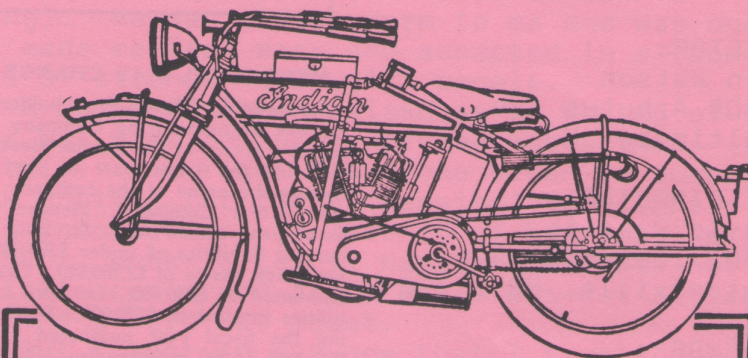




THE CHESAPEAKE EXHAUST REPORT



Rapid Transit *via* Indian Motorcycles

When you own an Indian you possess your own railroad or trolley line. You are independent of schedules. You can make your own time-tables—start when you please—ride as far and as fast as you like.

Mounted on an Indian you have the assurance of ample power, perfect brake control, absolute ease over the roughest roads and trustworthiness of every mechanical part.

The Indian Twin Motor has a reserve power that is equal to any demand that can be made upon it. "A twist of the wrist" gives you instantly any speed from 4 to 60 miles per hour. The smooth-acting Cradle Spring Frame, the greatest comfort feature ever devised, absorbs all road shocks and vibrations. All models are equipped with footboards.

Indian MOTOCYCLES
FOR 1914

THE CHESAPEAKE EXHAUST REPORT is the official quarterly publication of the Chesapeake Chapter of the Antique Motorcycle Club of America

DIRECTOR:

Ken Watson
1808 Arbutus Ave
Baltimore, MD 21227

VICE-DIRECTOR:

David Panella
1503 Idelwilde Ave
Catonsville, MD 21228

TREASURER:

Judy Watson
1808 Arbutus Ave
Baltimore, MD 21228

SECRETARY:

Dan Heath
Box 75 Boyer Mill Rd
New Market, MD 21774

EDITOR:

David Gaylin
P.O. Box 9686
Baltimore, MD 21237

Allgeier's Cyclery

Salesrooms and Service Station

INDIAN

MOTOCYCLES

2590 Myrtle Avenue

Cor. OLD Fresh Pond Road

Brooklyn, N. Y.

Tel. Evergreen 6527

HENDEE CO. MAY CHANGE NAME

Springfield, Mass.—Stockholders of the Hendee Manufacturing Company will probably be asked, at the annual meeting scheduled for the latter part of the month, to change the name of the company to the Indian Motor Company. Hendee closed the fiscal year ended Aug. 31, last, with total current liabilities of under \$300,000 and with net quick assets of \$2,100,000. Cash on hand amounted to \$360,000. In April current liabilities totalled to \$720,000. Production during the fiscal year numbered between 13,000 and 14,000 motorcycles. Output is now on the basis of 1,400 machines a month.

SNOW CYCLE COMPANY

Thos. Marcantonio, Prop.

291 Avenue "A," cor. 18th St.

(formerly 345 E. 23d St.)

Indian Motorcycles

Parts Repairing Supplies

Garage for

Storing Motorcycles

Quick, and careful, attention assured.

SERVICE BULLETIN.....

I'll make no excuses, only apologies for the summer absence of our newsletter, and I promise I will make every effort to see that it is more regular in the future.

I guess the most significant thing that has happened this summer has been the passing of Bill Blankner. It was my privilege to know Bill, if only for a short time and I think that everyone will agree that he wasn't the typical "Harley-type" (if there is such a thing). He was always warm to me and was one who made me feel easy and accepted in a room full of strange (and ugly) people.

A point has been raised as to why no effort was made to notify club members immediately. And right away some began to suspect dark motives for those (seeming) to withhold this information. I learned of his passing almost 2 weeks after it happened and was not a little concerned as to why I was not allowed to send a card, at least.

