



1901

The Indian Motorcycle



1953

New styling gives the Indian its a sportier appearance. New sturdy dual seat on Champion dual seat design. Clifford says not how place back seat comfortably on the ground.

# ALL-AMERICAN *Indian* MOTORCYCLE NEWS

Spring 2016

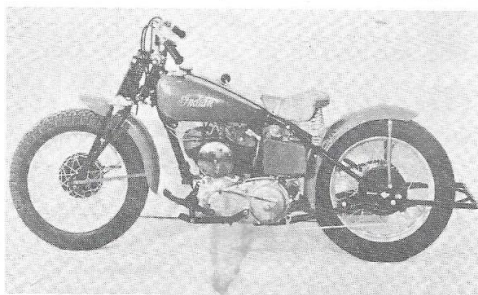
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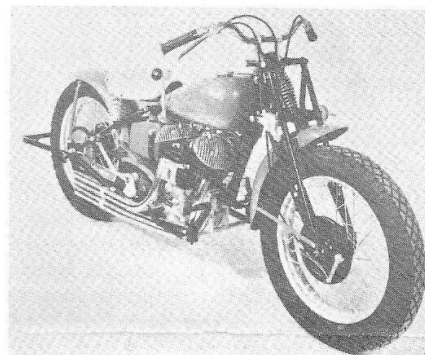
THE STORY OF THE DAYTONA

## 648 SCOUT

By Dick Barth



Left Side View



Right Side View

PROJECT 45-45

Through the years I have recieved many inquiries regarding the design, conception and various details of Indian's limited production 45 cubic inch Scout that became better known as the "648" Daytona Scout. But, first I wish to take this opportunity to personally thank Mr. Jimmy Hill for furnishing much of the data regarding the conception of Project 45-45. This information was vital link in the history of a truly remarkable limited production motorcycle. In this article I will attempt to bring out some of the more interesting facts regarding the birth of this model as well as point out the main differences between the "648" Big Base motor and its predecessors, the pre-war Standard and Bonneville Sport Scout motor.

At Meeting # 25 of the General Policy Committee held on June 23, 1947, a Special Committee was formed to investigate the possibility of producing a minimum of fifty 45 cubic inch special (competition) motorcycles. After Analyzing various phases of the subject the Special Committee presented its report. The report was broken down under four headings:

### CURRENT SITUATION:

It was agreed that Indian was unable to furnish (currently) any satisfactory equipment for competition purposes and the equipment that was available throughout the country was too old to stand up satisfactorily in competition. The results of this could produce negative advertising that would be harmful to the Company.

### ALTERNATIVES:

Indian could refrain entirely from furnishing any special competition equipment but the results from a bad press might have an unfavorable effect on the Company.

Indian could undertake a program to furnish replacement parts for the older 45's. However, they did not feel that the older machines could be made competitive under this program. Further, it was concluded that this type of program would not produce adequate or proper competition representation.

A limited number of special competition machines could be produced and distributed so as to give a fair representation in competition events.

This last alternative was favored by the committee.



#### COST OF SUGGESTED PROGRAM:

Through the combined efforts of the various Service Departments and others a parts list was developed which was to use existing designs and parts. It is obvious that this design had been on the drawing boards for some years. Upon analysis, it was found that of the 500 parts required, all but 10 were standard parts. Of the 490 standard parts, 420 were already in stock. Of the 70 not in stock, all but 5 were already on back order with the factory.

The estimated cost of the approximately 500 parts required was about \$705.00. Of this amount, approximately \$340.00 constituted standard parts then available or manufactured in the plant. The other \$365.00 represented the cost of the special parts that would have to be made on the outside.

It was suggested that 50 units be built and that two special men be assigned to the project. These men would be responsible for collecting the parts and assembling them into completed units. They were to be provided space above the Engineering Department and would have access to the facilities of the Engineering Department shop. Their work was to be under the direction of Briggs Weaver, Director of Engineering. This way two men could build two units a week and the program would extend over a period of six months. On this basis the direct assembly cost was estimated at \$100.00 per machine. The suggested personnel was to include Jimmy Hill and Rolley Free.

