



1901

The Indian Motorcycle



1953

*You riding gives the Indian its a special appearance. Just steady hand and on Chamois
rest our tank design. Clifford says not let her place back ever comfortably on the ground*

ALL-AMERICAN *Indian* MOTORCYCLE NEWS

Fall 2016

Charter No. 1132

XLVIII No. 3



ABOUT OUR MEMBERS

As you may already know, John Hays was in a serious accident and currently in rehabilitative therapy and doing very well. His son, Tom, said John's sense of humor is back and he will keep us updated. Your prayers are appreciated.

IN LOVING MEMORY of Milton Juers, who passed away July 24, 2016. He was a US Navy veteran serving as a deep sea diver in the Korean War. Milt was also a long time member of the Dux Club and the All American Indian Motorcycle Club, a member of the Bricklayer Allied Craftsman Union over 60 years, Harbor Light Lodge 746, F&AM Scottish Rite, Valley of Toledo R.V.Y.C., Fraternal Order of Eagles, and American Legion Post 192 in Temperance, MI. We are grateful that we got to see his smiling face at the DUXX on Father's Day. He will be truly missed by all.

July 9, 1924

MOTORCYCLING (Including The Bicycling World)

Michigan Has a Hill That Stops 'Em All

MUSKEGON, Mich.—On June 29th, Mt. Gardfield (Michigans Greatest Hill), was again attacked by the State's best slant-tamers and it holds its crown by a long distance as it is 400 feet high and the best climb so far is 183 feet 5 inches.

The Muskegon Motorcycle Club believes that it will give the best riders in the country all that they want to put forth their efforts on for some time to come.

There was an attendance of about 5,000 people and they were all well satisfied with the events.

The fine condition of the hill is the result of the hard work of the members of the Muskegon Motorcycle Club and they hope to some time hold the sectional championship climb on it providing that they can get the support of the riders from the other states, and think that they will be well repaid for their time and distance traveled in coming this far to get a hill that they can ride as hard as they can and still have some hill left to go over.

Barney Dykstra, of Grand Rapids, mounted on Indian, achieved the highest score of the day, 183 feet, but he did not touch Mt. Gardfield's lowest vest button, at that. Oscar Lenz of Lansing, who has shot over Egypt's "Awful Hill," at the Rochester Rally, was second at the 170-foot point.



Barney Dykstra, winner of open event, 183 ft. 5 in.



Oscar Lenz, Lansing, Mich., winning the 61-in. professional



**SOME OF THOSE WHO WILL
TAKE PART IN THE NATIONAL
HILLCLIMB CHAMPIONSHIPS**

Top, left to right—E. B. Holton, official referee who will "tell 'em." Reginald Pink, the bronze boy of Reading, Pa., who tests 'em in the mountains. Oscar Lenz of Lansing, Mich., who has bested every precipice in Michigan and now longs for more Mt. Everests to conquer



Below, left to right—Floyd Clymer—"nuf sed." Johnnie Steele of Paterson, N. J., who has already tamed the twin mountain of Egypt and believes he knows how to make 'em eat out of his hand



ALL AMERICAN INDIAN MOTORCYCLE CLUB

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

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Back Issues of AAIMC Newsletters: Write to Berland/Jaci 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: paulteri44@yahoo.com

President's Page



Craig Wykoff, President

Hi Everyone!

Shoot! The summer is winding down and I still have all sorts of things to do! I hope everyone is having a good summer – being out & about (on an Indian!) or just finding the time to relax around the house.

I haven't been out on the Chief as much as I'd like to. Lots of projects to do and the Chief doesn't run as it should...another winter teardown! (I must like doing that...)

On a serious note – I do need someone to do a Tech Talk at Wellington. Any volunteers? I think you know what is needed-just some knowledge about a part or procedure on your bike. We can gather around and talk about it. The people will add to it.

Hope to see everyone at Wellington! Till then – Take care and be safe –

Craig

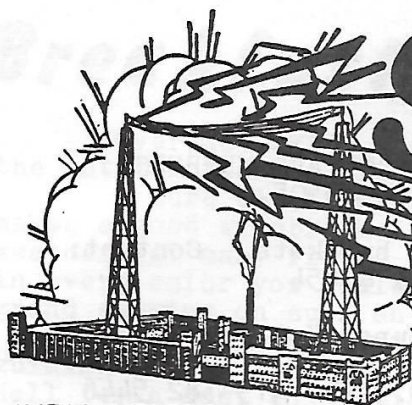
Replacing fork link bushings on '47 Chief

Please read and understand the following instructions before starting job!

