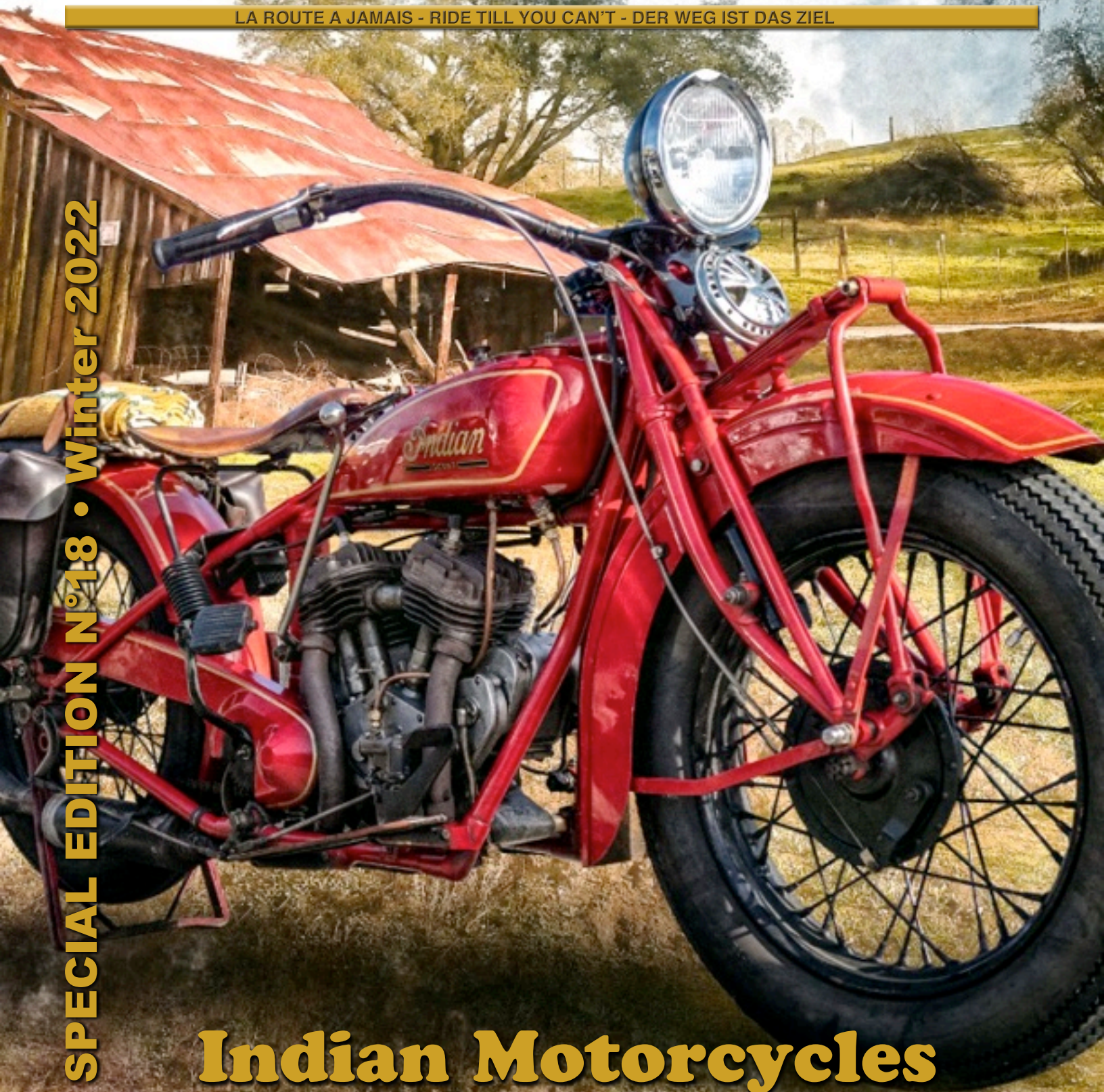

VINTAGE

Motorcycle News

LA ROUTE A JAMAIS - RIDE TILL YOU CAN'T - DER WEG IST DAS ZIEL

SPECIAL EDITION N°18 • Winter 2022



Indian Motorcycles

VINTAGE Motorcycle News



A motorcycle publication
for the motorcyclist enthusiast.



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COVER PAGE

1931 Indian Scout

Artwork by Nigel Lomas

Notice

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NEXT EDITION

Moto Guzzi is an Italian motorcycle manufacturer and the oldest European manufacturer in continuous motorcycle production.



FROM THE EDITOR'S DESK



We are ending the year with a name that is more of an icon than anything else. Indian is deeply rooted in the American history. Like the Phoenix, Indian came back from its ashes. The story of this company is like a roller coaster and there is enough material to make a Hollywood movie.

Born in Europe, I cannot really connect with this brand. Of course we heard of it but they were non-existent on the road during my younger days. We saw seldomly some Harleys but that was it. The world of motorcycle in Europe did not revolve around the Americans brands, probably because we had hundred of brands all more attractive than the others.

Working on this project was a treat for me. I discovered a machine I did not know at all. I also learned that Indian had a motorcycle plant in Toronto in the early 1900's; and apparently one of the Canadian produced Indian of that era can be seen at the Ingenium Museum (Canada's Museums of Science and Innovation). I tried to have a peek at it but presently the museum is under heavy alterations. It is getting a facelift and will reopen to the public only next year.

Some of you might not be ok with the shared information found in the Russian search engine or the documents given by the MotorWorld museum. By its location, this museum is located in Russia and the war between Ukraine and Russia did not make easy the decision of publishing this info. This newsletter is not political and has no political agenda regarding this tragedy. We are just showing you motorcycles quite well restored by this private museum. Keep in mind that issue was started long before the war...

I am slightly behind schedule on this edition, but the amount of information I had to juggle with was unbelievable. This is probably the biggest release ever with 150 pages.



For a while, I was hoping to get Don Doody (the vintage Indian knowledge guru) as a guest editorial writer and reviewer on the content of this edition.

I made multiple contact by email lately but somehow I could not reconnect with him. Don is a very busy man...

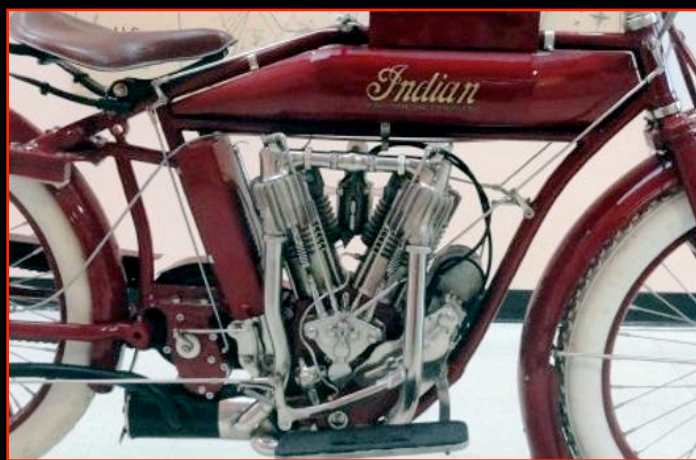
Last but not the least, you are in for a surprise next year. The newsletter is getting a facelift...

Till next time... Ed.





Motorcyclepedia Museum
is home to the largest
Indian Motorcycle
collection in the world.



**With every year of the Springfield,
Massachusetts Indian production
included in our collection.**

**The Indian Timeline years range
from 1901 to 1953.**

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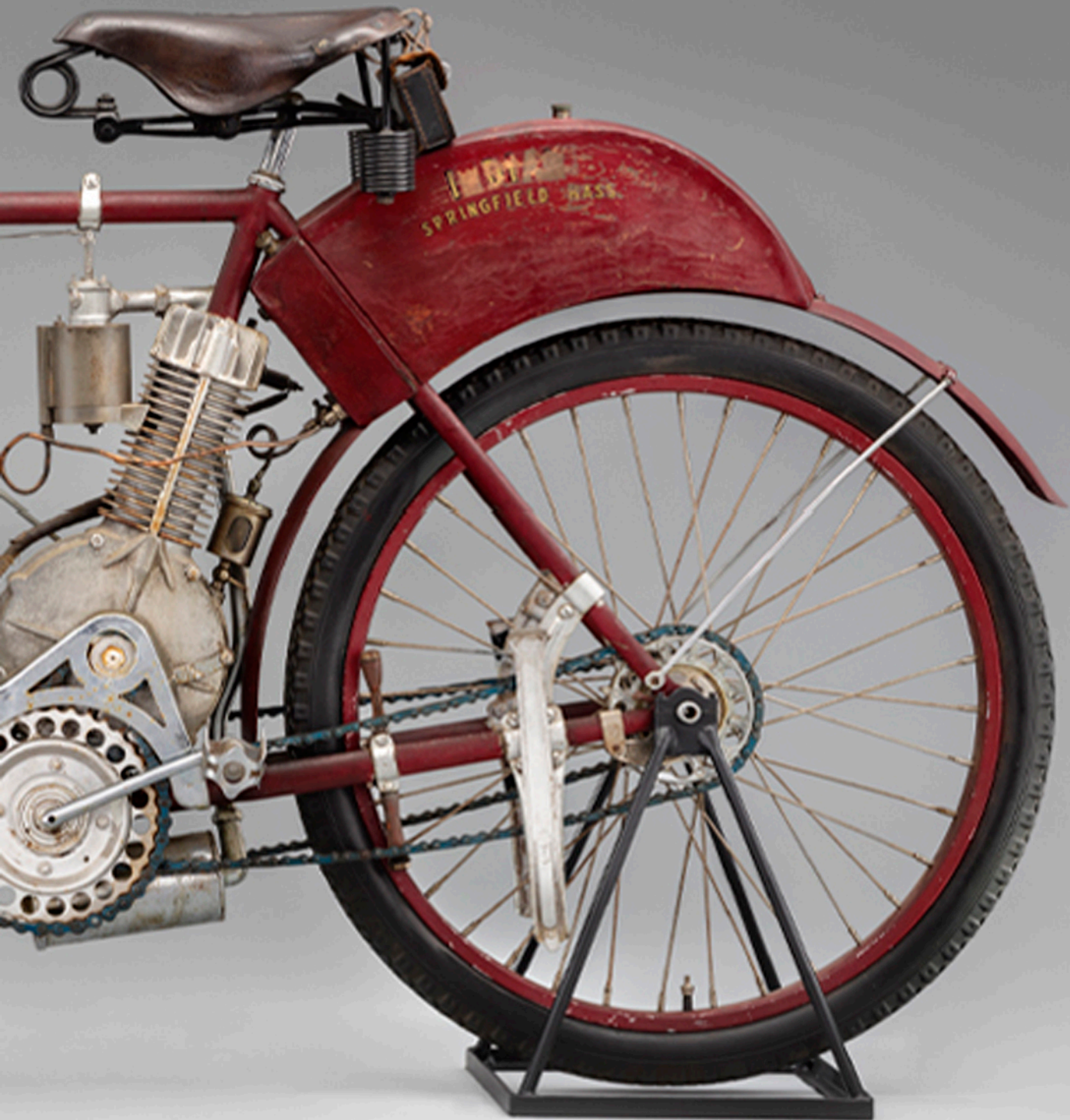
Tel:
1 845-569-9065

Web Site:
motorcyclepediamuseum.org

Indian Motorcycle 1903

The Hendee Manufacturing Company
Springfield, Massachusetts
Courtesy of Dave Scoffone







Indian Motorcycle - A Brief History

By Stephen Taylor from Indian Motorcycle® Concord

The Birth of a Legend

To understand Indian Motorcycle® history as a motorcycle manufacturer one has to travel back in time. A time when Indian Motorcycle® was not the name of the company and motorcycles were not what was being produced. Indian Motorcycle® got its initial start in bike manufacturing in 1895. George M. Hendee was America's first national cycling champion-a dedicated full time bicycle racer. After his retirement from competitive racing Hendee decided to set up shop and manufacture bicycles for the general public-the Silver King for men and the Silver Queen for women. By 1898 Hendee's first attempt at business-the Hendee and Nelson Manufacturing Company, went bankrupt. Hendee however still had the dream. As the assets of the company went up for auction Hendee set about winning the bid. His projects were re-acquired and in 1898 Hendee set up shop. He set about producing a new line of bicycles under new branding-their name: Indians. The legend had been born.

Growth

As Hendee built his bicycle company a man essential to the growth and success of the brand would become a part of the conglomerate in January of 1901. After seeing Carl Hedstrom's motorized bicycle design and being highly impressed with the reliability and performance of the Pacer-which was rare for the time, Hendee saw the opportunity to hire the brilliant young mind as his chief engineer and designer for the Hendee

Manufacturing Company. Hedstrom would soon build the prototype-no longer was Indian Motorcycle® a bicycle-the first Indian Motorcycle® was produced in 1901, at a time when William S. Harley was still working on his engine design and vision-which would not come to fruition and completion until 1903. With the two brilliant minds at work Hendee and Hedstrom would grow the Hedstrom Manufacturing Company into the world's largest motorcycle manufacturer by 1912. Indian Motorcycle® Motorcycles were developing a reputation as the best in both the practical world of riding and the world of racing-as the firm experienced success in both avenues.

World War I

With World War I in full effect by 1917 Indian Motorcycle® as an American company would do their part to help out the war efforts. Most all of Indian Motorcycle® powerplus line of motorcycles was sold off to the US military to help transportation in the war efforts abroad. Due to this the availability of the product to the general public became extremely limited, causing Indian Motorcycle® to lose their customer base and also losing their spot atop the board as the highest selling motorcycle brand in the United States to Harley-Davidson®.

Merger with DuPont

After the war ended the 1920's would see some design excellence from Indian Motorcycle® come to the

forefront. The Scout and Chief v-twin models, designed by lead designer Charles Franklin, became Indian Motorcycle® leading frontrunners. 1930 saw the company merge with DuPont Motors. E. Paul DuPont the founder of DuPont motors had previously been building automobiles but under the merger decided to concentrate his efforts on Indian Motorcycle® in general. By 1940 the merger was viewed as an overall success as Indian Motorcycle® was hot on Harley-Davidson®'s heels as the best-selling motorcycle in the United States. Under the DuPont merger Indian Motorcycle® as a brand also extended its reach into other areas of manufacturing, building such products as air conditioners, boating engines, and aircraft powerplants-a little known fact about a company synonymous with motorcycles.

World War II and Indian Motorcycle® Demise

As with World War I it was requested by the US military that Indian Motorcycle® build a motorcycle intended for transport and usage in the war. Indian Motorcycle® response-the rare 841, was tested but determined to not be of much use as the US military found a vehicle much more suitable for the conditions-the Jeep. By 1945 the DuPont ownership wanted out of the declining company and sold off Indian Motorcycle® to a group led by Ralph Rogers. The popular Scout model was discontinued and Indian Motorcycle® as a company experimented with many different ideas that led to no market success-by 1953 the company went under and manufacturing came to a halt.

1953 to 2006

Indian Motorcycle® ownership roulette

After the company went under in 1953 Indian Motorcycle® as a brand and company would experience a change of hands regularly for the next 50 plus years. Although the name and the badge of the company that



was once Harley-Davidson®'s most annoying thorn in their side still meant something, the various ownership groups and disasters that followed would continue to let the company flounder and ultimately fail many times over. Brockhouse engineering (1953-1960), AMC (1960-1963), Floyd Clymer Imports (1963-1977), Eller Industries (1998), and the Indian Motorcycle® Company of America-a conglomerate of 9 merged companies (1999-2003) all would try and fail at bringing the brand back to its previous glory days.

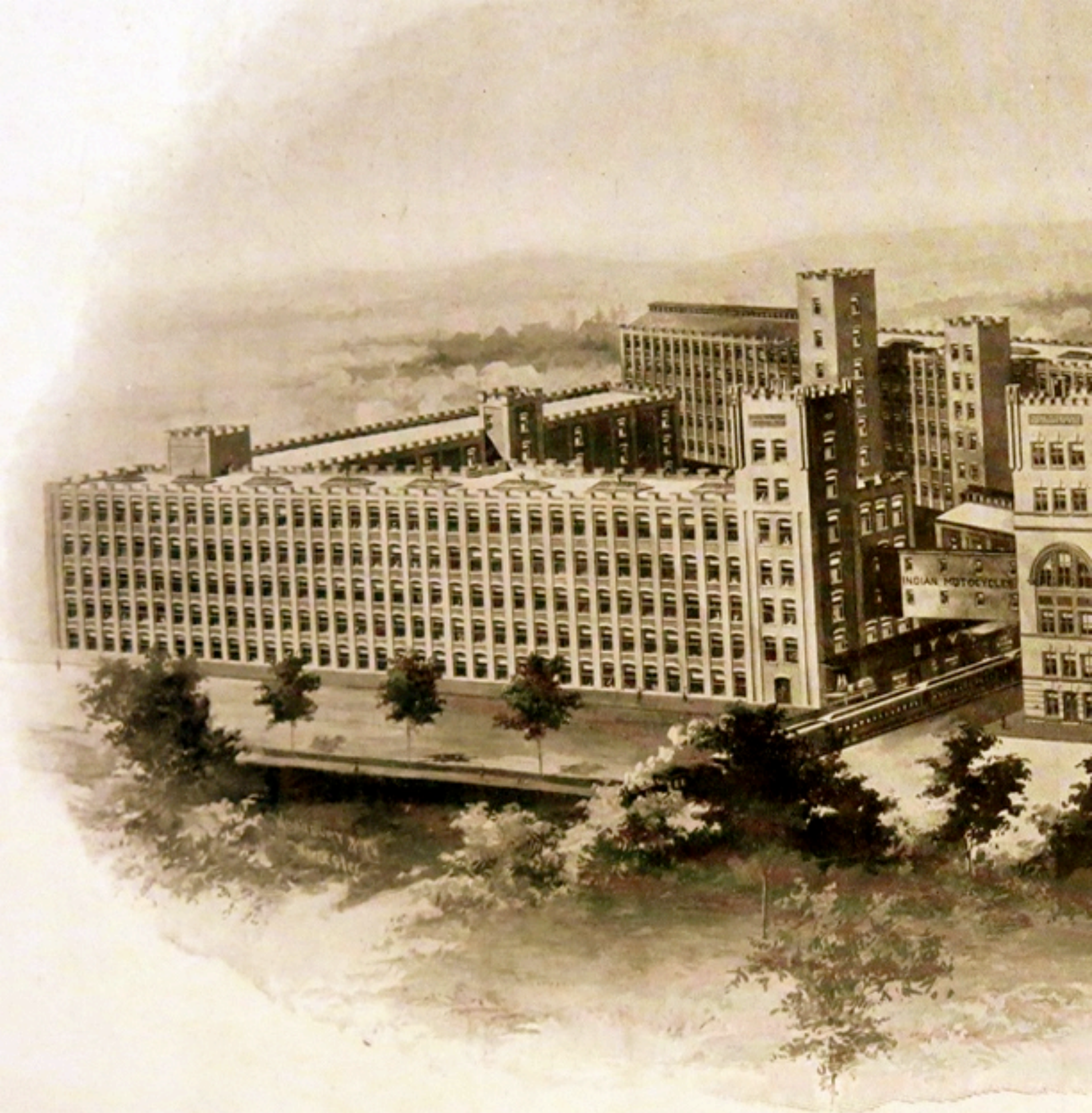
Rebirth in King's Mountain 2006-2011

In 2006 Indian Motorcycle® as a brand was purchased by an equity firm based in London-Stellican Limited. The decision was made to start reproducing the Chief motorcycle-but this time in very limited quantities. Indian Motorcycle® made its new home in King's Mountain, North Carolina. With limited quantities of the chief being made Indian Motorcycle® and King's Mountain became synonymous with each other-with Indian Motorcycle® chiefs made during this time frame being labeled as "King's Mountain Indian Motorcycle®." The limited quantities produced meant that owning an Indian Motorcycle® became rare and a sign of exclusivity to riders. The reverence of the Indian Motorcycle® name still carried the brand-King's Mountain showed that the market for the historical name was there-the company just needed some leadership-and a group behind it with the financial backing and reputation to take it to the next level.

For more details and the rest of the story

go to

<https://www.indianmotorcycleconcord.com>



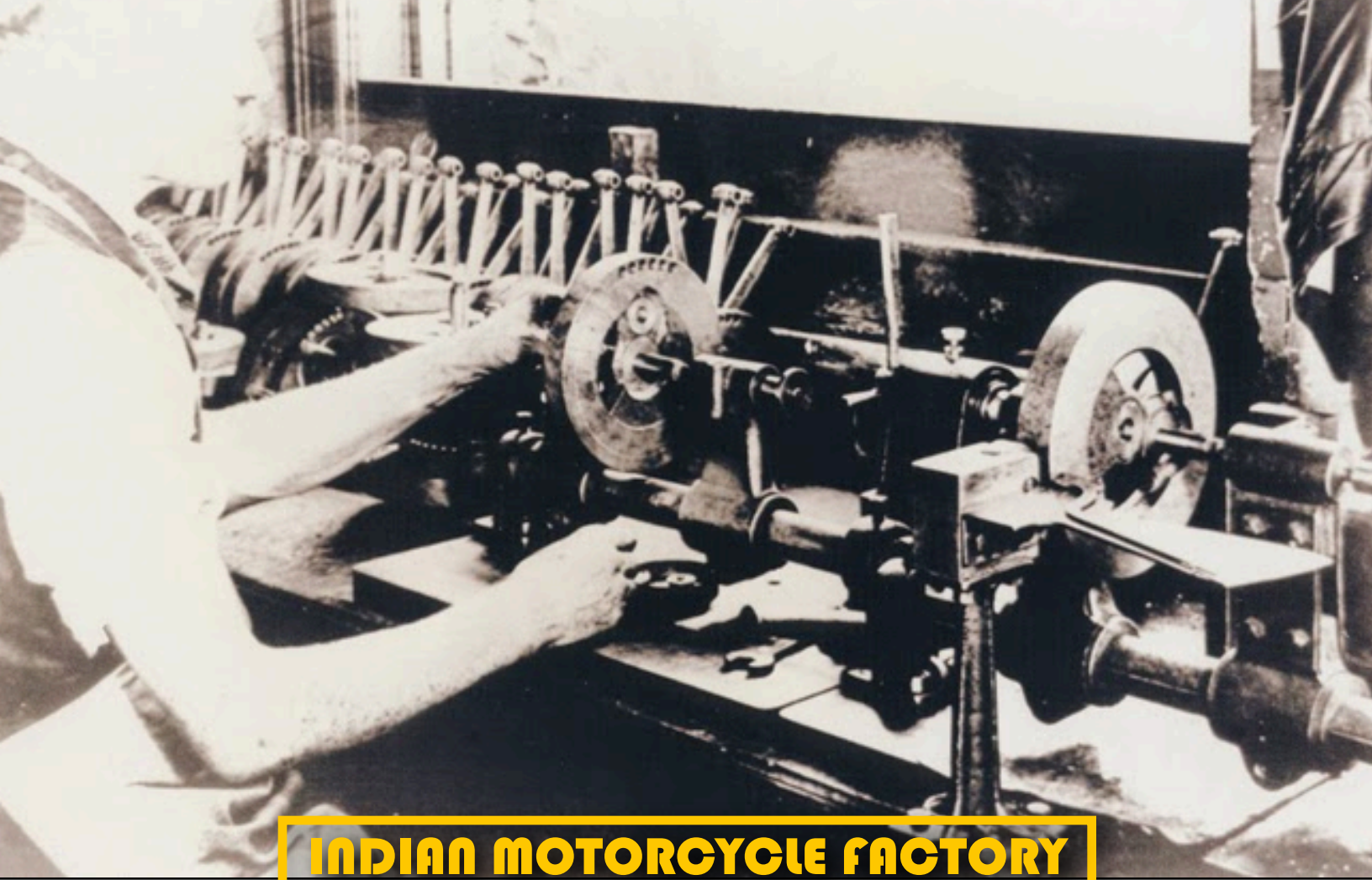
THE WORLD'S GREATEST
PLANT OF THE HENDEE MANUFACTURING COMPANY
MAKERS OF THE INDIAN MOTORCYCLE

7½ ACRES FLOOR SPACE



MOTORCYCLE WORKS
MANUFACTURING COMPANY
INDIAN MOTORCYCLE

SPRINGFIELD, MASS.



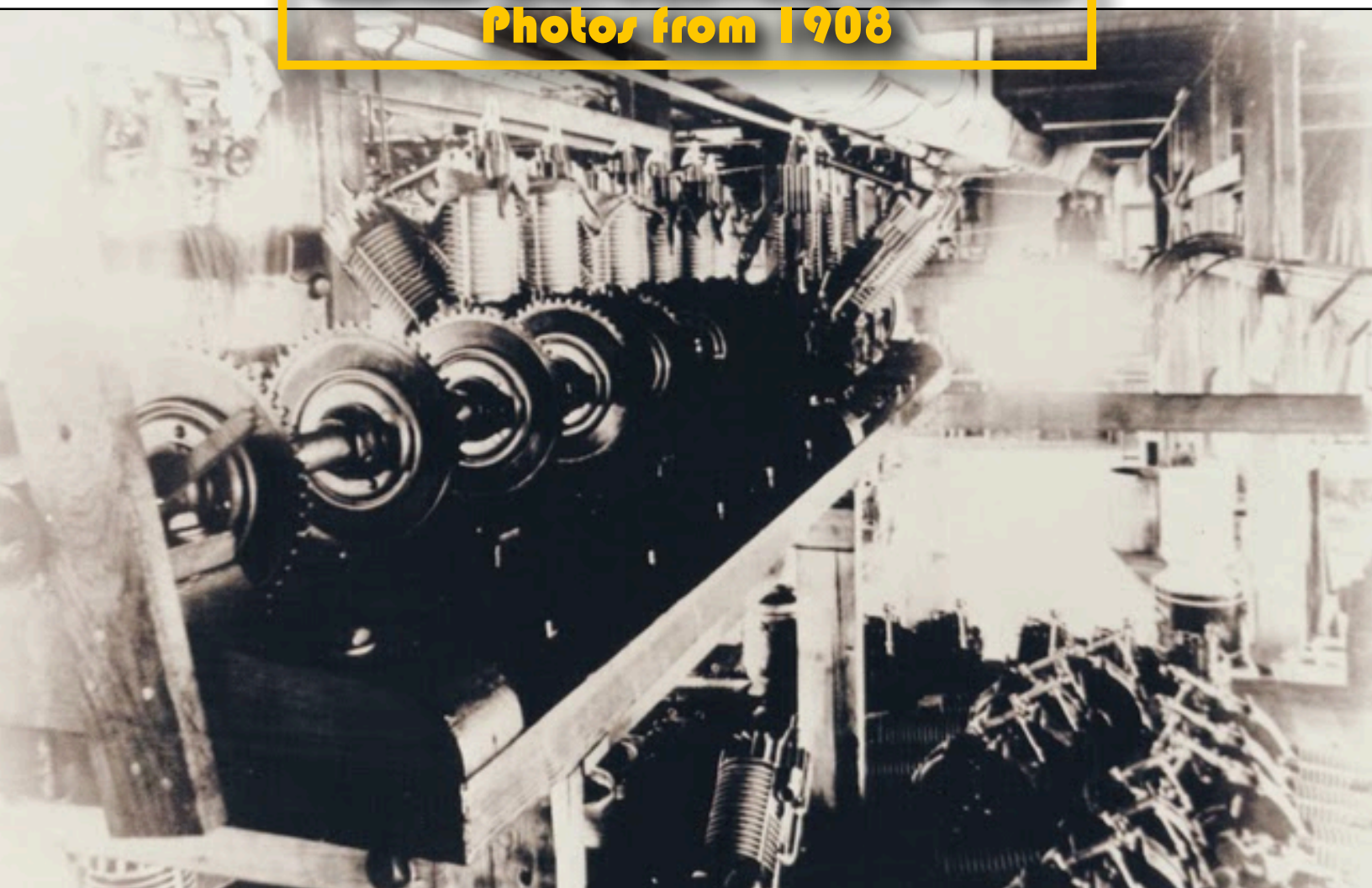
INDIAN MOTORCYCLE FACTORY
Photos from 1908



Source: ridingvintage.com / Panhead Jim



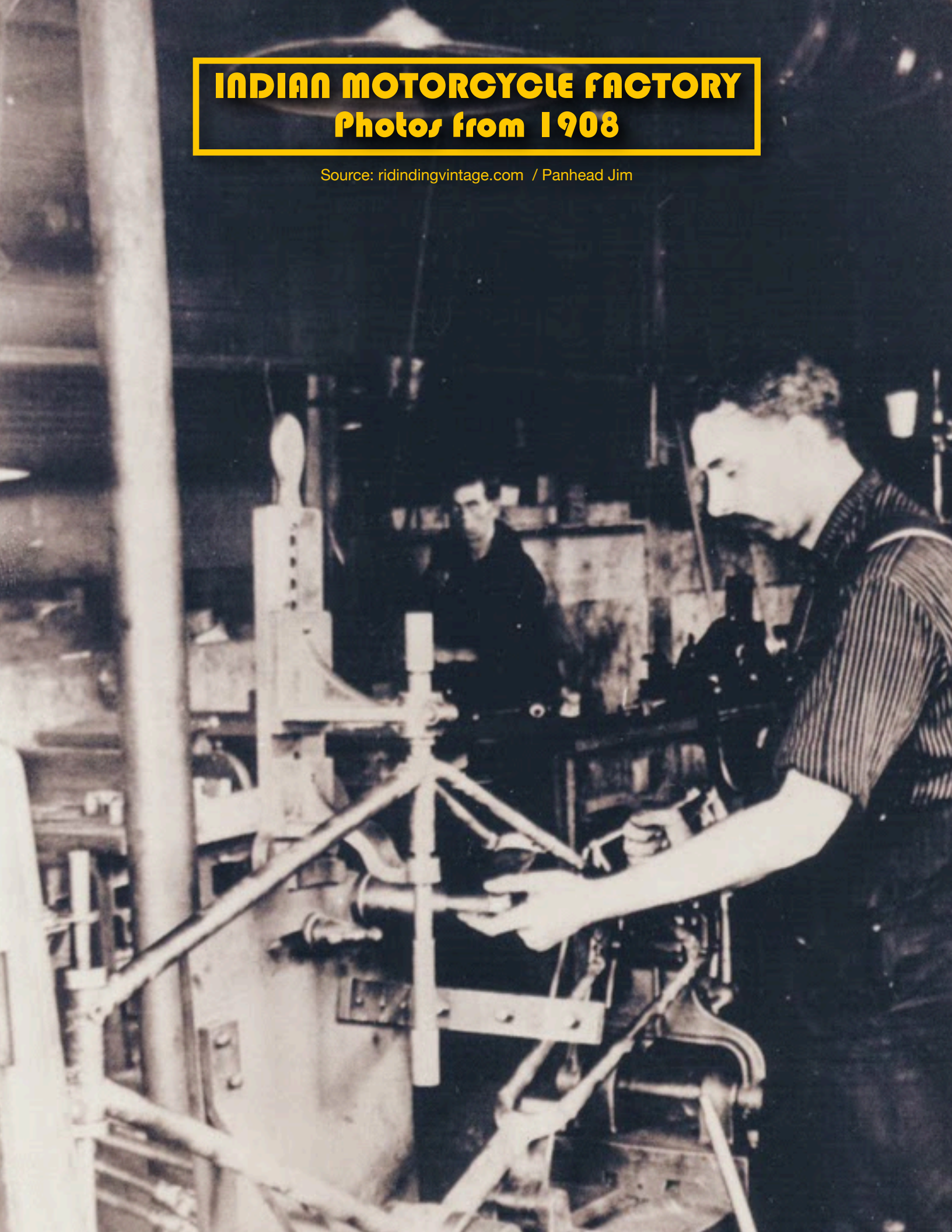
INDIAN MOTORCYCLE FACTORY
Photos from 1908



INDIAN MOTORCYCLE FACTORY

Photos from 1908

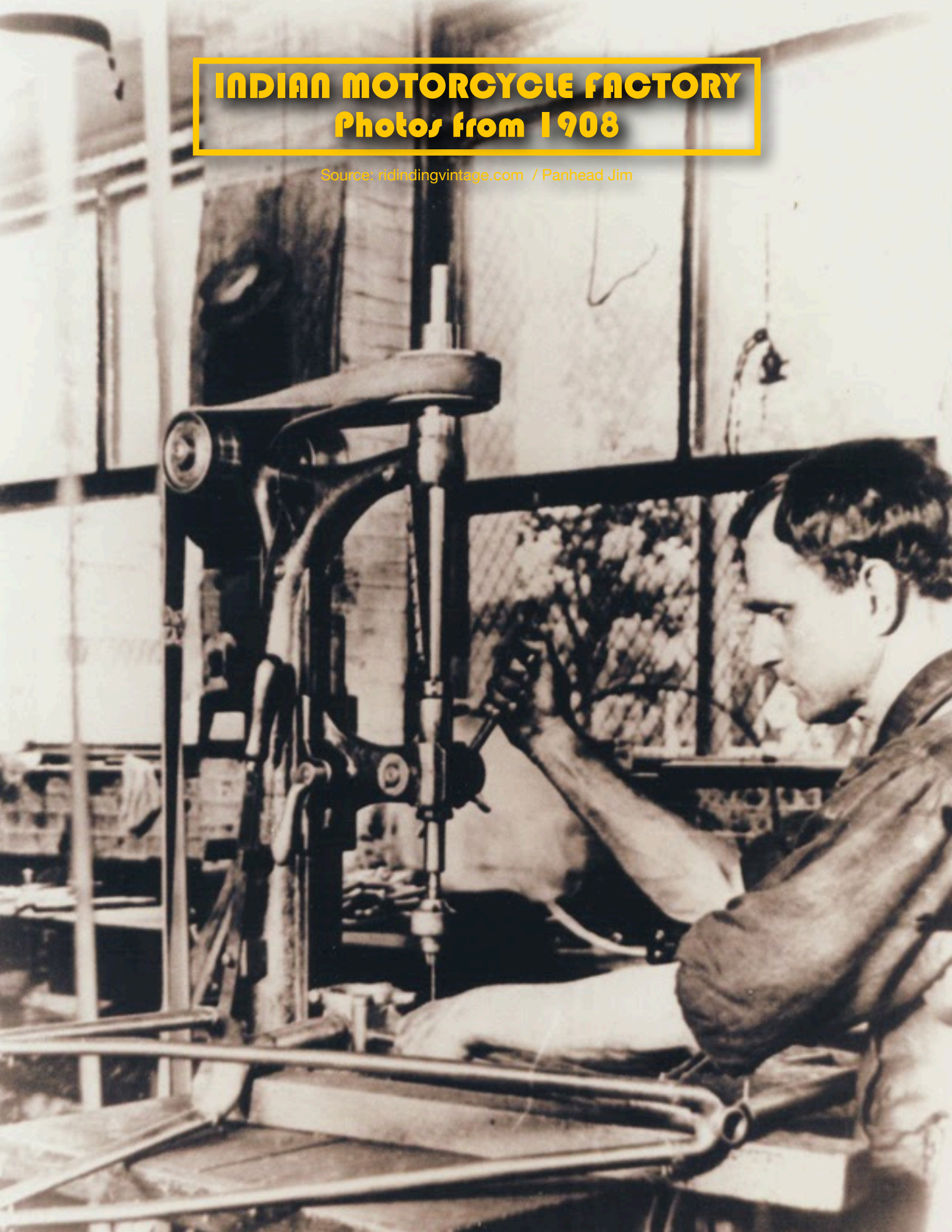
Source: ridindingvintage.com / Panhead Jim



INDIAN MOTORCYCLE FACTORY

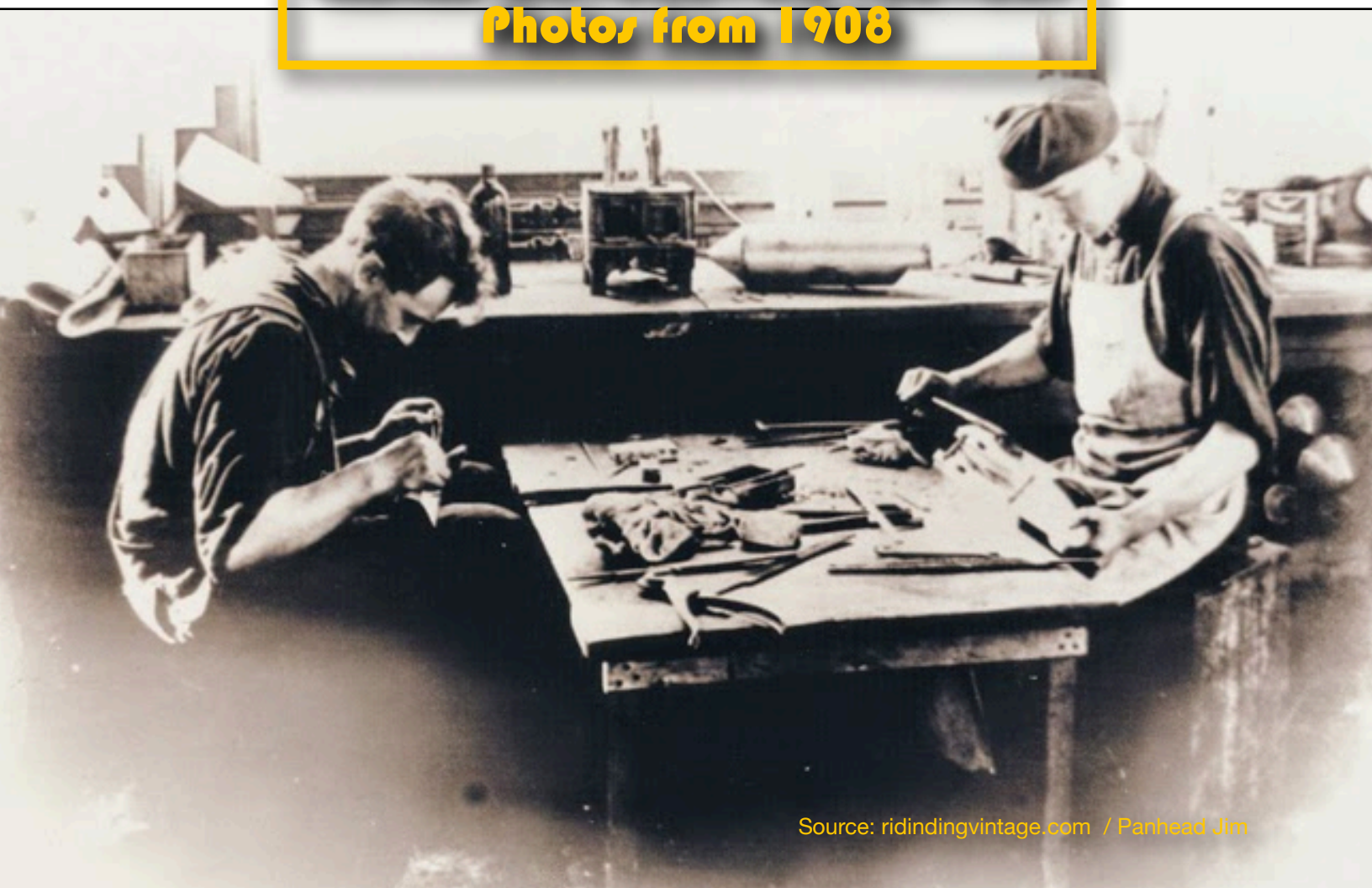
Photos from 1908

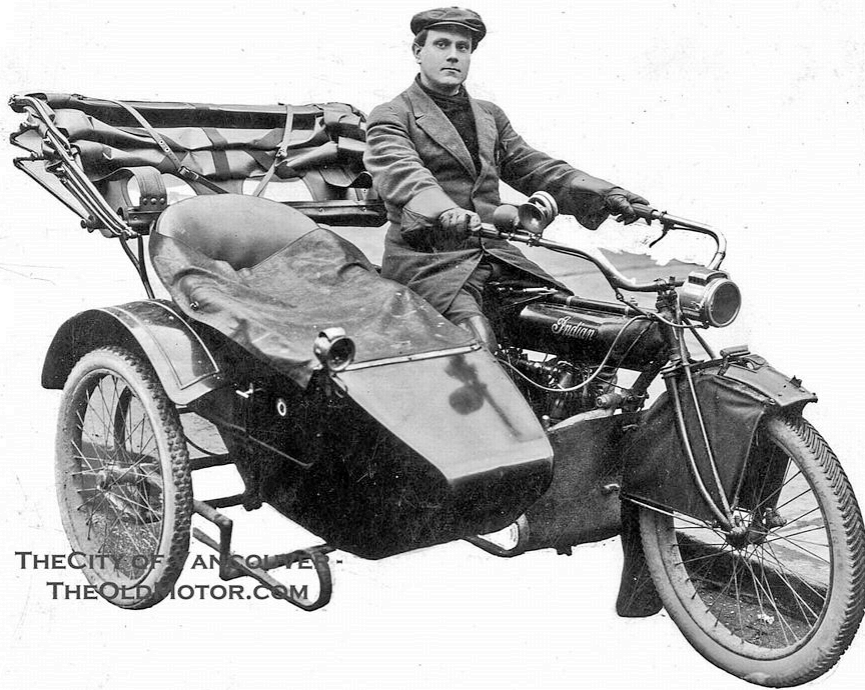
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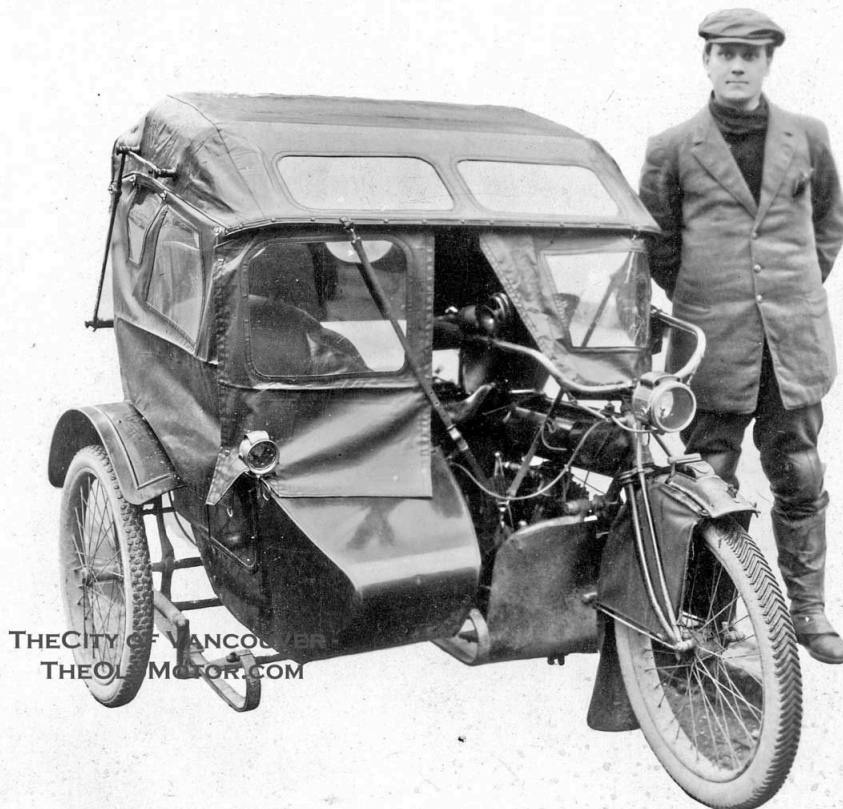


INDIAN MOTORCYCLE FACTORY
Photos from 1908





Ingenious way of protecting rider and passenger
Archives from the City of Vancouver (Source: theoldmotor.com)



Indian 8-valve racer 1912

The Hendee Manufacturing Company
Springfield, Massachusetts
Courtesy of Dave Scoffone





Eddie Hasha 1912

on his Indian Big-Base 8-Valve racer at
Vailsburg Motordrome, Newark, New Jersey
Courtesy of Don Emde

Racing and Motorcycle Development

In 1911, the popularity of motorcycle racing surged and motordromes drew thousands of spectators at each event. To boost motorcycle sales, manufacturers created factory-backed racing teams and specialized machines that pushed the limits of riding and technology. Motorcycle racing was a risky undertaking in the early years of the sport. As engines generated increasing amounts of horsepower, speeds exceeded the capability of even the best racing tires, and sudden blowouts were common on the track. Racing in excess of ninety miles-per-hour on machines with inadequate tires, marginal suspension systems, and no brakes required extreme skill, determination, and courage.