The direct cost of each unit would now approximate \$805.00; exclusive of provisions for overhead and contingencies.

These machines were to be sold for not less than \$600.00 each. Assuming a total cost of \$1,000.00 a unit, with the recovery of \$600.00 per unit, the maximum cash outlay for the program was set at \$20,000.00.

#### RECOMMENDATIONS:

After considering the various factors it was the opinion of the committee that the project of building 50 special 45 cubic inch machines be approved. Also that a revolving fund not to exceed \$25,000.00 be set up for this purpose and that the program be initiated at once.

In an intercompany communique dated July 31, 1947, and signed by Al West, it was announced that authority and facilities for building 50 special competition motorcycles had been formally approved by the General Manager and the General Policy Committee. It would hereafter be known as Project 45-45.

The Project Head assigned to this program was Jimmy Hill who would be directly responsible for its successful execution. Jimmy would be under authority of Briggs Weaver on all technical matters.

A general outline of the basic phases of the program were as follows:

Engineering would release for purchase and acquisition those parts which were to be secured from outside sources.

Jimmy Hill was to identify those parts which were in stock and request the Parts Department to transfer them or make them available for transfer to the space assigned for the project.

Hill was also to present Mr. Kinder (Manufacturing) a list of the parts that were to be manufactured in the company plant together with a time schedule of the dates they would be needed.

It was to be the responsibility of Al West, Sales Department, to secure a distribution of these special machines that would produce the greatest possible return to Indian Motorcycle Company in good will, favorable publicity and advertising value. Also a fair and equitable dollar return to the Company thru the sale of this equipment to Indian Dealers.

It was to be the responsibility of Mr. Fox, Comptroller, to see that there was no cost overrun on the project.

The 50 special machines were subsequently built and titled as FDH series and numbered 101 to 150. Their initial competition debut was made at Daytona on the old 4.1 mile beach course in the early spring of 1948. The 200 mile winner was Floyd Emde, riding one of the new "648" Scouts. Floyd's time of 2 hours 22 minutes and 56 seconds was a new record at a speed of 84.01 M.P.H..

The people that had initiated Project 45-45 and all of those who were associated with it could be justly proud of their efforts and accomplishments. The records and list of championship titles garnered by the "648" Scouts over the next six years was truly amazing fete in the annals of post war Class "C" competition.



Some of the speeds that Indians were turning in 1936 are not even equalled by many of today's brand new jobs!

# Indians Speed—

## AGAIN STARTLES MOTORCYCLE WORLD!

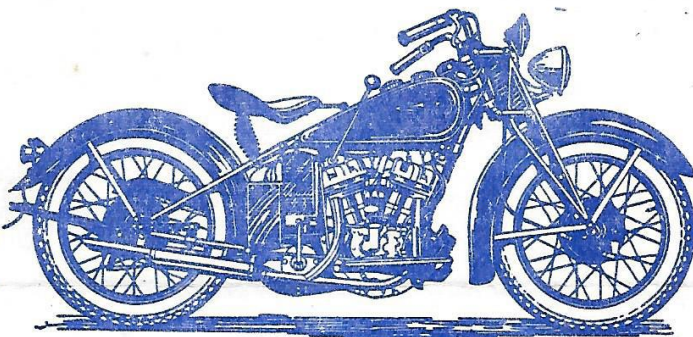
Muroc Dry Lake

CALIFORNIA

Sunday, April 6th

A. M. A. Sanction

Electrically timed 1 mile  
run through ¼ mile trap.



L. A. "45" CLUB

ANNUAL

SPEED TRIALS

Over the table smooth bed of this famous Dry Lake, before a crowd of 3000 spectators, Indian riders on standard type side valve models not only won every class they entered in remarkable time, but an INDIAN SPORT SCOUT RIDDEN BY FRED LUDLOW WON THE FASTEST TIME OF THE DAY at the amazing speed of 128.57 m.p.h. The following results are positive proof of the tremendous speed obtainable in pocket valve Indian models.