But I want to say now that I truly believe that this was just simply an oversight, with everyone who knew, assuming that the members would be informed by the other guy. Also in their defense I will say that no obituary appeared in any paper and that a card of condolence was indeed sent on behalf of the membership. An obituary written by the chapter president appears later in this issue.

As promised this edition of the newsletter has a central theme, as will all future issues (while I'm editorial god anyway). The last issue was printed and as it turns out, very expensive. This is why I was forced to return to the photocopier.

As always I welcome any contributions, comments or criticism by the membership.

D.G.



HENDEE MANUFACTURING COMPANY

Indian Motorcycles

SPRINGFIELD, MASS.

March 26, 1917

Dear Mr. Bernard:

Don't be a 'stay at home.' Spend your half holidays where the bass are biting, and your Sundays in seeing the country.

Imagine swinging along with a good pal on an Indian Motorcycle, new and beautiful scenery unrolling before you at every mile. It gives you an unlimited ticket to all out of doors.

The long summer evenings are coming too, when there's lots of time for a spin over the cool, country road and a twilight run home. A "twist of the wrist" and the sultry city is behind you.

If there's a girl in the case, there she is smiling at you from the 'natty' side car. Great medicine that, after a hard day in the shop or the office.

Mornings too. No rushing pell-mell from your bacon and eggs. No hanging to a strap in foul-aired cars.

No sirree! The Indian rider takes his time to breakfast, throws a leg over his faithful Indian and is away like a jack rabbit. He comes to his work as full of 'pep' as a bob-cat. No more dull monotony for him. He has something to look forward to.

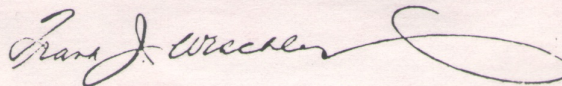
The Indian family is a big one. Every second motorcycle you meet is an Indian. And the Indian has won first place by merit alone. Its Powerplus Motor is the mightiest twin motor ever built. Its Cradle-Spring Frame, used exclusively by the Indian, gives it riding ease that no other can approach.

It's folly to be without an Indian when it's so easy to have one. You can pay for it month by month - a little at a time - out of the money you now spend for trifles which get you nowhere.

Sign and mail the post card now. Find out how easy it is to own an Indian.

Yours very truly,

HENDEE MANUFACTURING CO.



Treasurer

IN MEMORIAM
WILLIAM (BILL) BLANKNER

Our club has suffered a great loss. Bill died July 29th in the hospital where he worked, as an electrician.

Bill and I traveled to many A.M.C. meets together. He preferred Harley Davidson as his favorite cycle. But like all of us, he liked all two wheelers. In the eight to ten hour rides, to the meets, I came to know Bill quite well. He served in WW II and fought in the Battle of the Bulge. He also helped to build the Delaware Memorial Bridge.

Bill's main interest was Motorcycles, and collecting paraphernalia. He was a colorful character we all knew and saw at the local swap meets. If you had a question about H.D., he probably could answer it. One thing about Bill, I never heard anyone say a bad thing about him (and how could they).

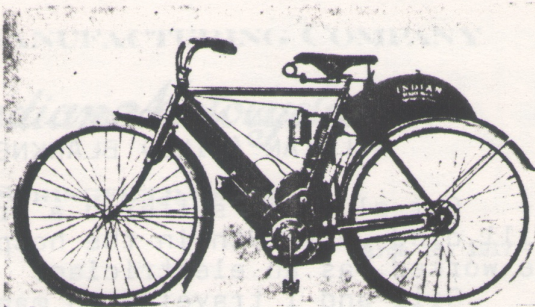
I have lost a good friend. I think we all have. I-We-shall all miss him.

Ken Watson

Post Script: Not much more than 3 weeks after his father's passing Bill Jr, while on foot, was struck and killed by an automobile. This tragic turn of events has taken 2 of our club members in less than a month's time. They will be missed.

