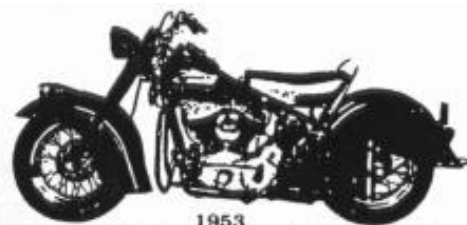




1901

The Indian Motorcycle



1953

You riding gives the Indian its a special appearance. Just surely that's not an Indian's real one look design. Clifford says not let his place look too comfortably on the ground.

ALL-AMERICAN *Indian* MOTORCYCLE NEWS

Summer 2016

Charter No. 1132

XLVIII No. 2



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

ALL AMERICAN INDIAN MOTORCYCLE CLUB

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

President

Craig Wykoff
517-795-9754

Vice President

Nate Church
419-308-4958

Treasurer

Paul Clement
(419) 897-0397

Secretary

Pauline Wallace

Referee

John Blackmore

Asst. Referee

Bob Van Farowe

Trail Chief

Clare Johnston

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Rich Watson
Bob Simmons

Membership Mgr.

Amanda Church
419-308-4958

Newsletter Editor

Teri Clement
(419) 897-0397

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

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

President's Page



Craig Wykoff, President

Well, I'm still playing with the Chief - reassembling the engine and she still needs tires. I hope everyone is further along with their projects than I am! I do enjoy working on the bike, which is good, 'cause she always needs a little something.

I can't wait to see all of you at the Dux club. Always a great time, nice ride, and good food. The Dux folks always take care of us well.

This year the AMCA Lake Eire Chapter (John Gonska, Pres.) asked if their club could stop out. I thought it would be great, the more the merrier. Hopefully the weather will cooperate and we will have field games. Last year the field was soggy, and everyone looked like they were having a good time visiting, so, we canceled the games. This year with good weather we should have them. I'd like to see the kids field games mixed in with the adults games (we do one event; they do the same one after ours). I'd like to have the kids feel included in the meet. They are the future of the club...

We'll have a tech talk after the meeting on Saturday. Remember, the tech talk won't take very long. It's just tips about one subject/part on our bikes. If you're interested in the topic, hang out after the meeting, and we'll chat. If you have something to add about the subject, please do. There are a lot of smart people in the club, and sharing info about the bikes is very helpful. Even if you're not planning on working on it, a working knowledge of things is always good (and if you're not interested, that's good too; this is not one of those things you have to do)! Hope to see you all there!

Chat later & ride safe,

Craig

TECH TIPS: Front Brakes on '47 Chief

When hooking up the brake cable to the brake arm, start the wrap of the cable (around the bolt) on the furthest point away from the brake arm pivot. This make the brake arm just a little bit "longer", helping with leverage.



When the brake is applied, make sure the brake arm is below 90 degree angle to the brake arm pivot. If the arm is too high, it will try to pull the brake arm out of the backing plate. This increases the brake lever effort, with no gain in brake stopping power



When reassembling the front brakes, check the brake backing plate to the fork for flatness. Tighten the axle nut first, adjust the brake up and check front brake action. Then tighten the backing plate anchor nut. The brake adjustment should not change.

