotmail.net

Wanted: Messinger #3 seat and/or seat parts for '28 Scout. John Prusnek 330-274-3001.

For Sale: Corbin 110 mph speedometer, 725 actual miles, works perfectly, not BSC unit, maximum speed hand, includes light with wiring, suitable for 52-53 Chiefs, \$1,000. Email spajOH@raex.com or John Prusnek at 330-274-3001.

For Sale: Indian military motorcycle Model 741-B Feb. 20, 1942 Parts List Book from Paul Pearce Collection Orig. VGC \$35 + shpg Jim 440-452-1329

For Sale: Carburetor cover (air cleaner) for 1928-1933 Scouts & Chiefs and for 1927-1931 Harley Davidson twins. Quality brass repro. \$22.50 pp. Corbin Speedo head mounting bracket for 101 Scouts or Four. Specify left for Scout or right for Four. Quality brass repro. \$35.00 pp. Jim Tagaris, 14543 Fenton Rd., Broomfield, CO 80020. Call 303-466-2845.

For Sale: Indian Chief motors/crankcases. New replacement parts, crankcase to complete assembled motor. Crankcases available with optional machining to accommodate use of either an ignition coil or a magneto. Also, matching cam case cover machined to accept either an aluminum or cast iron oil pump. Our goal is to duplicate original 1948 style crankcases with no added embellishments. "Starklite Cycle" and "Chief Crankcase Company" 262-331-4300, Roger Glodowski & James Solberg email at chiefcrankcase@yahoo.com.

For Sale: Postage paid in North America. 1940-45 Chief and 4 Cylinder rear shock upper springs #42596, 1946-53 Chief rear shock upper springs #809015, \$25 a pair, plus postage. All springs are repro. Wally Krzyzanowski, 574-896-2695 after 6 pm (Indiana).

Wanted: Indian Lance manufactured by Enfield England 1957-58. 150cc two-cycle. Please call Art Bulmann at 708-534-6693 (Monee, IL).

For Sale: 1940-42 Four-Cylinder Indian center stand and side stand brackets. Weld/braze onto frame. Steel castings. Right or left side. \$100.00 each + shipping. All the castings for late model 4 cylinder frames. Other frame castings, too. Bill Miller. Perrysburg, OH, (419) 666-3375.

Wanted: 1940-53 Indian Chief to ride. Older restoration or excellent original. **To Trade:** 1948 Pontiac Coupe. A sharp very presentable older restoration. Looks stock/original, but has updated driveline and more. A dependable "driver" with no assembly required! Appraised at \$13,900. Call Jerry Ratkowski at 330-725-4260 in Medina, OH.

For Sale/Trade: N.O.S. items: The last power plant to leave Indian factory, still on shipping pallet. Complete: '80 Chief engine/trans/primary/coil/dist/ special Bonn. Carb! Documented – museum quality. NO V.I.N. ever. + '46 – '47 Chief frame still in shipping wrapping (civilian) perfect + pair '42 – '46 chief tanks(civilian) skirted Chief or Four road fender (civilian) + late Chief initial frame(for behind headlight) in original, unopened, factory box + original Easy Rider Rides Again movie poster (not folded) beautiful + 100's of H.D. enthusiasts mags, '20 – '58 plus cases of literature Danny McCoy leave message 740-862-4141

Looking For: Knuckle Head & pre '58 Pan Head - Danny McCoy leave message 740-862-4141

WANTED: ANYTHING 101. I have a great frame, fork, and some of the engine now. I need sheet metal, lights, handlebars, gauges, etc. I would deeply appreciate any help with this project, even advice, suggestions, restoration photos, or even information or hints on Bobber style alternative fenders, etc. Please contact Dave Leukhardt at 724 837 1171 or indianriderdave@yahoo.com

For Sale: 1940 Canadian Military Indian Scout with original sidecar. Restoration has been started. Some new parts, tires, tubes and seat. Sidecar is complete but tub needs work. Comes with another Scout that is missing front part of frame. Both have matching numbers. Some parts are missing, but a good working base. These are 2 of 1500 produced for the Canadian Army. No titles. Have some history of military career. Asking \$18,000. I live in Carlisle ONT Canada. Contact Bryce Huntington 519-269-9850 or judyandbryce@hotmail.com.