Editor

1905 Double Twist Grips, Optional Gears, Chain Drive



1905 INDIAN

THE most important single feature of the 1905 Indian was the "double twist grip control." Prior to the 1905 models, all control of the machine for ignition and throttle had been thru the use of levers mounted forward of the saddle on the main crossbar.

The left hand grip was made to control the throttle, while the right grip was made to control the spark.

A flexible shaft, connected directly to the grips themselves, led thru the handlebars on the inside to a series of universal joints and telescoping shafts which in turn connected directly to the control lever of either the throttle or the circuit ignition breaker.

The right control grip was rather ingeniously connected to operate three different controls. In a fully retarded position, the control lifted the valve mechanism compression release so that the machine could be pedaled freely without working against the compression of the motor. On being turned toward an advanced position, the grip (after closing the valves) made an electrical contact which allowed the current to flow thru the breaker points of the ignition system. The remainder of the control, from retard to advance, controled the spark itself.

Another important feature was a cushion fork. This fork was formed of two pieces; one spring being contained in a small cartridge at the front of the forks, which compressed under load. A smaller spring at the back of the fork relieved the jar. In effect, this suspended the forward part of the machine between these two springs, the action being on the two bolts at the hinged joint. By merely turning a nut on the forward spring, any desired tension could be attained to accommodate both heavy and light riders.

Another feature of refinement, which in 1904 won for its inventor world recognition at the Louisiana Purchase Exposition in St. Louis and which was incorporated in the 1905 models of Indian, was the improved Hedstrom carburetor. Operating much the same as our present day carburetors, the 1905 Hedstrom design was taken out of the class of "mixing pots" and placed in a class by itself as the only "scientific calibrating device for motor vehicle use to accurately and efficiently pass a gaseous mixture of air and gasoline to the engine."

The chain drive was still hailed as an important feature in 1905 over the old "slip and slide belt drive."

To oil the motor, one was required to open an outlet valve on the lower side of the motor base to first let the old oil drain off. When drained completely, the valve had to be closed and another valve opened between the oil tank carrier and oil cup to allow the glass cup to fill up. When the glass cup had been filled, it was necessary to close this valve and open another valve between the glass cup reservoir and the motor, after which a rider could travel from 25 to 30 miles without worrying about oiling, it being taken care of from this point automatically.

Since there were no speedometers available to measure distance, it was advisable (and offered as accessory equipment) to have a "Veeder" cyclometer, which was almost identical to the small veeder cyclometers in use today on bicycles.

The standard gear (on the rear coaster brake hub) was 17 tooth with options 15, 13 and 11 being available.

Carbide lamps were an accessory, at a price of \$6.00.

CALENDAR 1987.....

- February 13,14,15--Int'l Motorcycle Show,
Festival Hall.
- February 28-3/1--Florida Chapter, Howard
Johnson's Orlando, Florida.
- April 11,12--Yankee Chapter, Location unknown.
- April 30-5/3--Carlisle Fleamarket, Carlisle PA.
- May 16,17--Colonial Chapter, Harmony, New Jersey.
- June 6,7--Omaha Chapter, Location unknown.
- June 27,28--Perkiomen Chapter, Oley PA.
- July 18,19--Maumee Valley Chapter, Wauseon, Ohio.
- July 26,27,28--Rocky Mountain Run
- August 15,16--Empire Chapter, Schnectady, N.Y.
- September 12,13-- Chief Blackhawk Chapter,
Davenport, Iowa.

HARLEY HERITAGE FOR SALE

I honestly don't know if it's proper to comment or write about the Bill Blankner auction. But the event proved interesting in many ways and for those who couldn't attend, I think an account of what took place would be in order.

The sale was held on Thursday, October 30, at the Timonium Fairgrounds and was conducted by Milton J. Dance Auctioneers. I have mentioned their name for reasons explained later. The event was well attended by what I estimated to have been around 350 or so people, including a good representation of our chapter. The sale commenced at 3PM sharp as scheduled in the new 4H building (all of the 4H building). Incidentally, I was invited by Bill twice to see his motorcycle collection, but did not see all that was sold at Timonum. He had much more that I knew of and his possessions filled the entire hall.

