



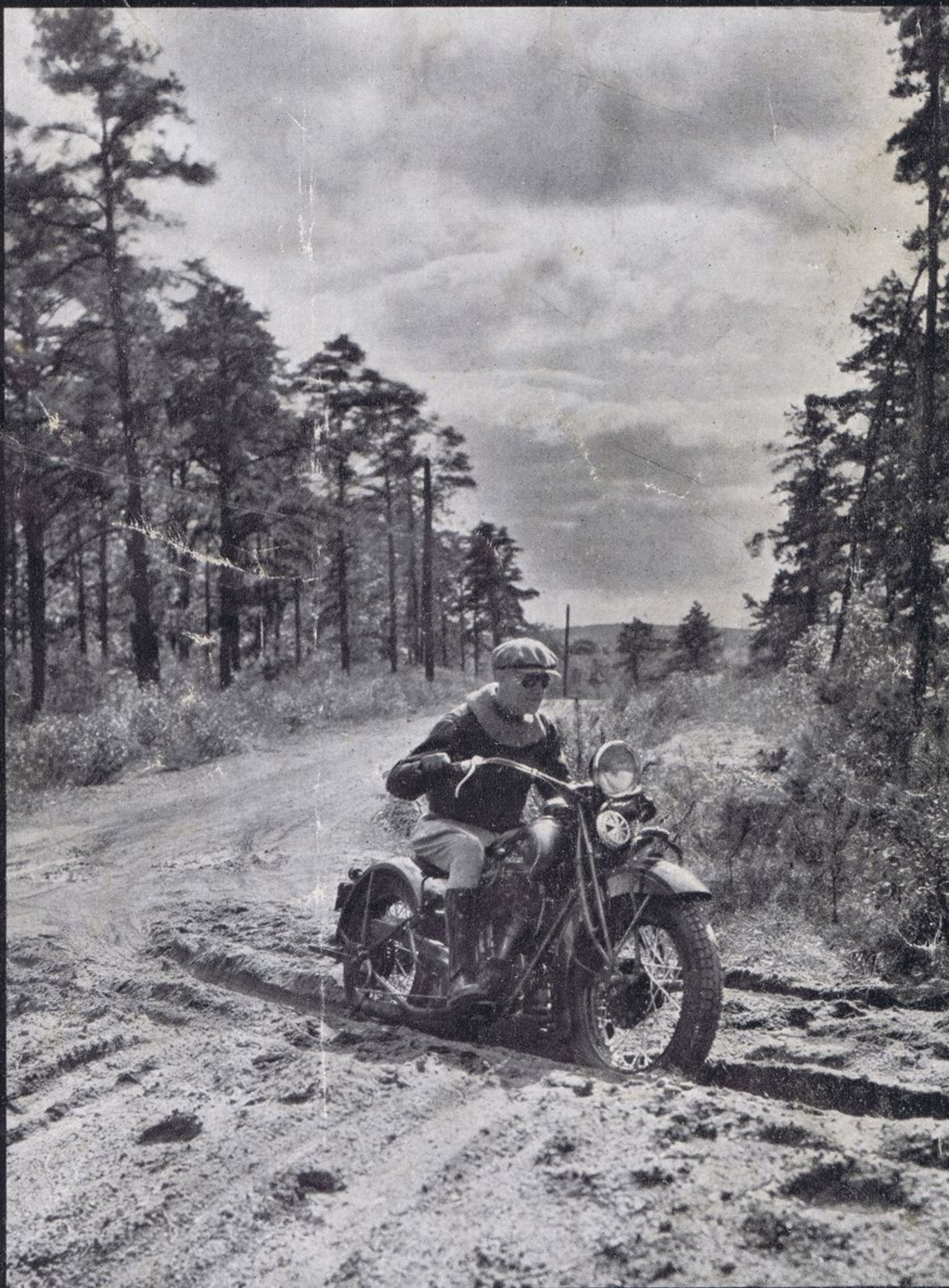
INDIAN NEWS

for Indian Riders

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1931



*1932 Indians are here
with 50 New Features!*



A Message from INDIAN'S Motorcycling President



E. Paul duPont

In the year 1902 » » twenty-nine years ago » » I rode my first Indian Motorcycle. What a far cry it is from that old timer to our present day Indians with their easy starting and perfection of detail and a smooth power output that makes speeds of more than twice the 1902 speed an everyday occurrence. All year long the Engineers at the Indian Factory have been developing and testing the fifty or more

new features that you will find on the 1932 Indians. The new Indians possess more motorcycling value » » with more possibilities for real sport and dependability than have ever before been offered to the motorcycling public.

Soon I intend to have a stable of the 1932 models in my own garage at home, where four of my sons, who all ride, can enjoy with me, the many advantages to be found in these advanced motorcycle designs.

To **Indian** Riders all over the world I extend best wishes for many happy miles of sport.

SINCERELY,

E. Paul duPont

President

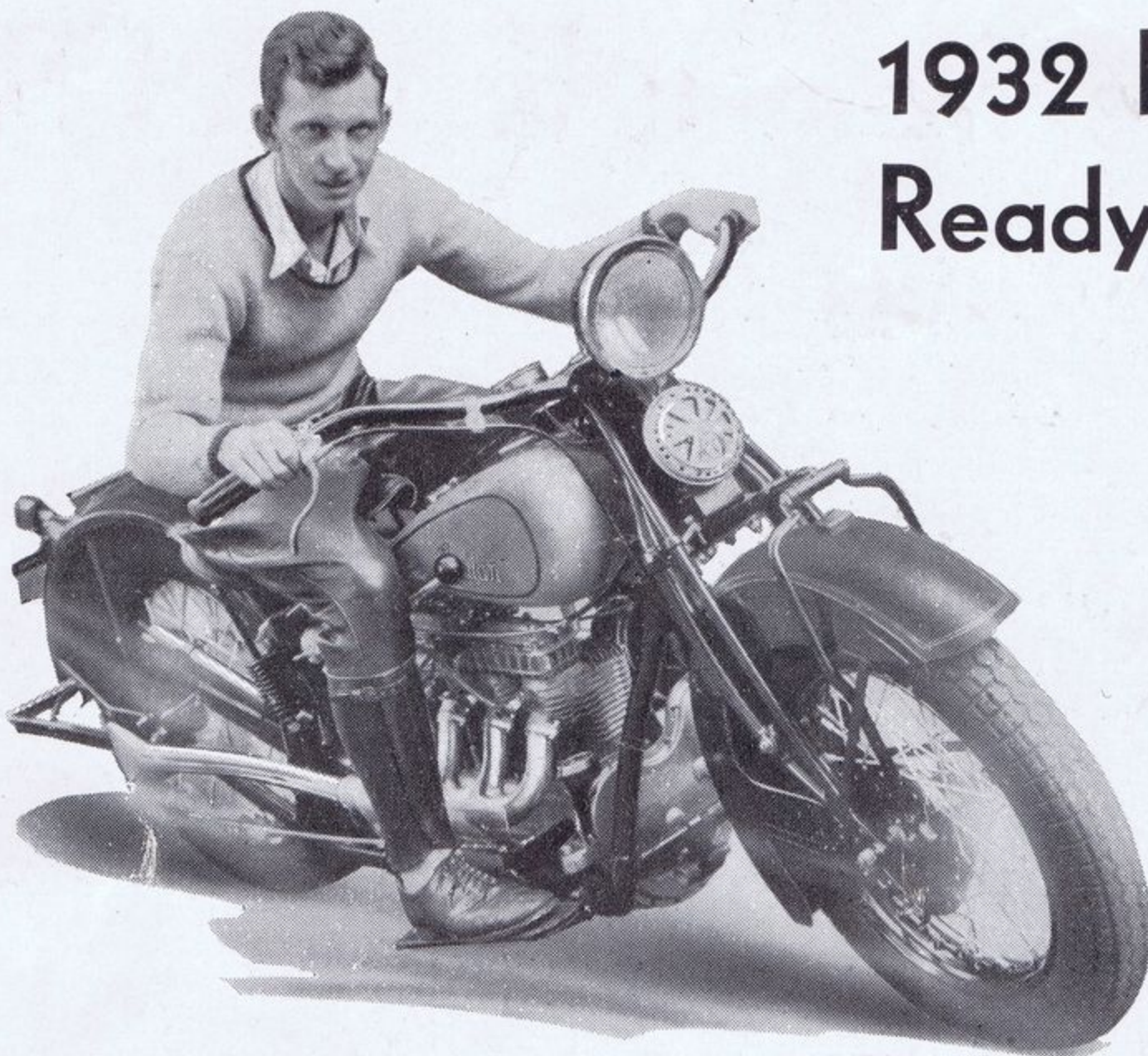
INDIAN MOTORCYCLE COMPANY

BARNSTORMERS.CO.NZ



1932 INDIANS Now Ready for the Road!

**New Graceful Lines
New Riding Comfort
New Speed and Power
New Equipment**



In 1932, if you buy a Scout 45 and halfway thru the season you decide you want an Indian 74, it's going to be an easy matter for you to swap powerplants, because everything on the Indian 74 and the Scout 45 is interchangeable except the engine and transmission unit itself. In other words, the 74 and 45 are very

much the same motorcycle, but you can fit either a 45 or a 74 motor in the frame.