### "45" INCH SIDE VALVE, FLAT HEAD MOTORS.

1st—Fred Ludlow	'36 INDIAN Sport Scout	128.57 m.p.h.
2nd—Carl Hurth	'36 INDIAN Sport Scout	123.29 m.p.h.
3rd—Kenny Schofield	'31 INDIAN Scout	107.14 m.p.h.
4th—Vaughn Dickerson	'36 INDIAN Sport Scout	96.74 m.p.h.
5th—Steve Packard	'30 INDIAN Scout	94.17 m.p.h.
6th—Glen Fulkerson	'36 INDIAN Sport Scout	92.78 m.p.h.
7th—Kunzman	'30 INDIAN Scout	87.38 m.p.h.
8th—Joe Koons	'29 INDIAN Scout	87.38 m.p.h.
9th—Alex White	'35 Harley-Davidson "45"	86.54 m.p.h.

NOTE—The Indian Sport Scout owned by Carl Hurth made four trips through the speed trap at better than 120.00 m.p.h.

Boo! Boo!

### "74" CUBIC INCH SIDE VALVE TWIN MODELS.

1st—Al Chasteen	'35 INDIAN Chief	125.00 m.p.h.
2nd—Ed Kretz	'36 INDIAN Chief	108.43 m.p.h.
3rd—Harold Barnes	'35 INDIAN Chief	107.40 m.p.h.
4th—Frank Chase	'32 INDIAN Chief	107.14 m.p.h.
5th—Smith	Harley-Davidson "74"	105.88 m.p.h.
6th—H. McTevia	F-Head Harley-Davidson "74"	98.90 m.p.h.
7th—L. Hunt	'36 INDIAN Chief	96.77 m.p.h.
8th—Watson	Harley-Davidson "74"	95.74 m.p.h.
9th—E. Troutman	'36 INDIAN Chief	93.75 m.p.h.
10th—Hornig	Harley-Davidson "74"	93.75 m.p.h.
11th—Earl Leary	'36 INDIAN Chief	92.78 m.p.h.
12th—West Hampton	Harley-Davidson "74"	88.74 m.p.h.
13th—C. C. Kesero	Harley-Davidson "74"	88.24 m.p.h.

### OVERHEAD VALVE MACHINES, ALL MODELS. (NO INDIAN OVERHEAD TIMED)

1st—Hugo Sikora	'36 Crocker "61" O.H.V.	126.76 m.p.h.
2nd—Ed Hinkle	'35 Crocker 30:50 O.H.V. Single	113.92 m.p.h.
3rd—Glen Rathbun	'36 Harley-Davidson "61" O.H.V.	111.11 m.p.h.
4th—Nelson Rathbun	'36 Harley-Davidson "61" O.H.V.	107.14 m.p.h.
5th—Joe Walker	'36 Harley-Davidson "61" O.H.V.	104.65 m.p.h.
6th—Jack Gravell	'36 Harley-Davidson "61" O.H.V.	102.27 m.p.h.

Old Indians Will Never Die

CHUCK MYLES INDIAN CO.

# 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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517-795-9754

***Vice President***

Nate Church  
419-308-4958

***Treasurer***

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(419) 897-0397

***Secretary***

Pauline Wallace

***Referee***

John Blackmore

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Clare Johnston

***Webmaster***

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Amanda Church  
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***Newsletter Editor***

Teri Clement  
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***Exec. Directors***

Rocky Halter  
Ernie Hartman, Jr.

## Contact Points:

**For Information & Club Applications:** Write to Amanda Church, , 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](mailto:paulteri@bex.net)

**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: [paulteri@bex.net](mailto:paulteri@bex.net)

## President's Page



Craig Wykoff, President

Hi Everyone!

Projects! - Projects! - Projects! It seems all the things I was going to do or finish up over the winter are not done and the snow is melting! Argh!