Racing and Motorcycle Development

A great rivalry ensued between the factory backed Excelsior and Indian teams with riders such as Jacob “Jake” DeRosier (1880–1913), Charles “Fearless” Balke (1891–1914), and William Edward “Eddie” Hasha (1891–1912). Indian introduced the most technologically advanced motorcycle to date in 1911. Dubbed the “Big-Base 8-Valve,” the motorcycle featured a revolutionary overhead valve arrangement of two intake and two exhaust valves per cylinder, which drastically increased performance. Designed strictly for all-out racing, the Indian Big-Base 8-Valve did not include brakes or even a working throttle—only an ignition cut-out switch and adjustable timing advance provided limited speed control. However, after a series of tragic accidents in 1912–13, public interest in motorcycle racing began to wane and the great motordrome tracks faded into history.

Source: sfomuseum.org

THE GAZETTE FROM THE PAST

COURTESY OF MOTORCYCLETIMELINE.COM THE YEAR IS 1912

A YOUNG TEXAN named Eddie Hasha, mounted on an eight-valve Indian board racer, hurtled round the Playa del Rey California Motordrome to break every world record from 1-10 miles.

His first mile was covered in 37.8sec (95.24mph); his 10-mile time was 6min 45.8sec (88.71mph). Hasha, soon known as the Texan Cyclone, proved unbeatable at the Los Angeles Coliseum Motordrome and headed East to race at the Vailsburg Motordrome in New Jersey. And there during a five-mile handicap race with five other bikes, Hasha lost control at over 90mph and crashed into the crowd. He was killed, as were five spectators.

The riderless Indian crashed into Denver rider Johnny Albright who died in the hospital without regaining consciousness.

“The later American press comments on the terrible saucer track smash at Newark, NJ, are not pleasant reading. It is alleged that Hasha had

been in the doctor’s hands for a week past, and only started in the race under pressure from the management.

These saucer tracks are not technical testing grounds; they are rather a kind of open air music hall, run simply and solely as money-making affairs, and for Hasha to be on the track and not to turn out was as awkward for the management as a night’s indisposition of Harry Lauder would be for a hall where he was billed, or Hamlet with the part of Hamlet omitted.

A racing veteran, Frank Hart—the man whose leg was broken in the smash he had with deRosier last year—was standing just opposite the point where Hasha’s machine ran amuck; he says Hasha fainted, and left hold of his handle-bars, so that his Indian simply swirled over the top of the steep banking, and ran round along the faces and chests of the spectators in the front row.

The same witness denounces the track management and the FAM (a body

corresponding to our ACU) for setting six men, all capable of lapping at 90mph, to race on a track of the four laps to the mile type, on which there was only room for three men to ride abreast.

Seymour, who was leading when Hasha fainted, covered two more laps before he could pull up, and this at the rate of little worse than ten seconds per lap...

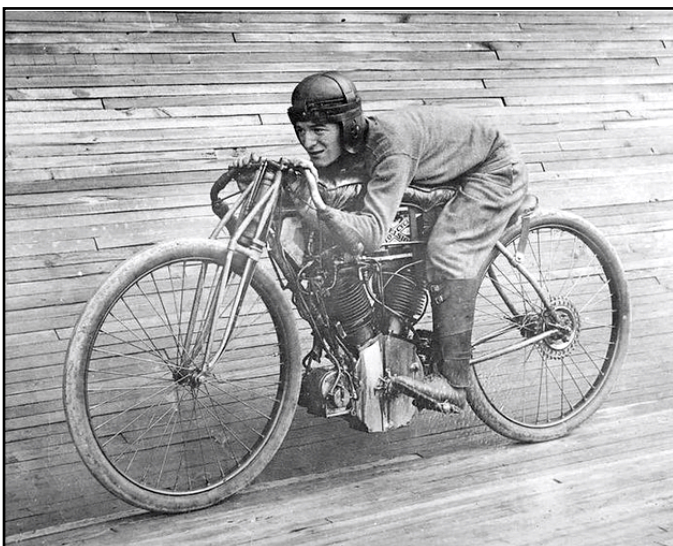
The whole affair leaves a very nasty taste in one’s mouth, and makes us hope that these morbid and perilous exhibitions will never become popular in Great Britain; they are too nearly akin to the gladiatorial shows of ancient Rome to be termed sport.”

The press began to call motordromes ‘murderdromes’; the authorities closed down the New Jersey track.

JAKE DEROSIER, having moved from Indian to Excelsior, was pleased with the power of the revamped Excelsior but less than

Eddie Hasha, the Texas Tornado, was among the casualties of what the American press came to call the murderdrome.

Charles ‘Fearless’ Balke was an Excelsior teammate of Jake DeRosier. They didn’t get on.



pleased with one of his new teammates, Eddie 'Fearless' Balke.

The crowds at the Los Angeles Motordrome revelled in the bitter rivalry between DeRosier and Balke so head-to-head matches became a regular attraction.

During one of these Balke lost control and ran into DeRosier, being lucky to escape the resulting crash with minor injuries.

As The Motor Cycle reported, DeRosier wasn't as lucky: *"Jake DeRosier has had a serious accident at the Los Angeles Stadium, and has broken his leg in two places, and it is feared his skull may be fractured... we are led to believe that the gallant racer will never be able to mount a motor bicycle again."*

Within weeks there was a follow-up:

"It would be a kindly act if some leading motor cyclist would organise a subscription for poor Jake DeRosier among the riders who congregate at Douglas for the TT races."

The old warhorse is still lying in hospital at Los Angeles with a compound fracture of the thigh and a crushed kneecap, and he will never straddle a motor cycle again.

He is in such poor circumstances that his young bride has to go to work to earn her own living."

ONE OF THE BMCRC's monthly race meetings at Brooklands was brought to a terrible conclusion by the death of Arthur Moorhouse.

The Motor Cycle reported:

"It is now our sad duty to record what happened in the hour all-comers' race."

This was divided up into the usual classes. Moorhouse's machine was

running badly just before the start, and he was the last man to line up.

However, he seemed to get away fairly well, and soon got into his stride. The big Indian was pulling well, and was reeling off laps at 70 and 71 miles an hour.

At the seventh lap Moorhouse was leading the throng, and was followed by Stanley, HA Collier and Tessier.

Moorhouse was seen bending down apparently trying to fix his silencer which was loose.

The next thing we saw was a big blaze at the beginning of the railway straight, a great flame and a column of smoke ascending in the air like a funeral pyre.

People realised a machine was on fire, whose no one knew; not a soul could be seen even through powerful

glasses. We could only guess that it was Moorhouse.

The first authentic news was from Oldman, who said Moorhouse was seriously injured and that the race was stopped.

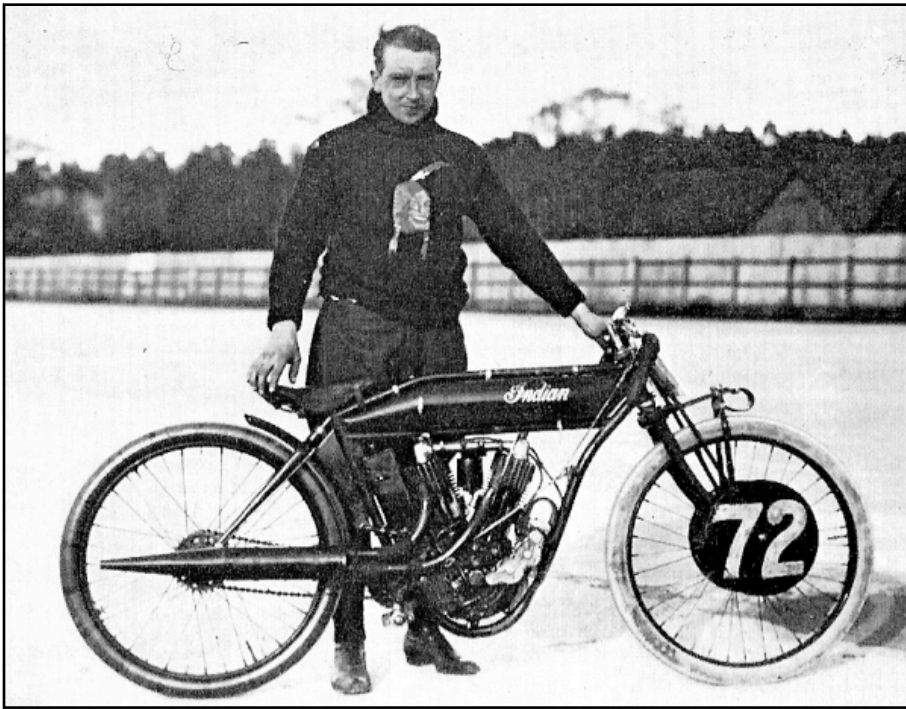
Ex-entually Mr. TW Loughborough [ACU secretary] told us that poor Moorhouse was lying on his face stone dead in the ditch adjoining the track, and his machine was on the grass completely burned out.

It is supposed that he was bending down trying to fix the silencer when the front wheel struck a bump in the track; the machine swerved, got completely out of control, and flung its gallant rider to the ground. Death was mercifully instantaneous.

No one saw the accident, and its cause can only be surmised. The event cast a sad gloom over Brooklands,

Jake DeRosier had recovered from many serious injuries sustained in more than 900 races; this time his luck ran out.





Arthur Moorhouse, an English member of the Indian tribe, was part of the Indian hat-trick at the 1911 TT. He was the first motor cyclist to die at Brooklands.

and a glorious afternoon terminated in the first tragic ending of a motor cycle track meeting in England.

We have been connected with motor cycle racing in Great Britain for the past nine years, and it is interesting to note that poor Moorhouse's terrible accident is the first which has terminated fatally to a motor cycle competitor on Brooklands track."

Moorhouse was at the core of the motor cycle movement. He had come third in the 1911 Senior TT, won the 1911 Jarrott Cup and held the Class E hour record at 70 miles 1,388 yards.

He was also on the committee of the MCC and the MCPA and was on the ACU sub-committee looking at TT regulations.

CB FRANKLIN ADDED to Indian's record tally, lapping a windswept Brooklands to set records at two, four, five and six hours and at 250, 300 and 350 miles.

He consistently lapped at over 60mph and made a number of laps at 71mph. *"No mechanical troubles were experienced, the only stop being*

for refreshment and twice to change the tyres as a precaution."

Franklin's Indian used Wakefield 'Castrol' oil and Wakefield wasted no time advertising the fact, proclaiming: *"300 miles in 282 minutes—The most astonishing ride in the world...Unprecedented in the annals of motor cycle history."*

Franklin added to Indian's tally of records.



TECHNICAL NEWS

Auto-Aero

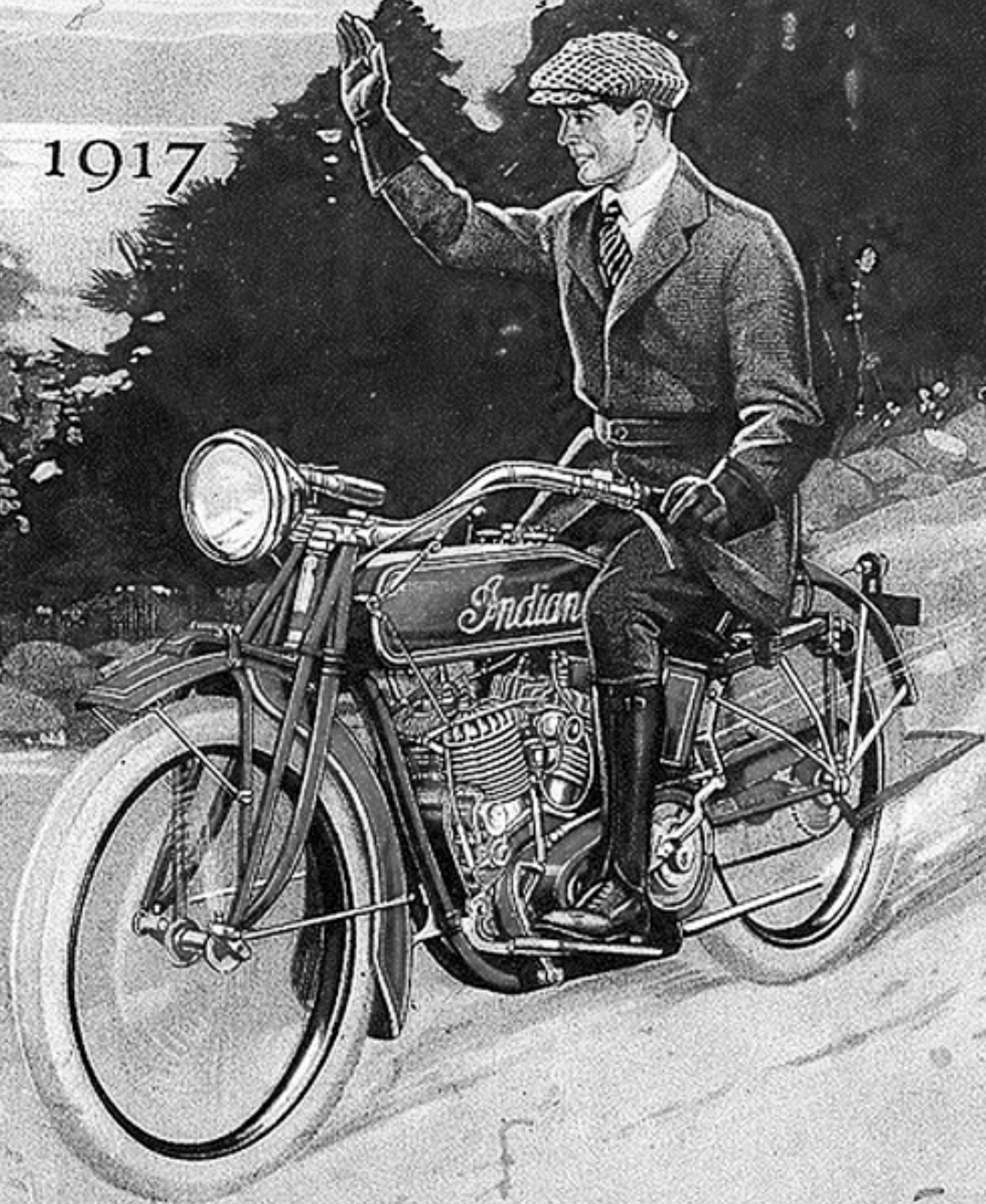
This mudshield was fitted to the front wheel of a 7hp Indian. The arrangement of the centre panel allows air to pass but not mud.



Indian

MOTOCYCLE

1917



1918 Indian Twin Board-Track Racer – An Original American Superbike

by Ben Branch | Source: silodrome.com | Images courtesy of Serge Bueno



This original 1918 Indian Twin Board-Track Racer is a good reminder that back in the early 20th century, American motorcycle manufacturers were one of the world-leaders in the design and construction of racing bikes.

In 1911 the Indian factory racing team took 1st, 2nd, and 3rd at the Isle of Man Tourist Trophy – beating the best in Europe at their own game, on their own turf.

The Indian Twin Board-Track Racer

The Indian Motorcycle Co. originally started out in 1897 manufacturing bicycles like the “Silver King”, “Silver Queen”, and the “American Indian”.

Company founder George M. Hendee was joined by Oscar Hedstrom in 1900, the two men

were accomplished bicycle racers and manufacturers, and they teamed up in Middletown, Connecticut to build a prototype 1.75 bhp “moto cycle”.

The popularity and sales success of this simple motorized bicycle was immediate, and in 1903 Hedstrom set the world motorcycle speed record of 56 mph – triggering global newspaper headlines and doing absolutely no harm to Indians sales figures.

The first Indian V-twin appeared in 1905 as a factory racer, it won countless races, set speed and endurance records, and became famous in its own right. By 1907 when the first consumer version of the Indian V-twin was available, the factory had a hard time making enough of them to keep them on showroom floors.

The competition between Indian, Excelsior, and Harley-Davidson in the 1910s was utterly fierce, and by 1915 Harley-Davidson had eked out an advantage. Indian responded by re-engineering their V-twin with a flathead design in place of the original F-head design, roller bearings were used, and a range of smaller improvements were included.

This new “Powerplus” 998cc V-twin was ridden by Indian works team racer Erwin “Cannonball” Baker from Vancouver to Tijuana – covering 1,655 miles in 3 days, 9 hours and 15 minutes. This trip was known as the “Three Flags”, and Cannonball set a new record on the Powerplus Indian.

The Indian board track racing motorcycles built by the factory were defined by their bright red



frames, gleaming engines, and the prominent “Indian” logo on the fuel tank installed between the frames two top tubes. These motorcycles would travel around America racing on the gigantic wooden board track racing stadiums, reaching speeds in excess of 100 mph with no brakes, no helmets, and no suspension.

Today these early American board track racing motorcycles are rare, and hugely collectible. Their simple, beautiful styling became the foundation for many of the racing motorcycles that would be developed over the following decades.

The 1918 Indian Twin Board-Track Racer Shown Here

The Indian you see here was bought as an almost complete but disassembled basketcase requiring a full restoration.

The process of restoring a motorcycle like this is a very difficult business, you can't just replace parts willing-nilly as it negatively impacts the originality – so you need to carefully rebuild and restore as many original parts as possible.

Importantly, the frame and engine of this Indian are both originals that have stayed together for 100 years since they originally left the factory. The bike did need new pistons, a new fuel tank, front forks, and handlebars – all of which were carefully hand-made to exact original specifications.

Note about the author: Ben has had his work featured on CNN, Popular Mechanics, Smithsonian Magazine, Road & Track Magazine, the official Pinterest blog, the official eBay Motors blog, BuzzFeed, and many more.







1912 INDIAN EXPERIMENTAL MAIL CARRIER

By Panhead Jim
Source: ridingvintage.com



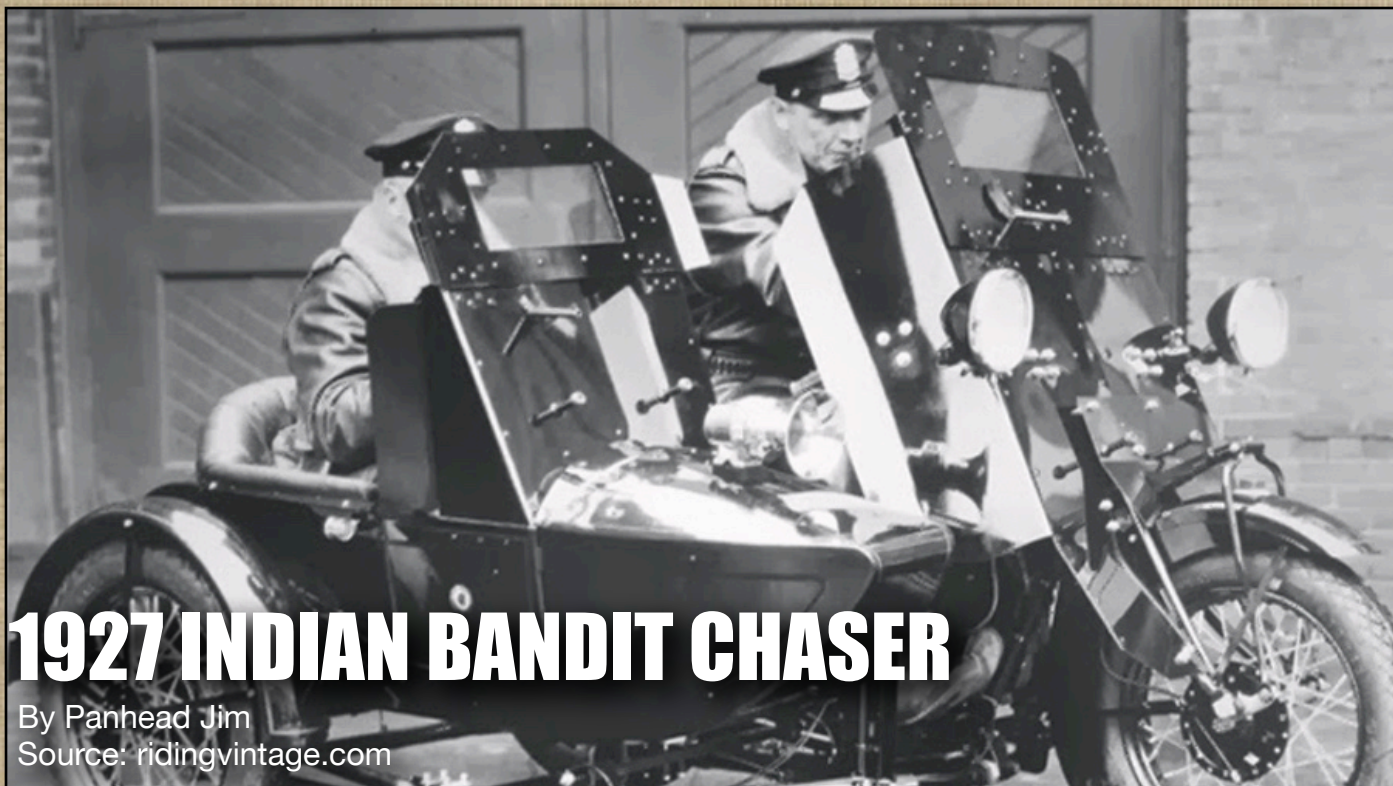
Like many people, when I first saw the image above, I thought it was a Harley-Davidson Motorcycle Truck, albeit a little narrower than others I'd seen. Then I came across this second image and it was clear that this was not a Harley at all, but an Indian! Just like Harley-Davidson, Indian was vying for a share of the commercial motorcycle market and US Postal Service in Washington DC experimented with this machine in 1912. Coincidentally, Harley was testing their own motorcycle truck with the US Postal Service in Wisconsin during that same time. Harley's test were performed during the winter of 1912, so based on these pictures I'd say Indian was delivering the mail first.

What's interesting to note about this machine is that it appears to be based on a 1906 - 1908 Indian Delivery Van. It features a "camelback" gas tank over the rear tire, which was only used until 1908. It also has the earlier diamond frame and not the more modern loop frame which came out in 1909. Perhaps Indian had a surplus of pre-1909 machines or parts in their factory that they sold to the Postal Service for testing.

Based on the lack of images and information available on this machine, I would guess that the tests with the US Postal Service in Washington DC did not go well. Most likely they switched to automobiles like many other postal systems. If anyone has more information or photos of this interesting motorcycle, please leave a comment on this web site:

RIDINGVINTAGE.COM





1927 INDIAN BANDIT CHASER

By Panhead Jim
Source: ridingvintage.com

In the 1920's, gangsters with tommy guns ruled the streets of New York City, killing police and civilians alike in their quest to control the lucrative blackmarket for bootleg alcohol.

The NYPD, in an effort to take back the streets, contracted the Indian Motorcycle Company to produce an armored motorcycle for their patrolman.

The result was named the "Bandit Chaser" and at least five units were produced at the end of 1927.

Starting with a Chief motorcycle and Princess sidecar as their platform, Indian's engineers added front shields made with bullet proof 1/16" steel plate. The shields were hinged so that they could fold down out of the way during normal operation of the motorcycle. When trouble arose, the shields could be folded back up to protect the driver and passenger.

Inset windows made from 7/8" safety glass were mounted in the front shields allowing the driver and passenger to see.

The sidecar was also lined with the same steel plate as were the leg shields for the driver.

Indian claimed that the additional armor only added 40 lbs and had no effect on the speed or handling of the machine.



ALL PAST RECORD

The *largest* business in the entire history of the Hendee Manufacturing Company for a month of March was recorded during the month just closed!

March, 1917—the leader of all similar months—showed marked sale increases in every department! Greater sale of solo machines! Greater sale of side cars! Greater sales everywhere!

It was a phenomenal month's business!

Reasons for it?—the general prosperous conditions of the whole country, the greatly increased interest manifested in



ORDERS BROKEN!

motorcycling, the unbounded confidence in the superiority of Indian products, and no little credit is undoubtedly due to the effectiveness of the Indian direct mail campaign—the greatest sales producing advertising campaign ever launched by any motorcycle manufacturing concern.

One remarkable fact, which stands out like a sore thumb, is the very *largely increased* orders for Indian side cars, in spite of the early season predictions that, because of certain outside competition, side cars would be hard to sell.

More Indian side cars are being sold than ever before! Side cars are more popular than ever before, and Indians justly so, for the 1917 Indian side car is the most luxurious, comfort-yielding car ever offered the discriminating public.

The exclusive Indian enlarged, streamline body assures the maximum riding comfort and ease—it's a revelation to those who seek all the comforts of a motor car, but at a greatly reduced cost for operation and maintenance!

As we swing into the new month every indication points to a new high water mark in Indian business. Get your share, Mr. Indian Dealer.

Indian

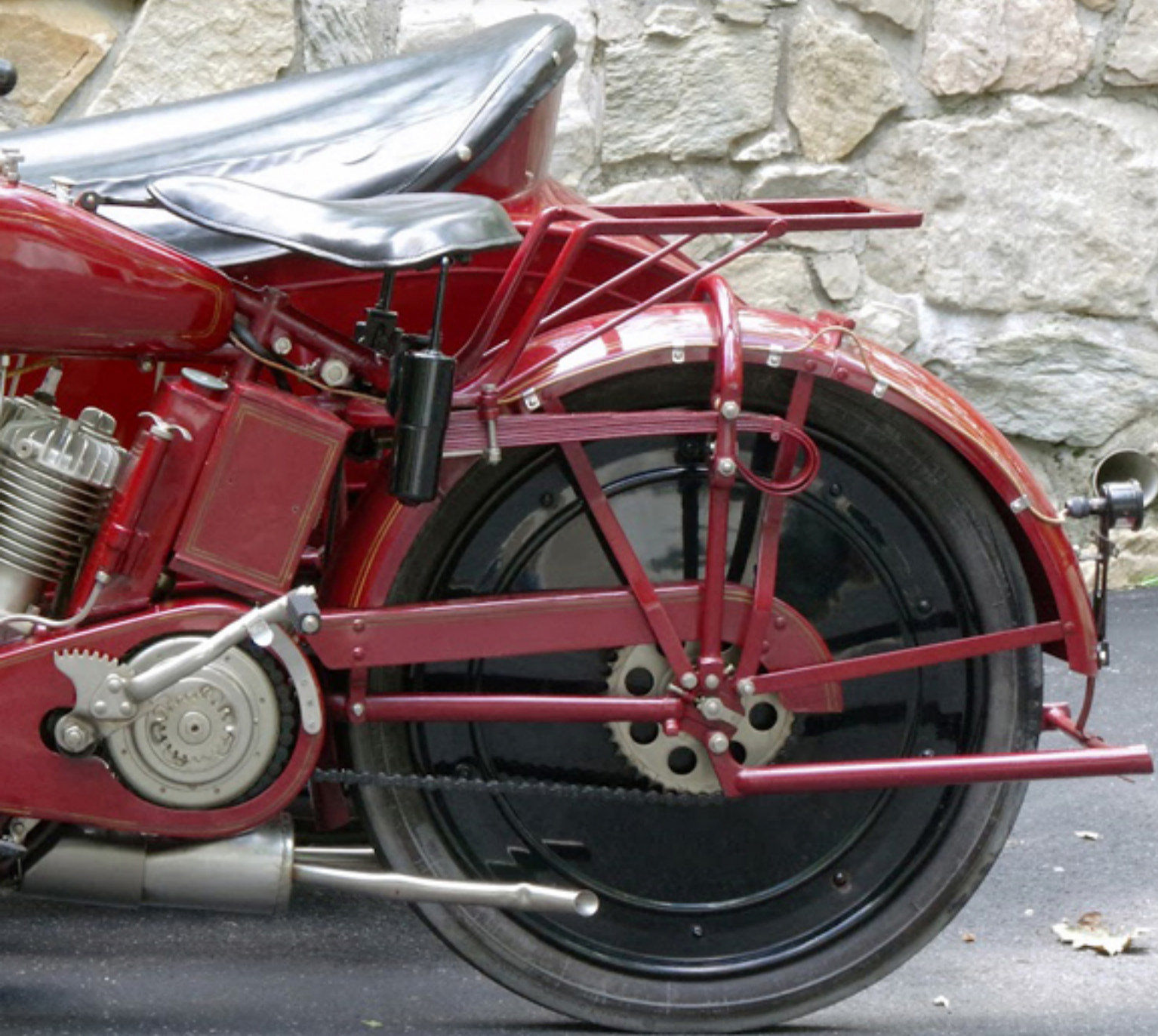
HENDEE MANUFACTURING COMPANY
SPRINGFIELD, MASS.



CHUCK HO
1922 I
POWER PLUS



JEFFMAN'S INDIAN S STANDARD





1922 saw the launch of the Chief as the top of the line motorcycle in the Indian line up, but the Power Plus was still available. Indian decided to rename the Power Plus to the Standard so it would not overshadow the new Chief. Even though the Power Plus Standard was no longer the premier Indian, it was still given some improvements in 1922. These included new wider and deeper fenders, hinged on the rear, enclosed seat springs and other small improvements.

The model NE Standard was the full electric model equipped with a generator, battery, front and rear lighting and ammeter. Ignition was still supplied by a magneto. Many of the Standards were imported to other countries in these later years. The Power Plus Standard would soldier on this way for one more year before being dropped, ending a model run going all the way back to 1916.

1922 also saw a new lineup of Princess sidecars. One was designed for the Chief and the other for the Standard. The new Standard sidecar was redesigned to fit the now slightly longer Power Plus Standard as well as a new fender, a rear luggage compartment and lug mounts.

This 1922 Standard has lived its whole life in central Pennsylvania in the USA. Most of this time it was under the guardianship of the original owners family, only leaving in 2019 in an estate sale. It started life equipped as it is now with a Princess side car and the NE full electrical option. Not known is if the mud guard discs were always on the wheels, though they were an aftermarket option in those years.

From 1922 until about 1961 it was in the possession of the original owner, having spent its later years in the basement of his home. Period documentation with the engine serial number and owners name show the bikes history.

When the home was sold, the bike was passed on to the owner's son in law, who with the help of his own son embarked on a full restoration that was completed in 1971. At that time original Indian parts were used and the logos and pin stripping were hand painted to match the originals.

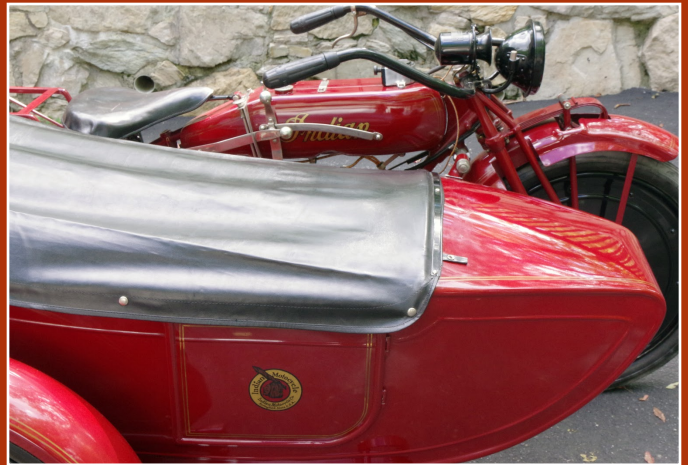
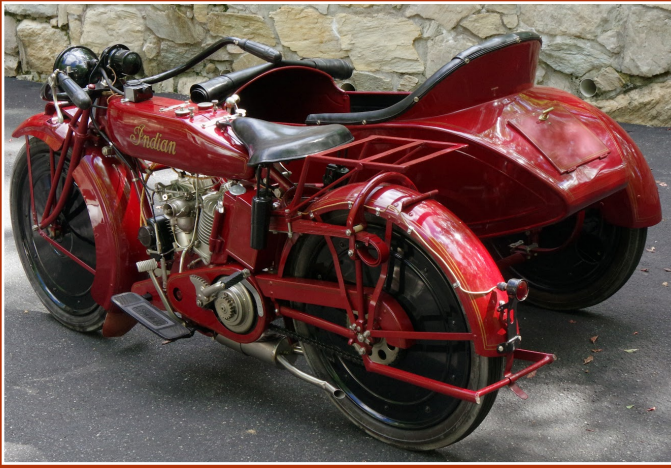
After that, this Standard won multiple AMCA and AACA awards. Then the bike was put away in its custom trailer and the trailer parked in the family garage where it stayed for the next 46 years with just an occasional run during family gatherings. When I purchased the motorcycle in the fall of 2019 it looked just like it did in the period pictures I found from the 1970's.

After going over the fuel and electrical system it started up in a cloud of oil smoke. The transmission and electrical system were also functional. There are just a couple of small rust spots, and the top end jugs of the engine are painted instead of plated leading me to belief they were replaced sometime in the more recent past. The only other part that degraded over the years is the muffler which I am in the process of fabricating.

I will probably do a complete motor tear down and rebuild in the future, but in the meantime I plan to enjoy this history lesson and hopefully maintain it for the next generation of Indian fans.

Chuck Norris





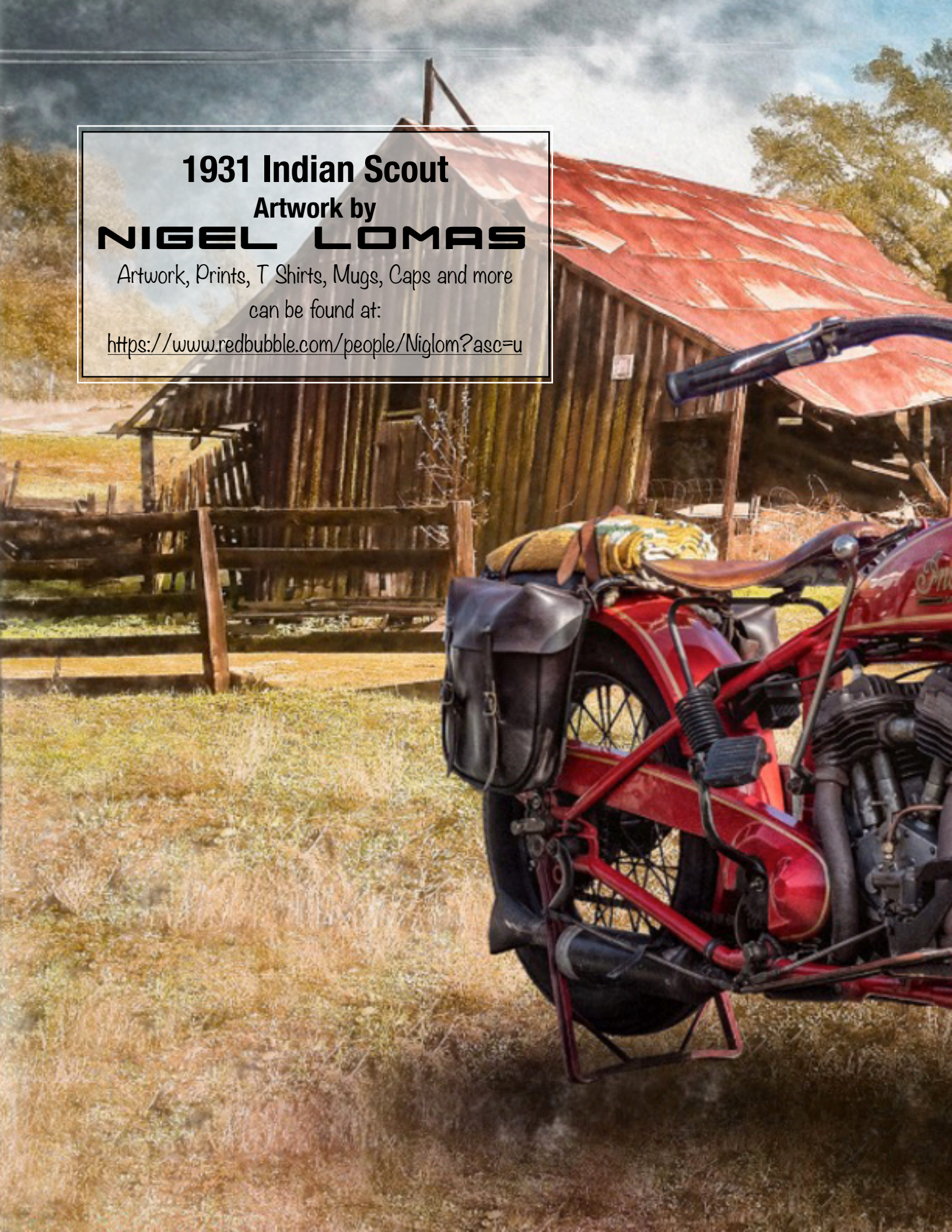
1931 Indian Scout

Artwork by

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CENTENNIAL CHIEF
1925 Indian 'Ransom'
by LC Fabrications



Article by Martin Hodgson
Photos by Harleigh Cupp
Source: pipeburn.com



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We buy, sell Indian and other Antique bikes.
Our stock changes frequently so if there is something you're looking for please ask.