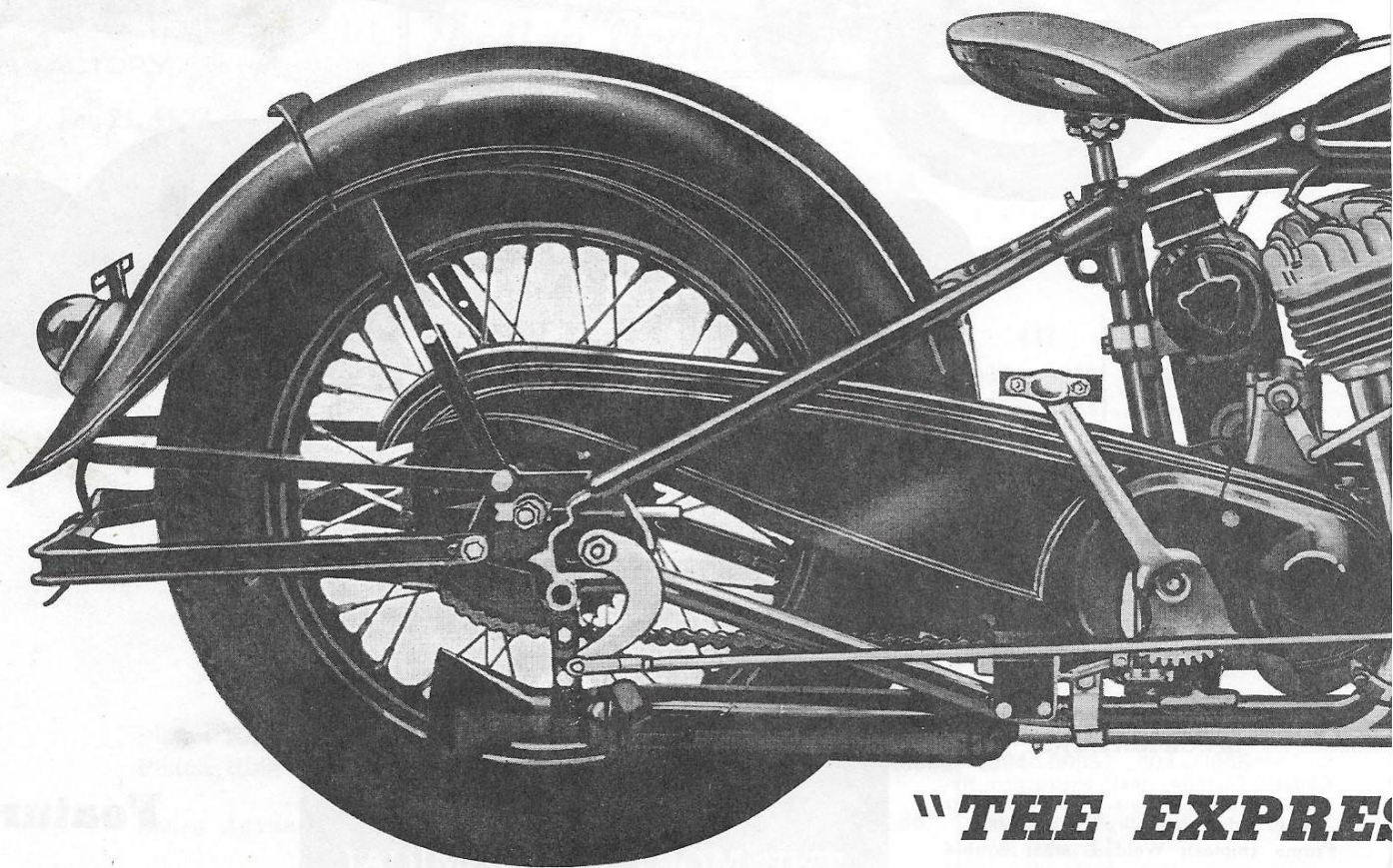
If it did, loosen the backing plate nut and check for clearance between the brake backing plate anchor and the front fork. If there is clearance and you tighten it down, this will “bend” the backing plate. This will cause the brake shoes to be at an angle to the brake drum. The shoes will not contact the drum fully. If you have clearance between the backing plate and the fork mount, and you have good brake action with the clearance, you can put a shim between the backing plate and the fork mounting boss. Your brake cable clearance should not change when you tighten down the brake backing plate mount. (I’ve seen this happen when someone removed too much metal from the backing plate mounting area, possibly from sanding and polishing).

Nut and stud circled

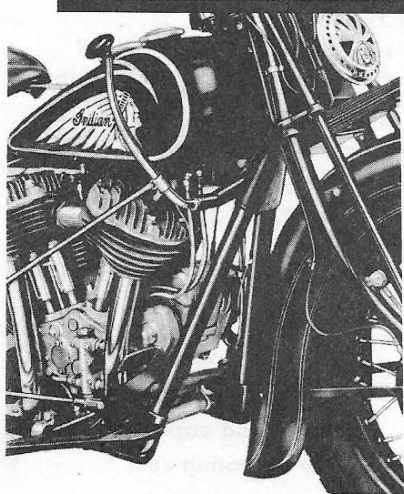


Indian

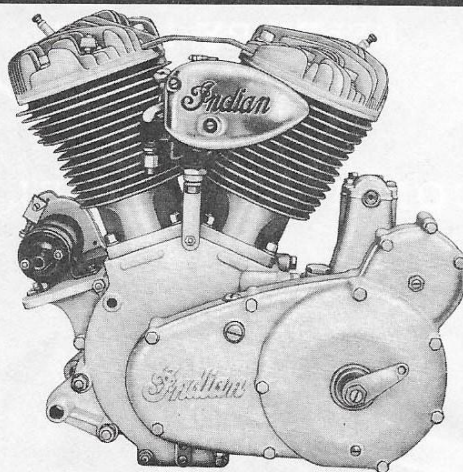
"Chief 74"