The Chief is apart for a big rebuild (engine/trans/tires/seat) and I bought a rider so I'm not pounding the Chief into the ground on the highway...but the rider needs TLC, so more to do!

I hope everyone had a great holiday season, and things are well. I also hope you are further along with your projects than I am!

The Florida Breakfast is on the **9<sup>th</sup> of March at Down The Hatch Seafood Co.** A big thanks to Rocky for handling that get together! (I would rather be there in the warm than here in the snow!)

And there is that swap meet in Swanton, OH on March 19<sup>th</sup> .  
More things to do!

Ok, enough of my ramblings. I hope to see everyone soon, like at Wauseon, or Dux...

Chat later & ride safe,

Craig



# 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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

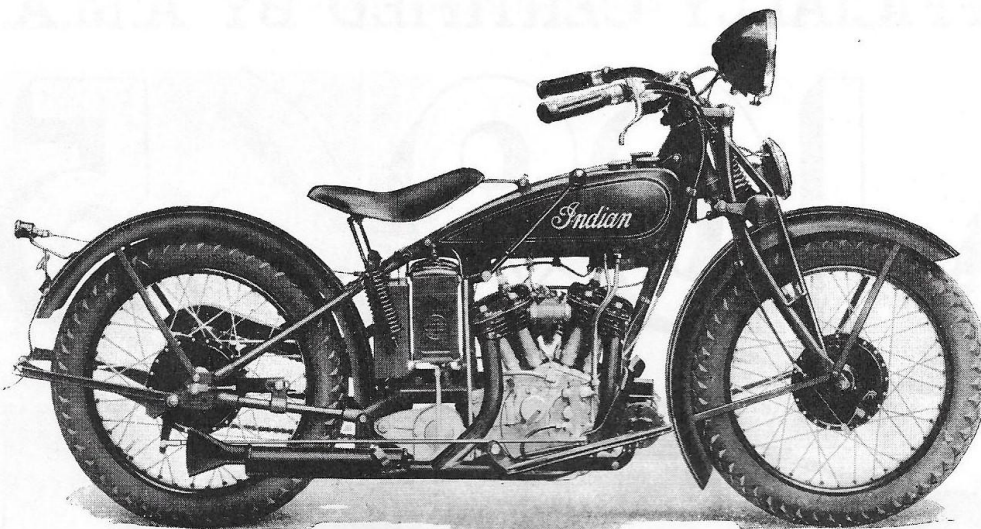
**For Sale:** 1937 Indian Chief "custom bobber". Built by Indian motor builder, James Solberg. Matching numbers frame 3371080, motor CGG1080. This motorcycle can putt around town and run down the freeway; 4 speed transmission; rare overdrive; electronic ignition, Jerry Greer heads, knucklehead cams, 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](mailto: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](mailto:Ind-jan@live.dk)

\*\* For any additions or deletions please contact Teri Clement @419-897-0397 or email to [paulteri@bex.net](mailto:paulteri@bex.net)

## MARK THESE DATES ON YOUR CALENDAR:

June 17 - 19	Father's Day Weekend at DUX Club
July 15 -17	Wauseon
Sept. 16 - 18	Hartman Meet in Wellington, Ohio
Dec. 4	Christmas Brunch at DUX Club



### THE INDIAN SCOUT PONY

**"It's a great little motorcycle"**

**H**ERE is 315 pounds of real motorcycle. It's light in weight but heavy in sturdy dependability. It's every inch a rugged Indian. With its low weight and its wheelbase of only 52½" it possesses a fast-handling ease that's a revelation to veteran motorcyclists.

Its powerful 30.50 cubic inch twin-cylinder motor has reserve power and speed to burn. The Keystone frame is heavy and strong enough for many times the stress it will ever be called upon to stand. The *ride control* front fork with steering damper is a typical Indian feature that enables the rider to actually adjust his machine to road conditions while riding. The Indian Scout Pony is unquestionably the world's outstanding motorcycle value.