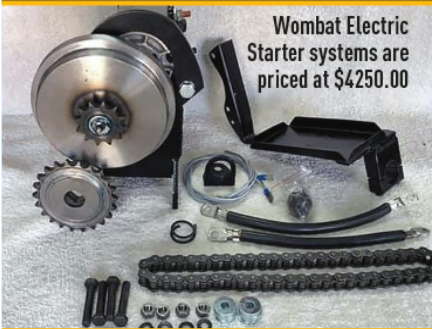


Indian Scout 1920-1927 Headlamp

Produced here in Australia for the Scout (also fits other earlier American makes like Ace) featuring a H4 base. An accurate replica except for the metric fastenings. Made here in Victoria - 20s Headlamp \$700

Klaxon 8 Replica Horn Multi-voltage 12/6v

We also stock Old Scout handlebar mounting brackets or frame mount brackets for 101/Chief. Made in Australia. \$450



Wombat Electric Starter systems are priced at \$4250.00

1946 Indian Chief 1200cc



3-speed 6v, matching numbers.

AUSTRALIA MADE Replica Autolite charging systems (Alternators) with built in regulators for Chiefs Scouts and Fours 1931 to 1953. We also manufacture a replica Splitdorf Alternator - fits P Plus Scouts and Fours.



We stock in Melbourne some 2500 lines of Indian parts both reproduction NOS and manufactured here in Australia. Check our website or call us if there is something you do not see on the website.



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Anyone who has owned a full-on custom bike will tell you that it's probably spent more of its life parked up, being worked on or new changes being made than it has spent out on the roads being ridden. It's the nature of the beast and gathered around these pieces of machinery, amazing friendships are formed as the static two-wheeler acts like a campfire over which we can bond. There are of course men of but a few words and they often speak loudest when they allow someone to lay hands on their personal ride. That's how this 1925 Indian Chief ended up in the possession of Jeremy Cupp, the uber-talented owner of LC Fabrications, who was gifted the hundred-year-old machine and did the old owner more than proud with this incredible creation.

As Jeremy tells it, *"there was an old fella', a local legend really, who I'd made friends with in my travels. Supposedly to be invited to pick through his stash meant you were pretty much family to him. His prize possession was his '25 Chief, somewhat complete, which lived in the man's bedroom. He'd joked that someday I'd probably end up with it, as he'd love to see it turned into*

something really special." And around those parts of Virginia, Jeremy is the man to see if incredible motorcycles and first-class fabrication are what you're after, his work is on par with anyone in the world.

A few years and the old fella's health was failing, he popped into LC Fabrications and asked if Jeremy would come over to his home when he had time. *"When I arrived, there in the front yard, was the Chief waiting to be loaded. He hadn't much to say, as he never did, and I usually obliged by not saying too much either, but I understood completely."* With the Chief back at his shop, Jeremy knew this would have to be some of the best work he'd ever done, he wanted nothing more than to make the old man proud.

Not wanting to lay an angle grinder on such a special thing that had survived a century, and with many parts missing, Jeremy decided to pluck out the powertrain and use it as the basis for a custom creation. With a love for the vintage bikes of old, like board trackers and speedway bikes, this Chief would be sculpted in the image of a **'Wall of Death'** like machine.

"Immediately I had two personal obstacles to overcome, leaf springs and red paint. The way I see it, an Indian needs both, and I've never been a fan of either. I had to design a leaf-sprung front end that I could live with, and it sort of gave birth to the colour and metal finish scheme I'd hoped to achieve."

Starting at the front of the bike, the leaf spring design is simply a work of art, here you get to see and appreciate the extraordinary skill that Jeremy has when it comes to metalwork. From every angle with which you take it in, there is something new to see, and the one-off design is a pure example of form and function combining into a single beautiful piece that also happens to flow perfectly into the machine that it serves. From the glimmering leaves themselves to the flawless welds and the internal cabling, every detail has been



thought through and executed to a level only a select few are capable of achieving.

"The polished billet front end would blend from modern and shiny to more traditional and patina as you move to the rear. The paint was easy, I like black, so I Googled "black red"

and it turned out to be a standard colour on the RAL colour chart....done!" Jeremy smiles. With so many unique finishes, Jeremy opted to give the fuel tank one of its own and crafted the entire piece from Aluminium. Again you can see the man's skills on display, with





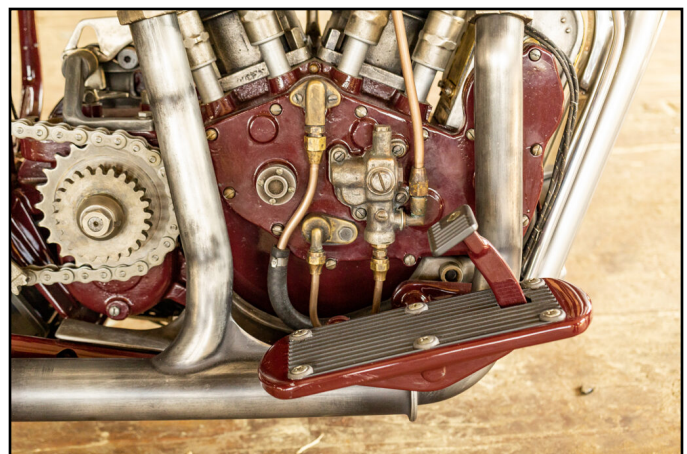
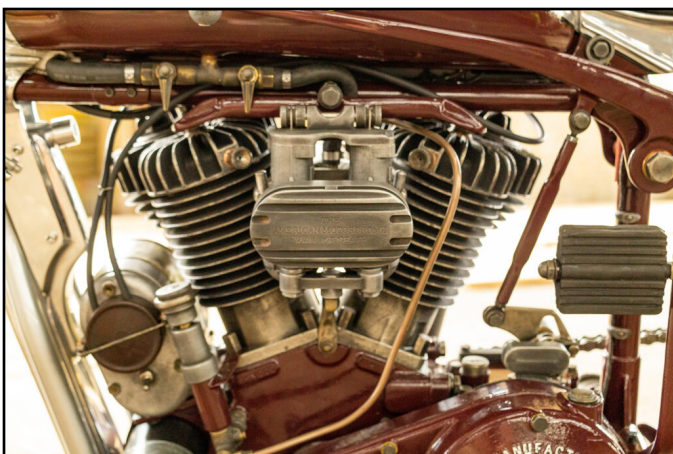
the lightweight alloy featuring both beautiful lines and a look that appears as if it could have been crafted by a Cupp counterpart, 100 years earlier.

“Most of the other parts I plated with electrolysis nickel, followed by gun blue and then a quick rub with a Scotch-Brite pad.” The seat and the tank topper were also custom crafted in-house, and when you realise that Jeremy did everything

from the one-off frame, to the handlebars, light surrounds, hand and foot controls, and grips you begin to appreciate just what a talent he is.

“Some other things I’m proud of on this bike are the dual rear drums with cutaway back plates to reveal all the working parts, the swinging rear axle dropouts, which were based on a bicycle design, and the ratchet shifting.”

The engine in all of its vintage glory also received the custom Cupp touch, with a hand-crafted metal filter feeding the pair of 600 series Amal carbs. The exhaust system too was brilliantly built at LC Fab, looking again like it could have been done 100 years ago by a master craftsman and the factory magneto now hides a coil and electronic ignition.



“The continuation of the seat onto the tank is part of the wall of death design, giving a place to sit and stand and thrill. While building my own version of such a bike, I couldn’t help

but think of my friend, Charlie Ransom.”

For whom Jeremy has named the bike, a tip of the cap to a living legend. Sadly the old man himself

never lived to see the bike completed, but we can all stand in testimony as to the incredible chief that Mr Cupp has created in his honour.







THE INDIAN FOUR

AN ELEGANT AMERICAN PRE-WWII
FOUR CYLINDER MOTORCYCLE





The first Indian Fours were fitted with an engine that had been design by a man who died years before, he was one of America's great motorcycle engineering geniuses – a man who had developed two totally unique four-cylinder motorcycles in the 1910s which had claimed a slew of race wins and cross-continental speed records.

Today we typically associate four-cylinder motorcycle engines with the Japanese, specifically with UJMs and modern Japanese superbikes. But back near the beginning of the 20th century the Americans were prolific manufacturers of four-cylinder motorcycles, and that was largely down to one man – William G. Henderson.

*Article from Ben Branch
Source: silodrome.com
Images courtesy of Mecum*

Henderson's life would be cut tragically short when he was killed on December 11th, 1922 when he was hit by a car while testing his new creation, the Ace Sporting Solo in Philadelphia.

He was just 39 at the time of his death, but he had already founded two successful motorcycle companies, designed two beautifully refined four-cylinder motorcycle engines, and then designed the motorcycles to go around them.

William Henderson and his brother Thomas founded the Henderson Motorcycle Company in 1911, unusually for the time the Henderson was powered by an inline-four cylinder engine. This was back in 1911 remember, when motorcycles were typically little more than a bicycle with an engine bolted into the frame, and most motorcycles had one cylinder, with more powerful models frequently using a V-twin.

Henderson motorcycles set a slew of records, perhaps the most significant was when Carl Clancy became the first person to circle the globe on a motorcycle in 1913 aboard a Henderson. In 1918 William and his brother sold the company to Excelsior and went to work for the company, this latest all of a year, William left and co-founded the Ace Motor Corporation in Philadelphia with Max Sladkin.

He immediately set to work designing a new four-cylinder engine, though he had to be careful not to

infringe on any of his own previous design patents that had been sold to Excelsior. He succeeded in developing what was arguably a better design, and the "Ace" motorcycle was released in 1920.

The four-cylinder Ace became one of the most desirable motorcycles in America after its release. They were used by many police departments due to their speed and reliability, and Erwin "Cannonball" Baker set a North American transcontinental motorcycle record on one in 1922.

After Henderson's tragic death at the end of 1922 Ace carried on with former Henderson engineer Arthur Lemon taking over as chief engineer. The company failed in 1924 but tried again in 1926 to no avail. Indian bought the company and quickly released the Indian Ace.

Over the following years Indian continued to develop the Ace four-cylinder with Arthur Lemon at the helm, the name "Ace" was dropped and the motorcycles were known simply as the Indian Four with various internal model names.

One of the more memorable developments of the Indian Four was the "upside down engine" models of 1936 and 1937. Whereas the earlier fours had been inlet-over-exhaust these new models had modified engines with exhaust-over-inlet, this was done to improve power however it also caused the tops of the

The inline-four cylinder engine was mounted longitudinally, so it was quite narrow in the frame



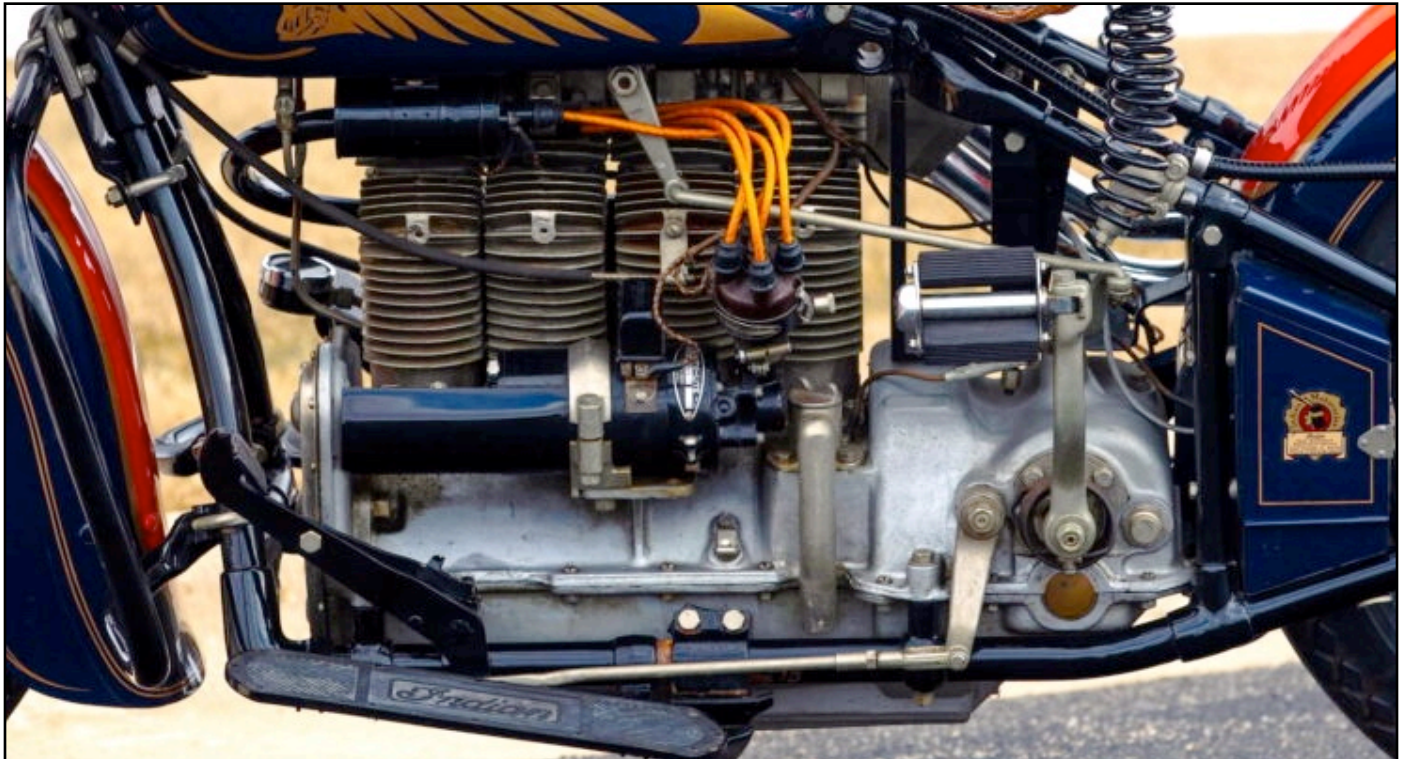
engines to run quite hot and this could cause discomfort for the rider under certain circumstances.

By 1938 the engine had reverted to its earlier design, but these rare “upside down” variants are now popular with collectors and enthusiasts.

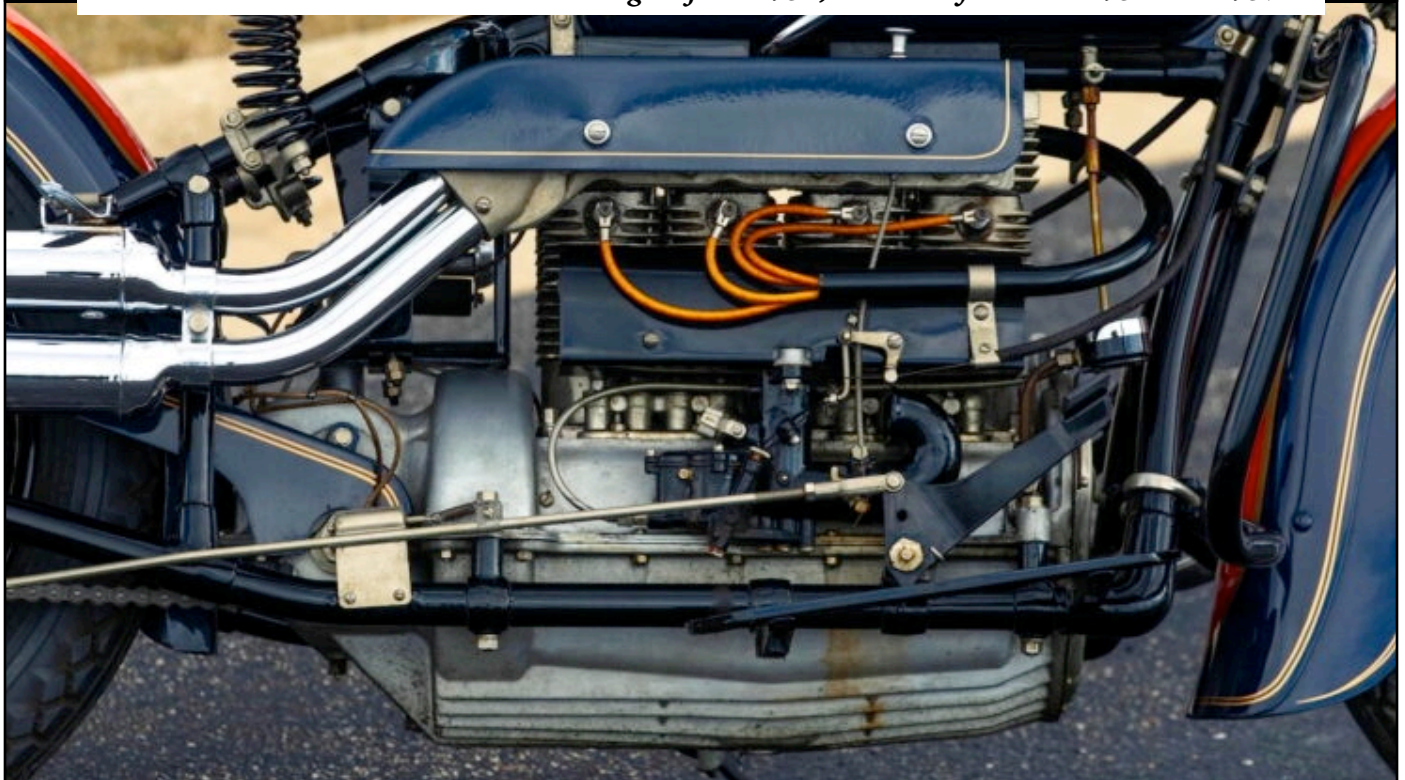
The 1936 Indian Four you see here benefits from a correct restoration by the late Peter Bollenbach of

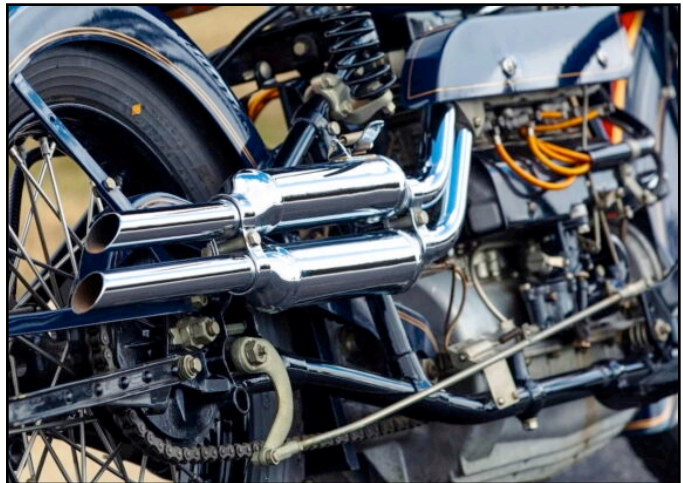
Mountain, Wisconsin. Bollenbach was held in high regard for the quality and accuracy of his restorations, and his work shines through with this motorcycle.

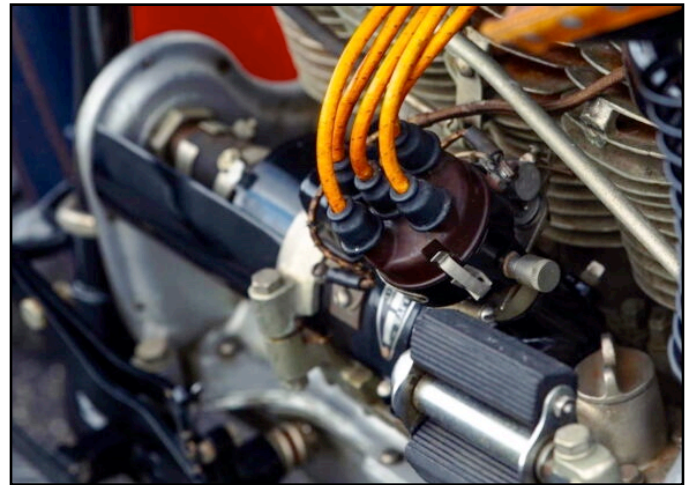
If you'd like to read more about this motorcycle or register to bid on it you can click [here](#) to visit the listing on Mecum. It's due to cross the auction block with them in late April in Las Vegas, and at the time of writing there's no price estimate.



This is an unusual exhaust-over-inlet engine from 1936, it was only made in 1936 and 1937







Ben has had his work featured on CNN, Popular Mechanics, Smithsonian Magazine, Road & Track Magazine, the official Pinterest blog, the official eBay Motors blog, BuzzFeed, and many more.

Silodrome was founded by Ben back in 2010, in the years since the site has grown to become a world leader in the alternative and vintage motoring sector, with millions of readers around the world and many hundreds of thousands of followers on social media.



1929 Jim Davis - Motorcycle Racing Legend

By Panhead Jim

Source: ridingvintage.com

When people talk about early motorcycle racing legends, one of the first names that comes to mind is Jim Davis. His racing career spanned more than two decades, riding bikes for both Harley-Davidson and Indian as well as a few British manufacturers. He won titles under the Federation of American Motorcyclists (FAM), the Motorcycle and Allied Trades Association (M&ATA) and the American Motorcyclist Association (AMA). By the end of his career, he had won over 50 national events under the FAM and M&ATA, plus another 21 under the AMA.

Racing was in Jim Davis' blood since his birth on March 23, 1896 in Columbus, Ohio. Davis' father was a former bicycle racer and passed the love of two wheel competition down to his son. Davis attended his first motorcycle race in 1913 while accompanying his father on a business trip to Savannah, GA. Davis was so enthralled by the race, that upon returning home he convinced his father to buy him a Yale motorcycle. This soon led to competing in his first motorcycle race in Lancaster, Ohio at age 14. Davis won his first victory there on a borrowed Indian twin. His prize was a pair of rubber goggles and a quart of oil. Davis continued to

enter amateur events and was doing rather well. In 1915, he had a chance meeting with Frank Weschler, the head of sales for Indian. Davis just happened to be at the Columbus Indian dealership when Weschler was visiting. The owner of the dealership bragged to Weschler about Davis' racing prowess and recommended that Davis be given an Indian factory race bike. The owner must have been pretty convincing because Davis received a brand new eight-valve closed-port Indian factory race bike within a few weeks.

Davis spent the rest of that year competing in local events around his home state of Ohio. In 1916, Davis left Ohio for his first national event, the FAM 100-Mile National in Detroit. Weighing in at a mere 120 lbs and only 20 years old, Davis must have looked out of place when he lined up against the other 25 - 30 seasoned racers. Any doubt in his ability as a racer was soon dismissed as Davis lead the entire 100 mile race and came away with his first national victory. Immediately following the race, Davis headed to Saratoga, New York and won his second national race. With back to back victories under his belt, Indian soon placed Davis on

their payroll and he began traveling the country to compete for the Wigwam.

Just as his career began to take off, the world was heading into World War I. Motorcycle racing took a backseat to the war effort and like many young men, Davis was drafted into the Army. Luckily, his commanding officer recognized him from the race circuit and got him assigned to motorcycle escort duty. Davis spent the war transporting officials stateside and I bet he got them to their destinations in record time.

Davis' position as an Indian factory racer ended in 1920 after he faked a telegram from M&ATA president A.B. Coffman which he used to gain entrance into an invitation only racing event. Within 24-hours of being kicked off the Indian racing team, Harley-Davidson signed Davis onto their team. Davis raced for Harley for the next 5 years, winning many notable events. The first of which was the Dodge City 300 miler. For this race, Harley-Davidson chose to run a pocket-valve version of their new Ottaway inspired "banjo 2-cam". This change came about because H-D management thought that there would be a public relations benefit to running a motorcycle which at last resembled something that was available to the general public. Up until that time, both Harley-Davidson and Indian had run purpose built race bikes, only available to factory racers.

After a successful run with Harley-Davidson, Davis was back over to Indian for the 1926 season. He won three national titles that year racing both dirt track and board track events. Davis went on to double this one year record in 1928, winning a total of 6 national titles and was named the AMA national champion. The following year brought more national titles and second AMA national champion title. Davis' last AMA victory came in 1930 at Syracuse, New York. Although he never won another national title, Davis continued to race competitively until 1936. All told, he raced 1500 events and covered 30,000 competition miles.

Even though he was retired from racing, Davis continued to be active in the sport. Ironically, he received his only serious motorcycle racing injury during this time, when he was hit by Don Evans in 1948 while waving the checkered flag.

In 1984, Davis received the Dudley Perkins Award, AMA's highest honor, for his life-long contributions to the sport. He was also inducted into the Motorcycle Hall of Fame in 1998.

Jim Davis died on February 5, 2000 in Daytona Beach, FL. He was 103 years old at the time of his death.

Who says that riding motorcycles shortens your life...



1912 Indian 8 valve Board Track Racer



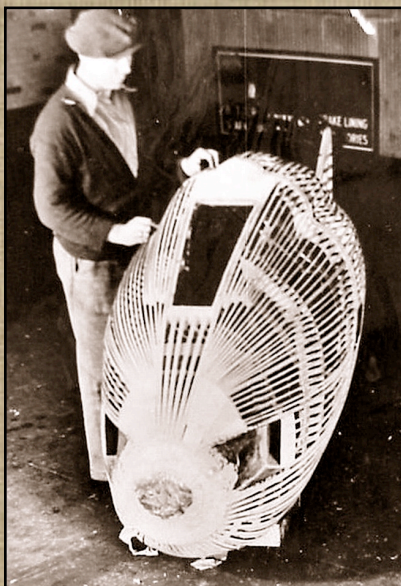
1938 INDIAN ARROW STREAMLINER

By Panhead Jim
Source: ridingvintage.com



In 1937, Harley-Davidson set a land speed record of 136.183 miles per hour at Daytona Beach, which did not go unnoticed by their rivals at the Indian Motorcycle Company. The record had been set using a partially streamlined Knucklehead, ridden by Joe Petrali. Indian took this idea one step further and designed a streamliner that completely enclosed the motorcycle.

A two piece body was built using a framework of steel tubing and aircraft grade spruce, covered with a skin of plywood and linen. Sure, this may have been a light and strong design, but the potential for "death by splinters" seems pretty high. The body was then bolted around the motorcycle in a way that reminds me of those plastic eggs that come out in stores around Easter. This along with it's egg-like shape evokes images of the rider "hatching" after the end of each run.



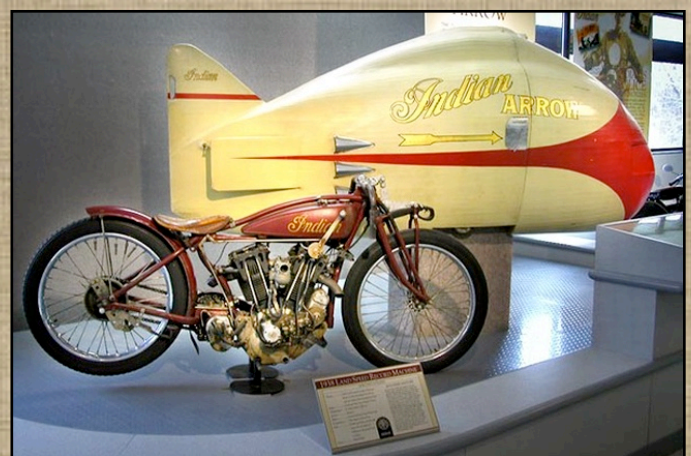
The motorcycle was built by West Coast Indian distributor Hap Alzina using parts from a Scout 101 board track racer and was powered by a 61 cubic inch motor.

The rider navigated the motorcycle by looking through a porthole set in the center of the body.

Veteran racer Fred

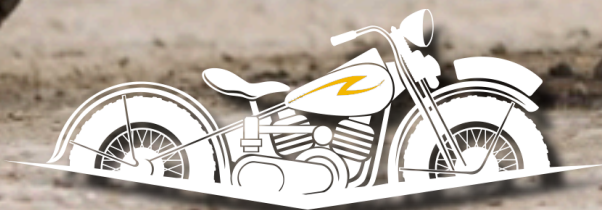
Ludlow was chosen to pilot the Arrow. Ludlow started his racing career on the boardtracks in 1910's riding for Indian, but after WWI had switched to the Harley-Davidson racing team. At age 43, he was back with Indian for the land speed attempt.

Initial testing at a dry lake bed in Muroc, California proved the Arrow to be road worthy enough to warrant a trip to the Salt Flats. On it's first day out on the salt, the Arrow blew a tire during it's second run. The Arrow was repaired overnight and was ready to make another attempt at a record the next day. This time the motorcycle reached a speed of 135 miles per hour before going into a high speed wobble. Adjustments were made and on the third day the Arrow was back out for another try. Again Ludlow experienced a high speed wobble, which was so violent that he lost hold of the handlebars. After this fourth unsuccessful run and faced with a potentially fatal handling problem, Alzina decided to sideline the Arrow altogether, never to be raced again.



1940 Indian Model 340b with Sidecar

While the people of America were watching the battle between two giants of the motorcycle industry, Indian and Harley-Davidson, Europe was preparing to enter one of the bloodiest wars in history.



MOTORWORLD

by V. Sheyanov

Is 340 B just a military Chief?

One of the significant events of 1940 was the renewal of the Indian model range, namely the appearance of soft rear suspension, and the first to get this novelty were a four-cylinder Indian Four and Indian 74 ("Chief"). Changes in design led to an increase in the size of the tires from 18×4.00 to 18×4.50, a change in the shape of the chain shield, as well as the appearance of "covered" fenders and the central footrest. For the first time in the company's history motorcycles were equipped with air and oil filters. The oil filter had to be changed every 8000 miles according to the manufacturer's recommendation.

Germany's attack on Poland provoked urgent mobilization in France. When the Phoney War broke out, the French command decided it would need at least 80,000 motorcycles to conduct successful combat operations.



The production of French military motorcycles, such as Terrot, Rene Gillet and Gnome-Rhone, reached its peak by that time and could not cope with the required production volume in such a short time. France had to turn to other countries for help.

The first military orders for motorcycles were sent to manufacturers of neighboring countries, namely to Belgian F.N. and Gillet Herstal, which also could not provide sufficient amounts of the required number of vehicles.

On the day of release of the new model range (October 1, 1939), the Indian management announced an annual plan for the production of motorcycles, which was slightly over 5,000 units. It was quite an optimistic plan, given that Indian motorcycles were in many ways inferior to Harley-Davidson. That's when the "deus ex machina" stepped up into the scene.

The Permanent Mission of the French War Ministry was located in New York, and its main task was the purchase of spare parts for the aircrafts. Immediately after mobilization, the delegation received an order to purchase a number of heavy motorcycles equipped with a sidecar, passenger seat and speedometer with a scale in km/h. The French delegation did not request technical characteristics and did not hold tenders, but simply went straight to the headquarters of Indian Motorcycle Company (Springfield, Massachusetts).

Mass production of the new models has not yet started, and all that Indian representatives had at that time were only drawings and advertising brochures, as well as some experience in supplying military Indian 339 to the U.S. Army.

Surprisingly, the very first meeting ended with a contract for the supply of new motorcycles. Externally they differed from the civilian version by the "open" fenders and additional accessories. Also, a necessary requirement was the space for the third passenger.

The contract for the supply of 5,000 Indian 340B motorcycles was signed on October 2, 1939, which at once doubled the average annual output of the company! Of course, it is hard to believe how such a thing could have happened without any prior arrangement, but so far this is all we know about this event.

So what does index "B" mean? Let's start with the fact that Indian has produced motorcycles with two types of ignition: magneto and ignition coil. Military manuals of those years referred to the reel ignition as a

battery-operated ignition. Depending on the ignition type, a letter "M" (magneto) or a letter "B" (battery) was printed on the engine crankcase.

What about the number "340", you may ask? According to the standard designation of the Indian Motorcycle Manufacturing Company, "3" stands for "Chief" (or "Big Twin", or "74"), while "40" represents the year of manufacture. For example, the Indian Four from the "Motorworld by V. Sheyanov" collection was designated as Indian 440, where "4" is the model index and "40" is the year of manufacture.

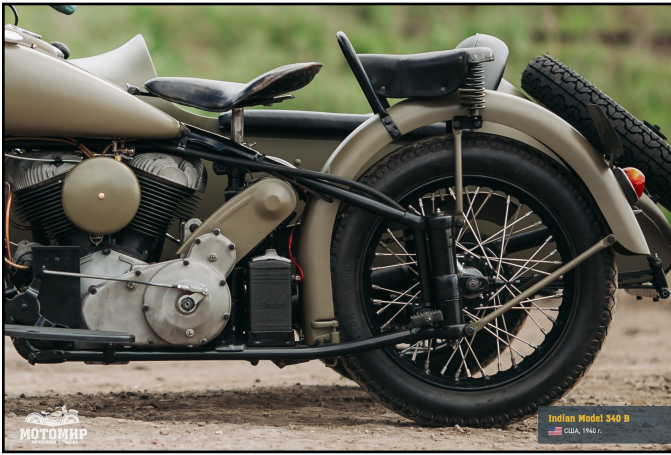
The differences of the French 340 B model

All engine numbers of the motorcycles from the French order consisted of letters CAV and numbers from 1 to 5000. The indexing of army motorcycles of other countries, production of which began in 1940, looked something like this: CD0 type ####.

The most noticeable distinction of the French version was the chrome signal above the headlight. From 1930 to 1939 such signals were a common accessory for civilian versions of the Chief and then appeared on the first versions of the military Indian 340B.



The second important distinction was the passenger seat. It looked like European Lycett, but with the Indian Motorcycle Company logo on it, and it was made in the USA. On the pictures of that period, you



can see two types of seat, the shape and method of attachment of which depended on the year of manufacture. Thus, on earlier models, with engine number CAV from 1 to 2699, the seat was fixed closer to the driver, and the passenger handle was attached to the fender with two bolts.

Since the French model 340 B was, in fact, a modification of a civilian solo bike, there was no room for the rear footrests. For the left footrest, there was a spot on the frame of the motorcycle, and the right footrest had to be fixed on the sidecar's frame. Thus, the passengers of the French Indian 340B had to sit in a pretty awkward position. Doesn't look like a well-designed structure, right?



In photos from the French occupation period you can see gendarmes on solo Indian 340B motorcycles, which had a passenger seat but no second footrest. This once again confirms that Indian did not supply France with solo motorcycles, and if you see a CAV solo somewhere, you should know that its sidecar was lost.

As we have already said, one of the requirements of the French Ministry was a speedometer with a scale in "km/h", instead of the American version in "mph". Therefore, despite the fact that the Corbin speedometer



was manufactured in the U.S. for the domestic market, the scale on it is marked to 200 km/h instead of the maximum 130 mph.

Another feature that you will find only on the French Chief is the warning plate, which is placed on the headlight instead of the toolbox. On the plate it says: "Attention! Move the switch to the "OFF" or "P" position, otherwise, the battery and coil will not function". It is believed that the French soldiers were used to motorcycles with a magneto ignition system, which did not require a charged battery to start the engine, so they could leave the switch on, which otherwise would result in complete battery discharge. Apparently, to avoid such situations, a warning sign was placed on the headlight, right before the rider's gaze.





Part of such precautions can be explained by the fact that the practice of ordering foreign motorcycles inevitably began with training of engineers, technicians and instructors. After all, it was them who had to train recruits on the specifics of operating each type of vehicle and, as we already know, the accelerated pace of supply did not allow them to meet all the necessary requirements.

Continuing the theme of electrical equipment, it is worth mentioning that earlier versions had a Mico light switch, which was different in shape from later versions. Earlier versions also had a fuse box under the driver's seat. The same fuse box could be seen on Indian 440, but after 1940 it was no longer used.

Another important distinction of the French Indian 340B was the absence of a sidecar side light. Archive photos, taken in the UK before 1941, may show sidecar side lights of early versions of Indian CAV, but these are nothing but custom-made modifications.

The tanks of the French Indian 340B were of the same shape as on the civilian versions,

but the lids of the filler necks had no usual inscription "OIL". We have already mentioned that there was no time for instruction, so the gasoline and oil tanks were marked with hint stickers with inscriptions "CARBURANT" and "HUILE".

As you already know, the 1940 Chief models received larger tires, but the French Indian 340B was equipped with 4.00 x 18 tires and had a spare wheel attached to the sidecar.





1940 INDIAN SPORT SCOUT MODEL 640

The Indian Sport Scout was designed and built to regain the crown that had been lost when the Springfield, Massachusetts-based company discontinued their ever-popular Scout 101 in 1931.



Article from Ben Branch
Source: silodrome.com
Images courtesy of Mecum



1940 INDIAN

THE INDIAN SCOUT 101

The story of the Indian Scout 101 is a two-wheeled example of the old adage if it ain't broke, don't fix it. The model was popular across America and around the world for its handling, and it was used extensively in flat track racing, hillclimbing, circuit racing, beach racing, and good old American street racing.

The dark cloud of the Great Depression had descended over the United States in 1929, and by 1931 Indian was feeling the pinch. Sales were slow, market sentiment was abysmal, and there was no clear sign of an economic recovery in sight.

The solution was to minimize the number of unique parts being manufactured to reduce costs. A new Scout was developed called the Standard Scout, it used the same heavy frame as the larger Indian Chief (and Indian Four), and performance suffered significantly as a result.

A RETURN TO FORM THE INTRODUCTION OF THE INDIAN SPORT SCOUT

Sales of the new model were slow, and within two years Indian had developed a new lightweight frame for a new model to be called the Sport Scout. Improved girder forks were fitted, an improved Schebler carburetor was installed along with alloy cylinder heads.

Although this bike weighed slightly more than the Scout 101 at 385 lbs vs 370 lbs, it was more powerful, and offered better handling. Motorcycle racing legend Ed Kretz piloted an Indian Sport Scout to a win at the first ever Daytona 200 – back when racing took place on the traditional 3.2 mile Daytona Beach Road Course.

This win was a major victory for Indian, and it greatly helped move Sport Scouts off showroom floors across the country. Countless other smaller victories would be taken by the model across the USA and as far afield as New Zealand, Australia, and South Africa before WWII caused a shift from civilian to military production.

THE 1940 INDIAN SPORT SCOUT SHOWN HERE

1940 was an important year for the Indian Sport Scout, the model gained full Indian-style fenders for the first time, as well as a slightly lower seat height, and an increased fork rake.

The example you see here is equipped with a right-side hand shifter feeding into the 3-speed gearbox, with its original braced handlebars, sweeping Indian fenders, and expansive sprung leather saddle.

It features a period-correct horn above its headlight, as well as large comfortable foot boards on either side. The speedometer is mounted in the top of the fuel tank, and



as you would expect from a bike built in 1940, there are no indicators – just a headlight and brake light.

We're seeing an increasing level of interest in classic motorcycles like this, as modern motorcycles lean more towards technologies like traction control, ABS, stability control, and a slew of other modern

whizzbangs that are doubtless safer, but also take a little of the direct connection away.

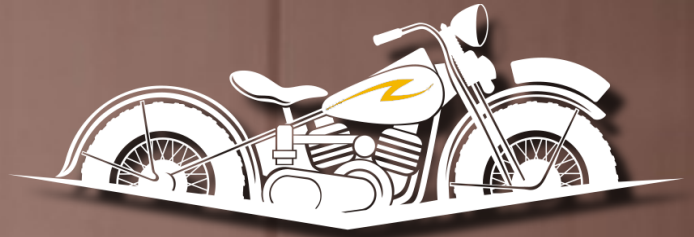
The bike benefits from a recent mechanical restoration, and it's listed as being in all-original condition. The frame number is 6402711, and Mecum explains that it runs and rides well.



1941 INDIAN 841

**ORIGINALLY DESIGNED TO FIGHT NAZIS
IN THE NORTH AFRICAN DESERT**

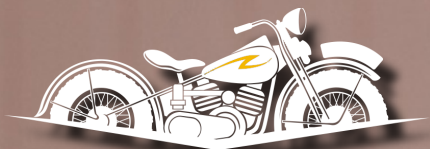




MOTORWORLD

by V. Sheyanov





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In 1941, the U.S. government turned to Harley-Davidson and Indian with the order to develop a special motorcycle for military operations in North Africa. Harley-Davidson presented its XA model. John Nowak, a creator of the XA, almost entirely copied the German BMW R71. The design features of BMW were perfectly suited for desert warfare. The shaft drive provided better off-road capabilities, an opposed position of the cylinders provided enough cooling for the hot climate.

The flat engine of the XA model was almost an exact copy of the BMW engine. Indian company also took the ideas of German engineers but went a different way by setting the original V-type engine across the frame. Like Harley-Davidson, Indian equipped its version with a shaft drive and suspension on both wheels.