- NOTE: All “left and right” references are from the view as you are sitting on the bike
- Special tools needed:
 - Bushing reamer for new bushings
- If the bike wants to fall in on corners or feels loose/wanders, check your bushings for slop in your front fork.
- If the knurled washers are easy to turn, or loose, the bushings are probably worn, and the shackle-through bolt is out of adjustment. **The first step is to have a manual for this job!**
- You will need to take the weight off the front end, but not lift the tire off the ground. The left nuts lock the shackle in place (only do one set of shackles, upper or lower, at a time). The through-shaft is tapered at that end. The right side of the shaft is threaded into the shackle. Take the nuts off the left side, and just loosen the nuts on the right side. Do not turn the shafts! Turning the shafts adjusts how tight the shackles are pulled into the center.
- With the left side nuts off, tap the left end of the shafts with a soft (brass, lead) hammer. This will pop the tapers loose. The left shackle will fall off – **DO NOT MIX THE UPPER AND LOWER SHACKLES!** They can be different lengths. Mixing them will change the steering geometry.
- Now lightly tap the shafts out the right side of the fork. Inspect the shafts for wear. Replace if necessary.
- Now you can lube the bearings (if your fork does not have zerks), or knock out the old bearings and install new bushings. With new bushings, also get new o-rings for end seals. They are special, square cut.
- Only knock out one bearing at a time, using the old bearing at the opposite end of the tube as a guide for the bushing reamer.
- Tap in a new bushing, just past the surface of the tube, so the new o-ring is just proud (slightly above) the surface of the tube.
- Ream the new bushing to size.
- Replace all the bearings with bushings this way.
- Now is the time to install grease zerks in the front end (if you don't have any) with the shafts out!
- Hint about greasing the front end – do not “over-grease” the rear lower shaft. You will grease the steering dampener also!
- Reinstall the shafts/shackles, seals, & washers where you found them. Inserting the shaft into the right side of the tube. The tapered end will stick out the left side.
- Did you install the bushing seals and knurled washers?
- Now install the left shackle, just snugging up the nuts so the shafts will turn.
- You need to turn the shafts (tighten to the left; more clearance to the right) so that the knurled washers will just turn. I use a flat blade screwdriver to turn mine. If you can turn it by hand, it's too loose.
- The manual says if there is over .005 side clearance on the washers, they're too loose.
- You will lock down the left nuts and find the clearance is off. Remember – when adjusting, small adjustments are better. Only turn the shafts small amounts in the direction needed. A quarter turn will make a big difference in adjustment.
- Loosen up the taper side a little, hit the shaft to pop the taper loose and reset. Tighten the right nuts to lock the shafts in place.
- By the time you do the last one, you'll be an expert at it!
- Hit the zerks with a grease gun, wipe up the mess, and go for a ride!

Remember – the manual helps with this! (But it's not that bad of a job.)





INDIAN FACTORY

Number 120

Service Shots

FOR
Indian Dealers



INDIAN DEALER

November 7, 1940

TIMING TWIN MOTORS

When servicing oil pumps on battery ignition motors or primary drive and transmission on 45 magneto ignition motors, it becomes necessary to retime ignition.

To aid in the retiming of motors, a mark is stamped on the left flywheel. This mark is a straight vertical line (I) which appears in the center of the top oil level screw hole in the left crankcase. This mark is not too pronounced and a good light at the screw hole is necessary.

1. Remove the top oil level screw and spark plugs from motor.
2. Turn over motor until rear cylinder inlet valve opens and closes with exhaust valve also closed and both tappets free. Then turn motor until front cylinder exhaust valve starts to open.
3. After both rear cylinder valves are closed and front cylinder exhaust valve is opening, watch for flywheel mark.
4. When the mark appears in oil level hole, the rear piston is coming up on compression stroke and by setting points so that they are just breaking with full advanced spark, the motor will be set at original factory timing.

Magneto equipped 45 Sport Scout motors are timed as described above; however, the magneto must be timed to the motor.

After primary three row chain and magneto mounting is in place, the magneto gear must be set with the mark which appears on the magneto gear and the mark located at the second screw boss on the front of the magneto gear housing matching. If the flywheel mark is showing and the magneto gear mark set with the mark on the magneto housing, the motor is properly timed.