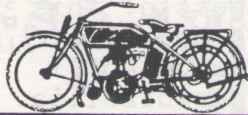
All of what interested me wasn't going to be sold until later in the day, so perhaps I didn't pay as much attention to the fore part of the sale as I should have. But from the start it became clear to even the mildly concerned that the deeper pocketbooks would rule the day. I'm sure there were some bargains early in the going but judging by some reactions, not many. Credit is due here to the auctioneers, aided by Mort Wood and a few others, for arranging the items to bring maximum return. Specially rare items were separated for sale singularly and not lumped with other lots. I will also venture that without Mort's help I'm afraid that Bill Blankner's collection would have fetched substantially less, maybe as much as 50% less.

It was around 7PM by the time they began to sell the motorcycles, which seemed to be what many were waiting for as it attracted the largest crowd. Of note here was the 10% buyers pre-

MORE

APPLICATION FOR MEMBERSHIP

Antique Motorcycle Club
Of America, Inc.



MAIL TO: MEMBERSHIP CHAIRMAN
DICK WINGER
2008 FITCHBURG ROAD
STOCKBRIDGE, MICHIGAN 49285

DO NOT WRITE
IN THIS SPACE

No.

NEW
 RENEWAL

PLEASE ENCLOSE A STAMPED, SELF-ADDRESSED ENVELOPE FOR MAILING YOUR MEMBERSHIP CARD(S)

DUES: ARE \$15.00 PER CALENDAR YEAR OR \$24.00 FOR AIRMAIL OUTSIDE THE U.S.A. SPOUSE MEMBERSHIP IS \$5.00 AND DOES NOT INCLUDE MAGAZINES. MAKE CHECKS OR MONEY ORDERS PAYABLE TO "ANTIQUE MOTORCYCLE CLUB"

PLEASE PRINT YOUR NAME AND ADDRESS BELOW:

NAME: _____

STREET ADDRESS: _____

CITY: _____

STATE: _____ ZIP CODE _____

FOR SPOUSE MEMBERSHIP ONLY (\$5.00 DUES, INCLUDES SEPARATE MEMBERSHIP CARD)

SPOUSE'S NAME _____

HARLEY HERITAGE CONTINUED

mium imposed by the sellers. I mention this now to show that Bill's 1930 JD outfit brought a final bid of \$6,000, the largest single sale of the day. But the buyer, whoever he may be, paid closer to \$7,000 taking in account the buyers premium and state sales tax. But considering the condition and completeness of this machine, perhaps it was still a good value.

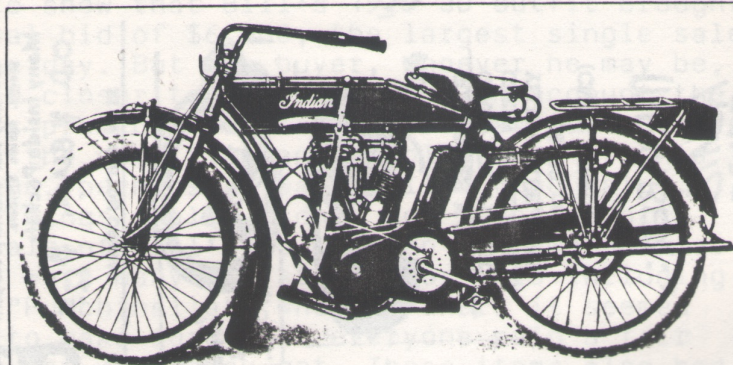
Things really didn't get strange until the sale of Bill's collection of memorabilia. There were many who stayed for this including Dave "Punchinella", who was there it seemed only to make sure that everyone paid a fair price for what they got. These items also had been painstakingly arranged to return the highest, and often the silliest bids, IE: a can of BSA oil brought \$60. and a quart of Indian, \$100. Someone even paid a goofy \$80. plus for a currently "reprod" Merkle poster. I don't believe that these prices actually reflect the value of the items sold but it does give you some idea of what can happen during the heat of battle. I will not bore you with descriptions of what I was able to get but you can be assured that I got a little carried away as well.