For Sale: Solo seat cover – For Indian or Harley- high quality sail cloth held on with heavy elastic cord, brown or black, beautiful , new \$40.00 Danny McCoy leave message 740-862-4141

For Sale: 1937 Indian Chief "custom bobber". Built by Indian motor builder, James Solberg. Matching numbers frame 3371080, motor CGG1080. This motorcycle can putt around town and run down the freeway; 4 speed transmission; rare overdrive; electronic ignition, Jerry Greer heads, knucklehead cams, stainless steel valves, SS stroker wheels, 24 tooth sprocket, rear wheel-43, front/rear disk brakes. \$37,500 Call Roger (262)-456-6778 or (262)-331-4300 email: rlglodowski@gmail.com

Wanted For Indian 841: 1 pc. 45174 Pawl finger and ratchet lever stud, 2 pc. 43944 Gear shifter pawl finger, 1 pc. 44326 Shifter pawl spring, 1 pc. 43904 Kickstarter cluth, 1 pc. 43693 Kickstarter segment gear. Jan Lund-Joergensen, Klodskov Strandvej 4, DK-4800 Nykoebing F, Denmark. Ind-jan@live.dk

** For any additions or deletions please contact Teri Clement @419-897-0397 or email to paulteri@bex.net

IN MEMORY OF:

Frank Long, Sr., who passed on December 7, 2014 at age 88. He was an avid long time member of the club and antique Indian motorcycle owner.



Here is a picture of Frank with his 1941 Indian Four & Gouling side car, winning "Best of Show" at a Florida motorcycle meet when he was 86.

Gene Bevilacqua, passed away October 19, 2013 after a brave battle with kidney cancer. According to his wife, Jo Ann, he sold all of his motorcycles before his death. His favorite was a 1937 Indian Chief which he passed along to a good friend who promised to take good care of it. Gene also enjoyed Bike Week in Florida. The Sunshine Chapter of the AAIMC has placed a plaque in his name on the motorcycle monument behind the Hilton Hotel on the beach.

MARK THESE DATES ON YOUR CALENDAR:

| | |
|-------------|----------------------------------|
| June 19-21 | Father's Day Weekend at DUX Club |
| Sept. 18-20 | Hartman Meet in Wellington, Ohio |
| Dec. 6 | Christmas Brunch at DUX Club |

This was a great article written by Tony Wallace's nephew which I thought you might enjoy....

Kent Chovanec
Mr. Harold
AP US History
Period 3

1929 Indian 101 Scout

It is 1899. Americans, infatuated with the sport of bicycle racing line the long route. A young cyclist races down the track, behind a European "pacer"- a gas powered bicycle designed to break the wind resistance for the rider.¹ The racer nears the half way point of the race. In front of him he hears the pacer's engine cough, sputter, and then die. It rolls to a stop and the cyclist continues on while the pacer crew frantically tries to start the fitful machine. The cyclist continues to ride, but without his pacer he is greatly slowed and is soon passed. This frustrating situation was all too common for cycling racers of the late 19th century. Not until two Americans- George Henedee and Carl Hedstrom- decided to create a superior product, did this cycle of mechanical failures cease.

Born in Sweden in 1871, Carl Hedstrom emigrated to the United States at age 9.² Growing up he became interested in how things worked. At age 16 he was apprenticed and learned to make clocks. Along with the rest of the country Hedstrom became interested in bicycles and was soon designing and building his own gas-powered pacers. When he showed his design to a bicycle manufacturer named George Henedee a partnership was forged that would lead to the start of the Indian Motorcycle Company, one of the largest motorcycle companies in history. Because of Hedstrom's great knowledge of how to design reliable and innovative motorcycles he earned the nickname "Medicine Man".¹

¹ Kern, Walter. "Indian Motorcycles - History." Motorcycle Views - Original Motorcycle Articles and Views on Motorcycles and the World of Motorcycles. <http://motorcycleviews.com/history/indianmotorcycles.htm> (accessed November 23, 2011).

² "People." Indian Motorcycle Classics. <http://indianmcc.com/people.html> (accessed November 22, 2011).

Carl Hedstrom's partner was business owner and former cycling record holder George Henedee. Born in Massachusetts in 1866, Henedee began racing bicycles at age 16.³ In 1886 he set the record time for a half mile race on a Big Wheel bicycle. The record stood for six years until it was broken in 1892. That year he retired, and three years later he began the Silver King and Queen Bike Shop. Henedee was also interested in motorized bicycles. When he saw Hedstrom's designs he was certain that if these bikes could be mass produced they would sell well. Though he did not quite have Carl's engineering genius, George was good at stirring up interest in their product and getting the financing to make their dream a reality. He earned the nickname "Big Chief".⁴ Henedee would become the company's general manager until 1915 when he retired, and would stay on as president of the company until 1916.