INDIAN MOTORCYCLE COMPANY

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 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

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: 1940 Canadian Military Indian Scout with original sidecar. Restoration has been started. Painting has been done. Some new parts, tires, tubes, seat, etc. Sidecar is complete but tub needs floor work. Comes with another Scout that is missing front section of the frame. It does have front forks. Both have matching serial numbers. These are 2 of 1500 produced for the Canadian Army. No titles. Manuals and books included. Asking \$15,000 US funds. 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 Sale: It's finally here! A newly redesigned Indian 4 Cylinder side stand leg that will fit 1932-1939 models. It will give you 2" less lean to the left, make it stand taller and more correct. Now you will not be crashing your pedal into the pavement and it will also allow for more follow through on your kicking. \$80.00 plus shipping. Also, still have #42596 1940-45 rear shock upper springs for 4-cylinder/Chief at \$20.00/pair, and 1946-53 Chief #809015 rear shock upper springs at \$20.00 plus shipping on all springs. All parts are repro. Wally Krysanowski 574-896-2695 or wjkindian@hughes.net

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

MARK THESE DATES ON YOUR CALENDAR:

Sept. 16 - 18 Hartman Meet in Wellington, Ohio
Dec. 4 Christmas Brunch at DUX Club

Everybody Had a Good Time

They Did Everything But Sleep at the National Rally in Toledo, and Sleep Wasn't on the Program

"WE certainly had a good time," was the general verdict of all who attended the 1924 National Motorcycle Rally at Toledo, Ohio, last week.

The rally was scheduled to start Thursday, July 24, and end when the races were over Saturday afternoon but the crowd began to come Wednesday afternoon and many stayed over until Sunday morning before starting for home.

Secretary A. B. Coffman of the M. and A. T. A. was ready for the early



Sack boxing at the Toledo Rally.

arrivals and he stayed and saw the last one off. It was a busy week for A. B. He may have closed one eye occasionally, but if he got a chance to close both no one discovered him at it.

The attendance this year was fully up to that of last year at Rochester though the crowd did not seem so large, as the grounds covered eight square miles and that is a lot of room to get lost in. The Fort Miami Fair Grounds are about eight miles outside the city of Toledo and once there the boys and girls had everything to themselves. They made the most of it.

The boys had a big dormitory in one exhibition building and the girls had another. There were cots and army blankets supposedly to be slept on, but that is about as far as it went in the boys' dormitory. There may have been one or two who had an idea that they wanted to sleep but it didn't last long. The majority had other ideas, ranging all the way from impromptu concerts and pajama parades to a lightweight altitude contest.

This altitude contest consisted in seeing how high in the air they could get a Cleveland, a Neracar and an Indian Scout. The Cleveland won, for the boys succeeded in placing it on the roof of one of the buildings, much to the disgust of the owner who was

one of the few who thought the night was meant for sleep. Neracar came next. It was pulled up to the top of a telephone pole. Its owner also thought he could steal a little sleep, and pitched his bunk under the grand stand a quarter of a mile from the boys' dormitory. He locked his machine and thought everything was lovely until he woke up. The Scout also was hoisted to a pole, but not so high.

One rider who was a ring leader in the pranks unconsciously played one on himself. His confederates pushed out a machine and suggested that it would be a good stunt to remove the sidecar, place the machine beside a post and couple up the sidecar again with the post between. The joker worked hard to do it and in the morning discovered it was his own machine. Another sidecar rider found his sidecar reversed and pointing in the opposite direction from his machine. The joking was all good natured and no damage was done.

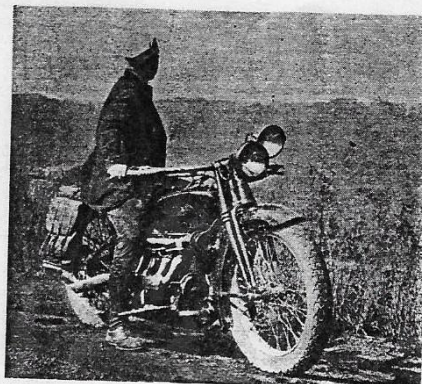
Many of the rallyites brought their own tents and pitched them under the apple trees in one corner of the grounds. They really had the most comfortable quarters on the grounds.

Early Thursday morning the program of sports and games started under the leadership of Sports Director A. Carson, with Hi Hascall as chief score keeper. It started off mildly with a 50-yard dash thread race and finished with a greased pig race.

Many of the stunts provided more sport for the spectators than for the participants.

The thread race was won by Jack Frost and Miss Eve Harding.