As a result, Indian 841 suffered the same fate as the Harley-Davidson XA. When the first 1,056 units came off the assembly line, the war in Africa was over.

The motorcycle, however, was very successful. Despite its size and weight (about 256 kg), it was easy to drive, and after the war, it was planned to produce a civilian version. However, these plans were not destined to come true. The motorcycles that were no longer needed by the military were sold out to the civilians.

The bike from the 'Motoworld by V. Sheyanov' collection has been dusting for a long time in the American Military Museum.

For help in restoration, we went to Saint Petersburg, Russia. Yuri Kotelnikov, a restorer, faced significant difficulties during the restoration of Indian 841. One of the cylinders was 0.5 mm longer than the other. Some metal parts turned into sand. In the end, Yuri decided to find out who worked on the motorcycle before him. The search revealed curious information about the former owner of the bike, who had donated it for a museum exposition in the United States. It turned out to be Robert McClean (1923-2008), a former president

of the American Association of Antique Motorcycles, a World War II veteran, one of the heroes of the legendary Battle of Iwo Jima.

The motorcycle was named the Indian 841 – “8” for the new engine design and “41” for the year. The motorcycle was developed specifically for military use and as such it had a very low compression engine, just 5.1:1, so it could run on low octane fuel.

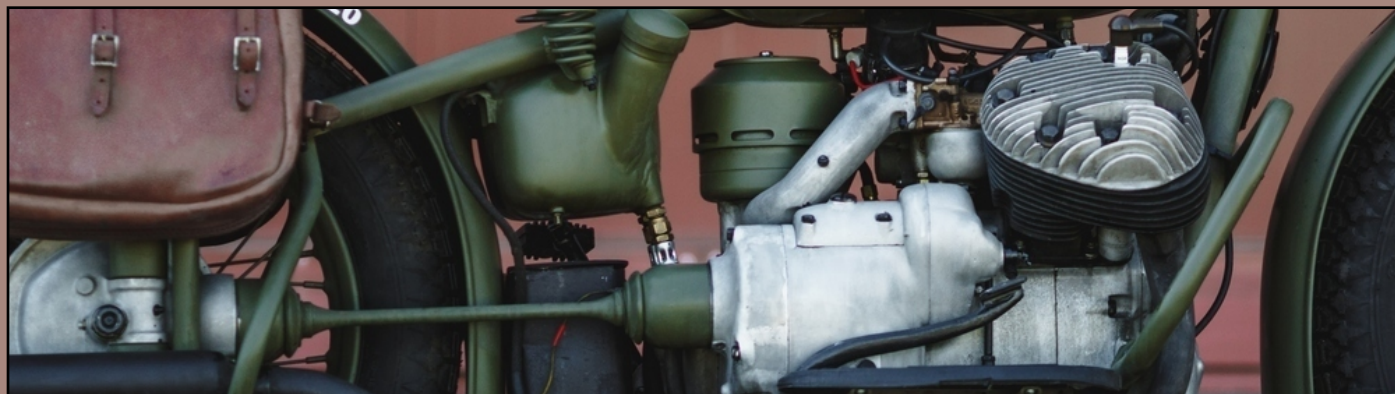
The 45 cu. in. (737cc) 90° V-twin was air-cooled and it used the simple side-valve heads from the Indian Scout, power was just 25 bhp and it was fed back through a four-speed gearbox to the shaft drive. The 841 tipped the scales at 528 lbs (240 kgs) when ready to ride, and as such it did suffer a little from insufficient power.

The shifter was somewhat unusual on the 841, it used a heel-and-toe shift pedal with heel-operated upshifts and toe-operated downshifts. Indian designed a simple girder fork for the front suspension and there were plungers on the back.

The US Army had provided \$350,000 to Indian to produce 1,000 examples of the new 841, the Indian 841 was tested extensively by the US Army however it was not adopted for widespread use and no further orders were placed.

Once it was clear the military wasn't going to want them, Indian sold their stock of 841s to civilians, many of whom painted them in various colors and added the bells and whistles fitted to Indian's more famous civilian models.

The then-new Willys Jeep was proving its mettle by this time, and was more than capable of doing anything a BMW R71 could do – plus more. It would be the Jeep that would become the American answer to the R71 and as a result the 841 was relegated to the annals of history. Today they're sought after by collectors and they make popular exhibits at motorcycle museums, however there are still a number of them being used on the road.



INDIAN 841 SPECIFICATIONS

MANUFACTURER: Indian Motorcycle Co.,
Springfield, Massachusetts, USA

PRICE: N/A

YEAR OF MANUFACTURE: 1941

TODAY'S VALUE: N/A

QUANTITY PRODUCED: 1056

ENGINE AND TRANSMISSION

Type	90° V-Twin	Sparking	Battery
Engine capacity	737cc	Carburetor	Schebler
Bore and stroke, mm	73 x 88.9	Battery	6 volt
Engine rating	24hp at 4000rpm	Clutch	Single, dry
Compression ratio	5.1:1	Transmission	4 speed

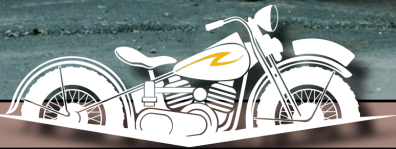
FRAME AND WHEELBASE

Frame type	Tubular	Rear suspension	Candle-type
Front suspension	Parallelogram with friction damper	Brakes	Drum type
		Wheel size	4.50 x 18

DIMENSIONS

Length	2305mm	Mass	256kg
Width	934mm	Gas tank capacity	n/a
Height	1029mm	Maximum speed	96 km/h
Wheelbase	1499mm		





MOTORWORLD

by V. Sheyanov





An Original 1949 Indian Papoose by Ben Branch



The Welbike and the Corgi

The Indian Papoose is a small folding motorcycle based on the Welbike, which had been developed during WWII for use by commandos who were parachuting behind enemy lines and needed a way to quickly get around.

The original Welbike was designed at Station IX, or the “Inter Services Research Bureau” in Welwyn, England. This was essentially an early equivalent to “Q Branch” from the James Bond novels penned by Ian Fleming.

The folding motorcycle had to be simple to build, easy to assemble and ride, and most importantly it had to fit inside a CLE Canister (Central Landing Establishment) so it could be parachute dropped from aircraft accompanying soldiers who were being deployed.

Each Welbike was powered by a 2-stroke Villiers 98cc single-cylinder engine that had been upgraded over its original configuration to provide more power for the weight of a fully equipped soldier. It could be removed from the CLE Canister and on the road in just 11 seconds – in fact the biggest challenge for troops was often finding the CLE Canisters which typically landed away from them due to weight and parachute differences.

Approximately 3,940 Welbikes were made during the war, though only a fraction were used in combat. After the war they found use as civilian transportation,

oftentimes on farms, and a team got to work developing a road legal version called the Corgi.

The original inventor of the Welbike was Lt. Colonel John Dolphin and he would be the man that established Corgi Motorcycle Co Ltd. and took on the role of Managing Director.





The Corgi was designed to be more practical than its military forebear, it had a larger top mounted fuel tank, front and rear fenders, front and rear brakes, and an Excelsior Spryt Autocycle engine.

Over the course of its production run the Corgi would be shipped around the world, with over 27,000 being

built in total. The clever design would be emulated many years later by a number of manufacturers, including Honda with their Motocompo.

The Indian Papoose

Many of the Corgis (and the Welbikes before them) had been shipped to the USA, where a huge market existed for inexpensive transportation. Rather than selling the Corgi using its original British name (likely a hat tip to the favoured dog breed of the Royal Family), the model was badge engineered and sold as the Indian Papoose.

These Indians were all painted in a familiar shade of deep red, with an Indian logo on each side of the low slung fuel tank. A small headlight was installed up front and a brake light at the rear – to ensure the bike would be road legal. Though its top speed of approximately 30 mph did limit distances that could be realistically travelled.

Many of the original examples of the Corgi and Papoose were scrapped after their useful life had come to an end, so surviving examples are in demand by collectors. The beautiful example you see here has been restored to concours level and it's now listed as possibly being one of the best examples in the country.



End of the line: 1953 Indian Chief

SOURCE: WWW.MOTORCYCLECLASSICS.COM

IMAGES & TEXT BY DAVID JOHNSON



ONLY 350 OR SO 1953 INDIAN CHIEFS WERE EVER BUILT. THIS ONE WAS RESTORED BY MARQUE EXPERT MATT BLAKE.



1953 Indian Chief

- **Engine:** 1,300cc (79.84ci) flathead air-cooled 4-stroke 42-degree V-twin, 3-1/4in x 4-11/16in bore and stroke, 6.5:1 compression ratio, 50hp at 4,800rpm (American Motorcycling, December 1952)
- **Top speed:** 92mph (period test)
- **Carburetion:** Single Amal Type 6
- **Transmission:** 3-speed, left-hand shift, left-foot clutch, chain final drive
- **Ignition:** 6v, coil and breaker points ignition
- **Frame/wheelbase:** Dual downtube steel cradle/62in (1,575mm)
- **Suspension:** Telescopic forks front, dual plungers rear
- **Brakes:** 8in (203mm) SLS drum front and rear
- **Tires:** 5 x 16in front and rear
- **Weight (dry):** 570lb (259kg)
- **Seat height:** 30.5in (775mm)
- **Fuel capacity/MPG:** 3.4gal (12.9ltr)/35-45mpg
- **Price now:** \$25,000-\$50,000

Matt Blake started learning about Indians when he went to work for Sammy Pierce, known to many as “Mr. Indian.”

At the time, Sammy was managing the Steve McQueen estate’s motorcycles. “During that time, I got hooked on Indians.” That was a while back, but Matt has stayed hooked. His aim in life is to keep classic Indians on the road. At this point, it looks like he is succeeding.

After the job with the McQueen estate ended, Matt started a business manufacturing tanks, fenders and other sheet metal pieces for Indians. He also does restorations and repairs. In order to advertise his business, he goes to a lot of classic bike events (well, at least that’s why he says he goes to all those events). Matt was at the big Davenport, Iowa, show and swap meet when he met Mike Oddo, the third owner of the 1953 Chief you see here. They started talking, and Oddo hired Matt to restore it.

Indian’s past

This Chief represents both an end and a beginning. When this bike was built in 1953, the Springfield, Massachusetts, Indian factory was about to close, the victim of bad management and a severe downturn in the motorcycle market. The year after the Springfield plant closed, some of Indian’s former employees formed the Antique Motorcycle Club of America Inc., marking the beginning of the classic bike movement. The

AMCA started as a small regional organization, but started forming chapters outside of New England in 1970. Enthusiasm for old bikes really took off in the 1980s and has never slowed down.

While 1953 was the last year the original Indian company made motorcycles in the United States, the end of Indian sparked the old-bike movement that ensured that this 1953 Chief — the end of the line — would be preserved and appreciated. The old-bike movement also helped create the conditions that would lead to the return of Indian as a brand.

The rise, fall and return of Indian reads like a novel. Indian was once the largest motorcycle company in the world. Around World War I, Hendee and Hedstrom, the two men who had been responsible for Indian’s success, retired. Management went to a group of financiers who had little understanding of how to make a go of a motorcycle company. In the 1920s, some people in management were literally stealing from the company treasury.

At this point, E. Paul DuPont, a member of the DuPont paint family, bought stock in the Indian company. He soon learned of the underhanded dealings, and used his knowledge to buy out the prior owners and put his own people in. With DuPont’s competent manager running the business, Indian looked ahead to a bright future.

Then the Depression hit. Sales dropped like a rock. DuPont was forced to use his own money to prop Indian up. By 1935, the company had gotten back to its feet, but still had to make payments on back debt, some of which was owed from the time when the thieves were in control. As the 1930s struggled to an end, it was becoming obvious that the United States would soon become involved in World War II, and Indian started



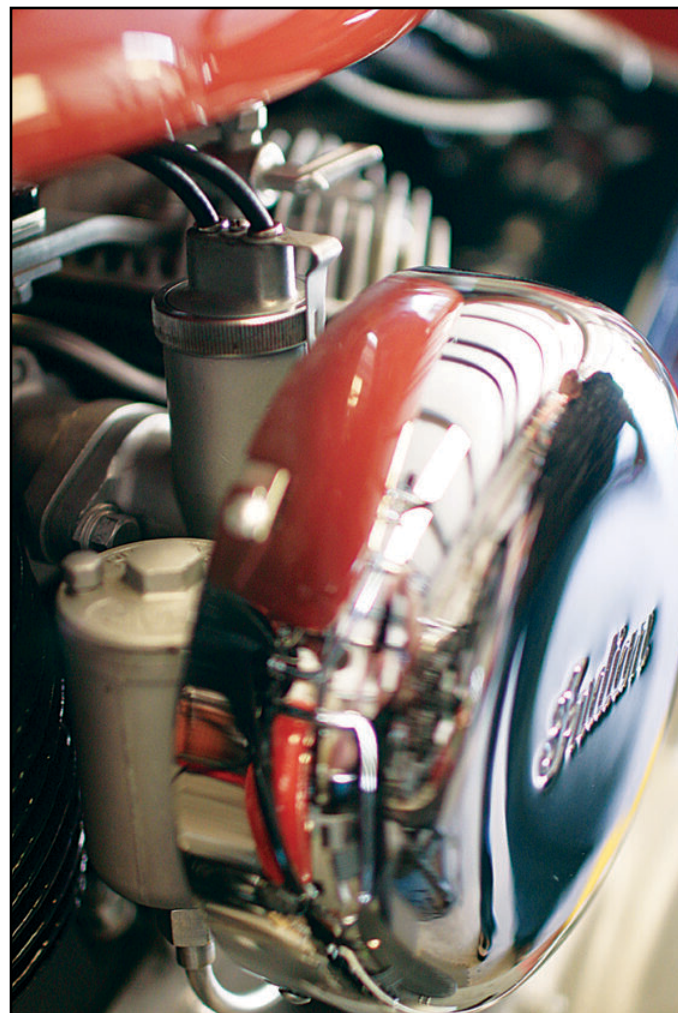
exploring contracts with the U.S. Army and Allied armies in other countries. Sales to France ended when that country was overrun by the Nazis. After the main U.S. Army contract was awarded to Harley-Davidson and his long-term manager died, DuPont decided to throw in the towel and find a buyer.

The buyer he found was Ralph Rogers, who took over the Indian company right after World War II ended. Ralph Rogers wanted to build lightweight motorcycles, similar to the bikes then being built in England. It was a good idea, but the vertical single and twins Indian ended up building were not well designed and suffered from lack of quality control. While Rogers was trying to overcome these problems, Indian continued to build 74-cubic-inch V-twin Chiefs. They were fast bikes, but the engine design was somewhat outdated. Rogers also tried to relocate Indian to a new factory while he was working out the problems with the verticals, and, with too much going on at the same time, 1948 production of Chiefs was cut to 3,000 bikes. In retrospect, this was not a good move.

Motorcycle choices

Many GIs had encountered motorcycles in Europe, and liked what they saw. Indian sold thousands of motorcycles to returning veterans, and probably could have sold thousands more if they had produced the bikes that buyers wanted. In the 1940s, American motorcycle buyers had a choice — they could buy an Indian Chief, with a sidevalve engine, one of the new, unproven Indian verticals, a Harley-Davidson with overhead valves, or one of the newly imported foot shift English motorcycles, which were much lighter and easier to ride. The English bikes were also proven designs, and much more reliable than the Indian vertical twins. With Indian behind on deliveries to dealers, many Indian dealers opted to sell Triumphs and BSAs.

The final blow came when the British government devalued the pound in September 1948. Britbikes were now not only easier to ride and more reliable, they were also cheaper. With bankruptcy staring him in the face, Rodgers worked out a deal with J. Brockhouse and Co., an English conglomerate. In return for a \$1.5 million loan, Brockhouse got the right to supply Indian dealers



with motorcycles, some made in the Indian factory in Springfield, Massachusetts, but also AJS, Matchless, Norton, Royal Enfield and Vincent bikes made in England. Production of 1949 Chiefs was halted in order to concentrate on problems with the verticals — another bad move. Brockhouse became unhappy with the continued losses, and started a campaign to force Rogers out. He resigned in January 1950, and Brockhouse management took over.

Chiefs hold on

Production of Chiefs was resumed for the 1950 model year, with the telescopic forks that had been designed for the 1949 Chiefs. The front fender had smaller skirts than those on previous Chiefs. Matt Blake explains that Indian reused the same sheet metal “crown” form for many years, simply making changes in the sides of the fenders. *“By 1953, the crown form was basically worn out. We used a stock fender to make our form, and had to carefully adjust our form because the stock fender crown was not straight.”*

The biggest change for the 1950 Chief was a longer piston stroke, which bumped the cubic capacity of the engine to 80 cubic inches. Compression was increased,

and these engine changes resulted in 50 horsepower, 10 more horses than the previous model. A compensator sprocket smoothed out power. A 3-speed transmission was standard, with a 4-speed (or a 3-speed with reverse, for sidecars) optional. Hand shift was standard, although the few Indians built in 1949 had foot shift and hand clutch. For the past 48 years, Indian had built bikes with a left hand throttle and right hand spark advance. The 1950 version had right hand throttle as standard — the same as Harley and the Britbikes.

By 1951, Indian had largely given up on the verticals, and was building only the Warrior and Warrior TT versions of the design that Rogers had championed. The 1950 version of the Chief was continued with a few cosmetic changes.

In 1952, the Chiefs used the same muffler that had previously been used on the Warrior vertical twin. The fender skirts were shortened again, and a bench seat was an option. The Linkert carburetor company, which had made all the carburetors used on Indians since 1941, refused to manufacture carburetors for Indian for this model run. There are two stories: Either Indian was not paying its suppliers, or the model run was too small (Indian planned to build around 500 Chiefs) for



Linkert to make special carburetors. So Indian went to British-built Amals. Most Indian aficionados hated the Amals — they had no experience with them, and they were more tricky to tune than the tried and true Linkert — and at least some 1952-1953 Chiefs either came with a leftover Linkert from 1951 or were retrofitted with a Linkert by the first owner.

The 1953 Chiefs were very similar to the 1952 Chiefs with some minor changes to the kickstart and the fender tabs. About 350 were built before the Springfield, Massachusetts, Indian factory closed for good. Brockhouse badged several different English motorcycles as “Indians” for several years, then sold Indian to another English firm, AMC. After AMC went bankrupt in the mid- Sixties, the Indian name and trademarks went through a murky period, which finally got cleared up in court years later.

With expanding interest in all things vintage, several undercapitalized companies started motorcycle manufacture using the Indian name in the 1990s. In 2011, the Indian name and trademarks were sold to Polaris, which had the deep pockets necessary to develop the brand. Today, Indian is charging ahead, racking up flat track championships and enjoying skyrocketing sales.

Mike's Chief

Mike Oddo is the third owner of this bike, which has a serial number indicating that it was built in the middle of the 1953 production run. The first owner bought it new from a dealer in New York. The factory may have built it partially to New York City Police Department specs — the NYPD mostly used Indians for patrol purposes until the Springfield factory closed — but Matt believes that the bike left the factory in civilian clothes.

It has the solo saddle, while most non-police '53's had bench seats. Police rear fenders had a special hole for the siren drive, but the original fender on this bike was bobbed, with the part with the hole missing. However, many police bikes had Linkert carburetors, instead of Amal, and the bike has the stock generator instead of the high output generator requested by police departments. At this point in time, there is no way to tell for sure whether or not the bike was originally meant to be a NYPD mount.

1953 Indian Chiefs are rare — about 350 were built during the model run. The bike is also unusual in that it came with much of the original bodywork and other parts in useable condition, including the tank, front



fender, Amal carburetor, most of the engine, and front forks.

Motorcycle maestro Matt Blake restored the Chief, which won first place in the American category at the 2019 Quail Motorcycle Gathering.

Mike sent Matt the bike in crates. The owner has started restoring the bike before he decided that it would be better if a professional took over. Matt started by making a careful list of what he had — and calling the owner to look for more parts. Like a jigsaw puzzle, it is very easy to misplace parts once a bike is apart. Almost everything that was missing showed up in another box.

On Matt's recommendation, Mike sent the engine to Burnett Motors in Merced, California, a specialist in classic Indian engines. Matt started by rebuilding the forks. *"One of the nice things about working with Mike was that he wanted the bike to look good, but not over-restored,"* Matt says. *"You have to remember that these bikes were built as everyday transportation. The paint wasn't perfect and the chrome wasn't perfect. The biggest problem I had was getting the Amal carburetor to not leak,"* Matt says. *"The jet block was not mating properly, and I had to make special cables and rebuild the carburetor a second time. Indian used two separate wiring looms on the '52-'53's, which is unusual. One harness goes to a button on a footboard."* Wiring looms are available aftermarket and Matt installed new ones. He continues, *"The '53's used a 6-volt system and a generator, with a mechanical regulator, and it works, as long as you use a big enough battery."* Matt points out that the '53 had English-style lever controls. *"The right lever is for the choke. You push it forward for the choke to be on, and you have to set the lever tension."*

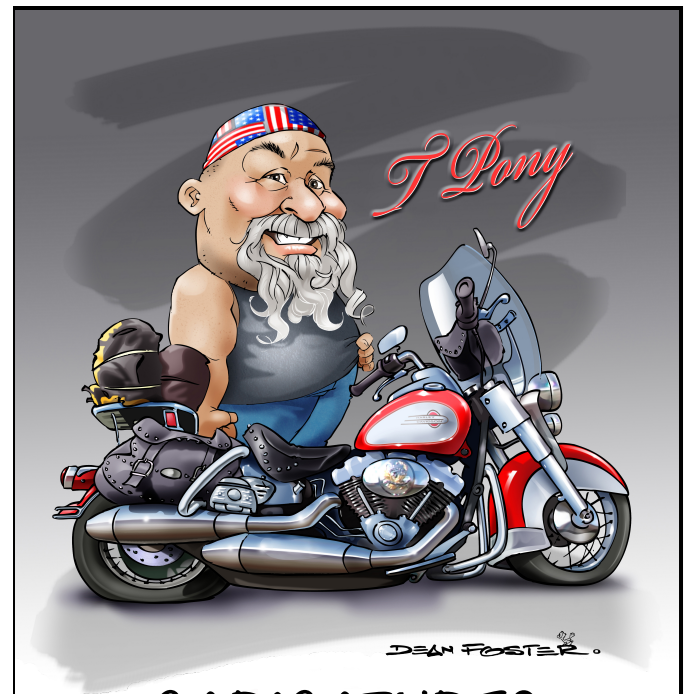
The engine came back from Burnett Motors. Matt installed it in the frame and mounted the Amal carburetor, which he had finally beaten into submission. An Iron Horse Corral rear fender, correct for the year, replaced the sawed-up original. Mike gave Matt permission to take it to a few shows before shipping it to him in the Midwest. The bike won first place in the American motorcycle category at the 2019 Quail Motorcycle Gathering in Carmel, California.

On the road

A 1953 Indian Chief, like any mid-1930s and later Indian, is very rideable today, provided a little care is taken, and Indians regularly turn up on vintage runs.

Matt emphasizes that the best way to keep an Indian Chief running is to follow the advice in the rider's manual that Indian provided with every new machine. The manual was very complete, almost the equivalent of a modern service manual, and copies for most years are available from people who sell Indian parts. *"The break-in instructions are important. You can't go over 50mph for the first 500 miles, and you need to vary the speed."* One chore that the manual emphasizes is the greasing schedule. Chiefs have numerous Zerk fittings, and it is important to go over the bike with a grease gun on a regular basis. Another essential chore is changing the oil. Matt likes to use 40 weight oil, but goes up to 50 weight if the temperature is over 80F. The '53's have a separate transmission, which uses 80 weight gear oil.

Matt likes all Indians, but he is partial to the telescopic fork 80-inch models. *"The front end is far superior to the girders, and comparable to a modern bike. The telescopic forks are the best front end for a Chief. The engine, with the anti-chatter sprocket, is smooth as silk, even though it's still a flathead. It's the most refined, comfortable bike."*



CARICATURES

By **DEAN FOSTER**

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1953 ROADMASTER CHIEF



Indian

MOTORCYCLE

AMERICA'S FIRST MOTORCYCLE COMPANY



1957 Indian Trailblazer



This original Indian Trailblazer from 1957, it's essentially a badge-engineered Royal Enfield Super Meteor powered by a 700cc parallel twin and it's capable of 100 mph – an impressive speed for the era.

The reason for this cross-atlantic partnership between a British and American motorcycle manufacturer was that Indian had gone bust in 1953 and had been acquired by English company Brockhouse Engineering.

Fast Facts – The Indian Trailblazer

- The Indian Trailblazer was one of a few badge-engineered Royal Enfield motorcycles that were painted red, given Indian branding, and sold in the USA through Indian dealerships from 1953 to 1960.
- The benefit of this for owners is that the majority of parts tend to be easier to come by, as there were few differences between the Royal Enfield and Indian models of the time.
- The Indian Trailblazer was intended as a more touring oriented motorcycle, it was fitted with the more powerful 700cc parallel twin that had originally been developed for the sidecar-equipped 1953 Royal Enfield Meteor.
- The engine is an air-cooled parallel twin with semi-unit construction, overhead valves, a 4-speed gearbox, and somewhere in the region of 45 bhp which was enough for a 100 mph top speed.

The Indian Trailblazer “Super Meteor” Shown Here

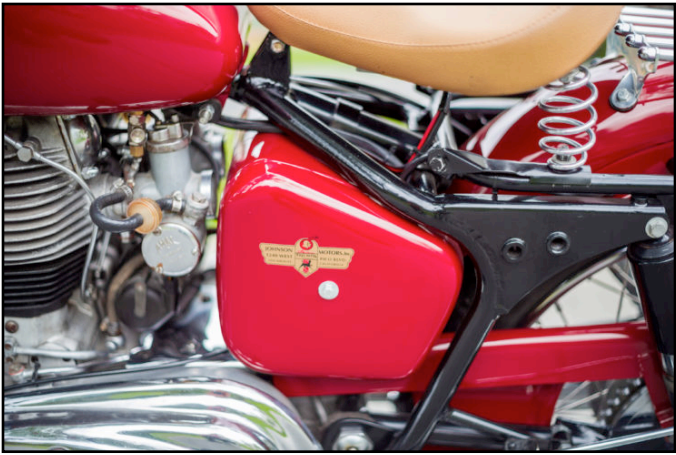
This motorcycle is an Indian Trailblazer, it's based on the Royal Enfield Super Meteor and it was intended as a cross-country touring motorcycle with optional saddlebags and a long-range 4.8 gallon (21.8 liter) fuel tank.

With it's 700cc (actually 692cc) air-cooled parallel twin the Trailblazer was capable of somewhere in the region of 45 bhp, though final power output depended on which compression ratio pistons you were using.

Power is sent to the rear wheel via a closed chain primary and a traditional exposed chain final drive, and suspension consists of telescopic forks up front and twin shock absorbers in the rear.

Drum brakes front and back were standard for the 1950s, and this model is fitted with larger Indian-style fenders, all-red paintwork, and a crash bar across the front of the frame.





Retrospective:

1955-1959 Indian Woodsman 500



1956 Indian Woodsman 500

by Clement Salvatori | Source: Rider Magazine

Here was a nice piece of equipment for enjoying the unpaved places, advertised by Indian as a “Flashy, rough-and-tumble scrambler—most versatile of any competition model.” A quickly detachable headlight meant you could ride to the races, take off the light, win your race and hopefully get home. That was the spirit back in the 1950s, when races tended to

be local and fun.

The big 500cc single put out some 30 horsepower, using an undersquare alloy cylinder (84mm bore, 90mm stroke) with cast iron liner and a two-valve head. If the 8.5:1 compression ratio wasn't enough, the dealer recommended taking out the copper and asbestos head gasket and raising it to 9:1.

And if that made it difficult to start, the cylinder head had a “decompressor.” Great American machine, proud to wear the war bonnet of the Indian marque.

Only problem was that the bike was not American. It was British, a Royal Enfield Bullet done up in Indian Red, with Indian writ large on the gas tank and the right-side timing cover. So how did all this come about?

Following World War II Indian was definitely running a distant second to Harley, with the overhead-valve Harley engine much preferred to the Indian flathead. Then the president of Indian, Ralph Rogers, decided that what the company needed was a new breed of motorcycle, essentially copying the British-styled OHV singles and twins. In the summer of '48 the dealers received crates containing the 220cc Arrow single, and the 440cc Scout twin—essentially two Arrow motors side



by side. However, there had been too much of a rush to get these on the market, and they had problems, not the least of which was the cost of producing them. The old standby, the Chief, powered by the 74-inch (1,200cc) V-twin, was absent from the '49 line.

Rogers was willing to have his dealers sell British bikes as well as Indians, and made a deal with an English businessman, John Brockhouse, to import Nortons, Vincents, Royal Enfields and several other marques to which he held the export rights. In September of 1949 the Brits devalued the pound, making the imports 30 percent cheaper. In January of 1950 Rogers resigned, and the Indian company was split in two, with Brockhouse having the Indian Sales Corporation but not the manufacturing side. The big Chief was resuscitated in 1950, with a slightly bigger 80-inch (1,300cc) engine and a modern telescoping fork. However, Brockhouse was more interested in selling British bikes than the big Chief, and allowed the Chief to die at the end of 1953.

He next signed a five-year deal, 1955 to 1959, with Royal Enfield, allowing him to make some minor modifications to the line and rebadge them as Indians, including a new timing cover with a bright red "Indian." Half a dozen "new" bikes appeared, with vaguely Indian-ish names, from the 150cc two-stroke Lance to the 700cc OHV vertical-twin Apache. And right in the middle was the Woodsman.

The engine was semi-unit, with the Albion gearbox bolted to the crankcase allowing for a two-row, or duplex, primary chain. Should it need attention, a single bolt

removed the primary cover, exposing an easily adjusted slipper plate over which the chain ran. The lubrication system used the traditional British dry sump, with the four-pint oil reservoir tucked between the crankcases and the tranny; this had a cleanable filter. The crankshaft operated two pumps, one making sure the oil got to the right places, the second sending oil back to the tank. The four-speed gearbox had its own oil supply.

Spark and lights were provided by a Lucas magneto and dynamo, stacked up behind the cylinder and run by a series of five gears coming from the crankshaft.

Frame was the semi-cradle design, of chrome molybdenum, with a large downtube going from the steering head down to the front of the engine and a backbone under the 2.4-gallon tank. A swingarm rear used Armstrong shocks, while the telescoping fork had a hint of sophistication, each leg using a two-phase spring and valve-porting to control, to an extent, rebounding. A steering damper was standard. An "engine undershield," fancy term for a skid plate, was included.

Wheels were 19 inches at the back, 21 at the front, sporting mildly knobby tires. This was, in truth, a dual-sport machine, which Indian presumed would be used mostly on the pavement. Up front was an excellent dual six-inch drum, the dual meaning that the full drum had pads and activating cables on both sides. A single seven-inch drum was at the back. The owner could easily change sprockets if he wanted a little, or a lot, more hill-climbing power. Chrome fenders added a bit of glitz.

A very complete "Riders' Instruction Manual" came with the bike, covering everything from "Tappet Adjustment" to "Dismantling the Crankcase." On the front cover it said "The Indian Company, Springfield, Massachusetts," while on the back it read "Printed in England."

You will note some changes on this model, which has had many years of hard use in the California and Nevada deserts. Instead of a bench seat there is a solo saddle, the Amal Monobloc carb lacks an air cleaner (temporarily), and both wheels are 18 inches. Exhaust routing is low, rather than the high style done by Indian, and a tachometer has been added. Needless to say, the paint on the tank is not original.

The Brockhouse venture was not very successful, with only some 7,000 riders buying Royal Enfield Indians over those five years. In 1960 John B. sold what was left of the Indian business to AMC, the Associated Motor Cycle company, which tried selling rebadged Matchless models for a couple of years.



A BRIEF HISTORY OF THE INDIAN 101 SCOUT

CHARLES B. FRANKLIN: THE ENGINEER WITH PRACTICAL EXPERIENCE

Article by Jon Branch from the silodrome.com

Photo Credits:

Bonhams, Hendee Manufacturing Company,

Indian Motorcycle, RM Sotheby's.



Charles Bayly Franklin, the engineer who was to create three of the most iconic Indian motorcycles, was born in the Irish City of Dublin on October 13, 1880. His early life was one in which he rapidly learned the value of life as scarlet fever took its toll on his family with four of his siblings dying from the disease and Charles himself not only surviving a bout of that killer disease himself but also coming close to death with a bout of pneumonia. Life was hard and young Charles seems to have determined to get the best out of life while he could.

Getting the best out of life for young Charles meant getting a good education, and making the most of that education to pursue his dreams, even though when he was enrolled at St. Andrews College, Dublin at the age of fourteen in 1894 he would not yet have had a fully formed idea of



C. B. Franklin with the racing model on which he represented England in the Austrian International Cup Race of 1906. The engine is a specially-prepared 8hp 90° vee-twin racing engine with bore and stroke dimensions of 85 x 85mm. (Photo: Haringey Public Libraries)

what that future would entail, nor that it would take him away from Dublin to the United States where he would design motorcycles, including bikes that would break speed records and eke out a major place in history.

After he left St. Andrews Charles Franklin entered the Civil Service and trained to become an electrical engineer, subsequently obtaining a post as an engineer at the Rathmines power station in south Dublin. Having a job, and income, and both the need for transportation, and cash to afford it, Charles started riding motorcycles and became bitten by the speed bug and smitten with motorcycle racing.

Having acquired a passion for motorcycles and racing Charles began his racing career in 1903 and would compete in all manner of events culminating in the Isle of Man TT beginning in 1908 and continuing through to 1914, in which he consistently finished in the top ten other than in 1910 and 1912 when he did not finish, and in 1911 managed outright second place.



1910 was a pivotal year for Charles Franklin, it was the year he resigned his job as an engineer at the Rathmines Power Station and set up his own Indian dealership. He worked on tuning and racing

Indian motorcycles and in 1912 at the famed Brooklands race track in Britain became the first man to cover 300 miles in 300 minutes. His bike for that was a double valve twin cylinder (i.e. eight valve) racing Indian.

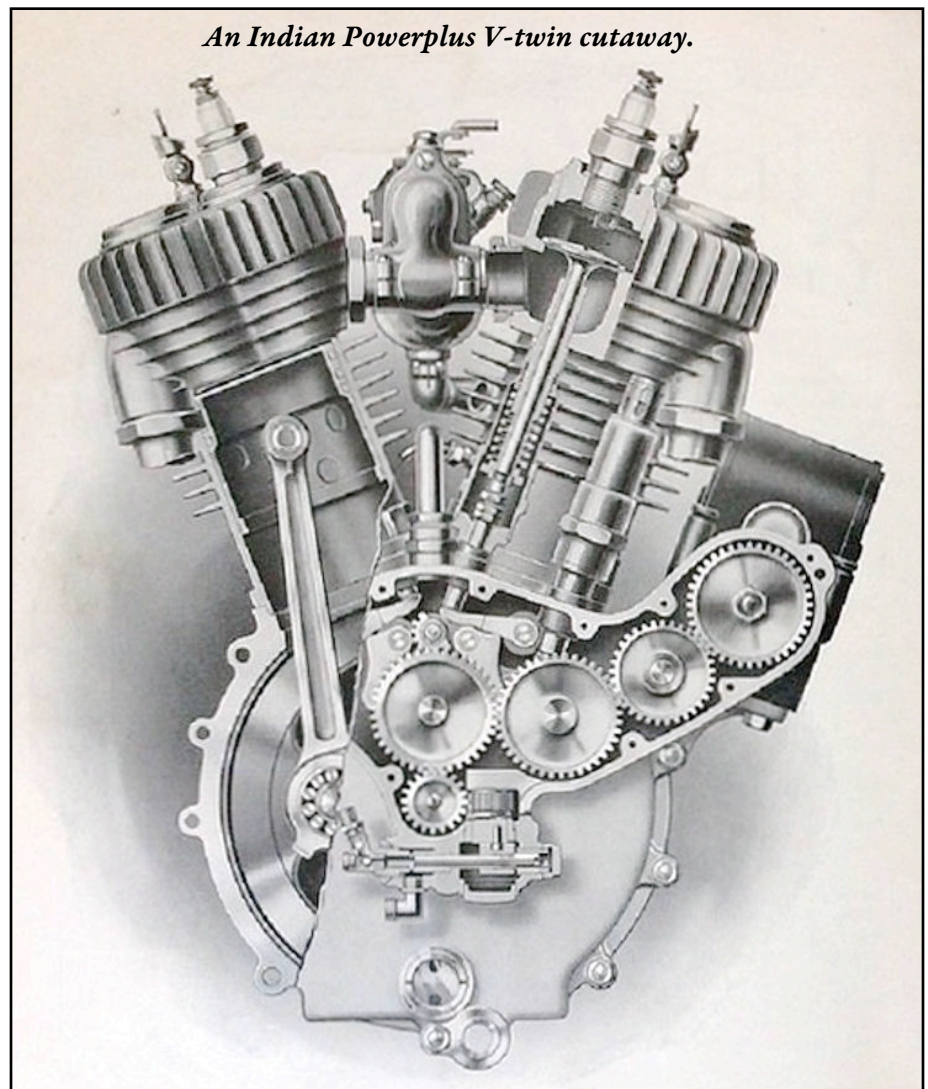
Back then the company that manufactured Indian motorcycles was called the **Hendee Manufacturing Company**, named after company founder George M. Hendee. They initially intended to employ Franklin as the man in charge of their main depot in Dublin, however provenance was to intervene in the form of a new tax of 33½% on “luxury goods” such as motorcycles. The rationale for the tax, which was introduced in 1915, being to help England pay for the

Great War which was at that time raging. Indian’s response to this was to close their depot in Dublin and bring Charles Franklin to the United States to work in their design department.

So it was that Charles B. Franklin departed from Ireland in October 1916 and went to work at the headquarters of Indian in Massachusetts. Thus it was that this trained engineer with a great depth of practical knowledge and hands on skills was positioned to create the most famous motorcycle models Indian would produce.

THE INDIAN POWERPLUS ENGINE

1916 would be the year that founder George Hendee resigned



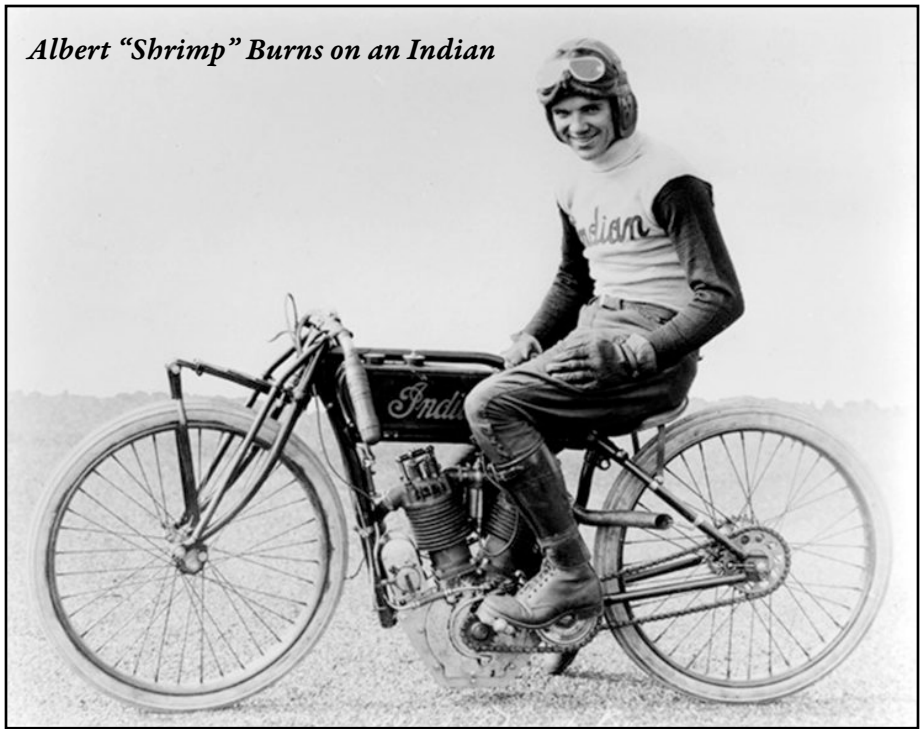
from the company he had begun. It was also the year before the United States would enter the First World War that had begun in Europe in 1914. The period of the war saw Indian selling its Powerplus engine powered motorcycles predominantly to the US Military, a move that while being a short term commercial success finished up costing the company badly as it starved the US dealer market of bikes to sell and dealt a severe blow to customer loyalty: customers who couldn't buy the Indian they wanted went and bought a Harley-Davidson instead and shifted their brand loyalty to them.