MAN—they're here! The finest line of motorcycles ever produced is now ready for the road, resplendent with 50 new features. If you are a dyed-in-the-wool motorcyclist, a fellow who likes the rush of wind in his face, and the warmth of the sun as you spin along the highway—if you like a motorcycle which is a faithful, sturdy mount on narrow trails off the beaten highway—if you like a motorcycle that not only looks the latest style, but "gets out" and performs like nothing else on two wheels—then you are going to fall hard for the new Indians.

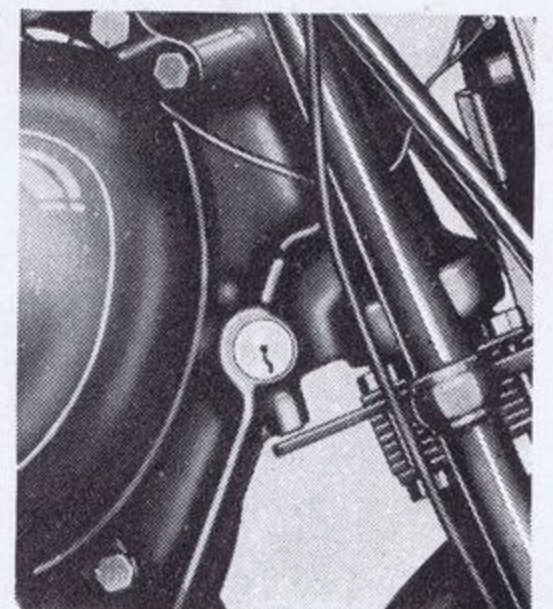
If we were to count each tiny improvement on the new models, the count would go way up, but when we say the new Indians have 50 new features, we are counting only the big features—the ones that will mean the most to a motorcyclist. Actually, the new Indians bear 50 brand new features that combine to make up the most powerful, easiest riding, and easiest to handle motorcycles ever built. These new features are carefully designed for:

1. Finer Appearance.
2. New Smooth Performance.
3. New Comfortable Riding.
4. More Speed and Power.
5. A New Excellence of Equipment.
6. Easier and More Economical Upkeep.

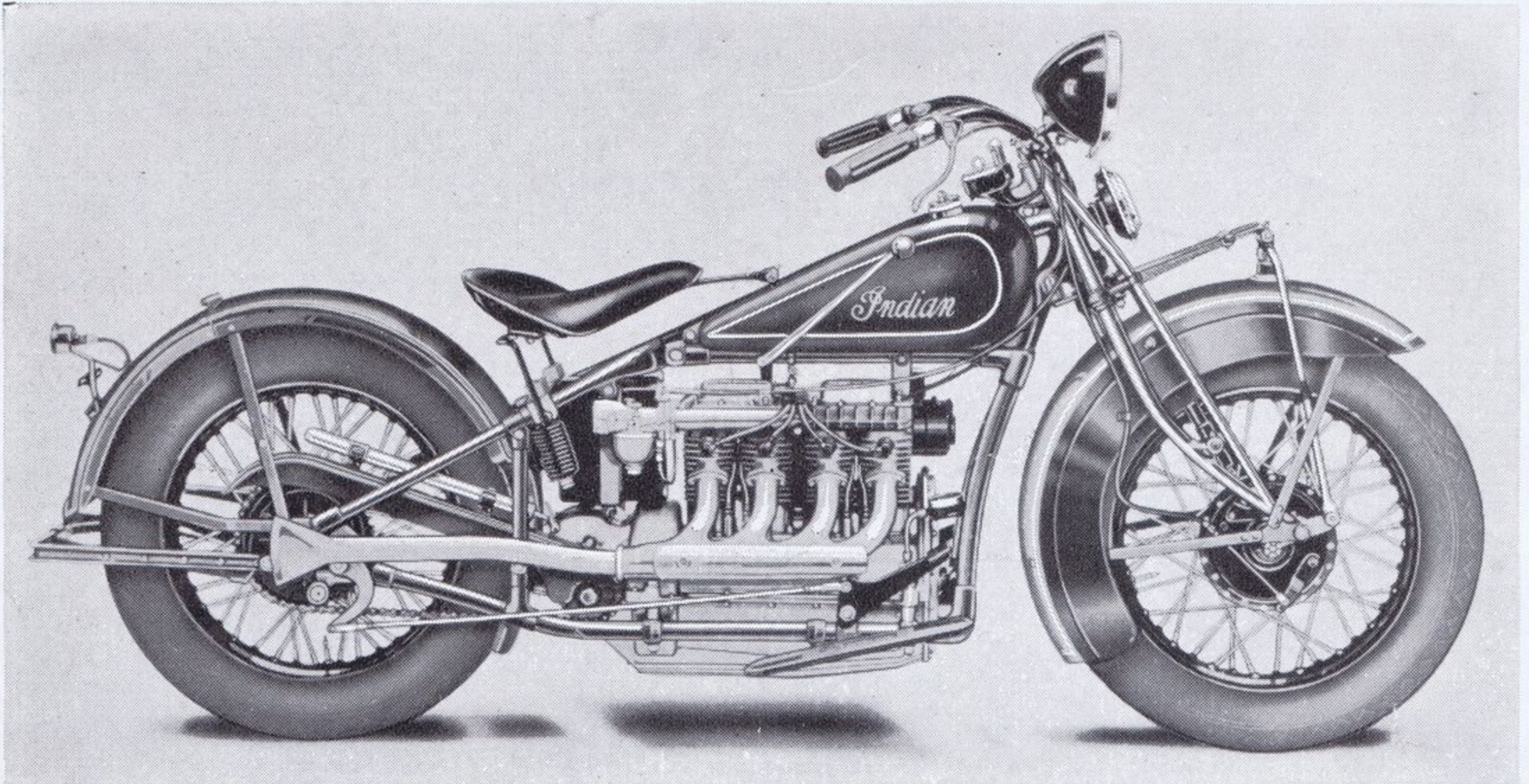
It is going to be difficult to describe the new Scout 45 and the new Indian 74 separately, because they are very much the same machine.

New Riding Position

In the new Scout 45 and the Indian 74 for 1932, you will find all those things that go to make the perfect motorcycle. New beauty of line—a new low riding position which has been made possible by entirely redesigning the whole motorcycle, so that now—more than ever before—you are seated **in the machine**—and not **on it**. The saddle front connection is wider with an alemite fitting, and the rear saddle spring connections are adjustable to four different positions, so that it is easier to adjust the machine to your own style of riding. A spring seat post is optional on the Scout 45 and the Indian 74—at no extra cost. The handlebars are higher in front, because of the new designed frame, with just the right drop to the grips so that when you sink into the saddle, your hands fall naturally on the bars. And the footboards have been moved forward for a more natural position of the feet. For easier control, the hand brake lever has been



This Theft-Proof Lock is set into the solid frame steering head forging on 1932 Models.



Right broadside of the 1932 Indian 4, showing the new handsome lines.

moved nearer the grip and the foot brake and clutch pedals are redesigned to give easier action because of more leverage, and the pedals themselves are larger and more easy to reach with the foot.