The United States that Indian was created in was much different than today's country. Roads were awful and the most the federal government was spending on them was a few thousand dollars a year that went to a small department called the Office of Public Road Inquiry.⁵ This group tested and did modest research to determine the best road materials. A survey conducted in 1904 showed that less than 7% of public roads had any type of surfacing. The greater part of American roads were little more than dirt tracks, extremely susceptible to the elements. Wagons and cars were tough to get through the muddy roads, and were extremely difficult to dig out when they became bogged down. Consumers were looking for effective means of transportation, a huge market for Indian Motorcycles to fill.

³ "People." Indian Motorcycle Classics. <http://indianmcc.com/people.html> (accessed November 22, 2011).

⁴ Kern, Walter. "Indian Motorcycles - History." Motorcycle Views - Original Motorcycle Articles and Views on Motorcycles and the World of Motorcycles. <http://motorcycleviews.com/history/indianmotorcycles.htm> (accessed November 23, 2011).

⁵ ParkNet. "National Park Service: Historic Roads in the National Park System." National Park Service Cultural Resources Discover History. http://www.cr.nps.gov/history/online_books/roads/shs1.htm (accessed November 23, 2011).

Indian was the first major American motorcycle company.⁶ Because their competition was mostly foreign they chose the name Indian, an American icon, to emphasize that they were not an unreliable European company. Debuting in 1901 the first Indian motorcycle quickly became the world's best-selling bike.⁷ In fact, so many riders wanted to purchase an Indian that the company was forced to enlist the aid of other motorcycle companies such as the Aurora Automatic Machinery Company. Indian utilized other companies until 1906 when their own 400,000 square foot factory, the "Wigwam," was finished. Built in Springfield Massachusetts, the home of George Henedee, it would be Indian's one and only factory. Indian produced the industry's first V Twin in 1907. The second cylinder gave the bike unmatched speed and power, it would be two years before Indian's competitor Harley could build their own 2 cylinder engine. Indian was a giant of the industry and although there were more than 20 American motorcycle companies before WWI, Indian controlled over 40% of the market.

While Indians were popular, they did not become fully recognized as the great machines they were until three were sent to Britain to compete in the 1911 Isle of Man Race.⁸ The race featured many hills, as well as a wet climate. The two unique features that the Indians brought from America were their three speed transmissions and chain drives. In contrast, the European bikes all operated on 1 speed, belt drives. In the wet conditions the belts slipped, and made it difficult for the motorcycles to go. The chains did not have this problem, and the different gear options made hill climbing much easier. Of the three Indian riders that were sent to the race,

⁶ Scott, Cord . "Harley's Wayward Cousins: A History of Chicago Motorcycle Makers." *Journal of the Illinois State Historical Society* 98, no. 4 (2005): 287-302. <http://www.jstor.org> (accessed November 20, 2011).

⁷ Total Motorcycle World. "Indian Motorcycle Company History - A legend is born." Total Motorcycle | Reviews, Models, Guides, Forums, Games. <http://www.totalmotorcycle.com/photos/2009models/2009-Indian-IndianMotorcycleCompanyHistory-Alegendisborn.htm> (accessed November 17, 2011).

⁸ Wallace, Tony. Interview by author. Personal interview. 2727 Gunn Rd. Holland, Ohio 43528, November 20, 2011.

Oliver Godfrey took first, Charles Franklin second and Arthur Moorhouse third. The Indians had swept the race, cementing them as the greatest motorcycles around.

Charles Franklin, one of the heroes of the Isle of Man race, now took a more active role in the company. Born in Ireland in 1880, he studied engineering and graduated from Dublin College of Science.⁹ As early as 1912, Franklin had envisioned what would become the future Indian Scout and its larger counterpart the Chief. However, WWI put the ideas on hold as nearly all of the company's power was aimed at turning out more than 40,000 motorcycles for the Allies.¹⁰ Finally, beginning with the 1920 Scout, Franklin's work came to fruition. Following the Scout came the bigger Chief in 1922, and later the 101 Scout, my uncle's motorcycle.

My uncle, Tony Wallace, purchased his 1929 Indian 101 Scout from a man named Guerman Hodgson. Mr. Hodgson had purchased the bike new in 1929 and had raced it for nearly 20 years, with a great deal of success. My uncle showed me a case in the attic where at least a dozen large trophies stood, a testament to the former owner's skill and the bike's design. To go along with the trophies, he had an old cap festooned with a number of pins and badges from the races Mr. Hodgson had competed in.

A 750cc, the bike is not as large as a Chief, but neither is it small.¹¹ Some of the differences that this old bike has from newer motorcycles are the foot-operated clutch and stick shift. Dubbed a "Suicide Clutch," it was a complete reversal of modern bikes which feature the clutch on the handlebar and the shifter slightly above the left foot. Also, despite the poor roads, designers chose to forego major suspension in favor of seats that would absorb shock, not the bike itself. With little more than half an inch of suspension on the front wheel, these bikes, while

⁹ "People." Indian Motorcycle Classics. <http://indianmcc.com/people.html> (accessed November 22, 2011).