This was the environment Charles Franklin found himself in. It had been in 1907 that Charles Gustafson had been employed by the Hendee Manufacturing Company to create new engines for Indian motorcycles. At that time racing and competition motorcycle engines had tended towards complexity as evidenced by Charles Franklin's use of an eight valve V-twin JAP (J.A. Prestiwich) around that time in his racing career. But in the years leading up to 1916 Gustafson had been charged with creating an engine that would combine power with simple and inexpensive manufacture.

The design that emerged from Gustafson's use of a sharp mind and sharp pencil was his 1,000 cc (61 cu. in.) Powerplus V-twin. This engine proved itself to be very good and the design was created prior to Charles Franklin's arrival at Indian's Massachusetts factory: improvement of that engine became Charles' first design job in the United States.

Charles Franklin had done a lot of experimenting with engines during

Albert "Shrimp" Burns on an Indian



his competition career and had combined those experiments with practical experience riding bikes powered by his experiments. So he not only knew the theory, he knew how application of that theory felt once you were on the track trying to go just as quickly as you could without coming to an untimely end. He had thus obtained a great deal of expertise with Indian engines and the bikes they were fitted in.

In his experimentation Franklin had discovered the "squish" principle in 1914 while working on an Indian F-head (inlet over exhaust) side valve engine. To use the "squish" effect the combustion chamber was reduced to practically nothing in the area above the piston from the far side from the valves to the center of the piston. The roof of the combustion chamber was then progressively increased in height until it was in the area where the overhead inlet valve and underneath exhaust valve were located, so combustion primarily took place in that area

where the valves were with the pressure of combustion then acting on the piston to drive it down during the power stroke.

Franklin set about race tuning the Powerplus engine with the result that the Indians became the fastest things on two wheels. By 1926 even the complex double valve racing engines could not keep up with Franklin's side-valve V-twin Powerplus and rivals such as Harley-Davidson were forced into investing in racing side-valve engine development to try to catch the Indians. Harley-Davidson rider Albert "Shrimp" Burns had been so impressed he changed teams and joined with Indian. Burns would go on to win a national championship at an average speed in excess of 100 mph. The Powerplus engine had become Powerplus in fact as well as in name.

While the competition were busily trying to play catch-up Charles Franklin moved to create a new smaller version of his tweaked up Powerplus to install in a light-weight motorcycle, a combination

that was going to make a lot of people sit up and take notice.

Charles Franklin's new version of the Powerplus V-twin was reduced in size to 37 cu. in. (606 cc). This design used twin cams and had the engine bolted directly to the gearbox enabling the use of a direct gear primary drive rather than the more high maintenance chain drive in common use at the time.

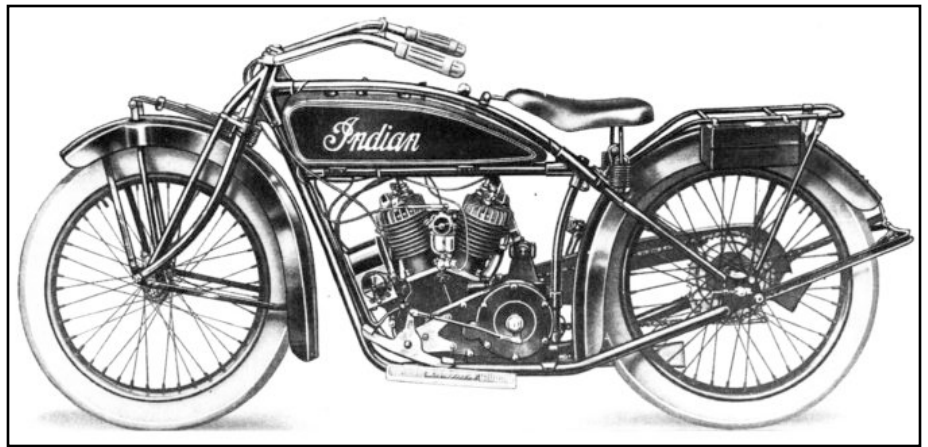
THE INDIAN SCOUT

To go with the new 37 cu. in. V-twin engine Charles Franklin designed a new lightweight motorcycle which made its debut in October 1919. This new model was designated the Indian Scout and it quickly became the bike that defined Indian.

Franklin's new Indian Scout featured a fairly short double cradle frame, it was lightweight tipping the scales at 370 lb, and his new engine with its geared primary drive helped it have a lot of reliability. That geared primary drive connected to a three speed gearbox via a wet clutch.

This was to become not only a popular road bike, but also a popular and successful competition bike, and it also became the bike favored for stunt riding, especially the "Wall of Death" shows sometimes called "Silodrome" when they were performed on vertical velodromes that looked like grain silos.

In 1924 the name of the Hendee Manufacturing Company, who had been the builders of the Indian motorcycles from the beginning, was changed to the **Indian Motorcycle Company**. Although we are nowadays used to the term "motorcycle" back then the word "motocycle" referred to a motorized bicycle or motorized

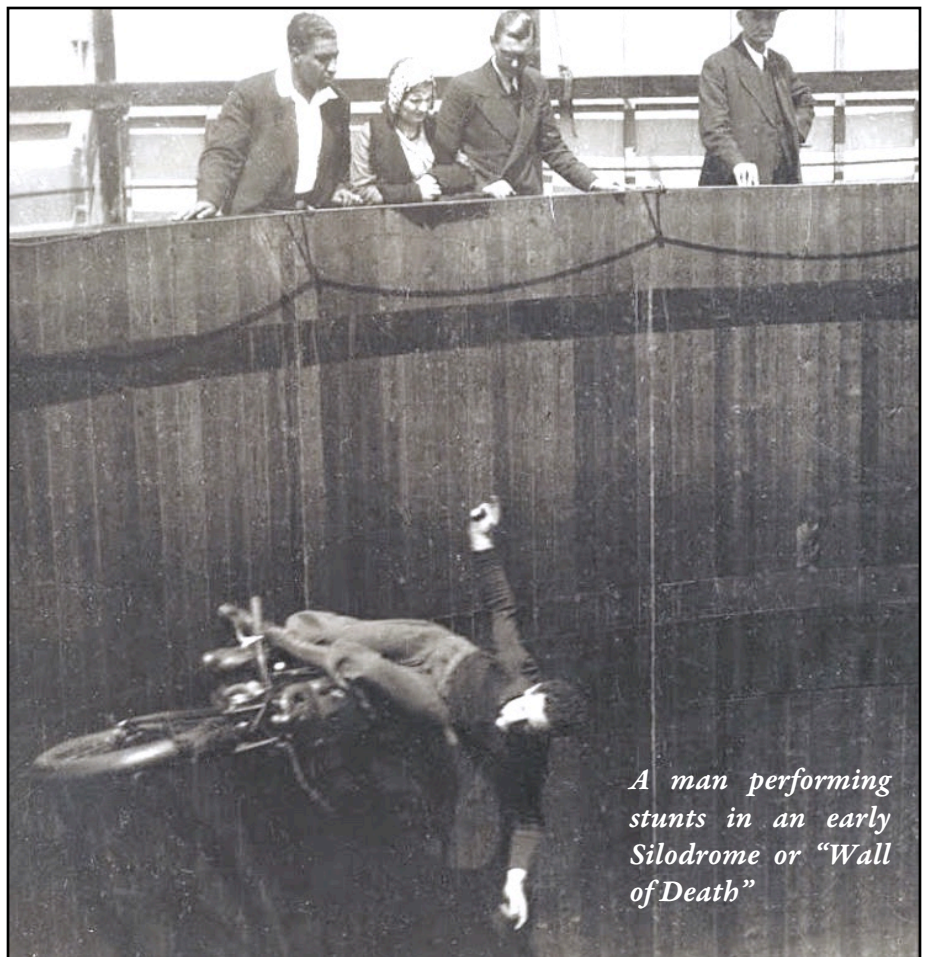


vehicle such as those with three or four wheels.

In 1926 the AMA (American Motorcyclist Association) established a racing class for 45 cu. in. capacity bikes. So with this competition class firmly in their sights Indian had Charles Franklin enlarge the 37 cu. in. engine to 45 cu. in. for the lightweight Indian Scout. This was accomplished by increasing the bore from 2 3/4

inches to 3 1/16 inches, and the stroke from 2 7/8 inches to 3 1/2 inches giving a capacity of 45.44 cubic inches.

This 740 cc (45 cu. in.) unit was of 25% greater capacity but of significantly more power than that 25% increase provided. It was a free breathing little powerhouse that propelled the Scout with great enthusiasm. And great was the buyer enthusiasm for it such that



A man performing stunts in an early Silodrome or "Wall of Death"

the smaller 37 cu. in. engine was rarely ordered although it continued to be offered.

THE INDIAN 101 SCOUT MAKES ITS DEBUT

INDIAN SCOUT AND SCOUT 101 SPECIFICATIONS

- **Engines:** From 1919 and throughout production the original engine was an 18hp 37 cu. in./606 cc 42° V-twin F-head inlet over exhaust side valve. In 1927 a larger 22hp 740 cc/45 cu. in. engine was offered and sales of the original smaller engine all but vanished.
- **Carburetor:** Schebler
- **Electrical System:** 6 volt, Ignition by magneto.
- **Transmission:** Three speed manual with multi-disc wet clutch. The transmission was bolted directly to the engine and thus was able to use a gear primary drive rather than the chain drives commonly used at that time.
- **Brakes:** Indian Scout 1919-1927 rear brake using external expanding bands. Scout 101 1928-1931 front brake internal expanding shoes. Rear brake external contracting bands.
- **Frame and Suspension:** Double cradle tubular steel frame with girder forks using a leaf spring at the front and rigid frame at the rear. The Scout 101 used an increased front fork rake angle and provided an increased wheelbase.
- **Wheelbase:** 57½ in. (1,450 mm) for the Scout 101
- **Wheels and Tires:** 18" wire. For 1928 clincher rims were used. From 1929-1931 drop center rims. Tires 3.85×18" front and rear.
- **Weight:** Kerb weight 370 lb. Dry weight approximately 295 lb.
- **Seat Height:** 26 in. (Scout 101).

Charles Franklin's next creation was to be his "piece de resistance", a motorcycle that would go down in history as one of the greats of all time. Despite the fact that many would have believed in the old

saying "You can't improve on perfection" Franklin proved them wrong and did exactly that. His new model was the Indian Scout 101 and it really represented an intelligent tweaking of his original Scout design to perfect it.

The changes were modest but effective. The frame was a new design with the front fork rake angle increased and the seat height lowered so it sat about 25½ in. to 26 in. high. With the longer wheelbase, increased rake angle and lowered seat the Scout 101 became a comfortable, stable motorcycle with quite glorious handling. It became an instant hit with both road and track riders, and with stunt riders also. It was the ultimate fulfillment of Charles B. Franklin's knowledge and experience earned in the hard and dangerous school of early 20th Century motorcycle competition.

The Indian Scout 101 first appeared in mid-1928 and would remain in production only until 1931. It was referred to as "The best motorcycle ever made" by enthusiasts, a title it probably deserved.

The Indian Scout 101 was sadly to be Charles Bayly Franklin's swan song. He became seriously ill in late 1931 and passed away in October 1932.

There were two models of the Indian Scout 101 made, the standard with the longer wheelbase, and a "Police Special" which was made with a slightly shorter wheelbase for improved maneuverability. These were fitted with the 45 cu. in. engine.

During that period following the Wall Street Crash of 1929 the world, including the United States, was plunged into the Great Depression and the Indian





Motocycle Company faced financial ruin. It was saved by DuPont family who wound back their automobile business to focus on preservation and development of the Indian Motocycle brand. However, whereas Charles Franklin had brought to Indian a great depth of engineering and practical knowledge the DuPont

family brought in financial and business skills.

The DuPont strategy to save the company was to rationalize the product line-up and so all models were to be built on essentially the same frame. This meant that the light and lively Indian Scout 101 was replaced by the clumsy 1932 Scout built on a "universal" frame that was to be used for the Indian

Chief, Four, and Scout. A frame that was big enough and heavy enough to accommodate the inline four cylinder engine, and the big 1,000 cc Chief engine was of course going to be too big and heavy for the Scout. Without doubt there was much arguing among the Indian Scout aficionados and sales of the new Scout were at best disappointing.

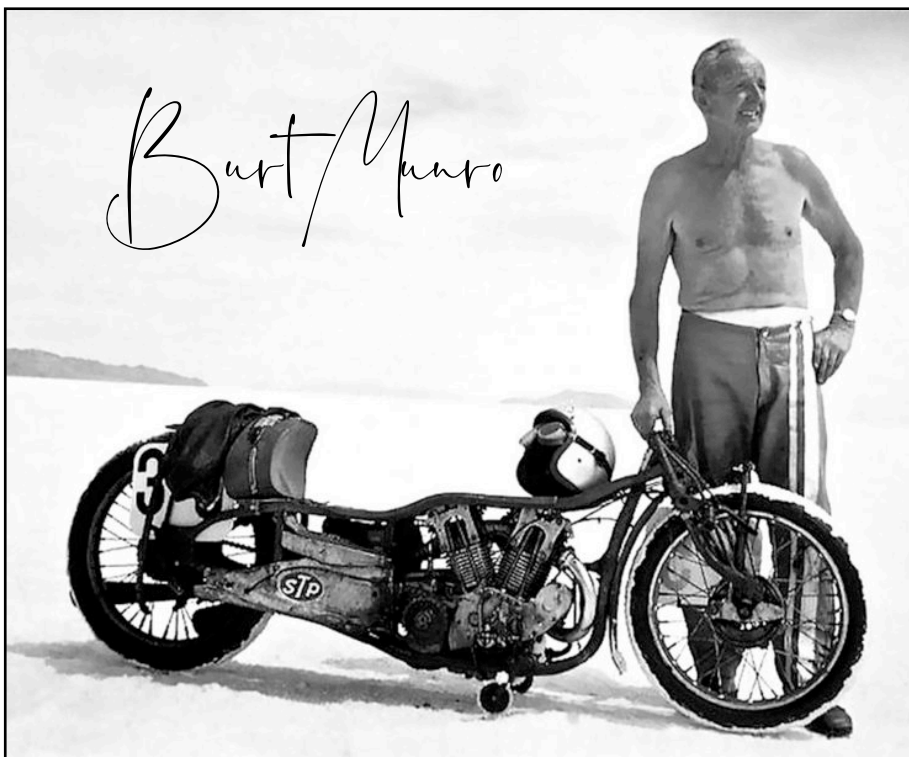
Thus it was that the Indian 101 Scout passed from production into legend and nowadays an original 101 Scout will sell for rather handsome amounts of cash.

BURT MUNRO AND "THE WORLD'S FASTEST INDIAN"

(See following article on him)

No article on Charles B. Franklin's Indian Scout would be complete without a mention of the fastest Indian Scout ever taken to the Bonneville Salt Flats.

A gentleman named Burt Munro from "The Land of the Long White Cloud" (i.e New Zealand) purchased an original 1920 Indian Scout and rode it until 1926 before



deciding he'd like to make it go a bit faster.

Burt's bike had been the 627th to leave the Hendee Manufacturing Company factory and had been fitted with the original 37 cu. in./606 cc engine. By the time he took his heavily modified Indian to Bonneville in 1963 the engine displaced 850 cc and he set an 883 cc class speed record of 178.95 mph/288 km/h. When he went back in 1966 the bike's engine was now 920 cc and he set a 1,000 cc Class record of 168.07 mph/270.476 km/h.

Burt's final trip to Bonneville was in 1967 with the engine bored out a bit more to 950 cc. He set a new 1,000 cc class record of 183.59 mph/295.453 km/h.

Burt Munro's story is told in the 2005 movie "The World's Fastest Indian" starring Anthony Hopkins.

THE LEGACY

Charles Bayly Franklin blazed a trail that led to his Indian designs being so reliable and long lived that the slogan "You can't wear out an Indian Scout" became something of a catch phrase. But his contribution to Indian was his engineering

combined with the practical experience that gave him a deep understanding of motorcycle design.

Although Charles Franklin may have passed away his influence did not and Indian's efforts to market a "Scout" with a heavy frame didn't work and so in 1934 as the effects of the Great Depression were easing they went back to Franklin's lightweight frame concept with the Sport Scout. With its girder forks, alloy cylinder heads for weight reduction and much improved heat dissipation, and its better carburation this was a bike like the original Indian Scout and it went on to establish its "street cred" by winning the first ever Daytona 200 in 1937.

I think that among the designers who picked up the baton after Charles Franklin we should count Briton Phil Vincent and Australian Phil Irving who worked together to create the Vincent V-twin motorcycles. The connection is that Indian and Vincent tried working together in the post-war period. In 1948 Indian sent an Indian Chief to Vincent in Britain so they could fit a 998 cc Vincent Rapide V-twin engine in it. When complete the

bike's performance was impressive indeed with a top speed of 114 mph.

In addition to that bike, dubbed the "Vindian", Vincent also created a remodeled version of their own sophisticated Vincent Rapide which they called the Indian Vincent to offer as a sports bike with impeccable handling – a bike that would have been a more modern expression of Charles Franklin's thinking when he designed the original Scout. Unfortunately the efforts at cooperation did not work out and both Indian and Vincent went out of business.

Charles Franklin's legacy in the motorcycles he designed lives on and his Scout and Scout 101 are motorcycles that are earnestly sought after by enthusiasts and collectors nowadays. They are a bike that was made to be ridden and enjoyed and many owners do exactly that despite the collector value of their bikes.

That many still describe the Indian Scout 101 as "The best motorcycle ever made" is testimony to Franklin's design. Its hard to improve on perfection.



R & T Motorrad

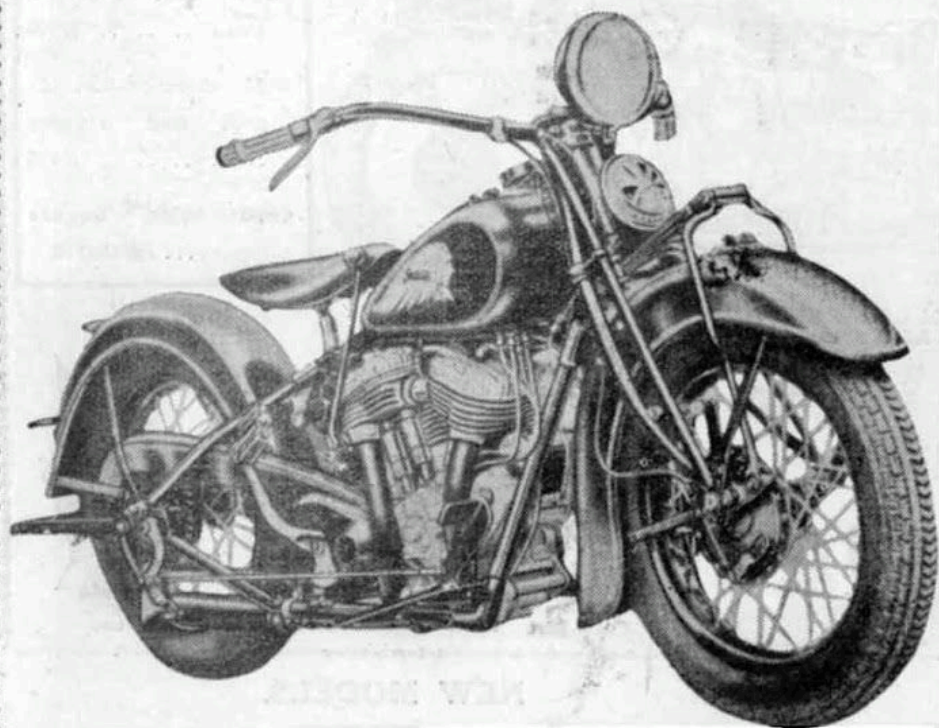
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Indian



BRIEF SPECIFICATIONS.

MOTOR: Two-cylinder 42deg. "V" type air-cooled, bore 3 1/8 inch (82.55mm), stroke 4-7/16in. (112.71mm), 73.625 cubic inches (1206.49cc) displacement. L head. T-slot, cam ground, Lynite pistons. All main bearings roller.

CLUTCH: Multiple disc, operating in oil.

DRIVE: Primary drive, 4 row chain, in oil bath. Adjustment does not affect rear chain. Final drive 3/4in. x 3/4in. roller chain. Gear ratios: Solo 4.31 to 1; Sidecar 4.65 to 1.

LUBRICATION: Indian dry sump system. Surplus oil returned to tank. Alemite lubrication at necessary points.

BRAKES: Front wheel and rear wheel brakes, internal expanding type. Total brake area 33,375 square inches. Front brake hand operated, rear brake foot operated.

FORK: Indian triple-stem type. Leaf spring suspension.

FRAME: Indian double-tube cradle type. Low saddle position. Theft-proof lock in steering head.

Finish: DuPont DuLux, Indian Red Standard with Cream Panels.



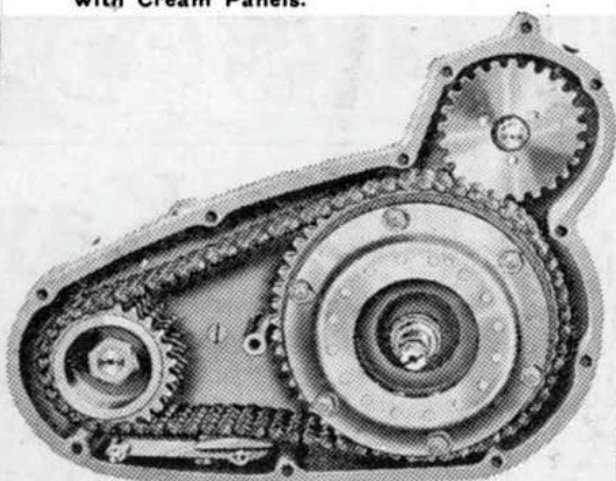
CAM-GROUND "T" SLOT PISTONS.

" THE CHOICE OF CHAMPIONS "

There's beauty of line in these new Indians unequalled by any motor cycle ever built. You'll see it in the "set" of the handlebars, in the sweeping lines of the fenders, in the flowing grace of the tanks . . . even in details such as the chain guard and muffler. You'll even see it in the powerful double tube truss-type frame that's built like a cantilever bridge, and equally as strong. It is apparent, too, in the famous Indian truss-type, triple-stem front fork. This unique front fork construction used on all the heavier models is an exclusive Indian feature. Originally designed to take up the shock of bumps, it has been improved for 1935 by adding "rebound leaves" which gives this leaf spring double action that "irons out the wrinkles in the road."

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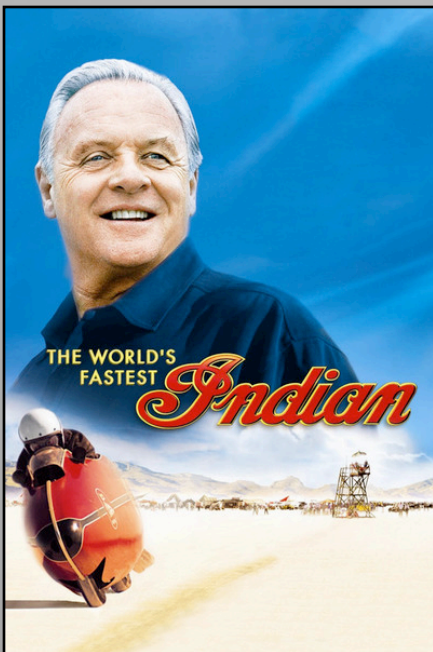
BURT MUNRO (1899-1978)

Herbert James "Burt" Munro

(25 March 1899 – 6 January 1978) was a New Zealand motorcycle racer, famous for setting an under-1,000 cc world record, at Bonneville, 26 August 1967. This record still stands; Munro was 68 and was riding a 47-year-old machine when he set his last record.

Working from his home in Invercargill, he spent 20 years to highly modify the 1920 Indian motorcycle that he had bought that same year. Munro set his first New Zealand speed record in 1938 and later set seven more. He travelled to compete at the Bonneville Salt Flats, attempting to set world speed records. During his ten visits to the salt flats, he set three speed records, one of which still stands.

His efforts, and success, are the basis of the motion picture *The World's Fastest Indian* (2005), starring Anthony Hopkins, and an earlier 1971 short documentary



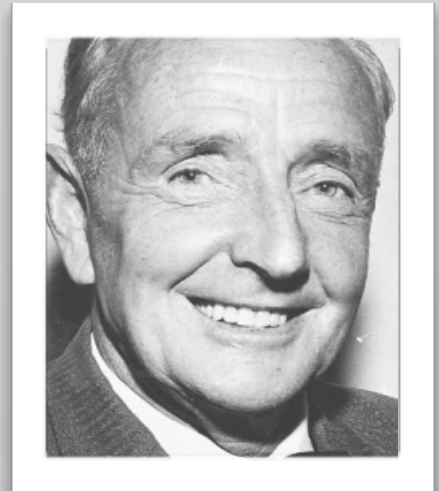
film *Burt Munro: Offerings to the God of Speed*, both directed by Roger Donaldson.

Early life

Munro was born in 1899 to William Munro, a farmer and Lily Agnes Robinson in Invercargill. His twin sister died at birth and Munro grew up on a farm in Edendale, east of Invercargill. His grandfather was from northern Scotland and settled on a farm in Invercargill.

Munro's interest in speed began at an early age, riding the family's fastest horse across the farm, despite the complaints of his father. Trips via train to the Invercargill port were a rare source of excitement, and the arrival of cars, motorcycles and aircraft added to Burt's eagerness to join the world outside his farm. As Munro's family discouraged his endeavours outside farm life, he became constantly bored with daily routine. At the outbreak of the First World War, he intended to go to war as soon as he was old enough, for a chance to see the world.

Munro remained on the family farm until the end of the First World War, when his father sold the farm. At that time, Munro worked on the Otira Tunnel construction until recalled to work with his father on a newly purchased farm. After this he became a professional speedway rider, but returned home to the family farm at the start of the Great Depression. Finding work as a motorcycle salesman and mechanic, he raced motorcycles and rose to the top of the New Zealand



motorcycle scene, racing on Oreti Beach and later in Melbourne, Australia.

After the Second World War, Munro and his wife divorced, and he subsequently gave up work to reside in a lock-up garage.

Challenges

Munro's Indian Scout was an early model, the 627th Scout to leave the American factory. The bike had an original top speed of 55 mph (89 km/h), but this did not satisfy Munro, so in 1926 he began to modify his beloved Indian.

Munro's two greatest challenges while modifying his bike were his lack of money and that he worked full-time as a motorcycle salesman. He would often work overnight on his bikes (he had a 1936 Velocette MSS as well), then he would go to work in the morning, having had no sleep. Being of modest means, he would often make his own parts and tools instead of having them professionally built. He would cast parts in old tins, make his own barrels, pistons, flywheels, and such; his micrometer was an old spoke.

In its final stages, the Indian's displacement was 950 cc (as built it was 600 cc) and was driven by a triple chain drive system.



The "Munro Special," as Munro called his bike, is now owned by Neville Hayes, in New Zealand's South Island, and is on display at E Hayes & Sons, Invercargill. There is also a second motorcycle purported to be the original "Munro Special" in Te Papa Museum in Wellington.

Bonneville Salt Flats and Speed Week

The Bonneville Salt Flats in northwestern Utah, USA is known worldwide for its many miles of flat, compacted salt; perfect for testing speed machines. During Speed Week, usually in mid-late August, vehicle enthusiasts from around the world gather at Bonneville.

Munro travelled to Bonneville ten times, the first time for "sightseeing" purposes. In the nine times he raced at Bonneville, Munro set three world records: in 1962, in 1966 and in 1967. He also once qualified at over 200 mph

(320 km/h), but that was an unofficial run and was not counted.

Following the misspelling of his name in an American motorcycling magazine in 1957, Bert Munro changed his name to Burt.

Personal life

Having suffered from angina since the late 1950s, Munro suffered a stroke in 1977, and was admitted to hospital. He found his coordination had diminished. Frustrated, but wanting his motorcycles to remain in Southland, he sold both machines to his friend, Norman Hayes, of E. Hayes & Sons. Munro died of natural causes on 6 January 1978, aged 78 years. He is buried at Invercargill's Eastern Cemetery, with his parents and brother.

Records

- In 1962, he set an 883cc class record of 288 km/h (178.95mph)

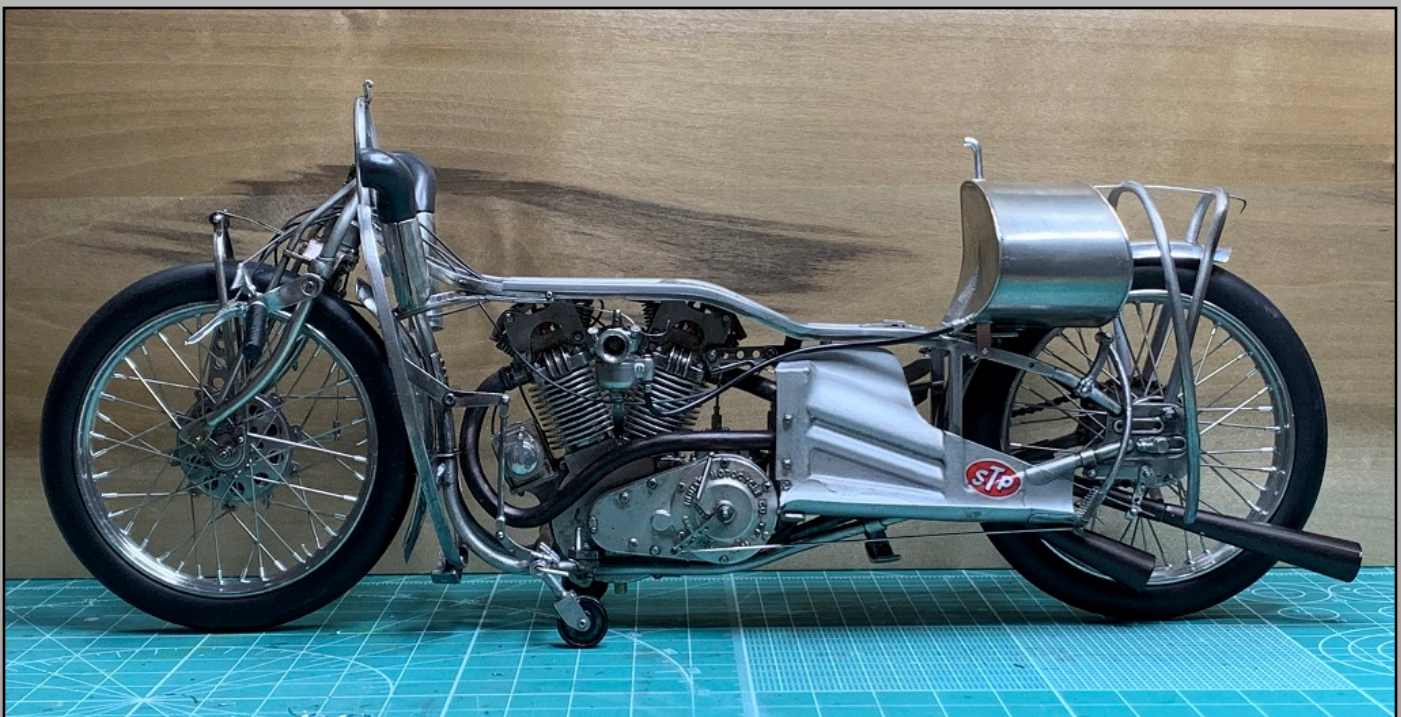
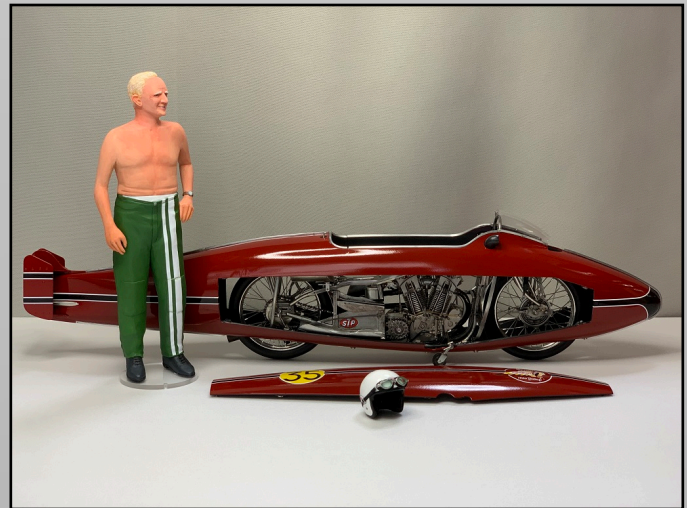
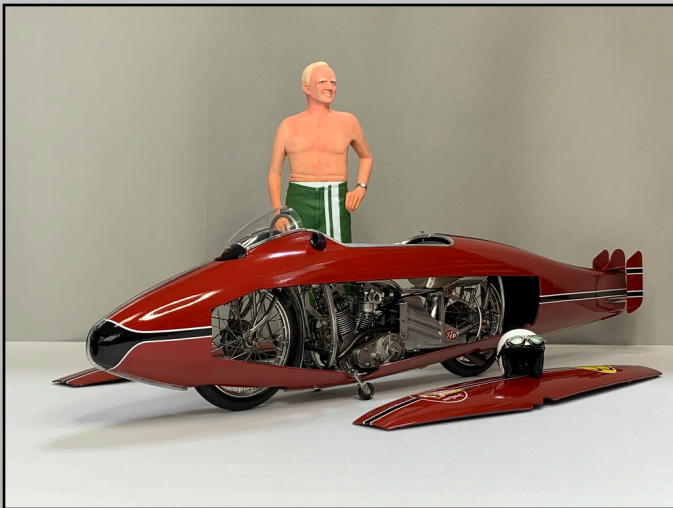
with his engine bored out to 850cc.

- In 1966, he set a 1000 cc class record of 270.476 km/h (168.07 mph) with his engine at 920cc.
- In 1967, his engine was bored out to 950cc and he set an under 1000cc class record of 295.453km/h (183.59mph). To qualify he made a one-way run of 305.89km/h (190.07mph), the fastest-ever officially recorded speed on an Indian. The unofficial speed record (officially timed) is 331km/h (205.67mph) for a flying mile.
- In 2006, he was inducted into the AMA Motorcycle Hall of Fame.
- In 2014, 36 years after his death, he was retroactively awarded a 1967 record of 296.2593km/h (184.087mph) after his son John noticed a calculation error by AMA at that time.

1/9scale Model Kit : Burt Munro Special

The new line up from MFH (Model Factory Hiro) is the 1/9 scale motorcycle model.
Ref: MFH-K734 available at your local Hobby Store

- A full detailed, multi-material kit featuring white metal, lathe-cutting aluminum parts, resin, etching, rubber tires and decals allowing for maximum representation of the original vehicle.
- streamline cowl is split in the middle, and both sides can be removed post completion of the model.
- bike chain is assembled from a combination of etching and metal parts and operates similarly to a real chain.
- includes figure of Burt Munro and helmet, based on an image of Munro standing next to his beloved Indian in Bonneville.



Mysterious model of motorsport legend Burt Munro's bike in brass

A mysterious model gift has had the owner and staff of E Hayes and Sons in Invercargill staring in wonder since it arrived. A parcel arrived containing a 1/9 scale model of Invercargill's motorsport legend Burt Munro's famous 1920 Indian Scout motorcycle. Created by a Mr Hiro, a toy and model maker from Japan, the piece took more than six months to create and was made entirely of brass, E Hayes and Sons owner Neville Hayes said.

Hayes said he'd never met Hiro, nor heard of his plans to create the masterpiece. Hayes said he had someone come in to take measurements and photographs of Munro's original motorcycle, but they would not tell him what the measurements were for.

Although Hayes wasn't sure about it when he heard of it, he is now quite fond of the new display, which is on a permanent loan to the store.

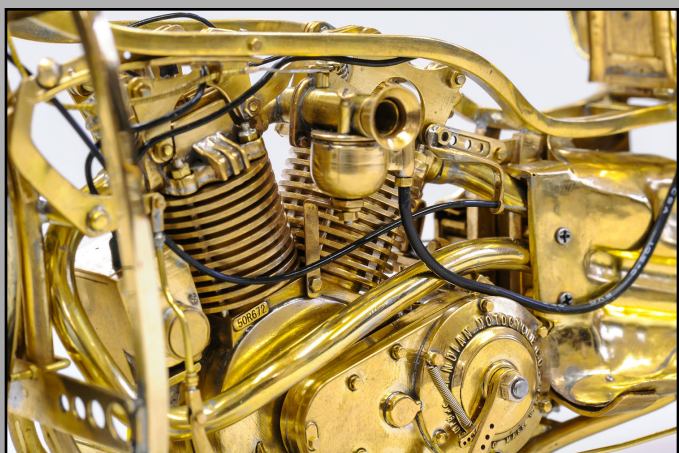
"It's just a piece of art. When I saw the photo and it was made of brass, I was like 'really?' But seeing it here, I quite like it."

Hayes' favourite part of the model was the chain, where every link was made individually.

The goal now was to find a "bulletproof" case to look after the scale model, where it will be on display beside the original bike in the hardware store on Dee St.

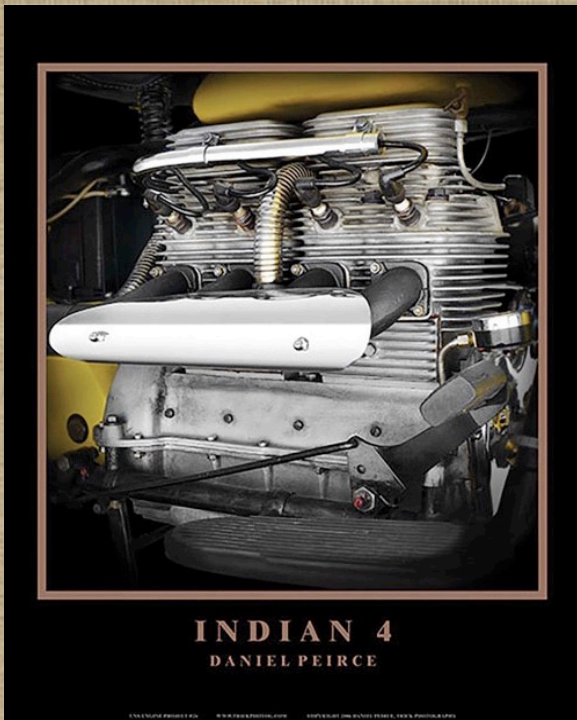


More details of the craftsmanship of this model can be found at:
<https://www.modelfactoryhiro.com/hpgen/HPB/entries/159.html>



ARTWORK

INDIAN 4 print



This 16" x 20" print-on-demand metallic print was created by professional motorsports photographer Daniel Peirce. Each print is signed and numbered by the author.

What is a Metallic Print? An Endura Metallic print is a unique imaging paper from Eastman Kodak. Photographically printed, the subtle metallic surface produces a depth and color richness unmatched by any other process. A subtle 3D effect is discernible in many of the images. Giclee printing is swell, but for engine pictures, Metallic is the only way to go. Also, print longevity is an impressive 100 years. Metallic prints will not disappoint. Please allow two weeks for delivery.

From: Motorcycleclassics.com

Price: \$69.00

Ref: 9028

CHIEF print



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From: Motorcycleclassics.com

Price: \$69.00

Ref: 3370

BOOKS

120 years of America's first motorcycle company

This officially licensed 120th anniversary edition of Indian Motorcycle tells the complete story of Indian Motorcycle, America's first mass-produced motorcycle maker, from its start as a bicycle manufacturer to the purchase of the brand by Polaris Industries in 2011 and the subsequent new Indian motorcycles—updated to include new photography, the story of the latest models, including the FTR1200, Chieftain, Challenger, and Roadmaster, and Indian Motorcycle's return to racing.

Indian Motorcycle is the most complete and up-to-date history of this classic American motorcycle

From: Motorcycleclassics.com

Price: \$50.00

Ref: 10655

Hardcover



Franklin's Indians

When Charles Franklin moved to Indian in the USA, where he became the Chief Design Engineer, his genius really flowed. His designs catapulted Indian back into the forefront of motorcycle design in the 1920s and '30s and his racing engines and motorcycles won much glory for Indian against stiff opposition. Franklin introduced remarkable improvements in side valve combustion chamber design that predated the work of Ricardo. Franklin's Indians not only chronicles his life, but also sheds much new light on the history of Indian motorcycles and the often turbulent times of the Indian Motorcycle Company itself.