Lock Standard Equipment

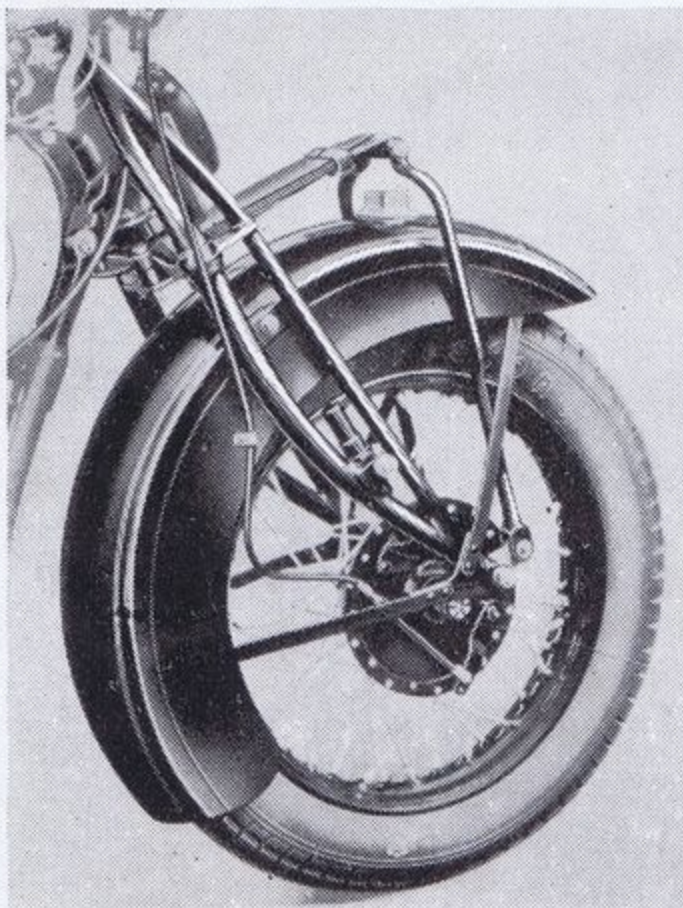
For greater convenience and safety, a steering head lock is standard—set into the solid framehead forging, with a plunger that extends down thru an extension of the horn bracket. To get away with your motorcycle when it is locked in this manner, a fellow needs a great big cold chisel and a crew of strong-armed workmen to chisel away several inches of solid steel forging.

The new instrument panel is neater in de-

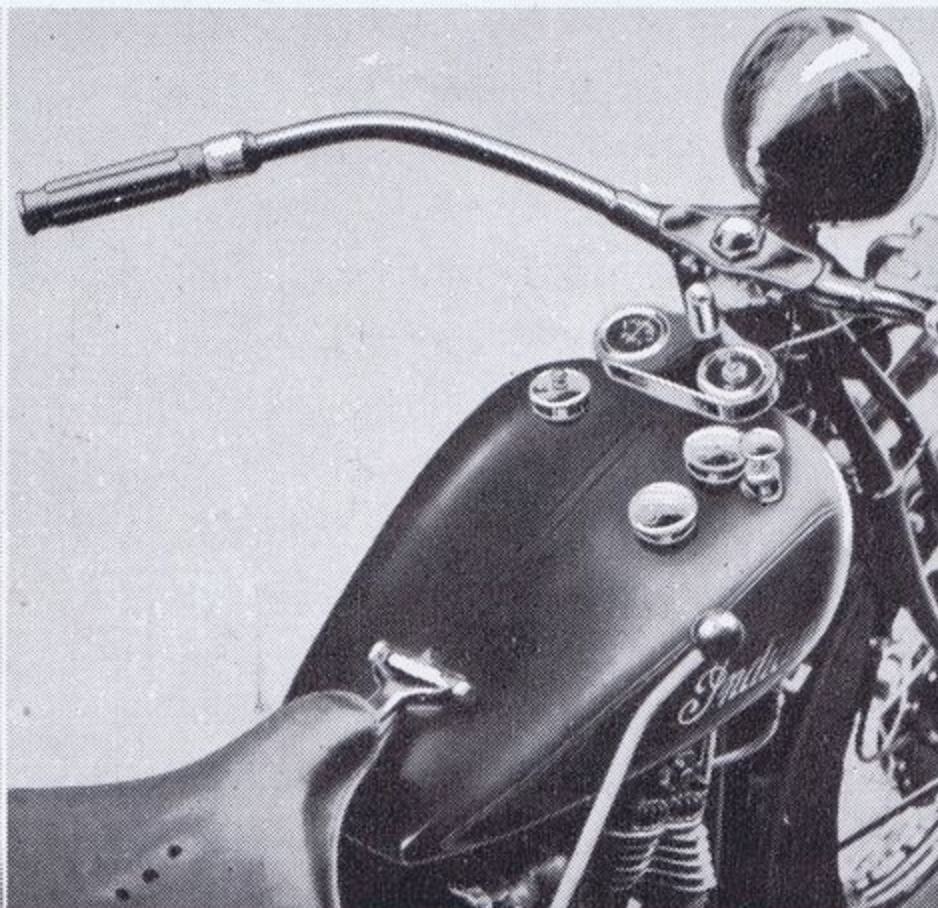
sign and is attached to the frame itself so that it does not turn with the handlebars. It is fitted with an ammeter and a new combined ignition switch and lighting switch with a key. Now, when you set your lights and turn your ignition off, no one can monkey with the lights or start the motor.

Easier Riding Fork

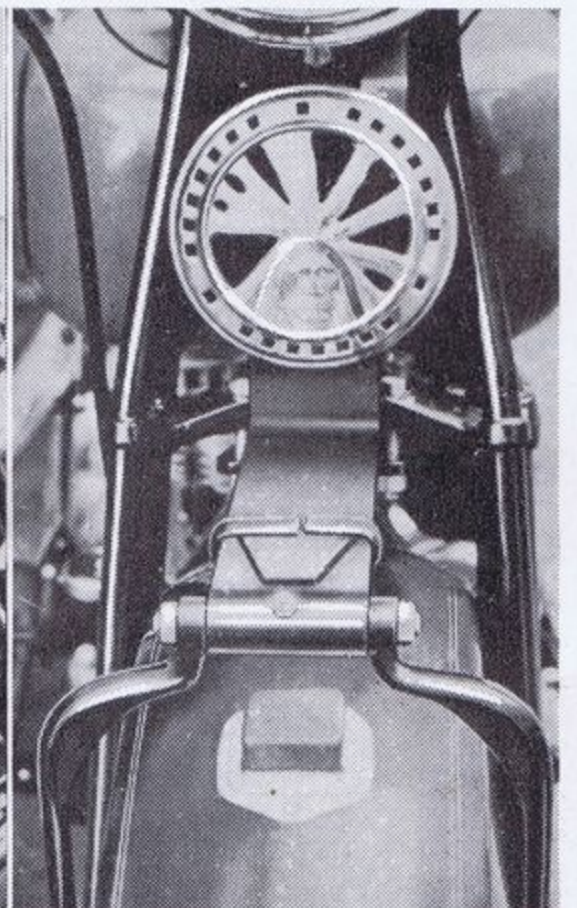
In addition to the new rugged frame on the '32 Indians, the fork sides have been redesigned for greater strength, with a new wider front fork spring that softens the fork action, giving greater riding comfort at slow speed, with all the Indian stability at high speed. Every rider will like the new and larger twin steel gasoline tanks which have



Showing the new, more effective front mudguard for better weather protection and the new sturdier fork sides.