A "Canoe" race for men consisting



The new Goodyear balloon tire. Several sets of them were seen at the Toledo rally last week

of pushing round tin cans down the course with a broom stick, was won by Rollie White and Oscar Lenz.

Mr. Rusk and Mrs. Lenz tied on the stick of candy pole vault, with Mr. and Mrs. A. Lemaigre.

Miss Tillie Gohr proved to be a regular Jack Dempsey with the boxing gloves and defeated all comers.

Mrs. Jutton and Mrs. Lenz were the champion hoop rollers.

Martin Lehner and Paul Butcher won the long and short men's team race and Mrs. C. L. Cheshire and Miss Z. Cox won a similar event for the ladies.



Tilting at the Toledo Rally.

Paul Butcher and Myron Noelp captured the dizzy Izzy race.

Miss Gore and Miss Z. Cox got the prizes in the ball throw for ladies.

Mrs. Wm. Diederick had the best lungs and won the balloon race with Miss Gore a close second.

Lehner proved the fastest at base running and also got first place in the tilting contest with James Graff second.

Mrs. Schoenfelt and Miss Cox were the best tilters among the girls.

When it came time for the greased pig to be released there were a dozen aspiring contestants ready to chase him. He gave them a good run but was finally captured by Lehner, who fell on him.

The manufacturers and the dealers had a ball game but no one kept score.

On Friday, Lansing, Mich., and Rochester, N. Y., had a ball game at Sugar Island and Lansing won, 16 to 0.

Thursday evening dinner was served to everyone in the restaurant back of the grand stand and it was then that the size of the crowd was realized. The dining room could only seat about 50 and they started serving at 5:30. It was 9:30 when the last were through. However, the meal was worth waiting for, and as the band provided music for dancing the wait

July 31, 1924

was not so much of a real hardship.

Following the dinner a moving picture and vaudeville show was staged on a platform in front of the grand stand. A heavy shower caused an interruption but did no harm.

Bright and early Friday morning everybody started for Toledo where a big excursion boat was waiting to take the crowd to Sugar Island, for a day of fun. The three-hour ride on the boat was occupied with dancing, and a general good time. Everybody enjoyed it except the captain and he couldn't help himself.

It was 9 o'clock at night when the excursionists again reached the fair grounds. The rest of the night was spent in sleep by a few, attempting to sleep by a good many more and general high jinks by the rest.

Saturday was race day, and most of the crowd started for home immediately after the race.

Some photo memories of Wellington 2015. . . .



HARTMAN MEET

SEPTEMBER 16th – 18th, 2016

**at the Loraine County Fairgrounds
Wellington, Ohio**



This is one of our favorite meets ! There's a little something for everybody...huge flea market, food stands, auction, steam engine show, tractors on display, antique tractor pull, AAIMC ride, Art Show in beautiful historic downtown Wellington on Sunday, hot dog/corn roast, and LOTS OF B.S.....come join the fun!

Wellington has a Bed & Breakfast in town called The Wellington Country Inn near downtown. For reservations call (440) 647-5646. Also, The Spreng Haus has a large apartment for rent on a daily basis. Call (440)-647-2176.

DRIVING ON THE FAIR GROUNDS

- No one without a valid driver's license and insurance is permitted to operate any motorized vehicle anywhere on the fairgrounds. If you have a golf cart or any type of personal transportation vehicle proof of insurance will be required. Parents, please understand that you are responsible for all minors you bring to the show. This means minors may not operate any type of vehicle without direct adult supervision. You must be riding with them or in control at all times. This includes garden tractors and any motorized vehicle.
- Bicycles, mini-bikes, scooters, roller blades, skateboards, ATV's and all vehicles with handle bars cannot be used for transportation around the grounds. Antique vehicles (25 years and older) and reproductions are exempted. Unique vehicles may be exempted by special permission.
- Anyone driving in a unsafe manner or at high speed will be barred from the grounds.

DRIVING IN THE FLEA MARKET

- Personal Transportation Vehicles widest point cannot exceed 66 inches
- Mower decks and other extensions must be removed from garden tractors if they are used for personal transportation.

AFTER HOURS AND CAMPING

- Quiet time will be from 24:00 Hrs (12am) to 04:00 Hrs (4am). No loud music, disturbances or use of motorized vehicles.
- No alcoholic beverages or firearms are allowed on the grounds.
- No open campfires, all fires must be contained.
- All campers must have a fire extinguisher.