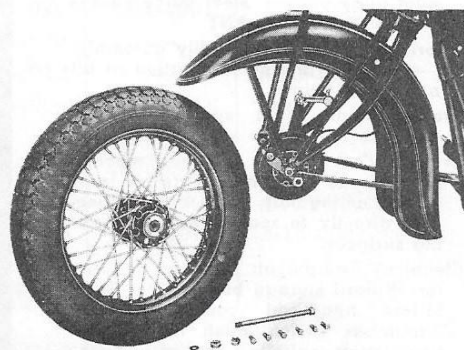
"THE EXPRESS"



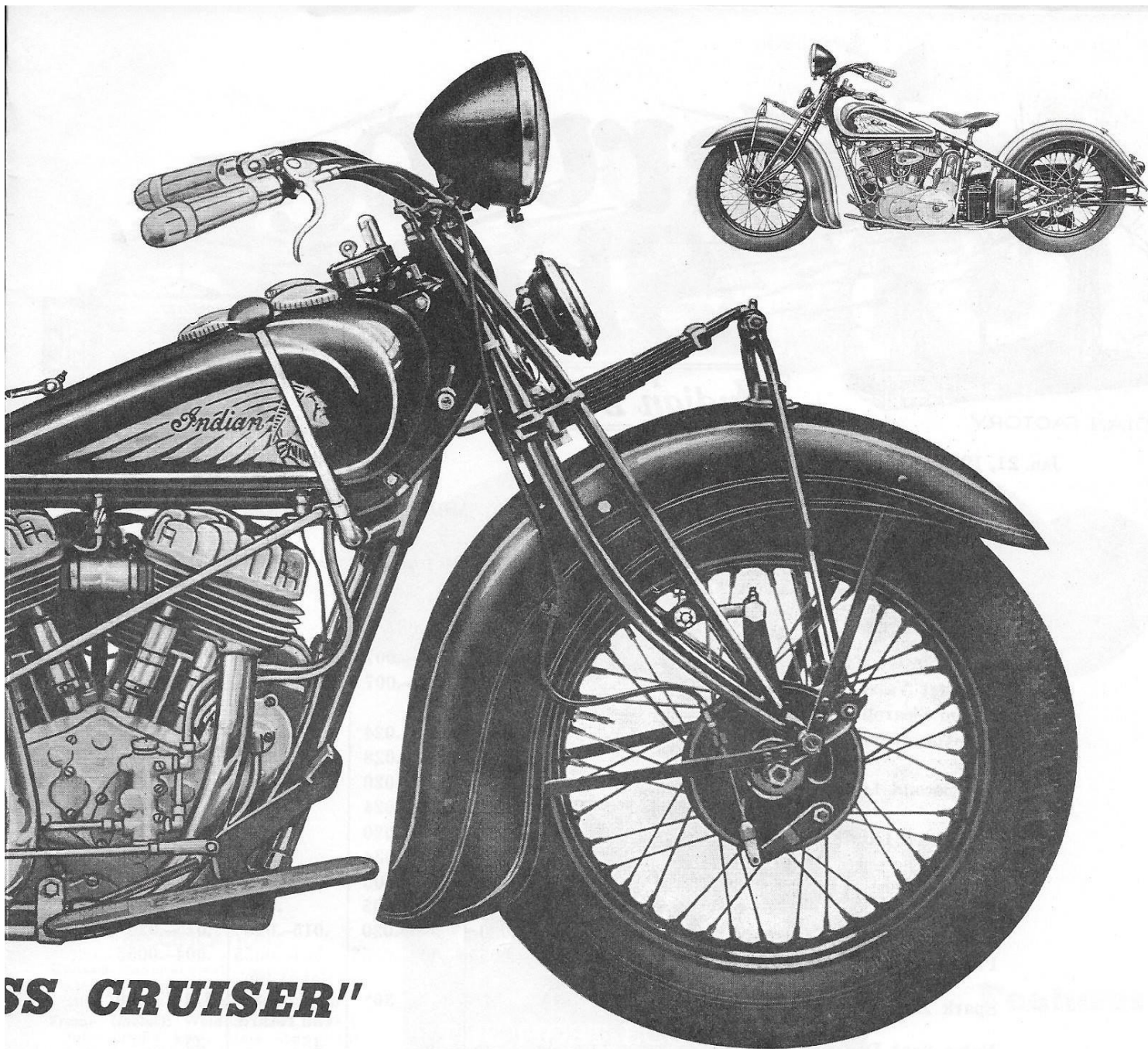
NEW FORWARD SHIFT
LEVER



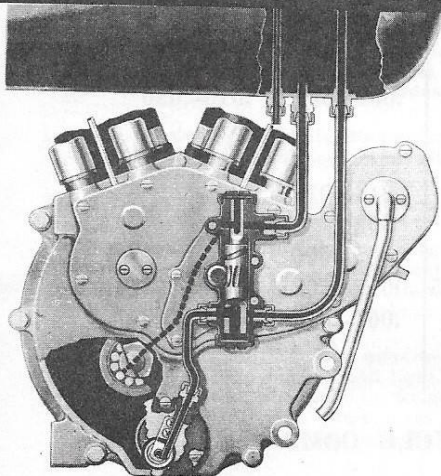
"Y" MOTORS



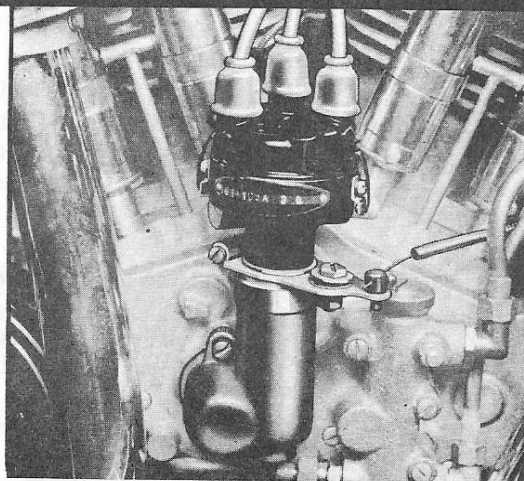
INTERCHANGEABLE
WHEELS



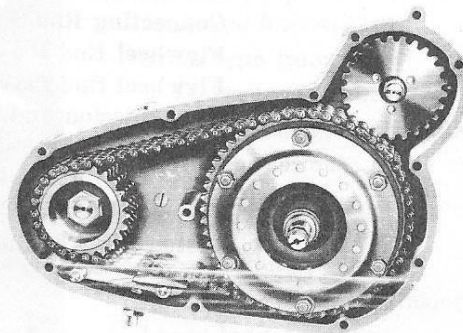
SS CRUISER"



DRY SUMP LUBRICATION



DISTRIBUTOR IGNITION



PRIMARY CHAIN DRIVE

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

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