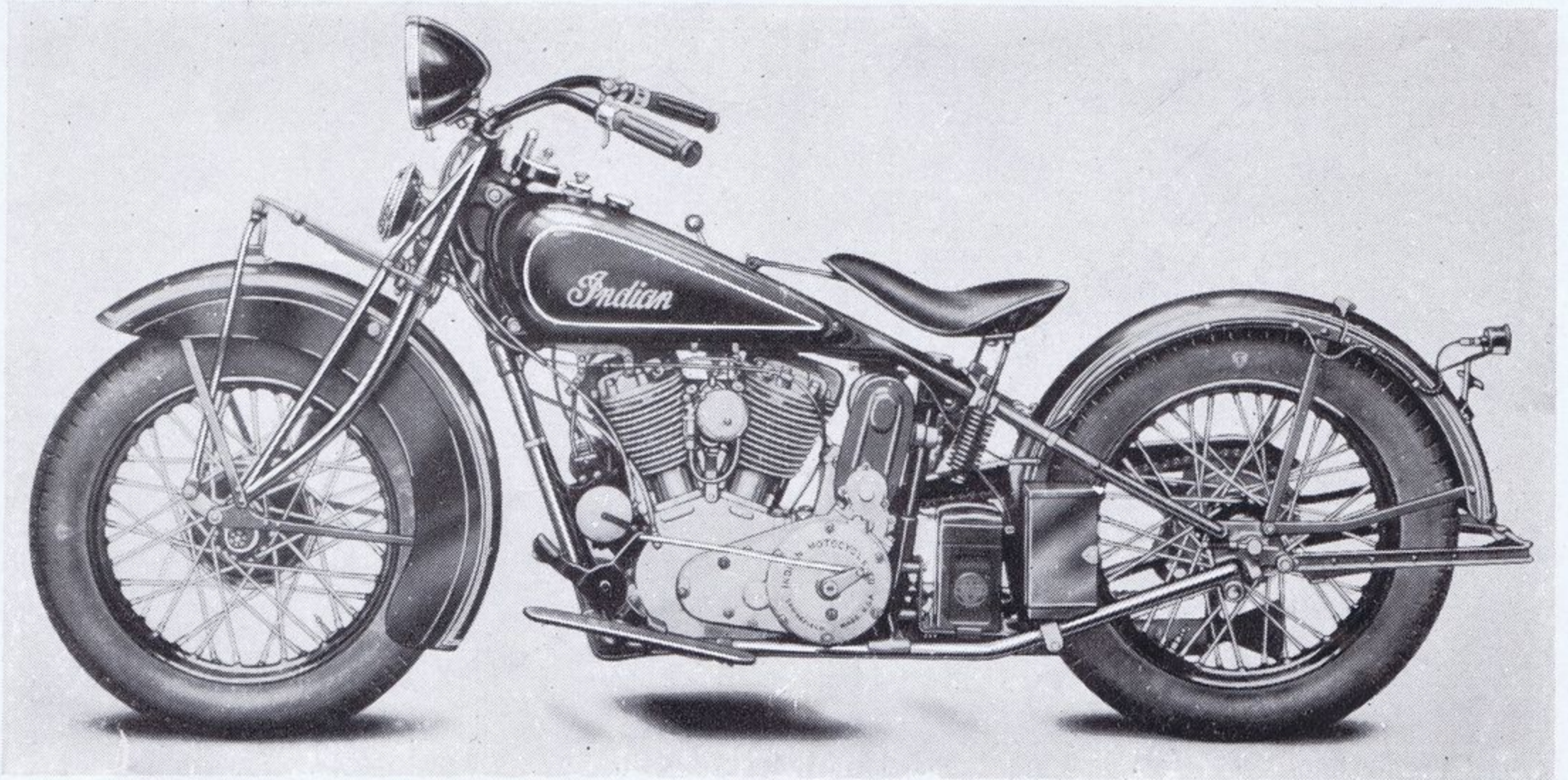


The beautiful new twin steel tanks fitted with a reserve supply shutoff. This view also shows the new longer gear shift lever with hard rubber Ball.



For easier riding this new wider leaf spring is fitted to the front fork. The new neater horn bracket also shows here.

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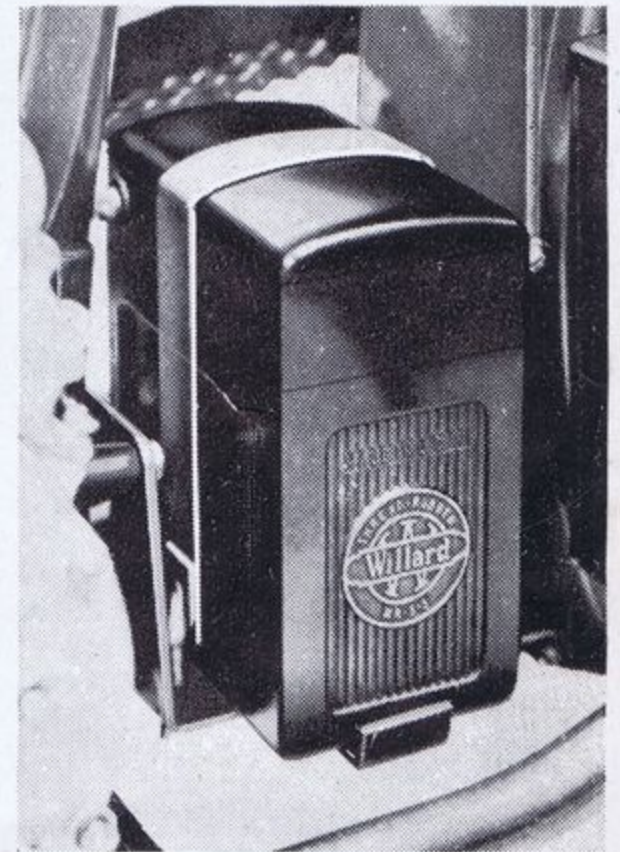
Left broadside of the 1932 Indian 74. Note the low saddle position and many new features.

more graceful lines, more gas capacity and a reserve supply shutoff. It is impossible to run out of gas with these new tanks, if you keep your reserve tank shut off until you need it.

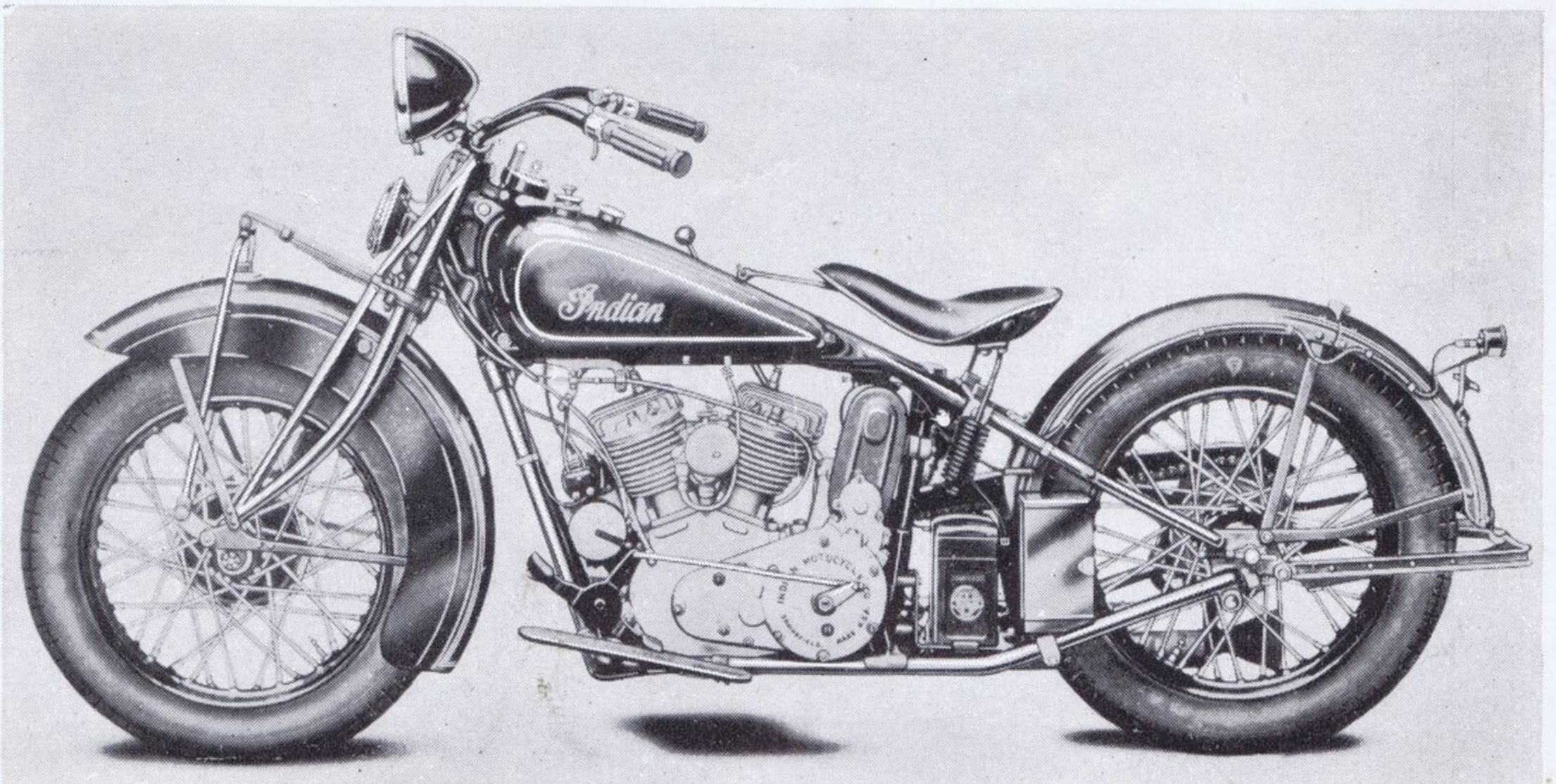
Now, turning to the Indian 74 and 45 engines themselves, we can tell you that they have more snap, acceleration, and all the speed that a fellow can use. In response to demand this year, a new battery ignition unit is fitted to both the Indian Twins, to insure easier starting and slower tick-over, with magneto equipment available if desired. To take care of the extra demand for current, a larger, more durable Willard battery is fitted, with threaded rubber separators.