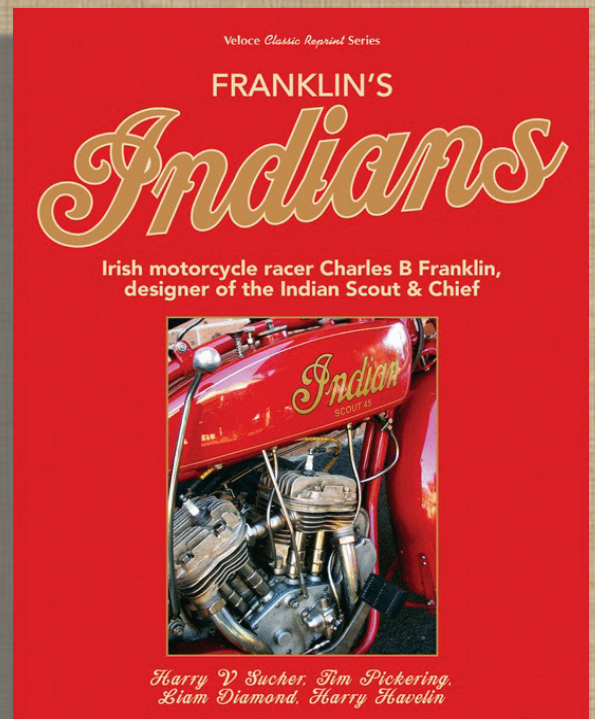
It's a much-needed book for all Indian fans and all who love the history of the classic American V-Twins.

From: Motorcycleclassics.com

Price: \$50.00

Ref: 10940

Paperback

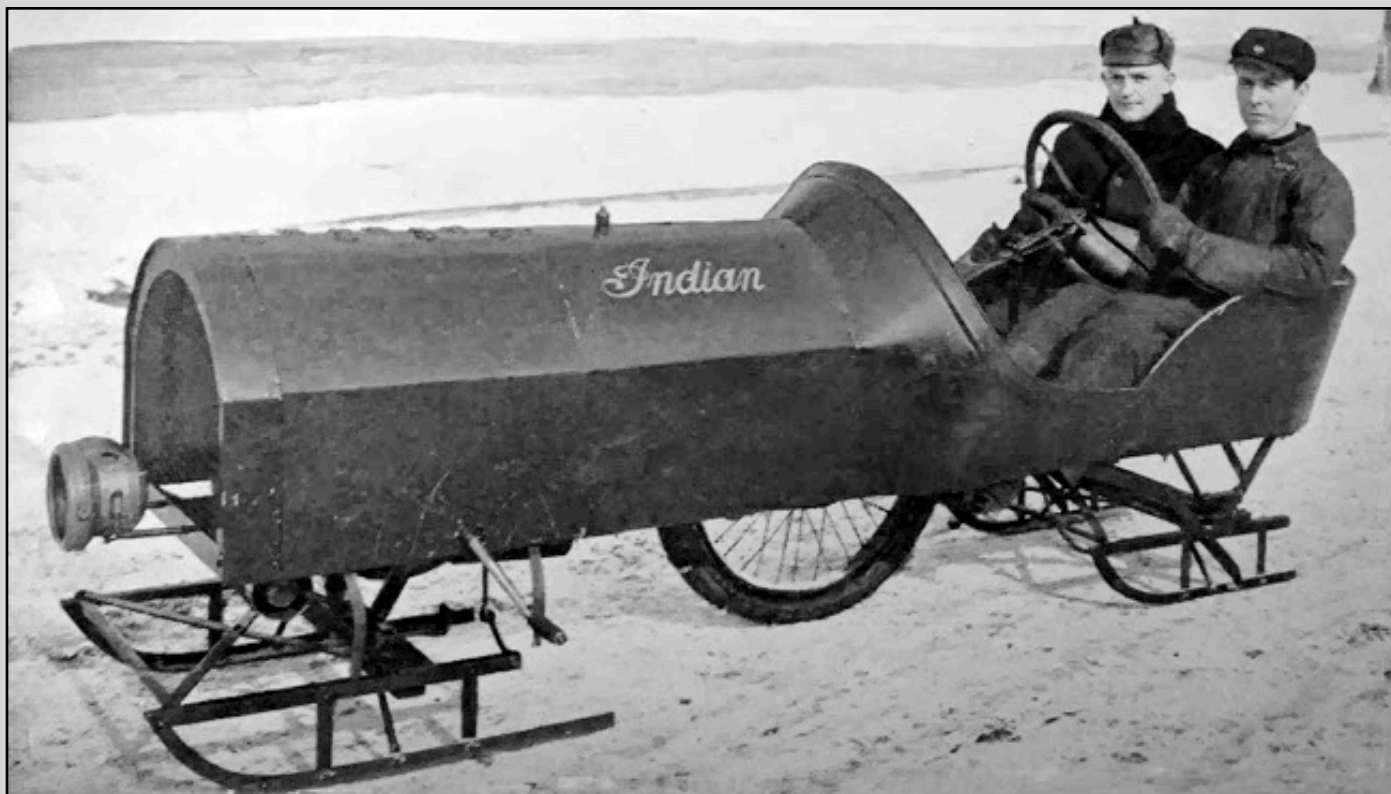


THE VERSATILE INDIAN MOTORCYCLE

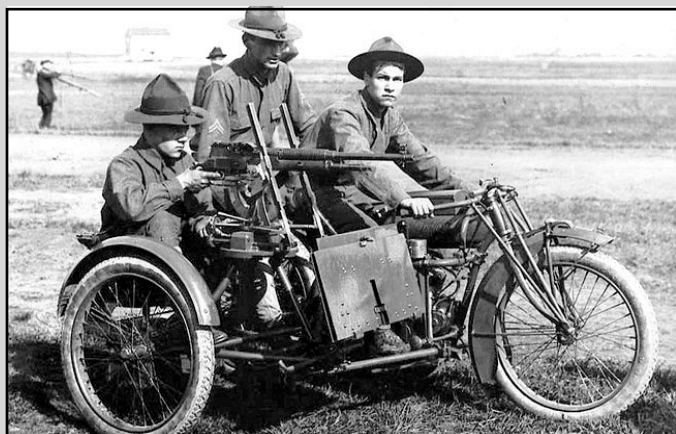
By Panhead Jim

Source: ridingvintage.com

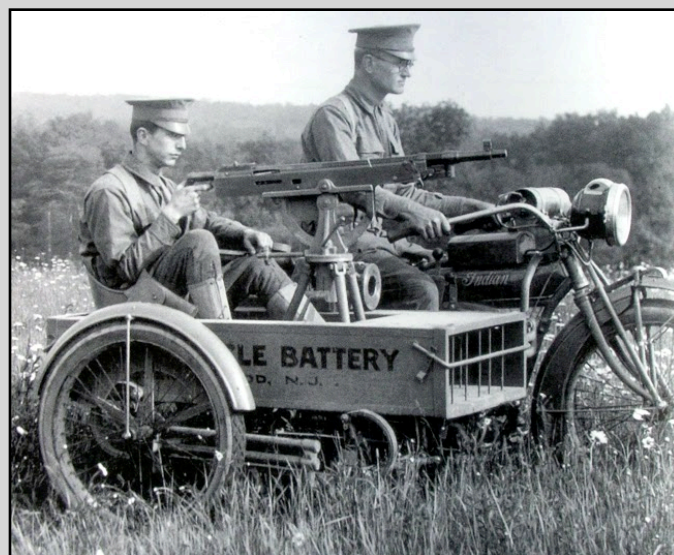
The first Indian motorcycles were produced from 1901 to 1953. During that time a multitude of specialty vehicles were produced both by the factory and by ingenious individuals. Sure an Indian motorcycle was great for transportation, but why stop there?



There are some many possibilities using a motorcycle as a platform to build off of. A perfect example is the Indian based motorsled pictured above.



Early on, Indian motorcycles found their way onto battlefields, being outfitted with sidecar mounted machine guns during the WWI-era.





They also transported wounded soldiers from the battlefield using modified sidecar frames to carry stretchers.



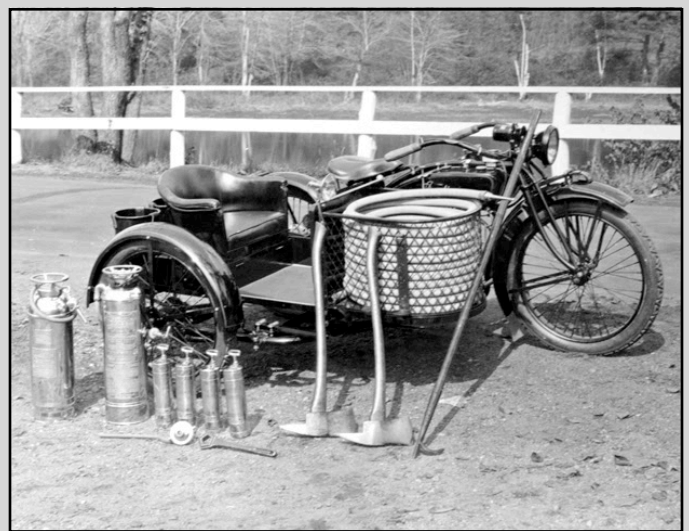
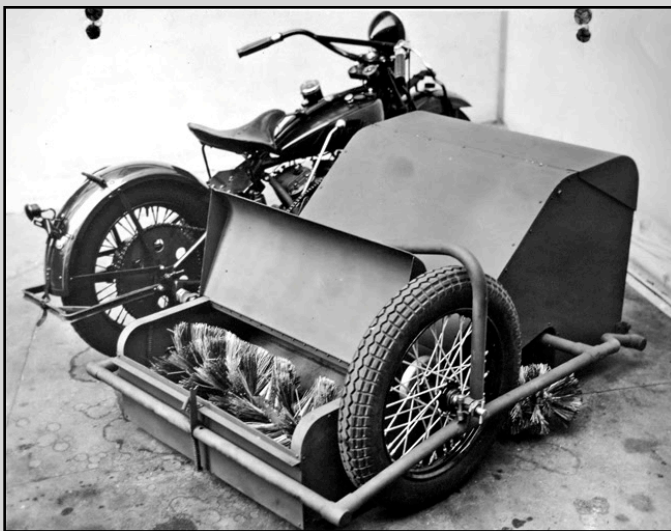
Police forces took note of the military's use of the Indian motorcycle and had a number of machine gun equipped models produced for themselves.



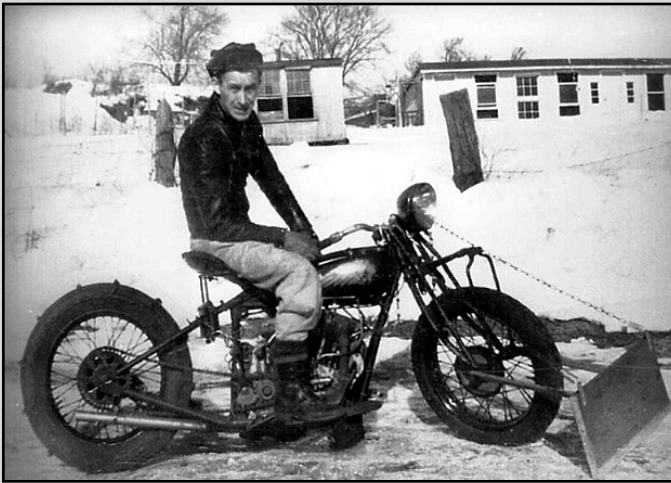
There were also a variety of less violent uses, including transporting multiple passengers.



Some were setup for the family or used as cabs.



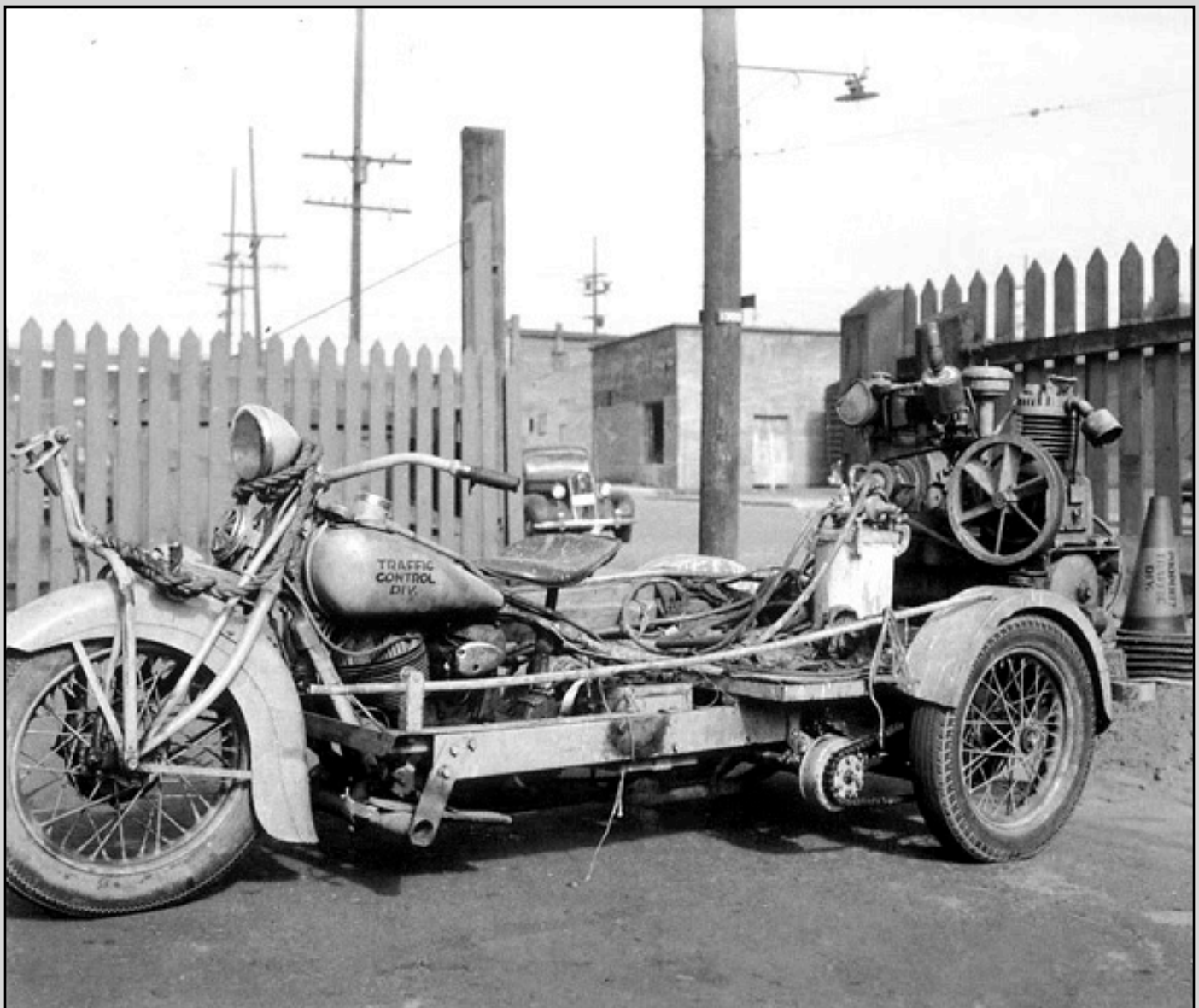
Using a custom sidecar converted this Indian motorcycle into a street sweeper and these factory built models were designed to be part of the fire department, carrying hoses, fire extinguishers, tools and firemen.



For the winter, a snow plow would be more handy.



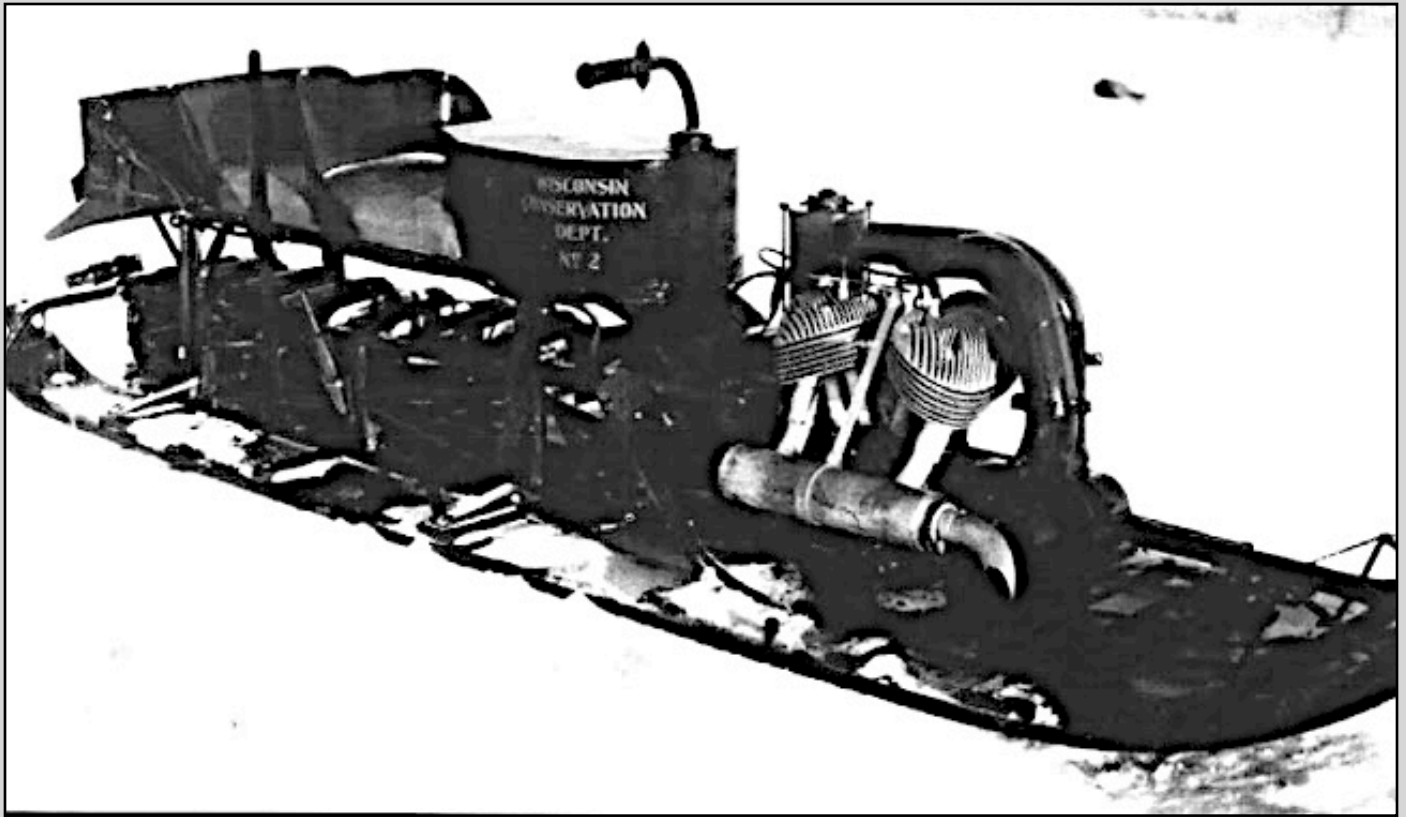
How about a tow vehicle? If it worked...



Or a rig for painting the lines on roads. In those days, city works had to be done and it was easier to setup a motorcycle than some van mainly because the vans were too high and too expensive for their budget.



Indian also produced a three wheeled delivery vehicle called the Dispatch Tow, which was very similar to Harley's Servi-Car.



And a couple more snow vehicles for good measure.



VMP@Indian Motorcycle Pisek

WANTED

Do you own an old Indian motorcycle? Are you interested in them?

Then you should join one of the oldest Indian Clubs in the world

the

“**LAUGHING INDIAN RIDERS**”

You can contact Don at

SONOFHOWDY@SHAW.CA



Season's Greetings!

*"Friends are hard to find
Harder to leave and impossible to forget"
With this thought, we wish you a*

*Merry Christmas
and a
Happy New Year*

*filled with
Happiness, Health and Prosperity.*

*Pat Castel - Newsletter Editor
Don Doody - Club President*

Laughing

Indian Riders



ALL OUR BIKES HAVE STORY



The K model and Indian are much more meaningful

By Sean McLeod

My dad gave the 52 k to my son the day he was born. My job was simply put it together. A couple years went by and I started looking for the missing pieces. My son was diagnosed with leukemia a week before his 2nd birthday. We went through some hell but we all came out in the end. The project sat a bunch of years until I dragged it out and restarted it in 2016. Much help from Lloyd Gadd with the motor.

Finished it with the help of my son who turns 24 end of Dec.

Back in 79 dad and I dragged a 46 Indian out of a shed and across 2 snow covered fields. He restored it and rode the hell out of it until he hit 70 and was no longer able to kick it over or hold it up easily. It sat in his garage where he kept all his treasures. He spent his time from 6am till 10pm in the garage with friends visiting.

The garage burnt down 2 years ago. He lost everything but a few bikes he had tucked away in a smaller shop.

He's been in depression ever since. No insurance on bikes and the 2nd story was packed with Harley, Indian and British parts. He gave me the Indian with no belief it could be saved.

I had the frame straightened and rebrazed, found the original fenders and a girder in need of rebuild. It progressed to painted frame and doing final assembly before tins off to paint. The wheels are being built by Don Doody out in B.C. a Indian expert. Starting on trans now and then rebuild the motor.

I plan to be finished summer of 2021 and I'm going to ride it up his driveway and give him one thing back. Then I'm taking it and going to ride the hell out of it the next 20 years or so. I'm in Innisfil, Ontario.



MEMORIES / PICTURES
PHOTOS COLLECTED FROM YAN

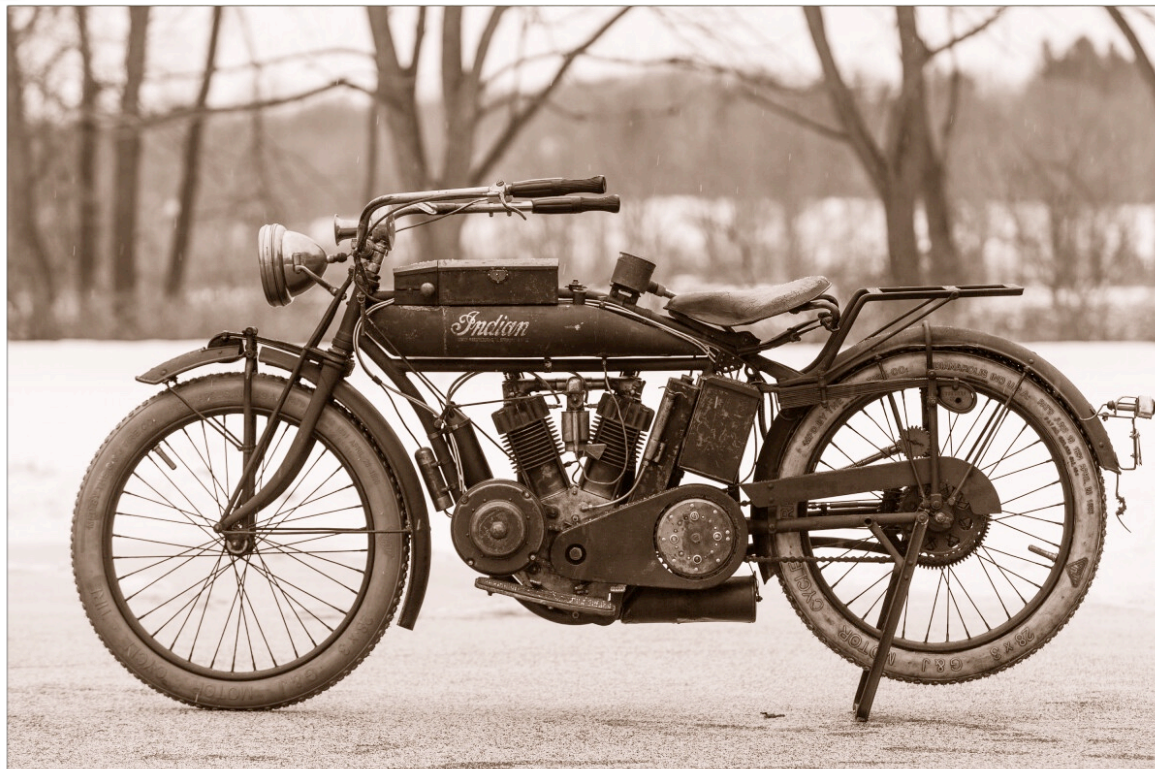
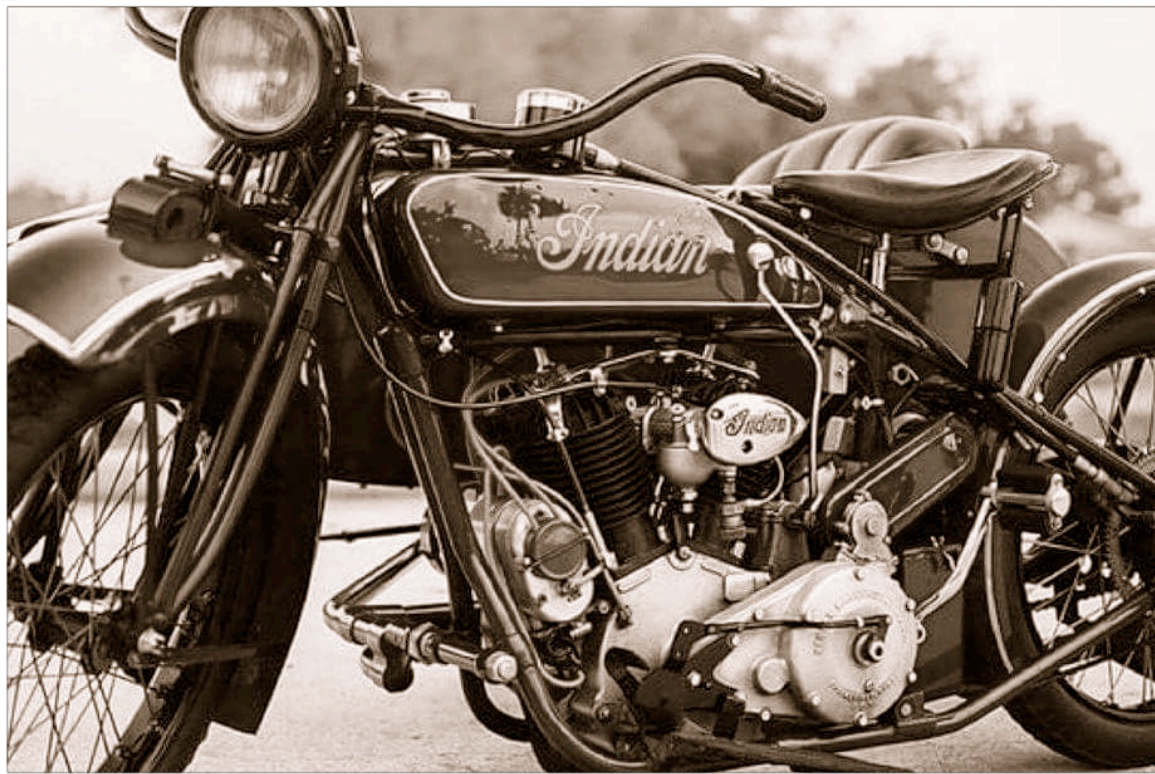


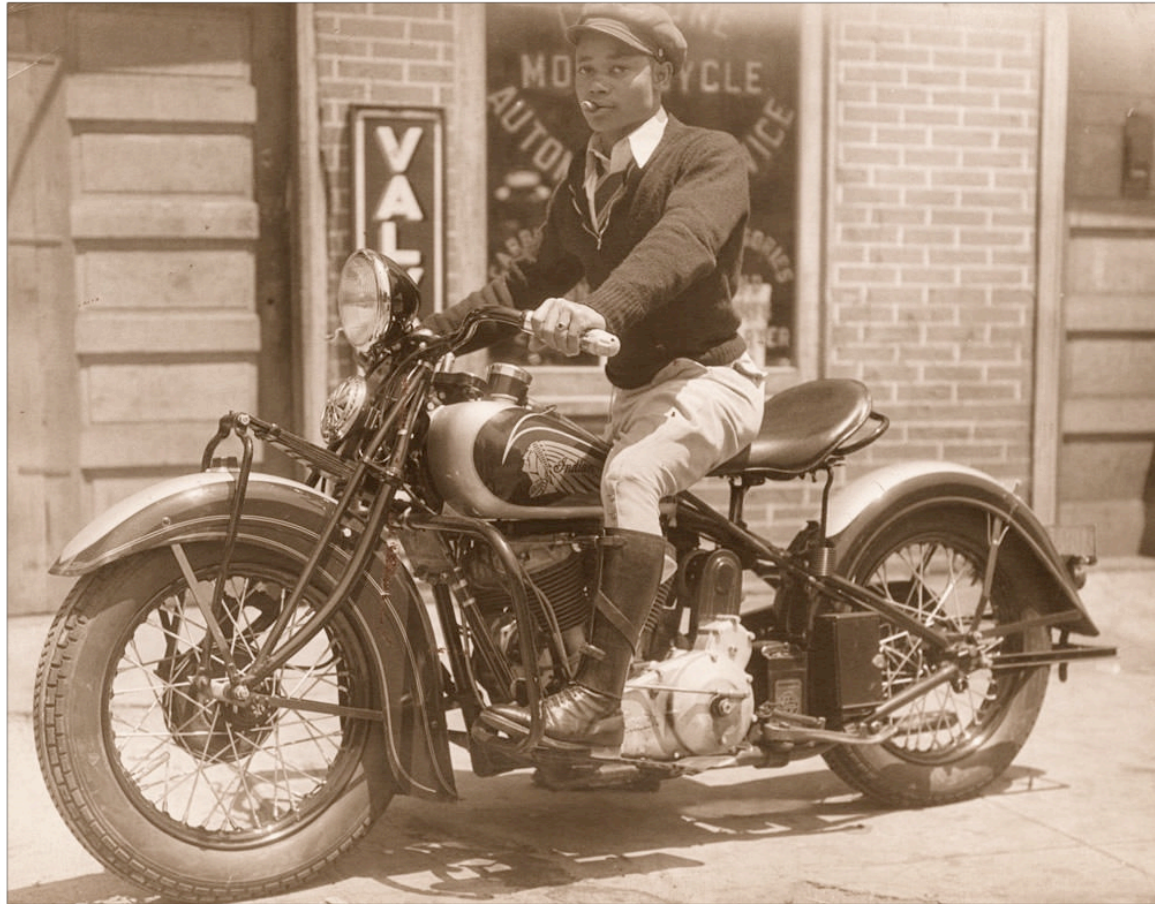
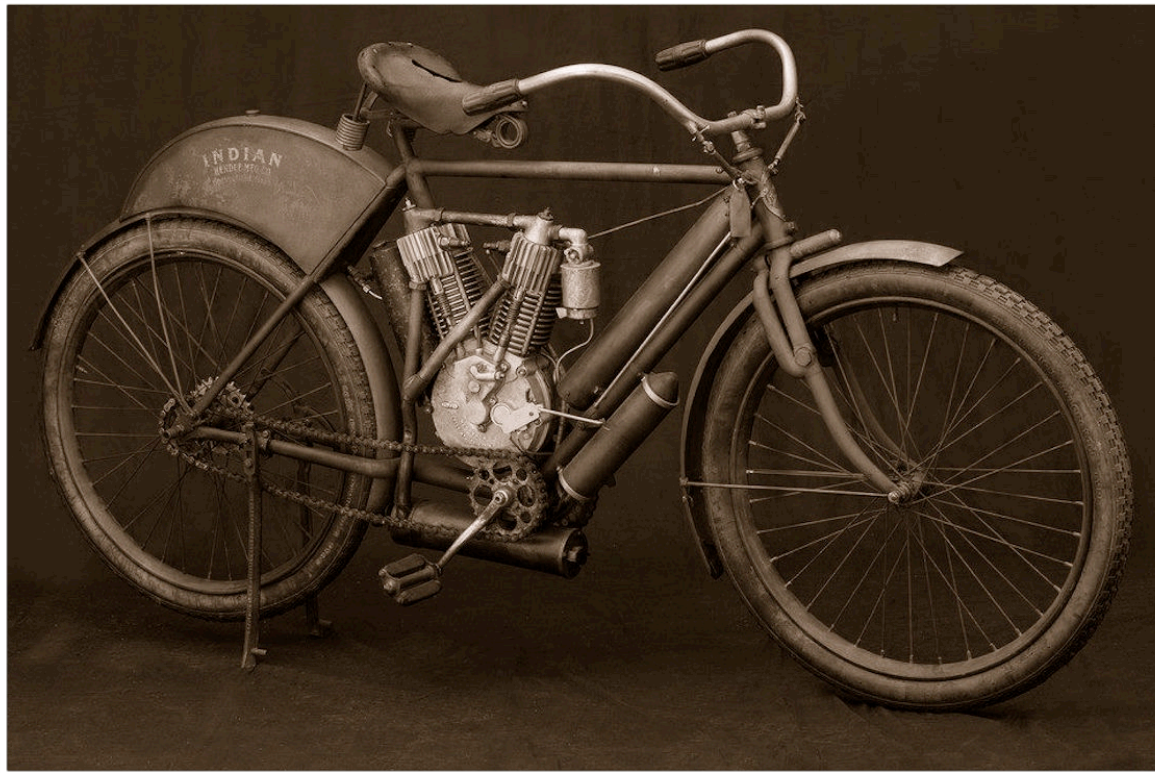
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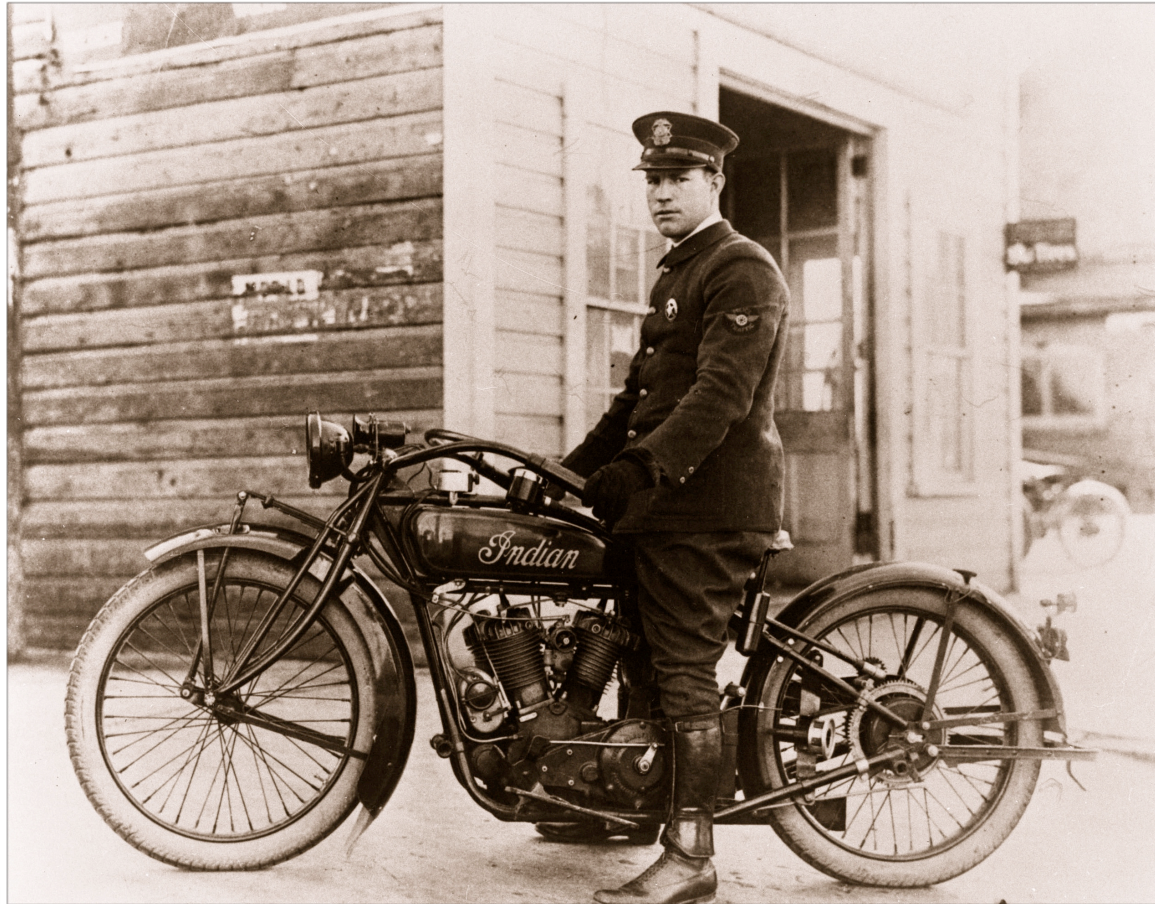
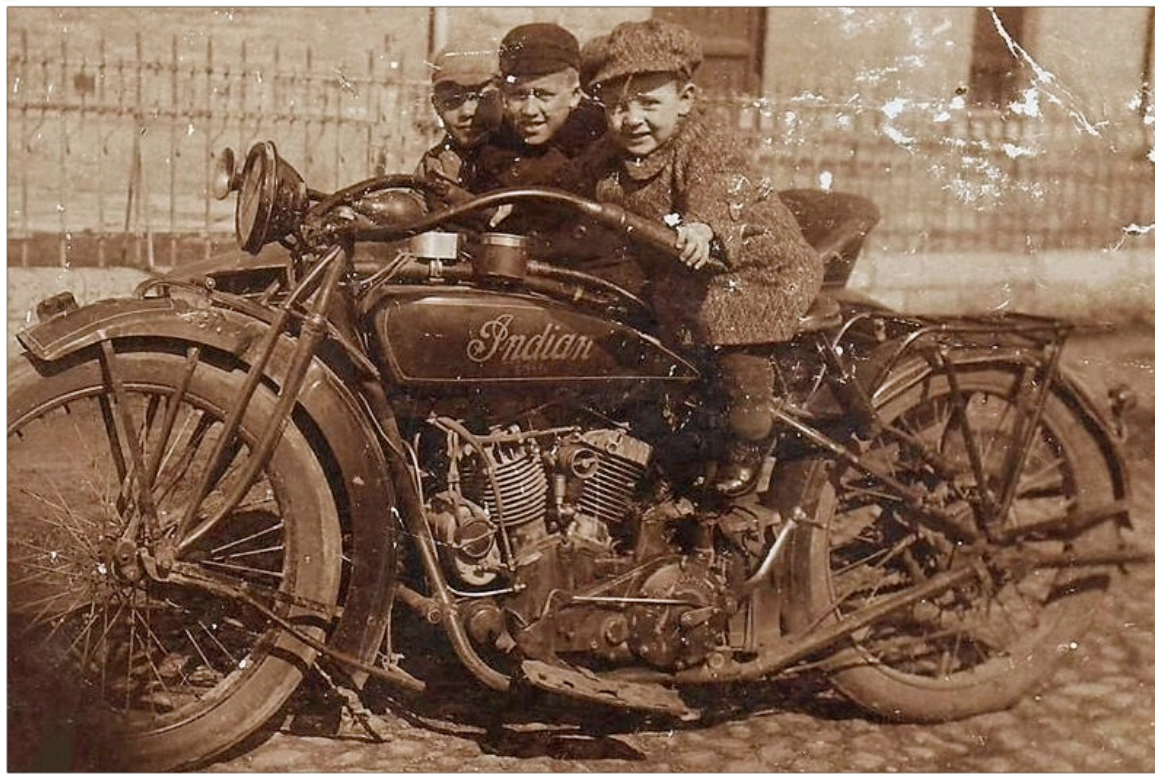
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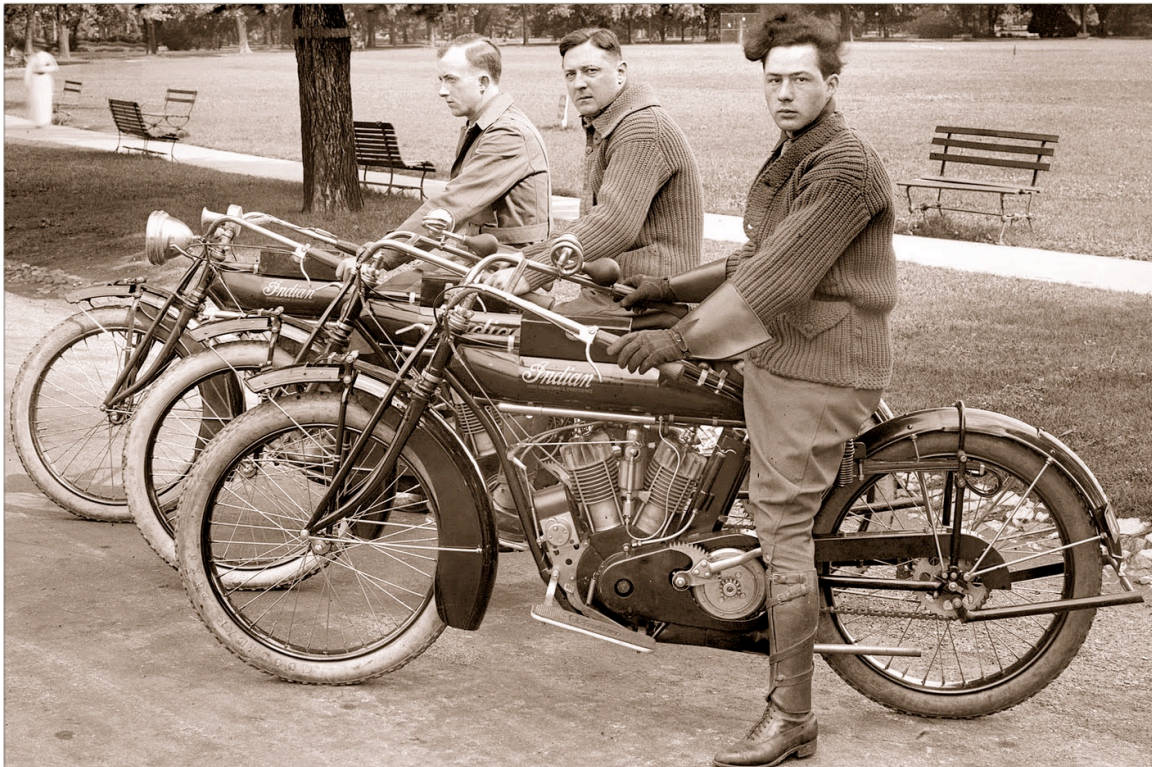
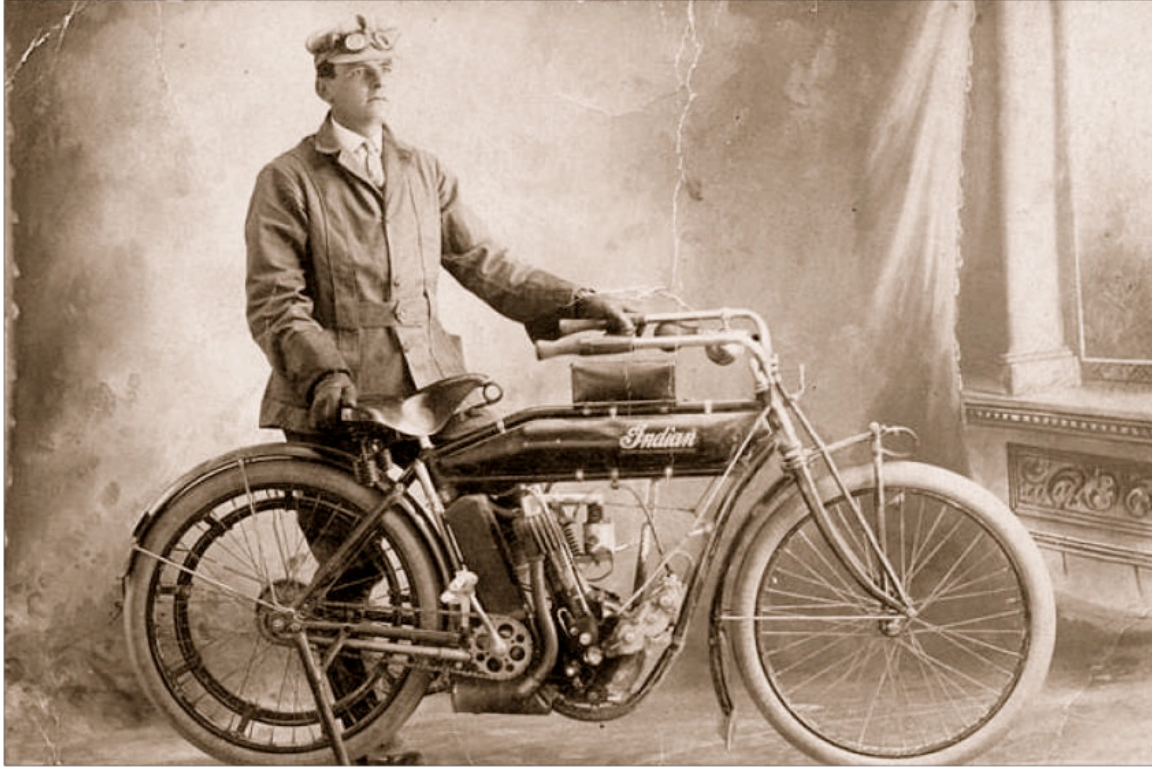