The sale did not conclude until after 1AM on Friday morning as many items were sold one by one including pins, wrenches, toys, etc. It would have been very easy for Dance auctioneers to group lots together or offer entire showcases for the bid in an effort to expedite the sale (at the expense of Bill's estate) considering they had at least 12 people there of their own. This they did not do and I for one congratulate them.

A special thanks is also in order to Mort for spending much of his time as stated earlier, making sure the sale was conducted properly. I sincerely hope that if I'm not fortunate enough to dispose of my toys before it's my time, that there will be someone around like Mort, who'll look after me.

D.G.

HARLEY HERITAGE CONTINUED



SPECIFICATIONS

7 H. P. Twin-Cylinder 61. Regular Model - \$250.00 f. o. b. Factory

Motor—Hedstrom air-cooled (7 h. p.), bore $3\frac{1}{4}$ inches, stroke 3.43-64 inches, piston displacement 61 cubic inches. Roller bearing connecting rods.

Carbureter—Hedstrom automatic with auxiliary jet.

Valves—Both inlet and exhaust mechanically operated, and constructed of the best alloys suitable for the purpose. Adjustable tappets.

Ignition—Improved high tension enclosed magneto.

Spark Plugs—Hedstrom mica with snap-on terminals.

Muffler—Indian latest improved with tail pipe. Quiet and efficient.

Lubrication—Double forced system. Gear driven pump automatically maintains constant level in motor base for normal running. Auxiliary hand pump for emergency use. Window in motor base indicates oil level.

Handlebars—Graceful in design, and fitted with "Rough Rider" grips.

Control—Indian patented leverless, double grip "twist-of-the-wrist" system. Right grip controls compression release and spark; left grip controls throttle.

Transmission—Indian double roller chain system with Indian multiple dry plate clutch on countershaft. All driving chains protected. Clutch control through hand lever on left side. Standard motor gear, 3.47 to 1. Options, 3.98 to 1; 4.5 to 1. Pedaling gear, 38. All chains $\frac{1}{2}$ inch wide, $\frac{3}{8}$ inch pitch. Long chains interchangeable.

Tanks—Gasoline capacity, $2\frac{1}{2}$ gallons. Improved sure-tight gasoline cut-off built into tank. Cap fitted with priming syringe. Oil capacity, 2 quarts.

Frame—Indian cradle spring frame, Indian patented bridged reinforcement throughout, scientifically braced and fitted with luxurious twin parallel group vanadium steel springs. Height, $18\frac{1}{4}$ inches.

Fork—Indian cradle spring fork, scientifically braced, and with long luxurious vanadium steel scroll spring. Fork crown, drop forgings.

Wheelbase—55 inches.

Wheels—28 inch diameter, 36 spokes front and rear. Rims heavy single clinch. Finished to match frame. Heavy spokes.

Guards—Improved beaded mud guards, front and rear, with front extension and splashers to correspond, 47-16 inches wide.

Tires—United States studded, single clinch, 28 x $2\frac{3}{4}$ inches detachable. Three-inch tires \$3.50 extra.

Brake—Corbin external contracting V-band. Double and independent inter-connecting actuation through starting pedals and left push pedal respectively, affording absolute control in all foot positions.

Stand—Permanent positioned rear stand, folding type. Locks to rear guard when not in use.

Saddle—Improved Indian-Mesinger, allowing very low riding position.

Finish—Indian Red, all bright parts nicked over heavy coat of copper.

Tool Box—Large leather tool box attached to rear of luggage carrier, containing complete complement of tools and tire repair outfit.

Luggage Carrier—Indian 1913 type, tubular girder construction.

Foot Boards—Hinged construction to permit folding up. Offers most comfortable riding position.

CLASSIFIED.....