This battery is not put into a box, but rests in its bracket where it will receive the cooling draughts of the air, and where it will be easier to keep clean.

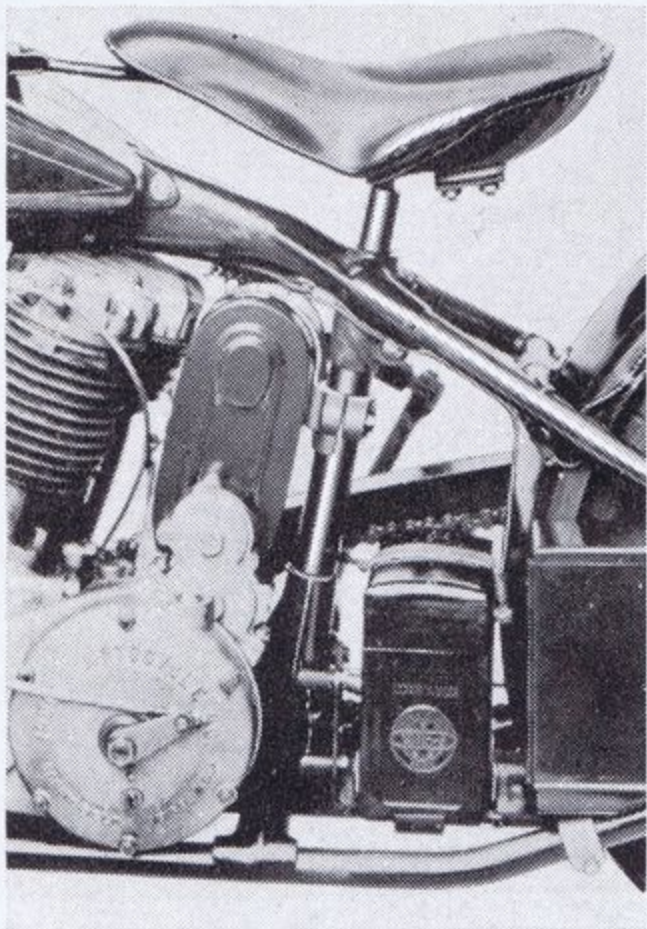
There are dozens of other features in the new 45 and 74, each one designed to be in line with Indian's policy of



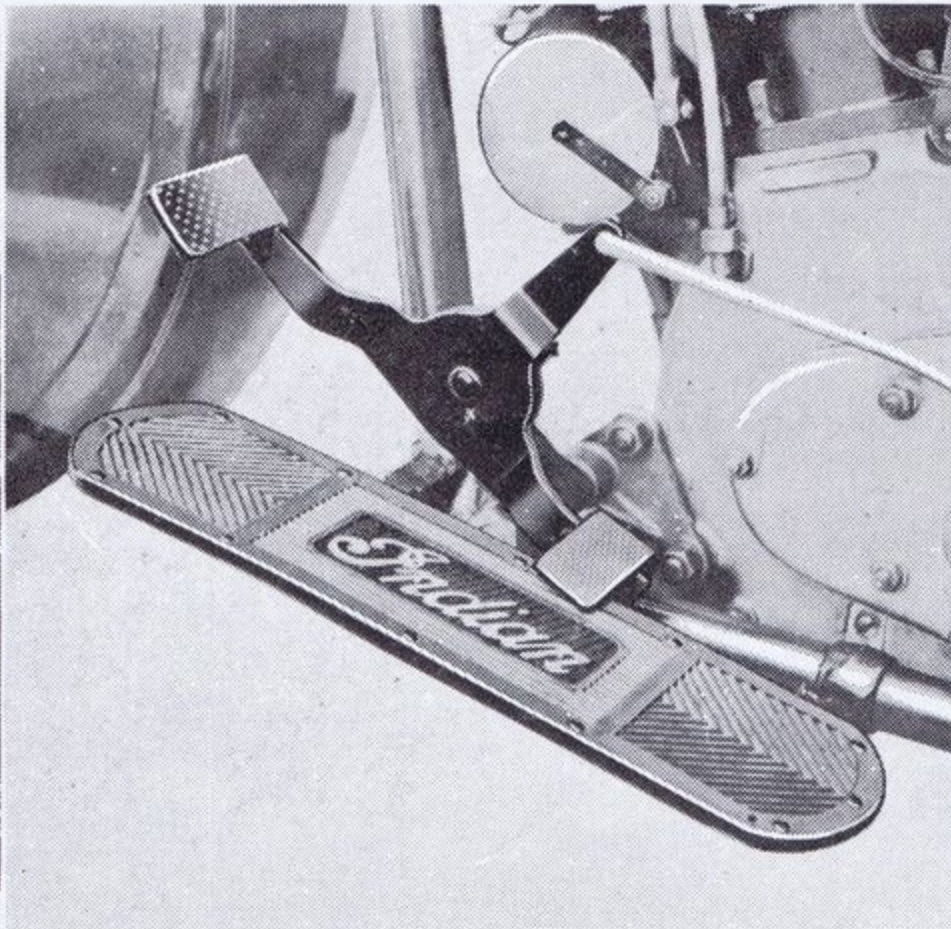
New Battery and Battery Bracket



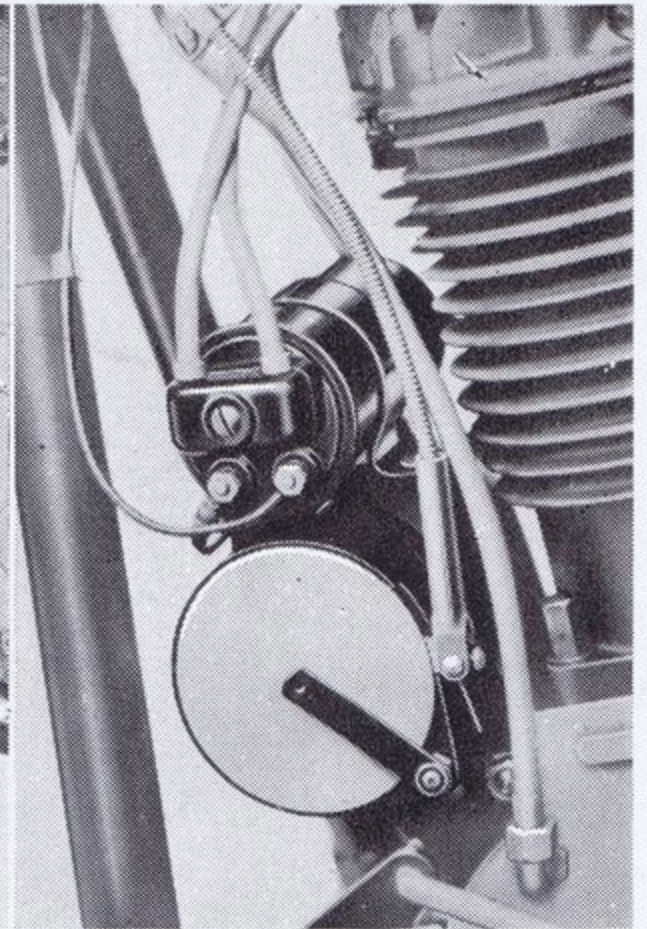
Left broadside of the new 1932 Indian Scout 45 showing low saddle position, higher front end, new instrument panel, new front mudguard, new footboard location, new battery ignition and other new features.



A spring seat post is optional on the 1932 Indian Scout 45 and Indian 74. Note also the new saddle front connection and the new generator bracket.



New footboard location for more comfortable riding and the new longer and wider foot pedals for easier operation are standard on all 1932 Indian Models.



Battery Ignition Unit, thoroughly waterproofed, which insures easier starting on Scout 45 and Indian 74 Models for 1932.

building the finest there is in motorcycles—built just the way Indian Fans all over the world want them to be.