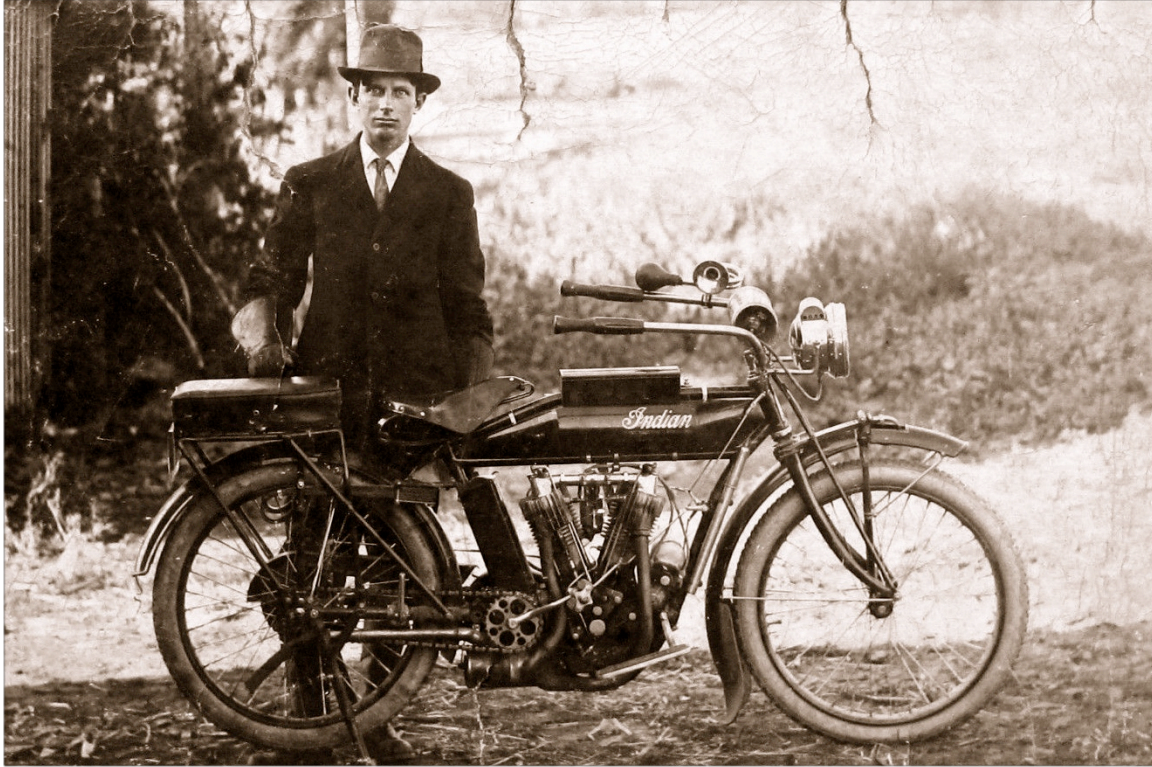


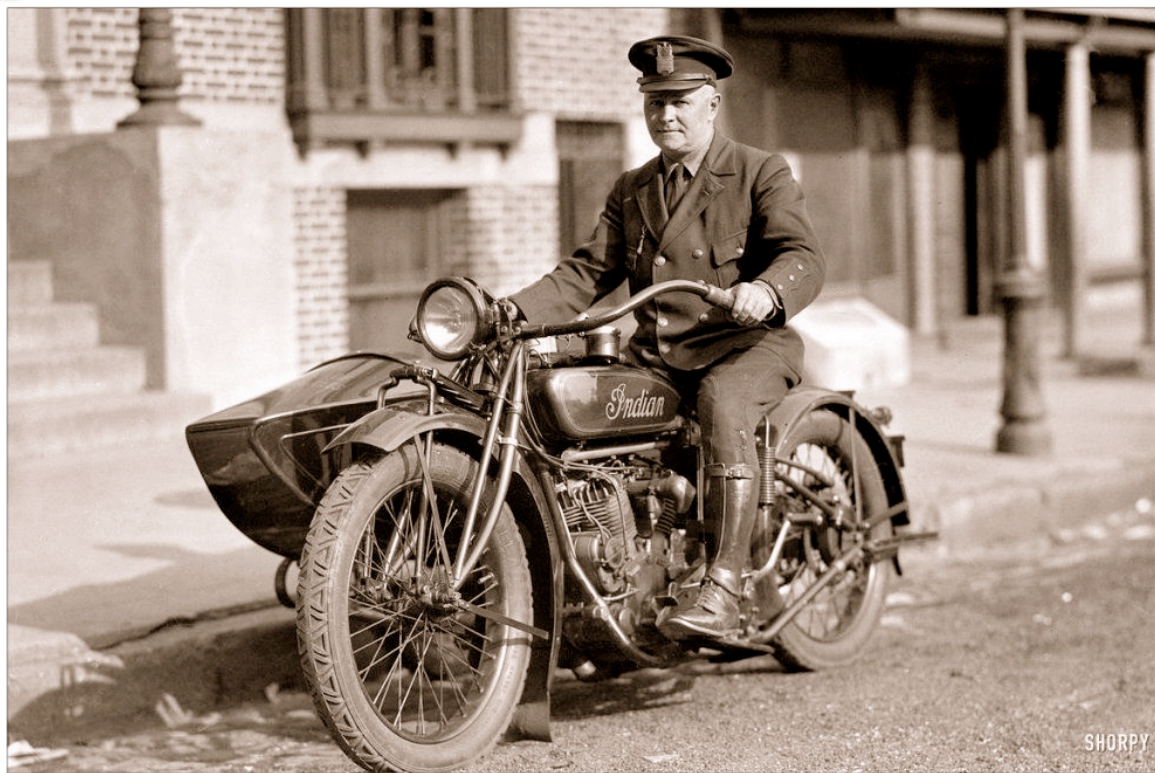
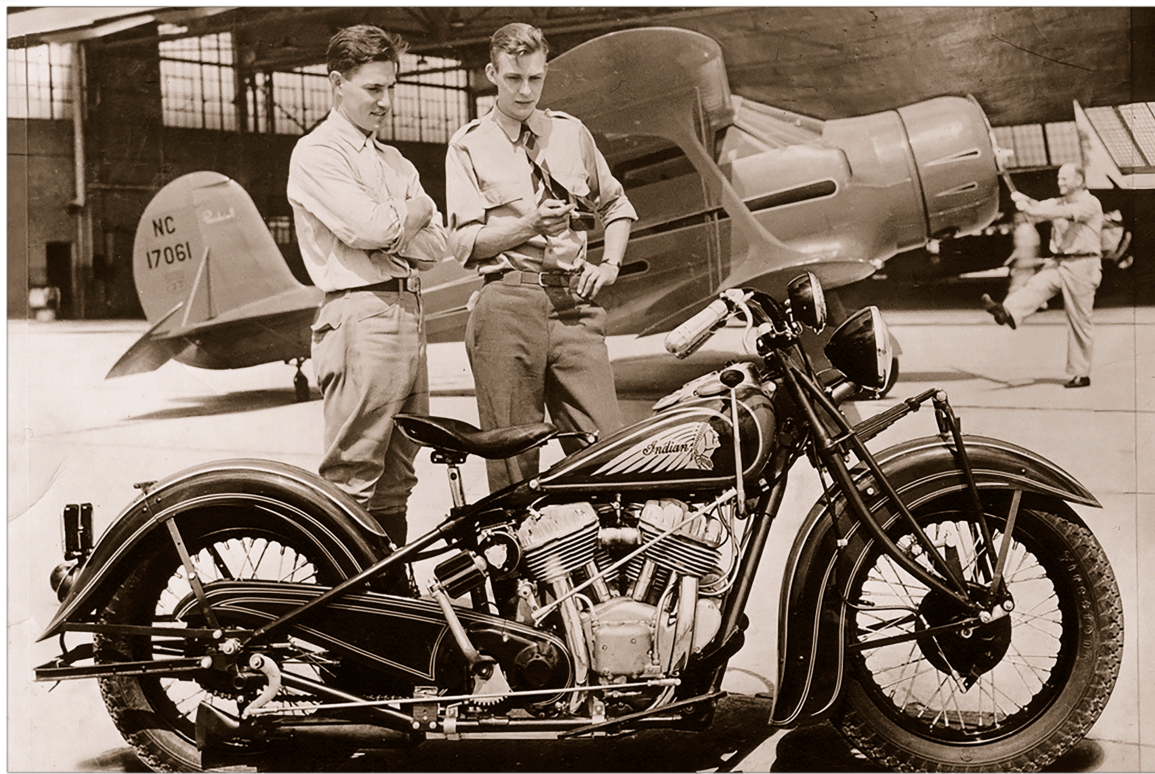




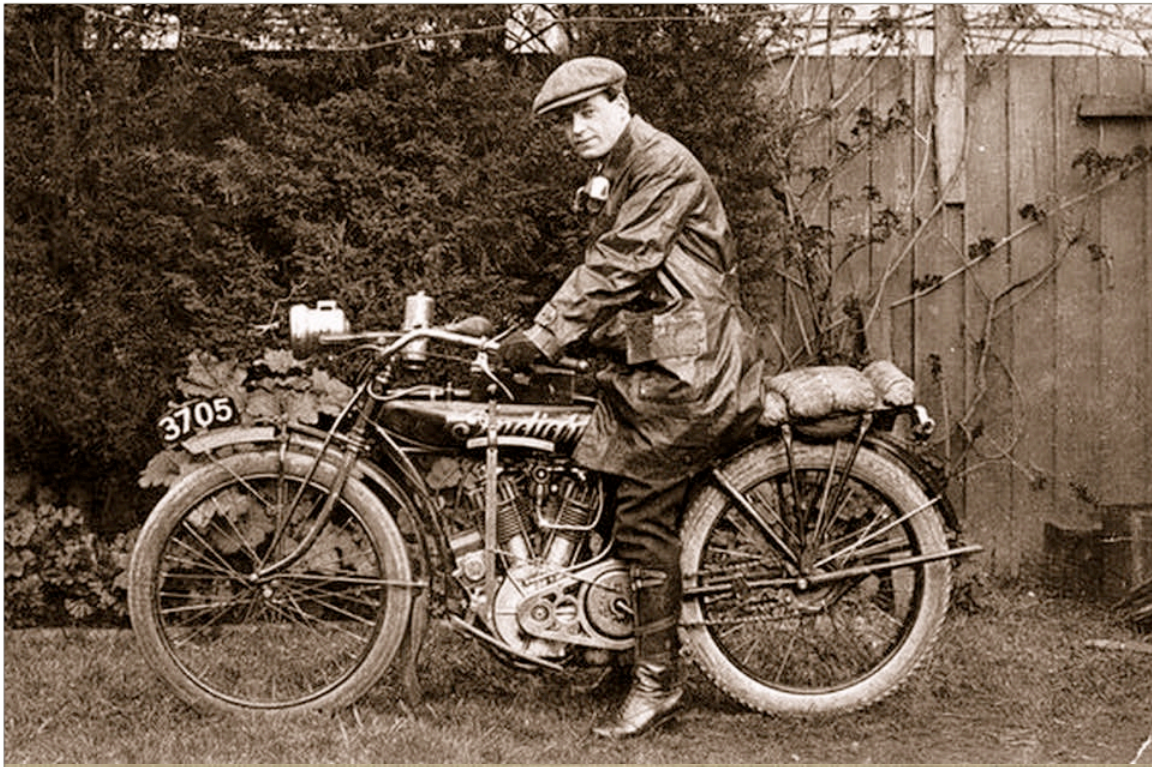


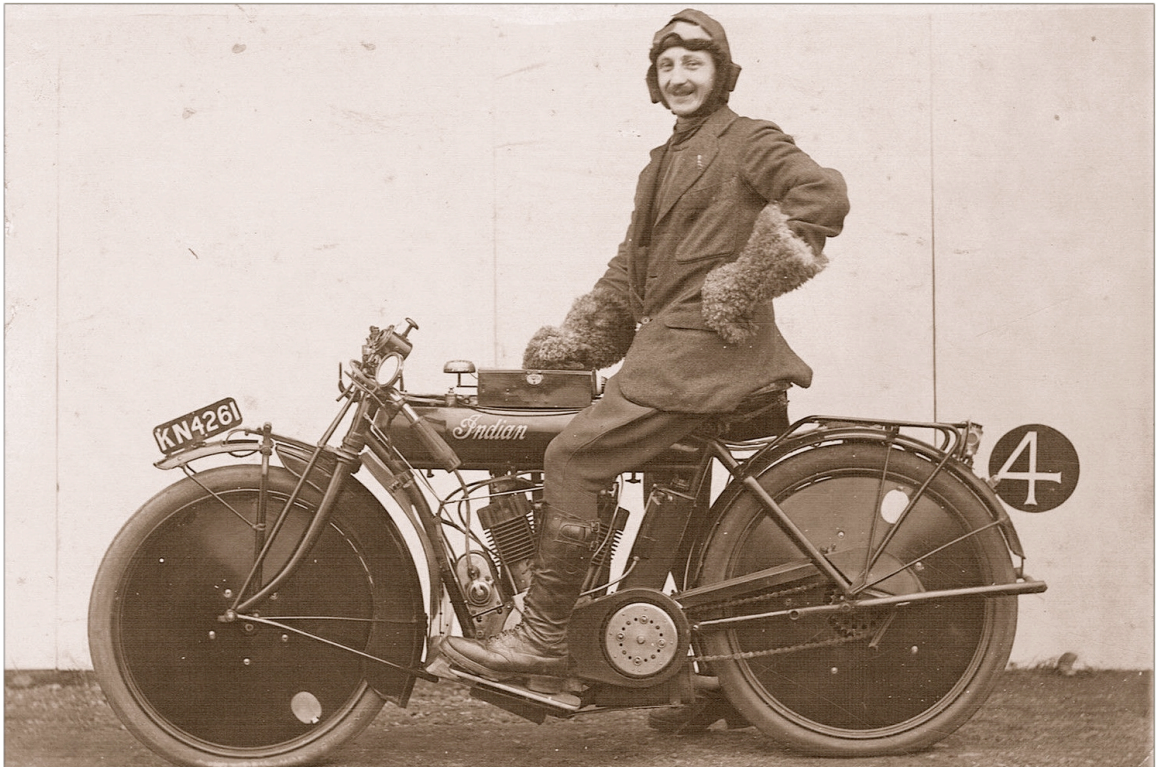
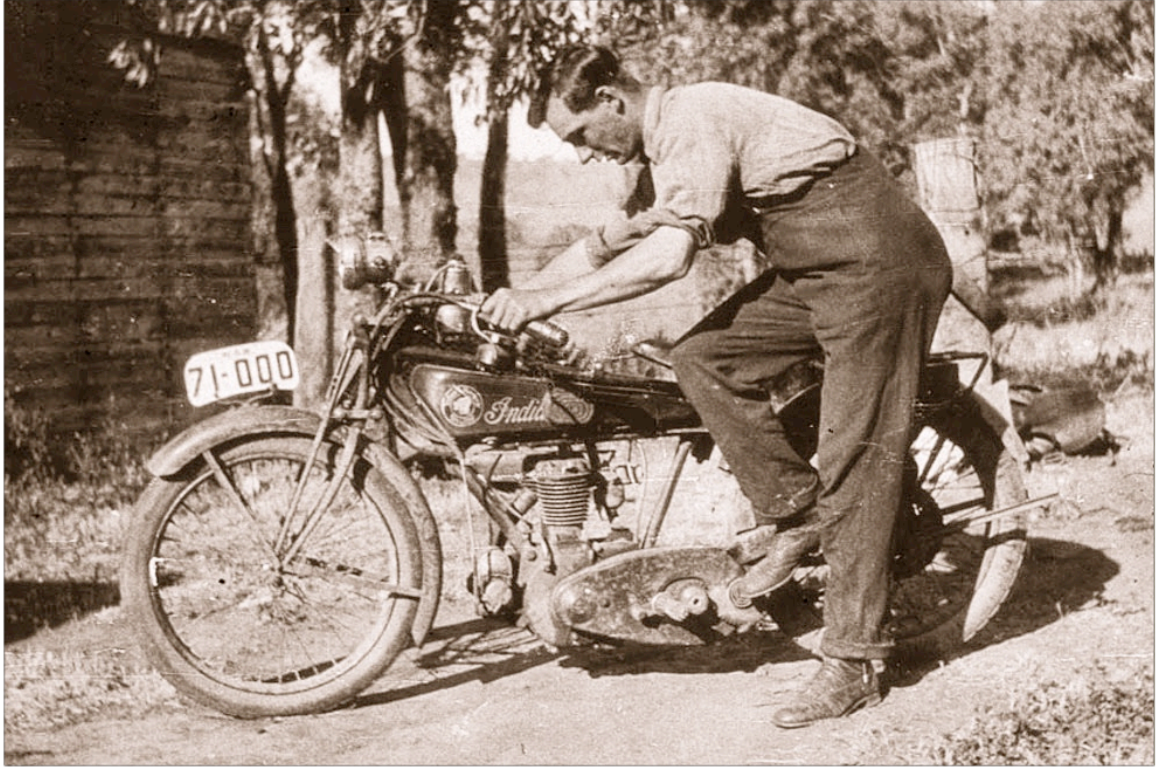


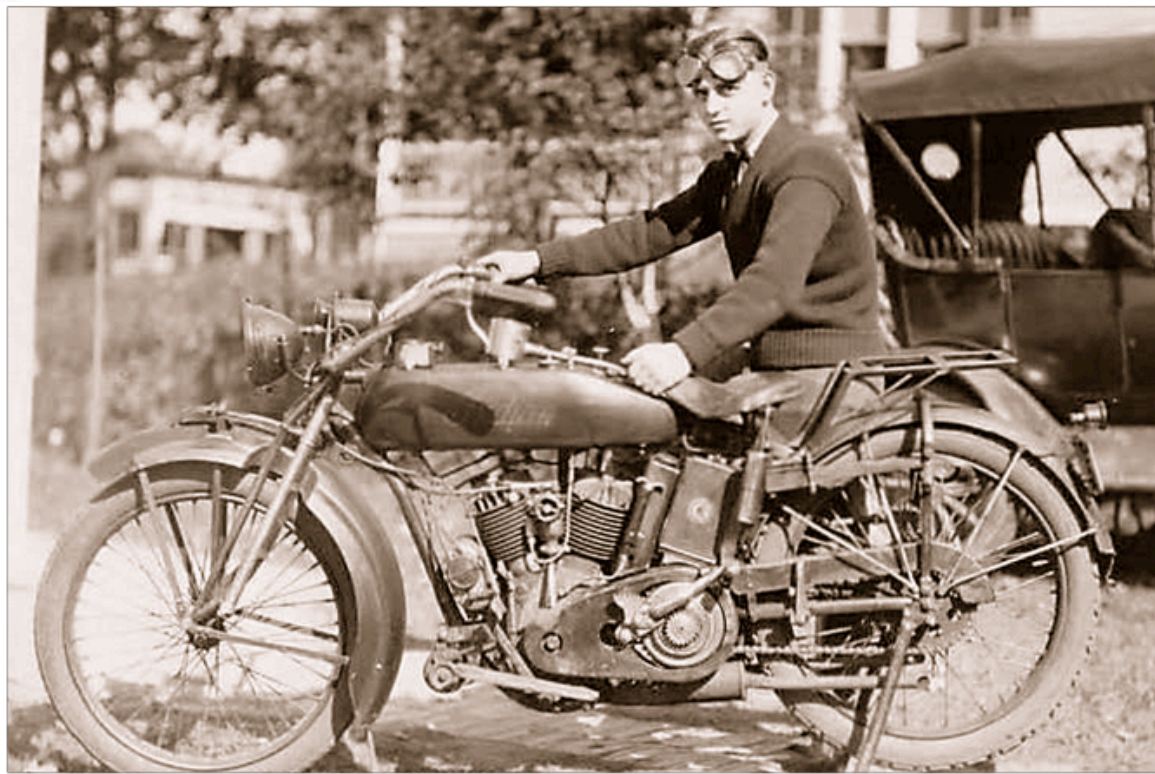


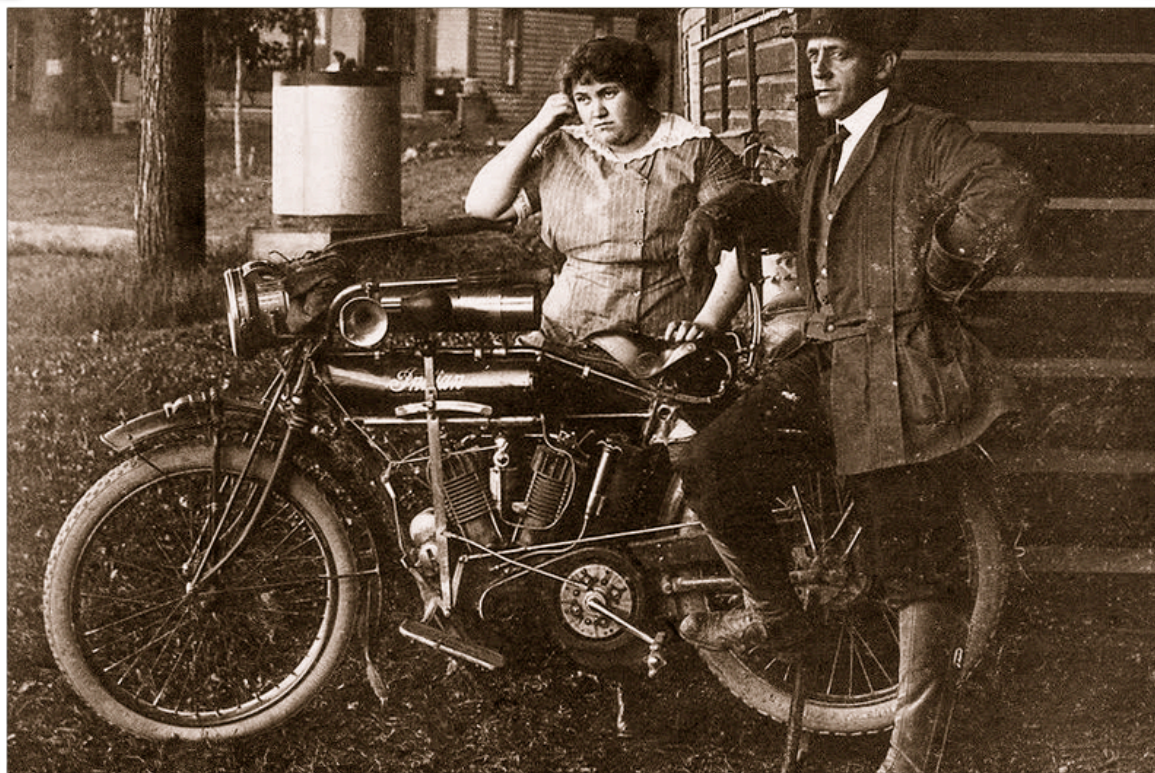
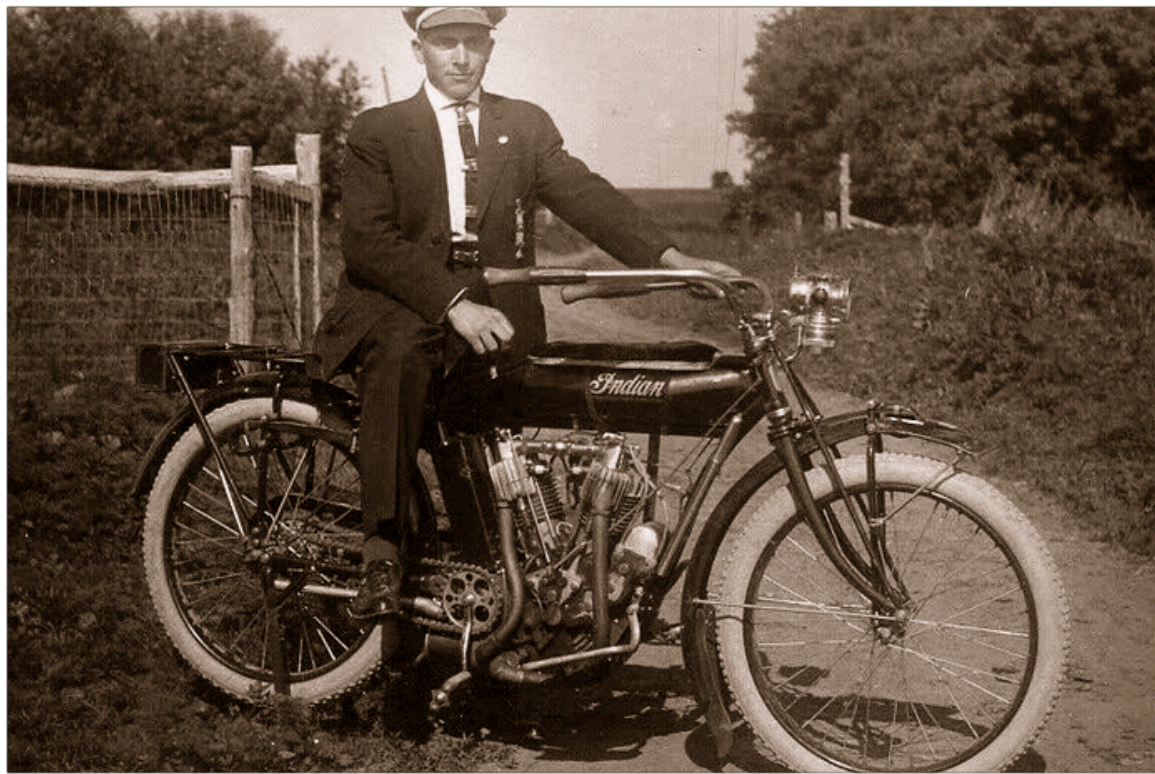


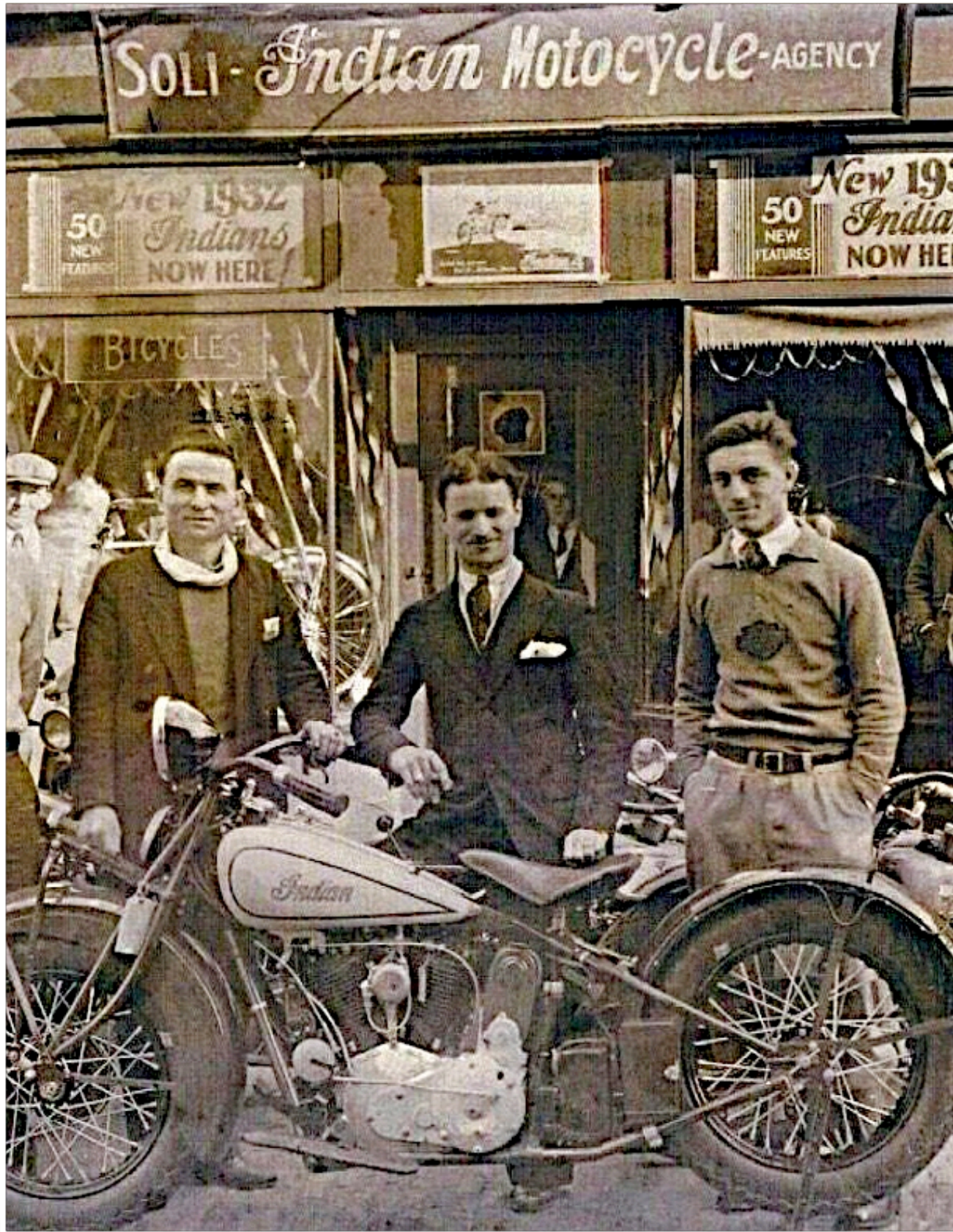














ROOMS

37
PLAZA SQ'R.

CARRIAGE
MOTOR

PLAZA
FLATS.

1814

FURNISH ED ROOMS

37

GOODYEAR
TIRES.

POWERPLUS



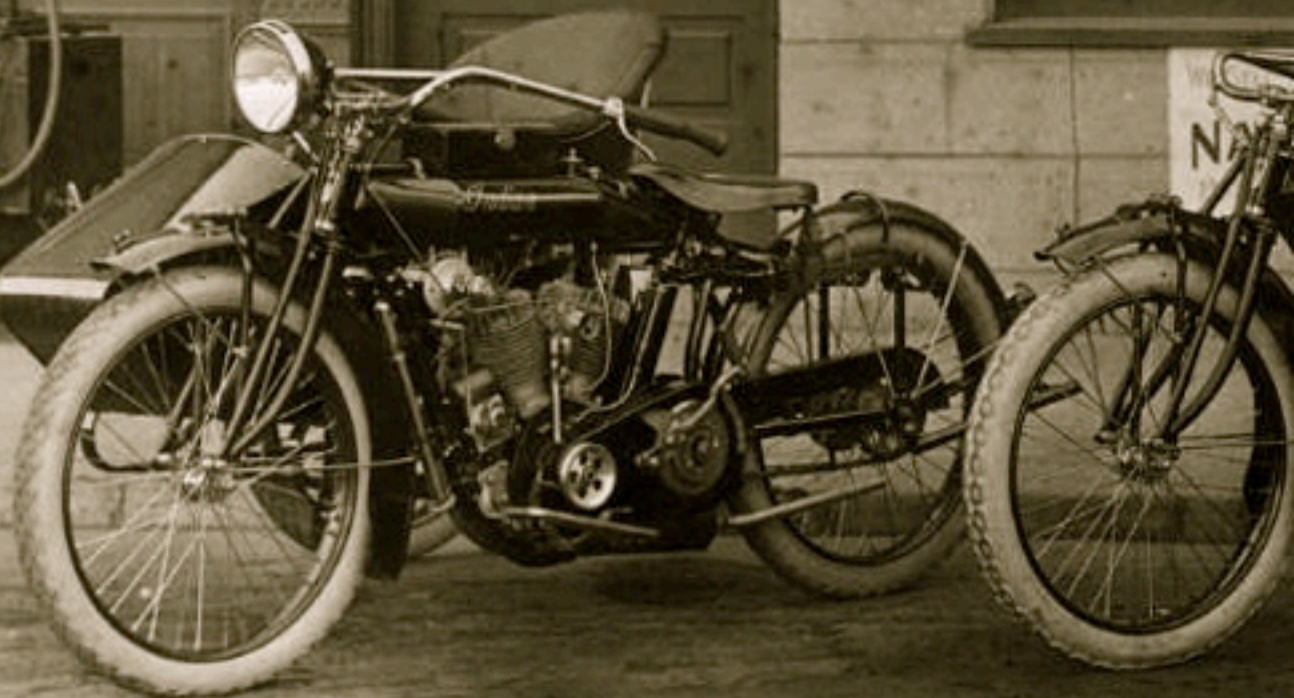
Ask for Motor Power Plus

REFLEX
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ROOMS ROOMS



R & CROWL
CYCLES.

PARTS,
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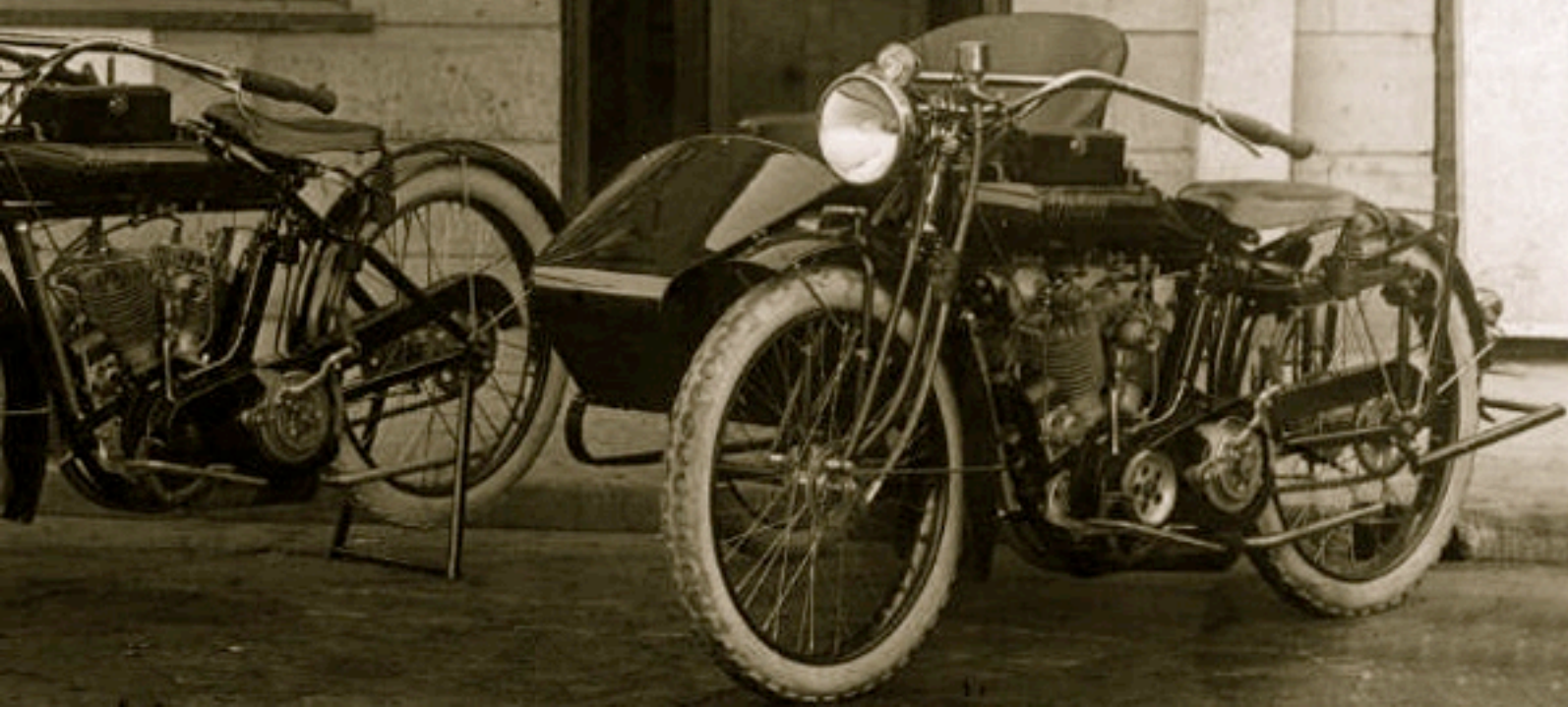
PLUGS,
AM OILS.