FLEAMARKET.....

FOR SALE: 1983 Triumph
TSX, Burgundy, new Nov '83,
less than 2,000 miles, Ser-
viced by dealer every 500
miles. Luggage rack, Lrg.
travel trunk, and cover
included. Completely stock
\$2500.00. Luke Flannery
(301) 465-8637.

FOR SALE: 3 Wheel Morgan,
750 MotoGuzzi engine, Must
see to be appreciated. Rod
Coates, 2516 Laurelbrook
Road, Fallston MD (301)
877-1695.

FOR SALE: Triumph and other
British motorcycles, litera-
ture, posters, T-shirts etc.
Call for details David Gaylin
(301) 866-1685.

FOR SALE: 1935 BSA Blue Star,
has additional engine and
forks; Assrt-N.O.S. pistons
for British bikes, Ariel,
SQ.4, Douglas, Velocette.
Harry Crook (301)265-8288

FOR SALE: 1959 Ariel SQ.4
MKII, S.N. CNML 1980, New paint/
silencers, Exc. Cond. \$6500.00
Bob McKeever (301)774-9655.

FOR SALE: 1969 BSA Rocket III,
All orig, needs only tires/paint,
offers. Keith Murphy Home (301)
652-7138 Work (202)244-6975.

FOR SALE: 1949 Mustang Pony
complete restoration, needs
only minor elec. work. Spare
trans, piston, magnets, manual,
parts book. Terry Mann (301)
644-2888 or 644-7830

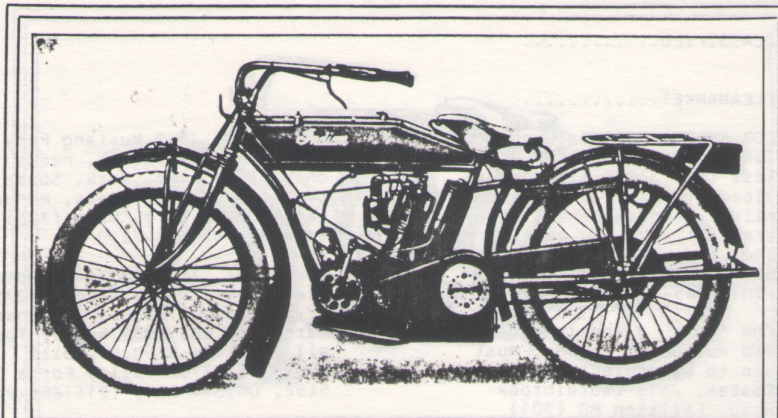
FOR SALE: 1949 249-440 Indian
Scout V.T., fully stock. \$2750.00.
Dryer sidecar with Indian hard-
ware \$750.00. 1961 Harley Topper,
all complete \$750.00. Bill
Newhouse, 3788 Valley Forge Dr.
Stoe, Ohio 44224, (216)686-9914.

WANTED: Original "Willard"
battery as fitted on Indian
cycles from late 20's to mid
30's. Also 1934 Maryland
cycle tag. Kent Thompson
4817 R.I. Ave., Hyattsville,
MD 20781, (301)927-2628.

WANTED: Your classified ads.
Turn your unwanted into cash
or swaps. Send them to:
Chesapeake Exhaust Report,
P.O. Box 9686, Balto., MD
21237. Free to Chesapeake or
National members.

WANTED: Original Triumph motor-
cycle literature and memorabilia.
Single items or collections.
Your price or desire. David
Gaylin (301)866-1685.

Classified ads are free to all AMCA members, non-members pay 10¢ a
word (20 word minimum). Business card size ads \$5.00 an issue and
full pages are \$10.00 each. Send your wants and needs now for
print in the next issue. Chesapeake Exhaust Report, P.O. Box 9686,
Baltimore, MD 21237.



SPECIFICATIONS

4 H. P. Single Cylinder 30.50. T. T. Two-Speed Model, \$275.00 f. o. b. Factory

Motor—Hedstrom air-cooled (4 h.p.), bore $3\frac{1}{4}$ inches, stroke 3.43-64 inches, piston displacement 30.50 cubic inches. Roller bearing connecting rods.