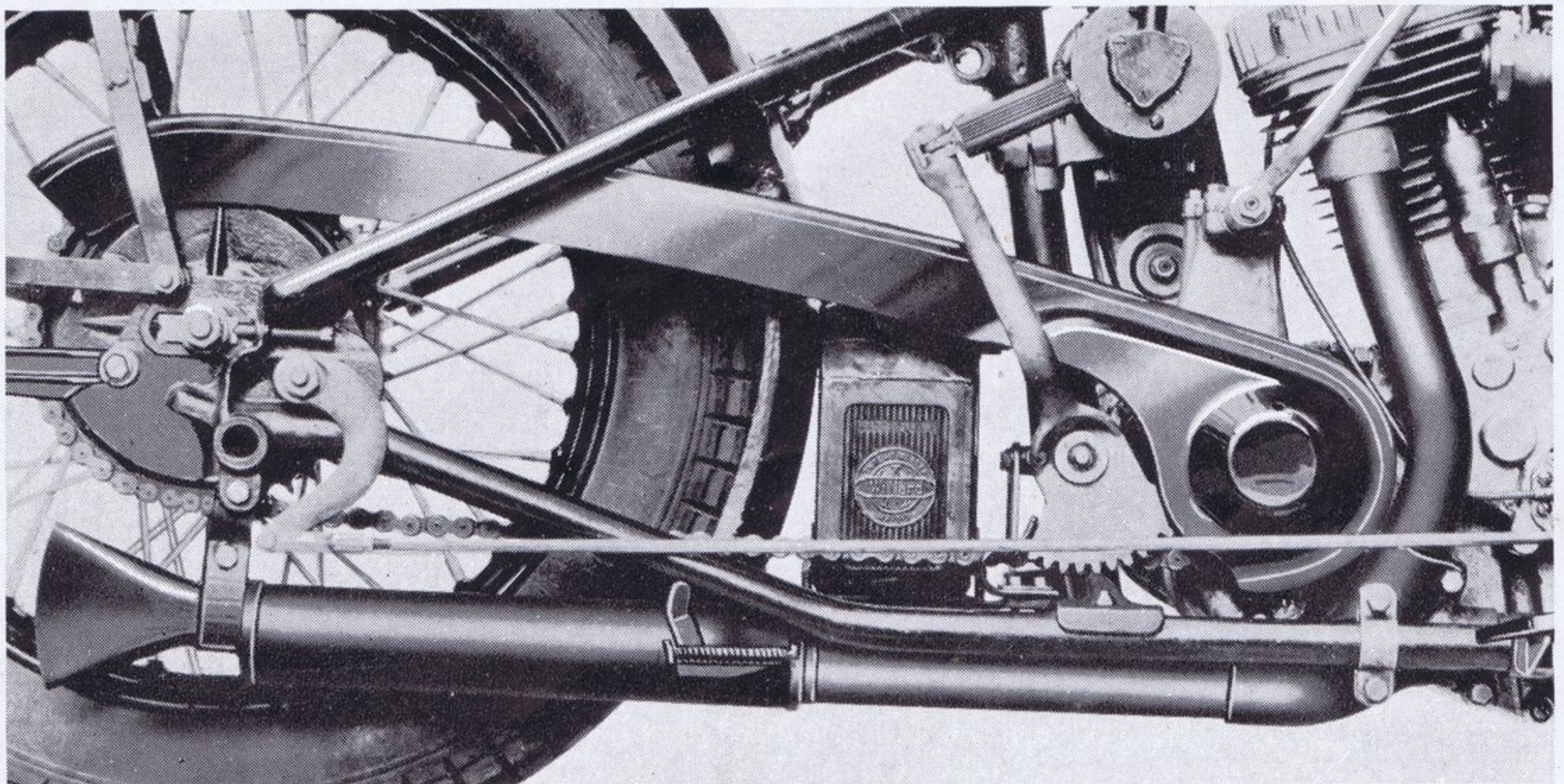
Of course, in addition to all of the above mentioned new features, the famous and time proven Indian unit power plant with helical gear drive is again fitted to both Scout and Indian 74 models.

The New INDIAN 4

The 1932 Indian Four is more than ever the very finest motorcycle built. The new Four has—like the new Scout and 74—a new riding position and new comfort made possible by

redesigning the whole layout of the saddle, handlebars and footboards. All controls are placed for easier operation with longer pedals, the same as on the Scout and 74, and of course, the Four also has the new handsome twin steel gasoline tanks with reserve fuel supply shutoff. This new Four job bears almost the same things found on the other models and in addition has even smoother power output made possible by new designed cylinders, bigger exhaust ports, new and larger exhaust manifold and brand new exhaust tube with fishtail that gives ample road clearance.

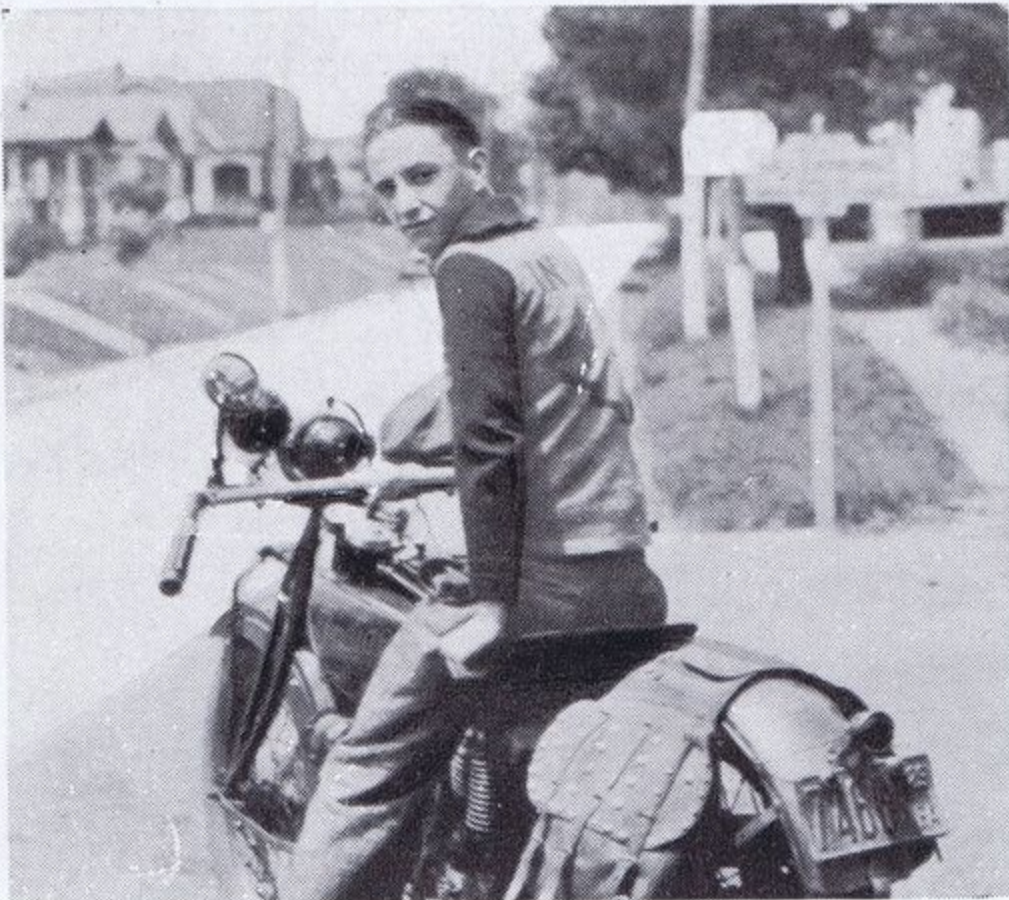
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The new chain guard on Scout 45 and Indian 74 Models is easily detachable in a few moments. The new larger muffer with more road clearance and through valve is shown here, as is also the new exhaust tube system quickly detachable for cleaning or competition work.