37

Indian
...
CYCLES

REPAIRS.

J. CARRIKER,
L. C. CROWL





THINGS YOU DIDN'T KNOW ABOUT INDIAN MOTORCYCLES

by Garrett Parker

Source: moneyinc.com

There's just nothing like heading out on the open road on a motorcycle. If you're riding an Indian Motorcycle, that's even better. Known as America's First Motorcycle Company, Indian Motorcycles have been around for a very long time. Before we go getting ahead of ourselves, keep reading to find out 20 things you didn't know about Indian Motorcycles...and "head out on the highway."

- **Been around for over a hundred years.** That's right, IMC has been heading out on the highway for over a century. This American brand was first produced in 1901. However, in the beginning, the company was called Hendee Manufacturing instead, until 1928, when the name was changed to the moniker it's still known by today. Can you imagine seeing a motorcycle driving around in the horse and buggy days? They probably caused quite a stir, which led to their subsequent success.
- **IMC was a huge success...until it wasn't.** At the Isle of Man Tourist Trophy in 1911, the IMC took the three top places, dominating the competition. However, despite these impressive victories and the fact that IMC had become the largest producer of motorcycles in the world at the time, the company still went bankrupt in 1953. Many companies and organizations tried breathing life back into the company in the years that followed but only meet with limited success.
- **Hendee just wanted to go faster** The first gasoline-powered bike, created by George Hendee, a former bicycle racing champion, racing promoter, and bicycle manufacturer was built in 1901 by Oscar Hedstrom who had been hired by Hendee to do just that. Hedstrom proved to be a reliable builder, producing for Hedstrom a powerful machine that brought the company the reputation for outstanding performance. The company's first factory then opened in Springfield, Massachusetts later that same year, producing the motorcycle that would be the first ever Indian Motorcycle sold to a retail customer the following year. Hendee and Hedstrom had succeeded in producing the first motorized bike and become the first motorcycle company in the US as well.
- **Hendee actually founded American Indian in 1897.** Calling it the Hendee Manufacturing Company, Hendee first founded his bicycle production company in 1897. He gave the bicycles brand names, such as Silver Queen and Silver King, but it was his American Indian brand that became his primary brand name, eventually going on to produce motorcycles.
- **IMC immediately began setting records after production began.** In 1902, one of the motorcycles won the first endurance race, making its public debut racing from Boston to New York. The

following year, Oscar Hedstrom, who had become both Hendee's chief engineer and the company's co-founder, won an endurance race of his own riding one of the Indian motorcycles from NYC to Springfield and back. He also set a new speed world record at fifty-six miles per hour.

- **IMC kept breaking records.**

The next big record made by an Indian motorcycle was in 1906 when Louis J. Mueller and George Holden rode one from San Francisco to NYC in thirty-one and half days. Not only was this a record time, but they accomplished it with no mechanical problems whatsoever. Talk about advertising! At the time, there would have been no better way to advertise than by setting record after record while maintaining excellent running condition. The following year, victory was claimed in a thousand mile reliability trial in England by American TK Hastings.

- **The first motorcycles were basically motorized bicycles.**

The first motorcycle had a single cylinder engine with 1.75 brake horsepower (bhp). Brake horsepower measures the horsepower of an engine before power loss from the water pump, alternator, gearbox, and other auxiliary components. However, by 1906, the first racing bike was built with the first ever V-twin, or V2 engine. A V2 engine is an internal combustion engine with the two cylinders arranged in a V-configuration, hence the nickname "V2".

- **The first Indian V2 was also America's first.** By 1907, the V-twin engine, which was the first V2 motorcycle engine produced in America, had been

introduced in consumer models as well. As such, these Indian motorcycles began setting more records. In 1913, one such record was in sales; at that point thirty-two thousand motorcycles had been sold, setting a new record. Another happened a year later with a record breaking ride from San Diego to New York which was done in eleven days, twelve hours, and ten minutes by Erwin "Cannonball" Baker riding on his Indian motorcycle. The following year, in 1915, "Cannonball" Baker set another record when he completed a Three-Flag run from Canada to Mexico by way of California in just three and a half days.

- **IMC provided the US military with motorcycles during WWI.**

Co-founder Hendee resigned in 1916 as company president. The following year the US entered World War I and IMC was very dedicated to the war effort, providing much of its production to the US military. In fact, IMC provided almost fifty thousand motorcycles between 1917 and 1919. Unfortunately, this resulted in limited inventory for motorcycle dealers, allowing retail sales to drop considerably.

- **The first Indian Scout was released in 1920.**

The early 1920s were iconic for IMC due to the introduction of several new motorcycles, such as the Indian Scout. The Scout was the first motorcycle that really enticed people to ride. It was fast, easy to maneuver, and was reliable as well. This decade would see the production of not only the famous Scout, but also the Chief in 1922, the Big Chief the next year, which became a

best-seller, and the Prince in 1925.

- **The company changed names in 1923.**

From the time the company was first established in 1901 until 1923, the company went by Hendee Manufacturing Company. However, in 1923 the name was changed to The Indian Motorcycle Company, originally without the "r" in motorcycle. Eventually, the "r" was added back in. The company also introduced a larger version of the Scout engine which became practically legendary; this version ended up being thought of as one of the best engines the company ever built. The Scout was also the company's most popular model.

- **The company continued to grow despite the depression.**

Paul DuPont sold his existing shares of his namesake automobile company to IMC and in exchange, bought up a controlling share of IMC stock. He then forced out existing management, replacing who was in charge of operations with Loring F. "Joe" Hosley. Under Hosley's tutelage, IMC resumed introducing new yearly models to the lineup. Despite the depression, IMC continued making sales, albeit somewhat smaller in number.

- **DuPont + IMC = Colorful motorcycles**

Because DuPont had connections in the paint industry due to his automobile company association, Indian motorcycles were available in over twenty-four different colors. Additionally, the logo at the time was a war bonnet head-dress on the gas tank, leading to Native American themed advertising for the company. Interesting enough, the factory in Springfield was

referred to as the Wigwam. In addition to motorcycles, IMC and Dupont also built air conditioners, boat and aircraft engines, and bicycles.

- **The first Daytona 200 was won on an Indian motorcycle.** The first Daytona 200 was won by a prepared-for-race Indian Sport Scout by Ed Kretz in 1937. The very next year, a Sturgis IMC based club, Jackpine Gypsies held the Black Hills Classic race which later became known as the Sturgis Motorcycle Rally. The IMC really paved the way for all motorcycles and motorcycles races. The motorized bikes are familiar nowadays, but just imagine what it would have been like back then, cars are just becoming popular, and here comes someone on an Indian Scout. It must have been a spectacular sight!
- **IMC serves its country again during WWII.** IMC focused its efforts from 1940 through 1945 on contributing to the Allied troops. The company first began building motorcycles in 1941 for the government in France. In addition, IMC also produced the Model 841 for the US Army. During this time, very few motorcycles were produced for consumers.
- **DuPont sells the company in 1945.** IMC gets sold to Ralph B. Rogers in 1945 by DuPont. Rogers, wanting to utilize former IMC engineer G. Briggs Weaver, also purchases the Torque Manufacturing Company as well. Weaver designed several models specifically that Rogers wanted IMC to produce. Rogers also had the company ramp up the Indian Chief models for consumers for the first post-war lineup.

- **The Wrecking Crew was formed and became legend.** Trademarking the name, the IMC Wrecking Crew was made up of racers Ernie Beckman, Bill Tuman, and Bobby Hill, all legends in their own right. Forming in the late 1940s, the group dominated the racetracks, both on road and dirt courses. Among other victories were their famous wins on the Springfield Mile three times in a row, first won in 1951 and 1952 by Hill and then in 1953 by Tuman. Furthermore, the trio also won major events all over the country, winning season point titles as well.
- **Rogers steps down as president of IMC in 1950.** Rogers steps down and John Brockhouse steps in as president of IMC in 1950. However, IMC discontinued production of all models by 1953, ceasing all operations. Several

attempts were made at reviving the company over the next several years, but nothing came close to claiming a success story.

- **Another record for the Indian Scott was achieved in 1967.** Burt Munro, a 68 year old New Zealander set a new official land speed record and made motorcycle history in 1967 when he hit a speed of over two hundred and five miles per hour. His Indian Scott was heavily modified, but the record still went in IMC's name. Munro then went on to secure a number of land speed records, setting three world records with his last, record-setting ride being the one in 1967. Munro was later inducted into the American Motorcyclist Association (AMA) Hall of Fame as a tribute to his record-setting pursuit decades earlier.



Indian Line

Side Carring is Sweeping the Country

ADVANCE orders for 1917 Indian Side Cars are over double those of any other single season.

The pleasures of riding an Indian Side Car are greatly augmented this year by the roomy, generously lengthened, exclusive Indian streamline design body with its torpedo hood. The chassis incorporates an *Adjustable Axle*, giving a tread range of from 42" to 60", making touring possible in remote and obscure places not accessible to any big car or other motorcycle with Side Car.

And in the matter of riding comfort, the Indian has a velvety "give" and smoothness which give it individual luxury and ease over the roughest roads.

Dealers are ordering Indian Side Cars in goodly quantities this season. They add many sales to the quick-selling 1917 Indian line.



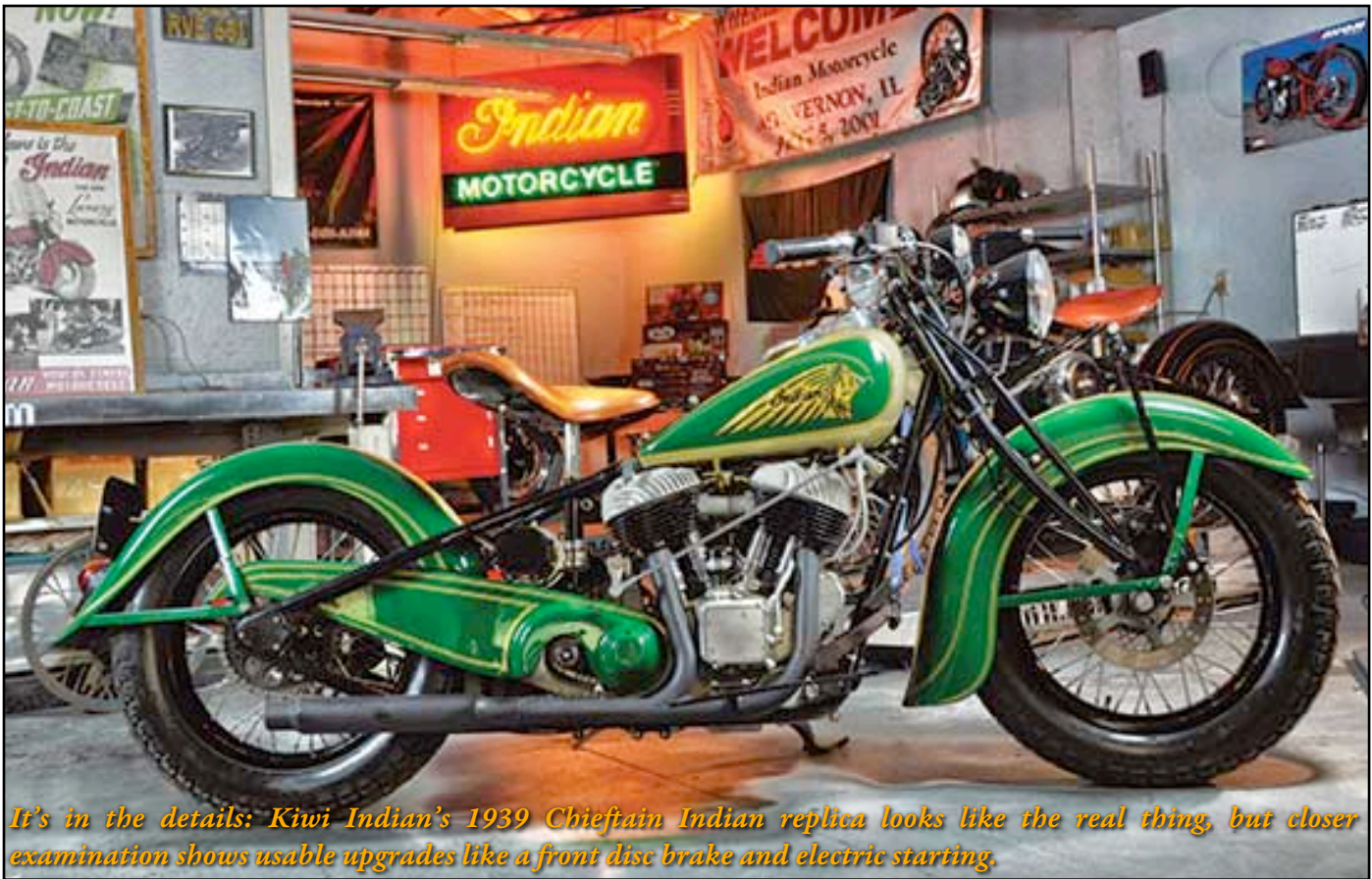
PINUP POSTER





PINUP WALL PLATES





It's in the details: Kiwi Indian's 1939 Chieftain Indian replica looks like the real thing, but closer examination shows usable upgrades like a front disc brake and electric starting.



Indian Revival: Kiwi Indian Motorcycles, Inc.

Source: motorcycleclassics.com and kiwiindian.com

Story & Photos by Robert Smith

Though the last Springfield Indian left the Massachusetts factory in 1953, the iconic brand lives on more than 60 years later — though it did, over the years, keep some questionable company.

First came Britain's Brockhouse Engineering, who kept the brand alive by distributing Royal Enfields rebadged as Indians, also selling their Corgi minibike as the Indian Papoose. When Britain's AMC bought Royal Enfield in 1960, the company also acquired the Indian name and started selling Matchless motorcycles with model names like Apache, Tomahawk and Arrow. When AMC itself went bust in 1962, American entrepreneur Floyd Clymer stepped in, selling a variety of small motorcycles under the Indian name until his death in 1970. The last of the Clymer Indians was the Velocette-powered, Italjet-built Indian 500. There followed a string of Taiwanese-built 2-strokes sporting the Indian name, including mini-bikes, through the 1970s.

It says much for the strength of the brand that it survived these ignominies, retaining sufficient value to be worth investment into the 21st century, first by California Motorcycle Company (the "Gilroy" Indians); and then by U.K.-based turnaround specialists Stellican in 2006, (producing the "Kings Mountain" Indians in North Carolina). Both of those efforts failed, but Indian's future now seems secure with solid investment and national distribution courtesy of Polaris Industries, which bought the brand in 2011 and started manufacturing new Indians in 2013.

That's great for fans of the Indian brand and its heritage, and it means a whole new generation of riders can buy a new Indian. But it doesn't help owners of classic and vintage Indians needing parts and expert help. That's where Mike Tomas of Kiwi Indian Motorcycles, Inc. in Riverside, California, comes in.

Kiwi Indian

Mike has been keeping Indians on the road for the last 28 years, through the brand's various reincarnations. Since opening his shop in 1988, Mike has grown his business steadily, from selling Indian parts and giving advice to restoring Indians and manufacturing a complete range of parts for vintage Indians. And, since 2008, assembling brand new "vintage" Indians to his own designs.

A keen motorcyclist by age 17, Mike discovered Indians in his native New Zealand. It was an Indian that literally turned his head. "I didn't really care for the Queen's stuff," Mike says, referring to British motorcycles. "I wanted something American. Harley just didn't do anything for me: It looked like a plumber's nightmare. I saw this bike going the other way, and I was like 'What was that?' I turned around and chased the guy down."



Mike's "Round the World" 1944 Indian Chief is a rolling test bed for new parts.

The bike turned out to be a 741, Indian's 500cc World War II military bike. That's when Mike decided he wanted an Indian. He found a 741 for \$500, restored it, and a year later he bought a 1924 Chief, restoring that, as well. "I was a two-Indian owner," he says, but that was just the beginning.

In 1982, Mike left New Zealand for North America, riding across Canada and down through the U.S., along the way getting "hooked up" with Indians again. He settled in California, and with his interest in Indians



A fantastic 1941 Indian Dispatch-Tow, recently restored by Kiwi Indian.



Gas tanks line the shelves at Kiwi, ready for the next build.

stronger than ever, in 1988 he opened Kiwi Indian Motorcycle Company, selling parts for vintage Indians. As a trained automotive machinist, it wasn't too hard for Mike to transfer his skills to re-manufacturing Indian engine parts. "Back then you had three or four major suppliers," Mike says, "and there was a lack of consistent quality. I just figured whoever made the best of anything, I was going to make it better."

Kiwi Indian kept growing, and now Mike sells everything an Indian V-twin restorer could need from a catalog of around 2,000 items, with everything he sells produced in the U.S. Mike also started taking on repair work on customer bikes, which led to hiring extra help in the shop. He now has three full-time technicians on staff. "We have good guys. We're very, very conscientious about quality and doing the job right," he says.

Mike's desire to keep Indians on the road and make them more usable led to developing new products, including new engine cases. "We put quite a bit of effort into that," Mike says, "and it was 2000 when I



Engines coming together at Kiwi Indian and a new cast head stock (shown) ready to become part of a Chieftain frame.

built the first brand new engine since the original factory ceased production in 1953. That was a milestone." Mike installed the engine in his personal road bike and tested it by riding across the country to New York — and back again.

"A lot of people make stuff and they make claims," Mike says. "I want people to see my stuff being ridden. I don't have any backup on the road when I'm testing, because you have that confidence of your approach. That's my marketing."

From engines, Mike next ventured into frames and eventually complete replica Indian motorcycles. Many are close replicas of traditional Indian models, but he also produces a board tracker, a bobber and a 101 Chout (a Chief engine in a Scout chassis) to his own design. These can be ordered with traditional components or with Mike's modern interpretations — like the front disc brake he designed to replace Indian's ineffective drum. Fans of the brand have taken notice, because his order book is typically full for at least a year out.

Polaris

Given that Mike builds and sells motorcycles that are branded as Indian, it's reasonable to wonder how that works with Indian's new brand owners, Polaris Industries. "Carolyn (Mike's wife and business partner) and I reached out to them after they bought Indian. We had several meetings with them just to let them know we're all on the same team, and we have an agreement that we adhere to. My view is we complement one another. We're not a competitor at all. They're on a totally different arena, with totally different engineering. There have been a lot of guys who have continued the the brand, and it would not be worth

anything if it hadn't been for my predecessors carrying it over those dead years," Mike says.

Design

Mike is a big fan of Indian's distinctive Art Deco-era styling, pointing to Indian's introduction of skirted fenders as a bold styling statement. "You either loved them or hated them," he says, noting that Indian had "good engineers and good style. Even the engine, the cylinder heads, they flowed with the rest of the bike. In 1938 they integrated the instrument panel and came up with an awesome gauge set. It's their one-year-only gauge set, but holy smokes, it's kick-ass beautiful."

Mike applies that appreciation to the "new" Indian motorcycles he designs and builds. "I've always had an eye for detail," he says, "but I didn't know I had an eye for style until I was 40-ish. Looking back, that's what caught my eye about Indians. The design, from the tank and the frame all the way down to the axle, it sort of flows. I introduce some of my own style in there, taking into account the look of the period."

Mike's design and engineering philosophy is practical and hands-on. "I do all my engineering behind a set of handlebars. That's why I ride so much. I'm always thinking of new things. I came out with an electric starter about three years ago. I sold a ton of those, but that's from riding and understanding. Some new riders are intimidated by a kickstart if it doesn't go right. That's where I sell my replica bikes. You're buying an old bike but with all new technology, you don't have to worry about it," Mike says. "Buyers can get our replica

rolling chassis kits for around \$17,000 — adding options and cost from there — while our complete replica bikes start at around \$45,000."

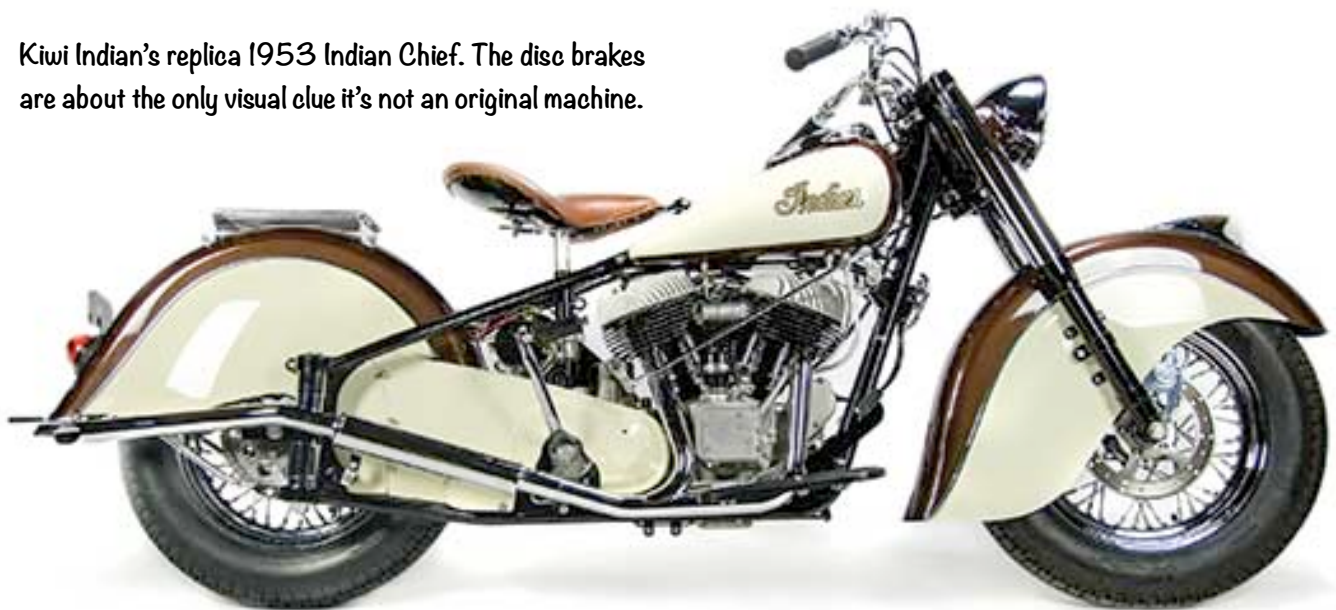
Mike is also working on a hand-clutch, foot-shift conversion. "The Indian mystique is that handshift. But there are people who don't like the handshift, foot-clutch deal, so I can open up that market to another bunch of riders."

Looking to the future

While Mike won't discuss specific numbers, he says that sales of replicas and parts have "exceeded our wildest expectations." But with the inevitable ageing of his target demographic, does he see a future slowdown? "Sort of. And it probably has to do with price. Indians have gotten up there. That's why I had to get out of just the parts business. I could see it had plateaued some years ago, and that's why I had to branch out and do other things. Guys that have old Indians, they need service work, and the replicas are another good staple to our business."

Mike also sees a revival of interest in vintage Indians among younger riders who are into retro styling that takes its cues from the past, and he enjoys the new bike-builder shows like [Born Free](#) and [The One Show](#). "I do keep in that younger arena. There's a different energy level, and without them we don't have anything." Truer words were never said, and thankfully we also have hardcore keepers of the flame like Mike, enthusiasts who dedicate their activities to keeping the old brands alive.

Kiwi Indian's replica 1953 Indian Chief. The disc brakes are about the only visual clue it's not an original machine.



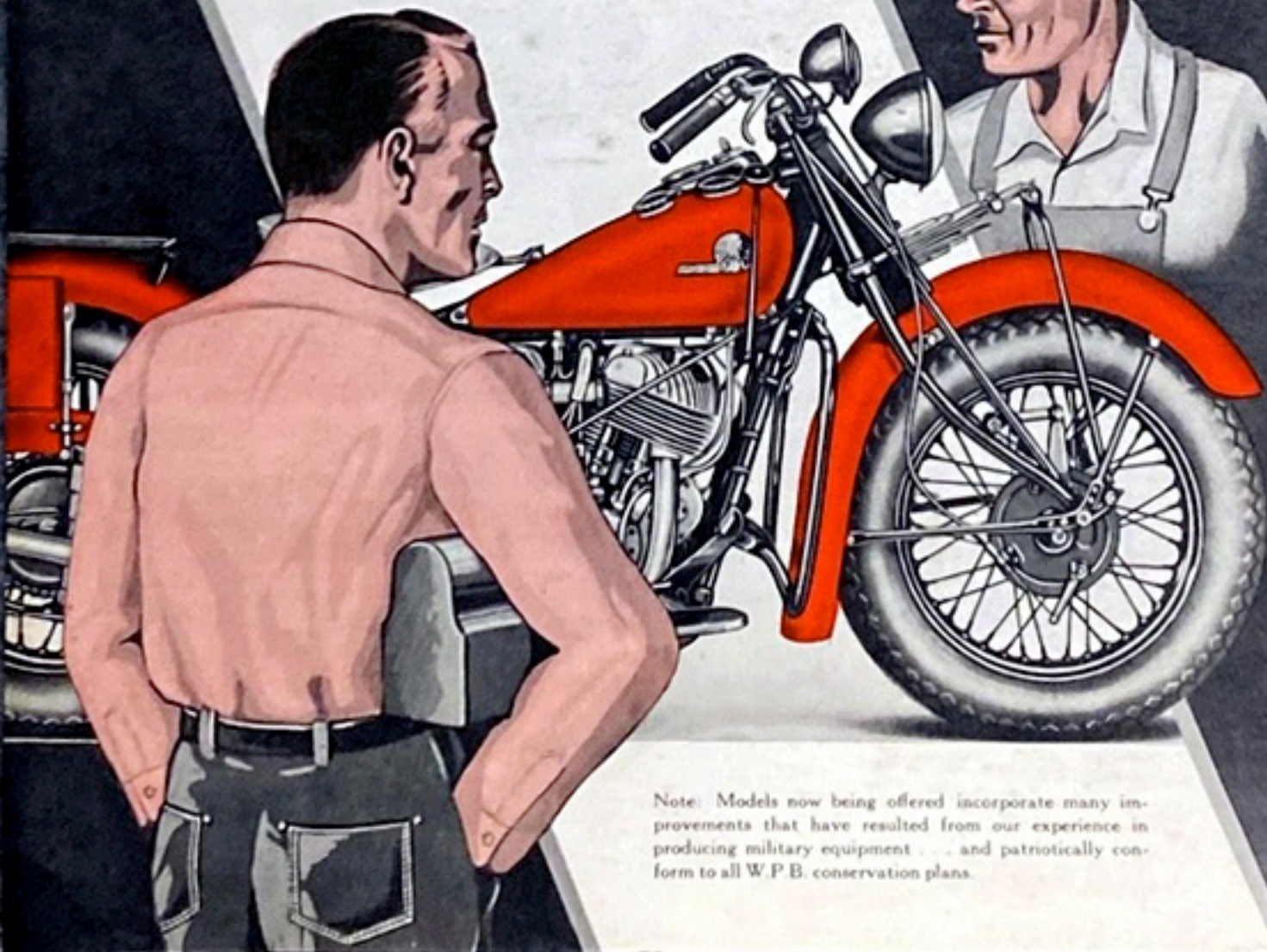
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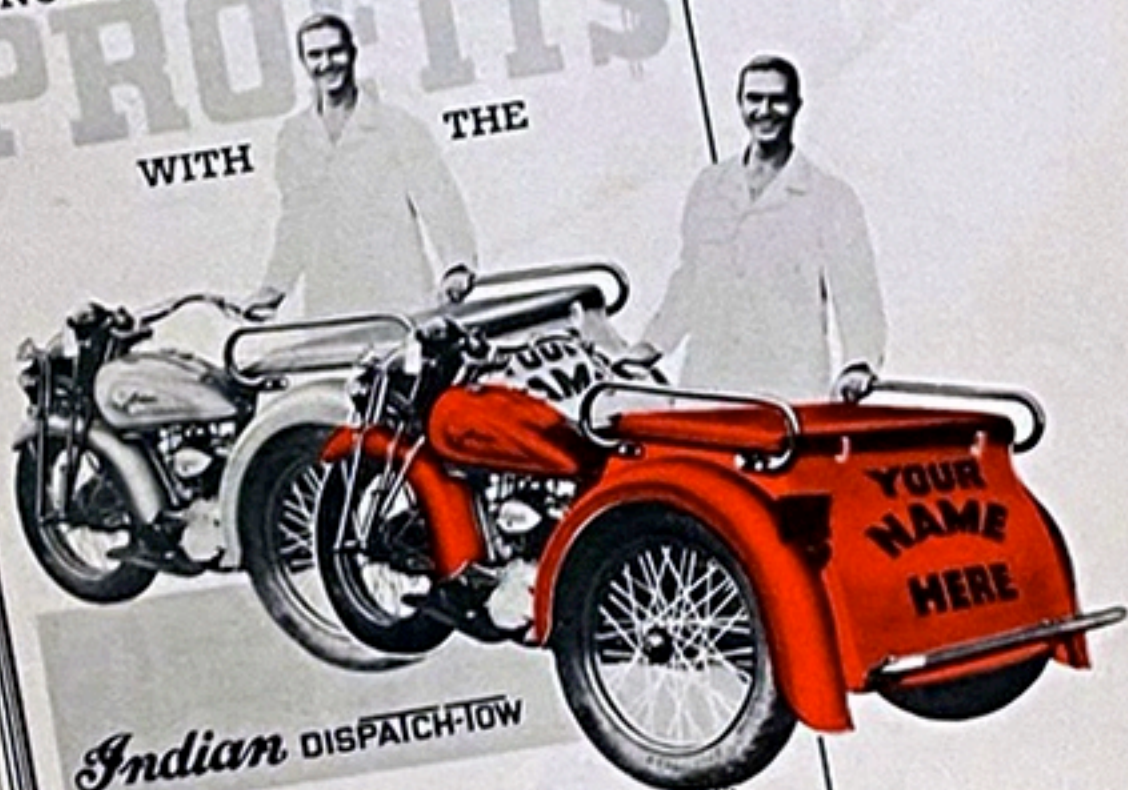
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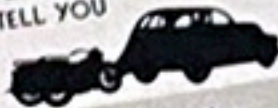
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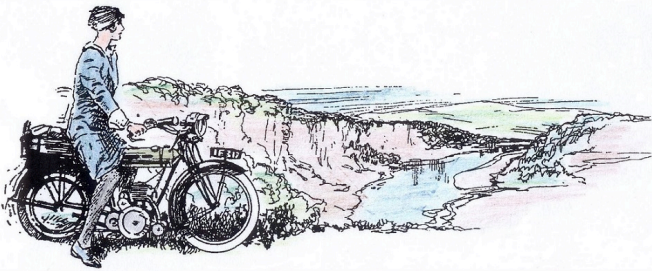
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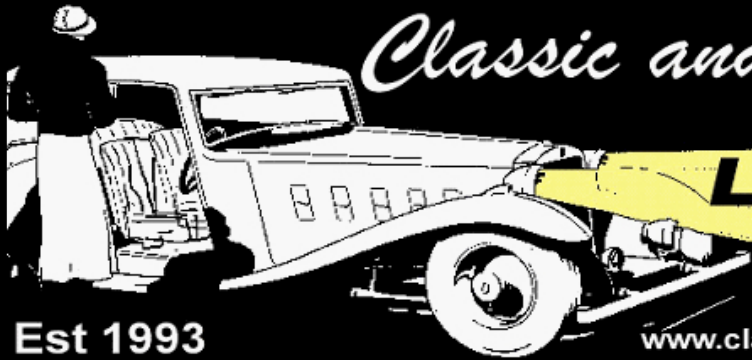
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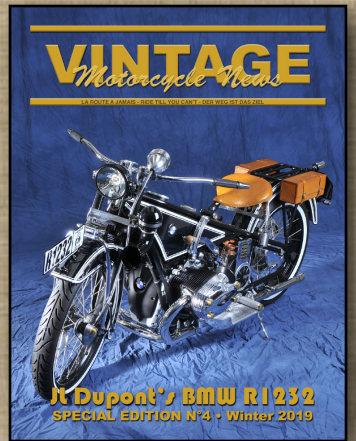
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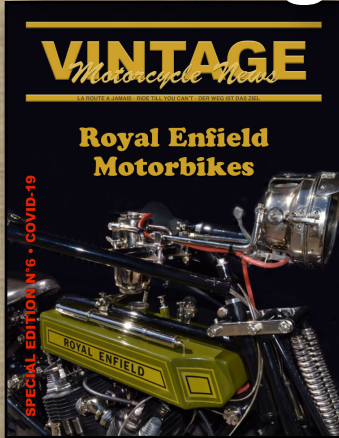
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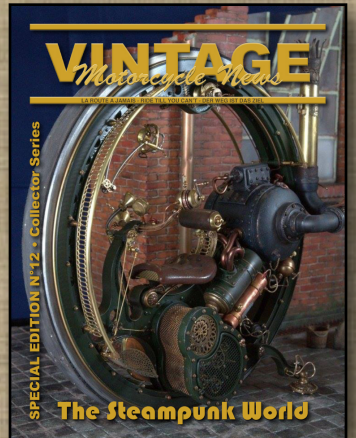
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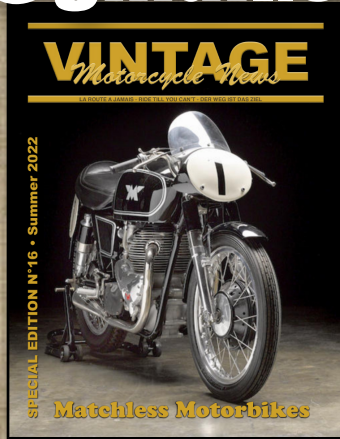
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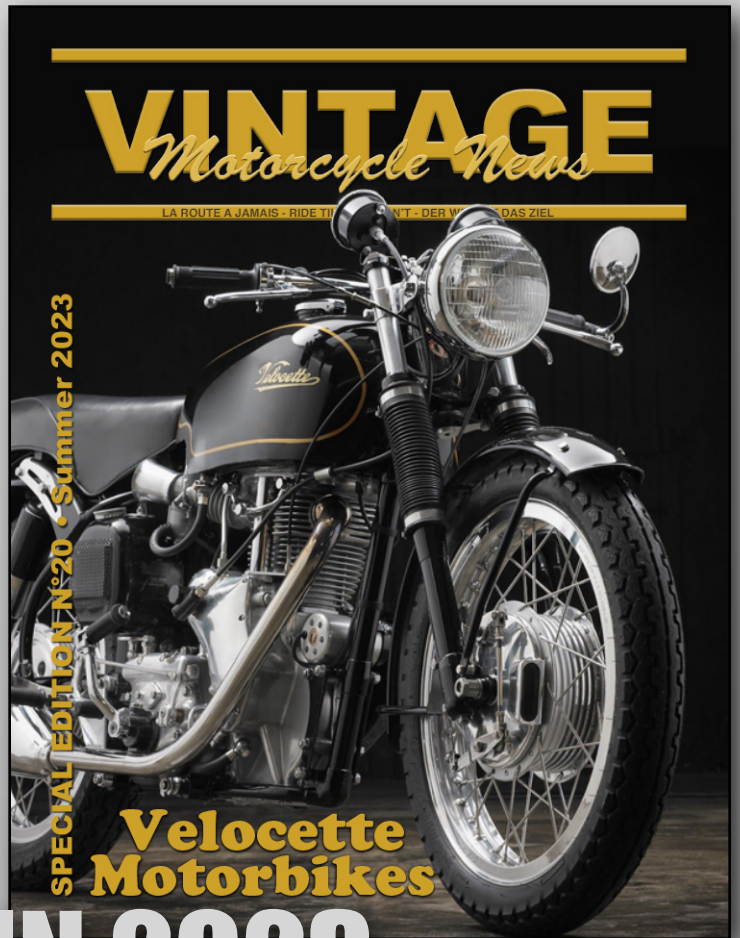
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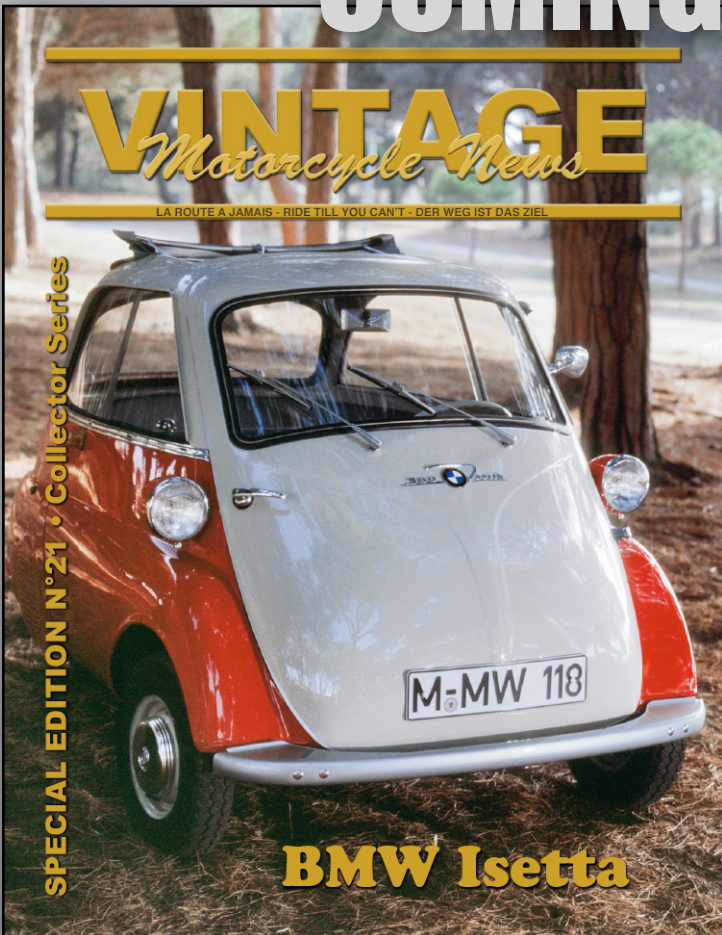


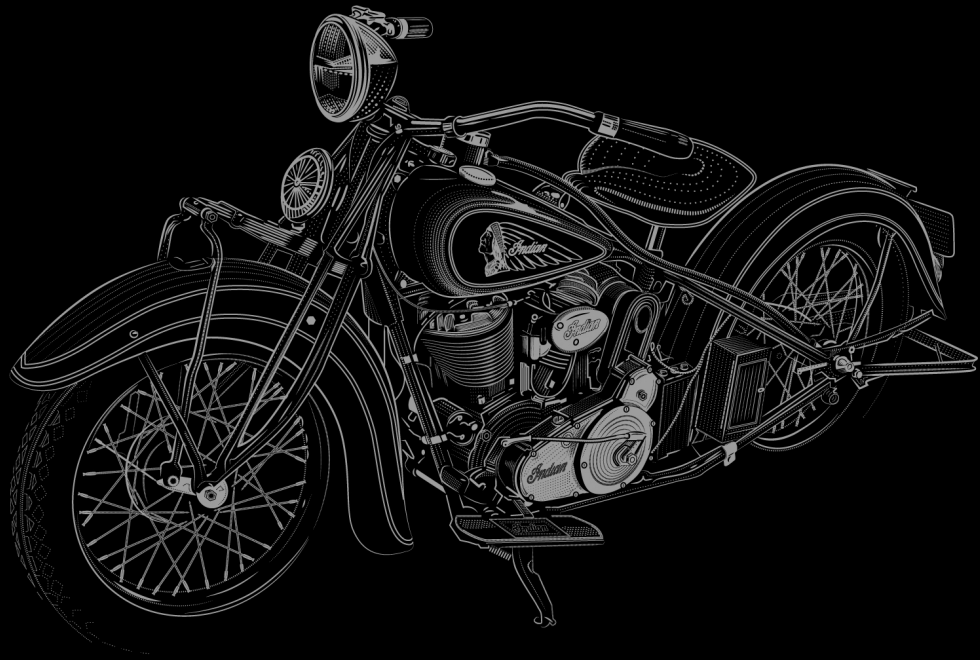
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