Carbureter—Hedstrom automatic with auxiliary jet.

Valves—Both inlet and exhaust mechanically operated, and constructed from the best alloys suitable for the purpose. Adjustable tappets.

Ignition—Improved high tension enclosed magneto.

Spark Plug—Hedstrom mica with snap-on terminal.

Muffler—Indian latest improved with tail pipe. Quiet and efficient.

Lubrication—Double forced system. Gear driven pump automatically maintains constant level in motor base for normal running. Auxiliary hand pump for emergency use. Window in motor base indicates oil level.

Handlebars—Graceful in design, and fitted with "Rough Rider" grips and magneto cut-out switch.

Control—Indian patented leverless, double grip "twist-of-the-wrist" system. Right grip controls compression release and spark; left grip controls throttle.

Transmission—Indian double roller chain system with Indian multiple dry plate clutch on countershaft. All driving chains protected. Clutch control through double acting foot pedal on left side. Standard motor gear, 5.25 to 1 on high. Options, 5.85 to 1; 6.45 to 1. Low speed affords a 40% reduction. Change gear control on top frame tube. Pedaling gear, 38. All chains $\frac{1}{4}$ inch wide, $\frac{1}{8}$ inch pitch. Long chains interchangeable.

Tanks—Gasoline capacity, $2\frac{1}{2}$ gallons. Improved sure-tight gasoline cut-off built into tank. Cap fitted with priming syringe. Oil capacity, 2 quarts.

Frame—Indian cradle spring frame, Indian patented bridged reinforcement throughout, scientifically braced and fitted with luxurious twin parallel group vanadium steel springs. Height, $17\frac{3}{4}$ inches.

Fork—Indian cradle spring fork, scientifically braced and fitted with long luxurious vanadium steel scroll spring. Fork crown, drop forgings.

Wheelbase—58 inches.

Wheels—28 inch diameter, 36 spokes front and rear. Rims heavy single clinch. Finished to match frame. Heavy spokes.

Guards—Improved beaded mud guards, front and rear, with front extension and splashers to correspond, 4.7-16 inches wide.

Tires—United States studded, single clinch, 28 x $2\frac{3}{4}$ inches detachable.

Brakes—Indian improved double brakes with internal brake shoe expanding within a brake drum and operated by a foot lever conveniently located on right side. Also a second brake band which contracts on the outer circumference of the same brake drum and is operated by a grip lever on the left handlebar. These brakes are absolutely simple and the most powerful ever fitted to a motorcycle.

Stand—Permanent positioned rear stand, folding type. Locks to rear guard when not in use.

Saddle—Improved Indian-Mesinger, allowing very low riding position.

Finish—Indian red, all bright parts nicked over heavy coat of copper.

Tool Box—Large leather tool box attached to rear of luggage carrier, containing complete complement of tools and tire repair outfit.

Luggage Carrier—Indian 1913 type, tubular girder construction.

Foot Boards—Hinged construction to permit folding up. Offers most comfortable riding position.

Engine Starter—Indian foot type with safety backfire ratchet.



**Greatest motorcycle value
ever offered!**

CHESAPEAKE

CHAPTER - AMC

The Chesapeake Chapter of the A.M.C. gathers at The N.C.O. Building on the Pikesville Armory, on the last Thursday of the month. Revenues from dues supports the various function, parties, etc. organized by the club. All paid members are entitled to a membership card, the Chapter Newsletter and participation in all club sponsored activities. Membership is renewable the first of each year.

MEMBERSHIP APPLICATION

Please print all information

Name _____ Date _____

Address _____

City _____ State _____ Zipcode _____

National AMC number _____ Telephone _____
area code-

Please enclose your check or money order for annual Chapter dues of \$10.
Mail application to Chesapeake Treasurers: Ken and Judy Watson
1801 Arbutus Avenue
Baltimore, Md. 21227