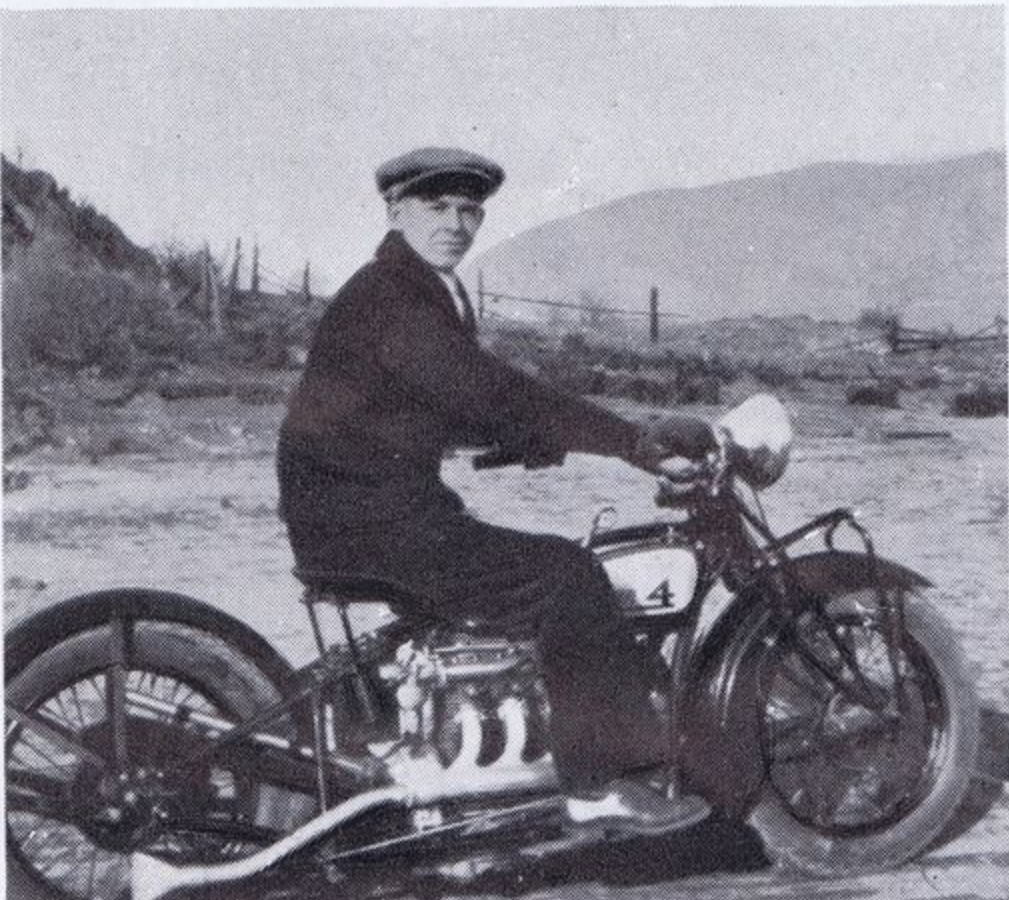
Happy INDIAN Owners on the Road



Harvey Goddling of Mallensburg, Pa., is an Indian enthusiast. Oh—Harvey—look who's in the picture at the right!



Charming feminine motorcyclists of Canada. Miss Agnes Bredager and Miss Olga Jenson all set for a trip from Montreal to Toronto.



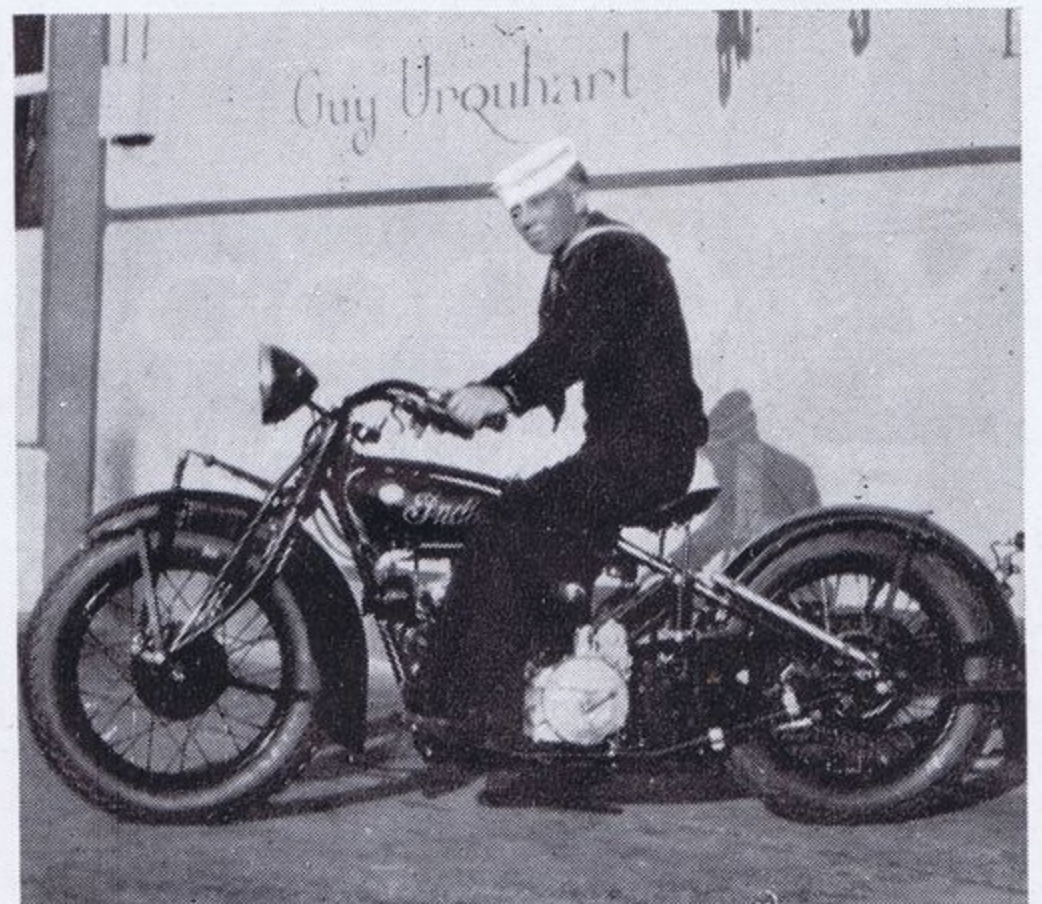
Nick Barkes of Trail, British Columbia, is an Indian 4 booster in the Great Canadian Northwest.



Ossi Lassig, Indian 4 rider in a field of blue bonnets near Austin, Texas. Some spot for a picture—Mr. Lassig.



Jim Currie, nephew of Mrs. P. Currie. The Curries have been motorcyclists for many years.

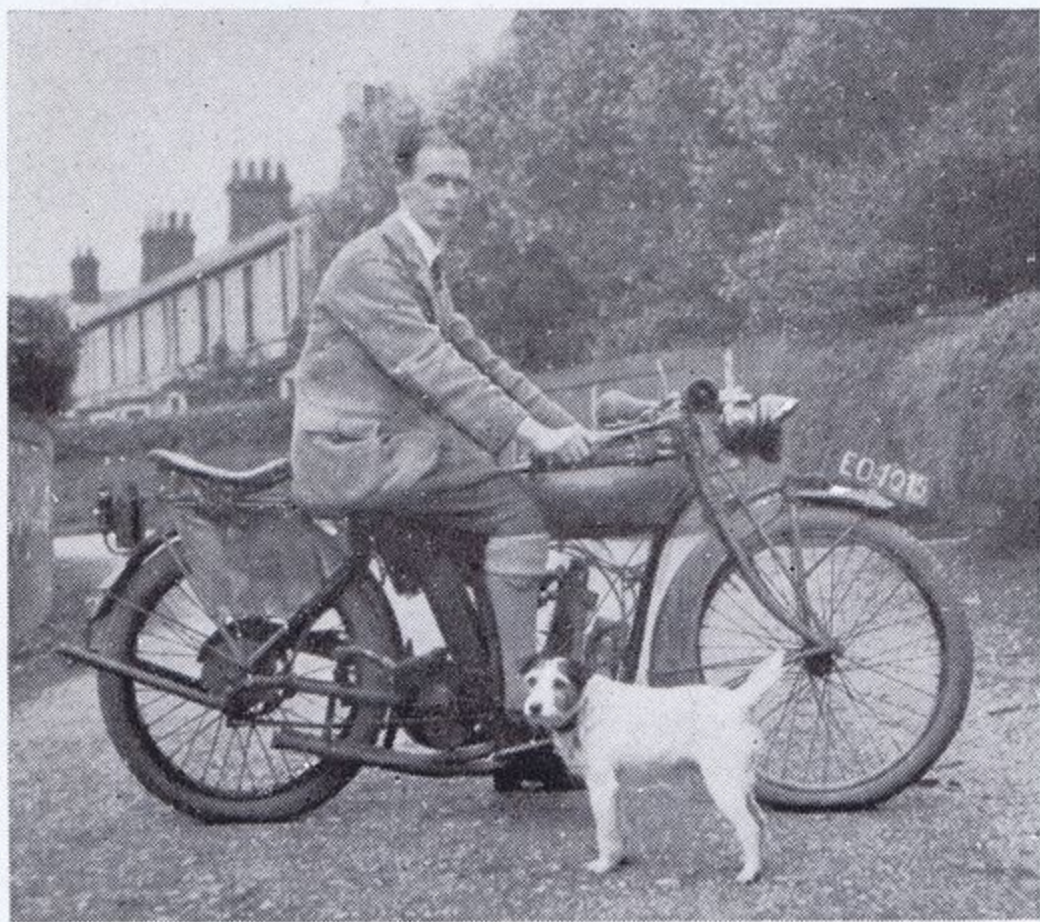


A first class seaman, Rudolph O. Olson, attached to the Naval Air Station in San Diego, mounted on his Scout 45.