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

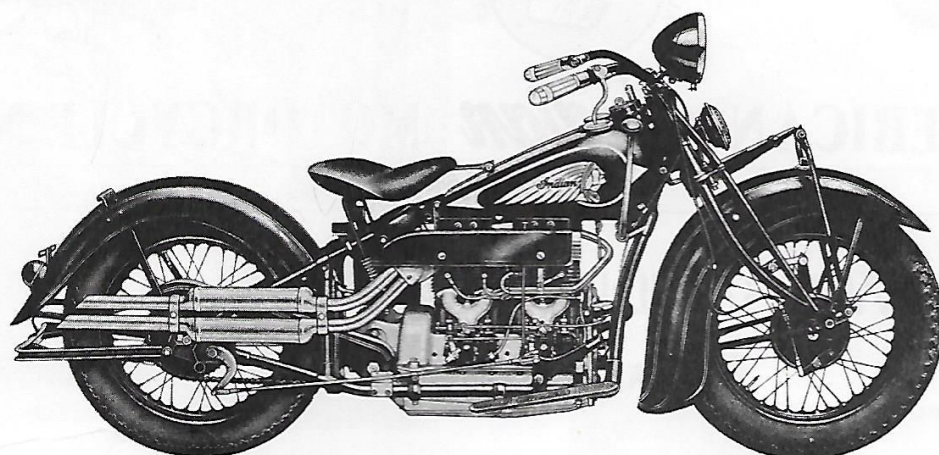
For Sale: 1937 Indian Chief "custom bobber". Built by Indian motor builder, James Solberg. Matching numbers frame 3371080, motor CGG1080. This motorcycle can putt around town and run down the freeway; 4 speed transmission; rare overdrive; electronic ignition, Jerry Greer heads, knucklehead cams, stainless 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