¹⁰ "A Proud History Still in the Making." Indian Motorcycles : Official Website. <http://www.indianmotorcycle.com/en-us/experience/history/Pages/timeline.aspx> (accessed November 20, 2011).

¹¹ Wallace, Tony. Interview by author. Personal interview. 2727 Gunn Rd. Holland, Ohio 43528, November 20, 2011.

good for their time, still provided a bumpy ride, and required a strong rider to control them. On a good road, however, the 101 Scout was a dream to ride. A longer wheel base, coupled with a lower frame, made handling much easier.¹² Fuel economy was also a strong point for the Scout, as it could boast 40 mpg. One of the things that made the 101's so special was that their production was ceased when the Great Depression hit. This means that there were fewer of these models made, making the surviving motorcycles all that much more rare.

As Indian grew it began to make changes, one of those being the removal of the "r" in motor, changing the name to the Indian Motorcycle Company, an attempt to model their name after companies like "Moto Guzzi".¹³ Indian was a major sponsor of racing, believing that the best way to improve its product was to see it in action. Besides using racing as a testing ground for its bikes, Indian profited from the advertisement of its products. The races that Indian riders won served to promote the company and cement Indian as an American icon. The Indian Motorcycle Company prided itself on its customer relations, and welcomed visitors to its factory, something that the rest of the world had yet to develop.

Not only were Indians raced and ridden for fun, but there was also a seriousness and purpose to the Indian. Used by many police departments including the NYPD and LAPD, Indians helped to run down outlaws and make these cities safe.¹⁴ A favorite of the police were the Indian fours, large 4 cylinder motorcycles that were faster and larger than anything else of

¹² Hatfield, Jerry. Illustrated Indian Motorcycle Buyer's Guide. 2 ed. Osceola : Motorbooks International, 1995.

¹³ Kern, Walter. "Indian Motorcycles - History." Motorcycle Views - Original Motorcycle Articles and Views on Motorcycles and the World of Motorcycles. <http://motorcycleviews.com/history/indianmotorcycles.htm> (accessed November 23, 2011).

¹⁴ Total Motorcycle World. "Indian Motorcycle Company History - A legend is born." Total Motorcycle | Reviews, Models, Guides, Forums, Games. <http://www.totalmotorcycle.com/photos/2009models/2009-Indian-IndianMotorcycleCompanyHistory-Alegendisborn.htm> (accessed November 17, 2011).

the time. The military also used Indians. Indian Scouts and Chiefs saw combat in both World Wars. In 1939, France purchased 5,000 Chiefs, complete with sidecars.¹⁵

Valanced fenders became a trademark of the Indian in the 1940s. The large and flowing fenders curved majestically over the wheels, providing an instant recognition of the machines. The color red became the main color of Indians uniting Scout and Chief alike. Consuming Henderson, Ace, and Excelsior Motorcycle Companies, Indian borrowed and improved their ideas about a 4 cylinder motorcycle.¹⁶ The 4 cylinder is unique to Indian, an undertaking that competitor Harley Davidson never attempted.

Indian's one and only competitor was Harley Davidson. Starting out in 1901, much like Indian, a group of friends began designing engines that could be mounted to bicycles.¹⁷ Their designs were popular and affordable. By 1920 they had eclipsed Indian, becoming the largest motorcycle manufacturer. Still great competition continued between the companies and by 1931 the battle between these two giants had crushed every other American motorcycle company. Indian and Harley were the only American motorcycle manufacturers left.

WWII focused all of Indian's efforts towards helping the Allies defeat Japan and Germany, and while significant contributions to the war effort were made, it left dealerships starving for bikes to sell. Years of poor management, little innovation, and corruption and embezzlement left Indian weak after the war. Unfortunately for Indian, Harley came out as strong as ever. It would be only a matter of time before Indian could not longer compete. In 1954 it bowed out, leaving Harley Davidson as the lone American motorcycle.

¹⁵ "A Proud History Still in the Making." Indian Motorcycles : Official Website. <http://www.indianmotorcycle.com/en-us/experience/history/Pages/timeline.aspx> (accessed November 20, 2011).

¹⁶ Wallace, Tony. Interview by author. Personal interview. 2727 Gunn Rd. Holland, Ohio 43528, November 20, 2011.

¹⁷ "Timeline - 1900's | Harley-Davidson USA." Harley-Davidson USA. http://www.harley-davidson.com/wcm/Content/Pages/H-D_History/history_1900s.jsp?locale=en_US (accessed November 17, 2011).