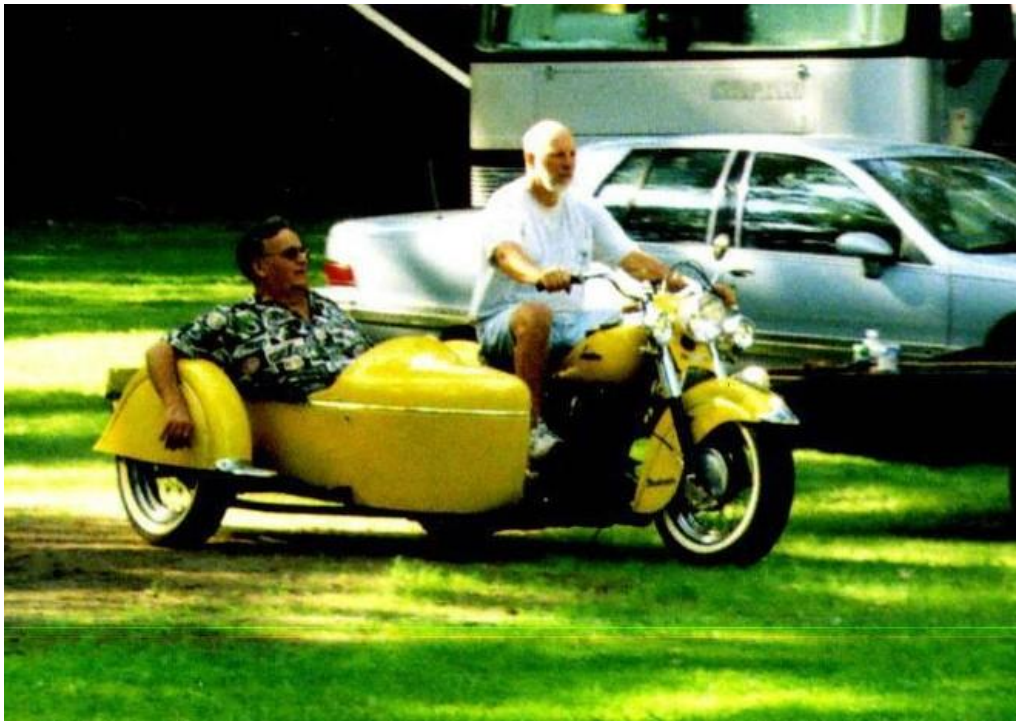
**** For any additions or deletions please contact Teri Clement @419-897-0397 or email to paulteri@bex.net**

1937 Indian Sport Four



SPECIFICATIONS

- BRAKES:** Front and rear wheel brakes, internal expanding. Front, hand operated; rear, foot operated. Cast brake drums.
- CLUTCH:** Multiple steel disc, operating in oil. Full automatic centrifugal clutch weights.
- DRIVE:** Helical bevel gears between motor and transmission. Final drive, $\frac{3}{8}$ " x $\frac{5}{8}$ " roller chain. Gear ratios: Solo 4.17 to 1; Sidecar 4.72 to 1.
- ELECTRIC AND IGNITIONS SYSTEM:** Auto-Lite Generator; Auto-Lite Distributor; Willard 6-volt, 24-ampere hour battery, outside fill type. Spilt-dorf Magneto optional at extra cost. Combination tail and stop light standard. Hi-lo beam headlight with beam control switch on handlebar, standard.
- FINISH:** DuPont Dulux, Indian Red, standard. A new variety of other color combinations optional. Special colors at extra cost. Triple chromium-plated gear shift lever, saddle front connection and ignition cable tube.
- FORK:** Indian triple-stem type. Leaf spring suspension.
- FRAME:** Indian double tube cradle type. Theft-proof lock in steering head. Large crown fenders with streamline skirts front and rear.
- LUBRICATION:** Pressure feed system to all bearings. Visible oil pressure gauge. All oil contained in motor base. Crankcase oil capacity, three quarts. Automatically lubricated exhaust rocker arms and push rods.
- MOTOR:** Four-cylinder, air-cooled. Bore $2\frac{3}{4}$ ", stroke $3\frac{1}{4}$ ", 77.21 cubic inch displacement. Overhead exhaust valve. Removable exhaust valve seats and cages. Side inlet valve. Twin aluminum intake manifolds. Dual carburetors. High lift camshaft. Lynite pistons. Five bearing crankshaft.
- MUFFLER:** Dual chrome-plated mufflers and exhaust pipes.
- SADDLE:** Side spring type. Rubber cushioned leather top.
- TANK:** Main and reserve tanks. Petcocks on both halves. Capacity 4.61 gallons. Easy-On filler caps.
- TRANSMISSION:** Three-speed integral with motor. Semi-constant mesh.
- WHEEL BASE:** 61".
- WEIGHT:** 515 lbs.



**MAKE PLANS FOR
THE ANNUAL JUNE MEET
JUNE 17-19, 2016**

Hosted by

**THE ALL AMERICAN INDIAN MOTORCYCLE CLUB
AT THE
DUX MOTORCYCLE CLUB in Lambertville, Michigan**

CAMPING , FIELD EVENTS, TROPHIES, POTLUCK

Questions: Call Craig Wykoff @ 517-795-9754

(Take Summerfield Rd. 1 mile South of M-151 to Piehl Rd.)