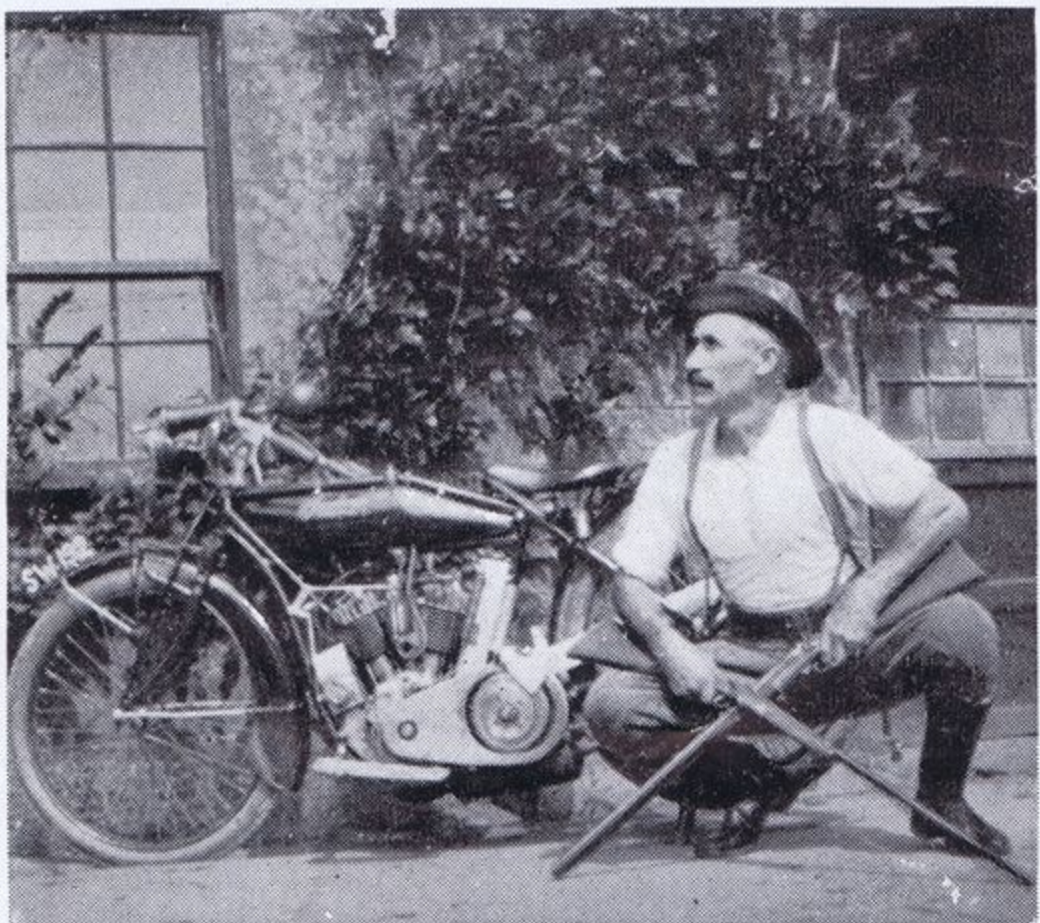
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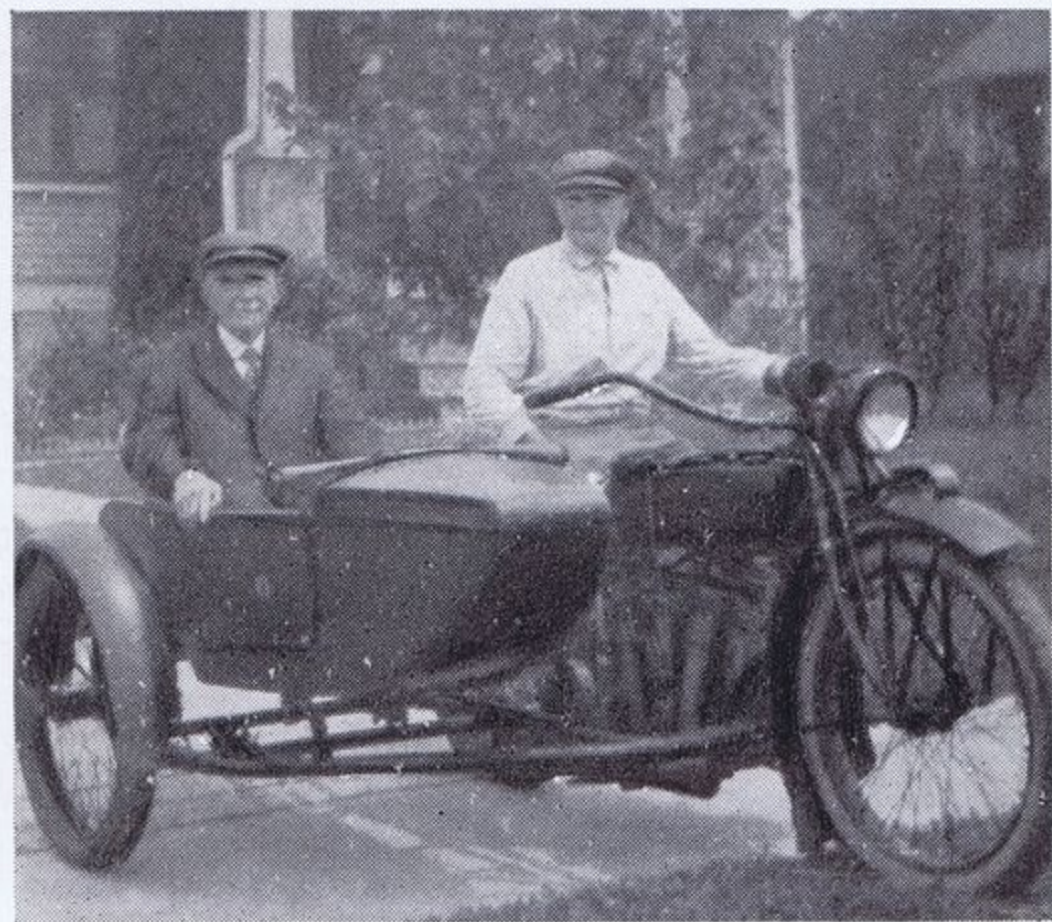
These Old Timers Still Roll Off Miles



ENGLAND. - Mr. R. B. R. Bloxam is obtaining many thousands of miles of faithful service from this 1915 Indian twin. Sixteen years old—and it continues to run smoothly!



SCOTLAND. Chic J. Bell, War Veteran, 55 years old, is getting dependable service from his 1915 model Indian Twin. He is here shown with some of his guns.



AMERICA. Mr. and Mrs. Nicholas Hirtz, with their 1922 Indian 74 and sidecar, which continues to run as they say, "like a clock."

ENTHUSIASTIC owners of old Indian models in various quarters of the globe are writing in nearly every week to tell the Editor of INDIAN NEWS about the wonderful performance which they have been exacting from their mounts. Three of these "old-timers" which are continuing to run many thousands of miles of uninterrupted service, are shown on this page.

First, we show Mr. R. B. R. Bloxam, of Barrow-in-Furness, England. Mr. Bloxam says, "The exact mileage of the Indian is shrouded in antiquity, but certainly exceeds 50,000 miles, some portion with a sidecar and a great amount with 'two up'. She has been practically all over Great Britain, over all the well known battle fields in France, over the Alps into Italy and all over Ireland. When, if ever, the old Indian finally stops running, there will always be a corner left for her to stand, a memento of the many miles over which she has carried me so well."

Just think—fifteen years from now some enthusiastic owner of a 1932 Indian will be writing in and telling us how perfectly his Scout or his Four is running!

Second, we show Mr. Chic J. Bell, of Craigs Lodge, Dumfries, Scotland, with his 1915 Model "B" machine, which, according to Mr. Bell, "is still going strong and has never been in a repair shop!" Mr. Bell says the machine has given him wonderful service and he hopes to ride it for many years more!

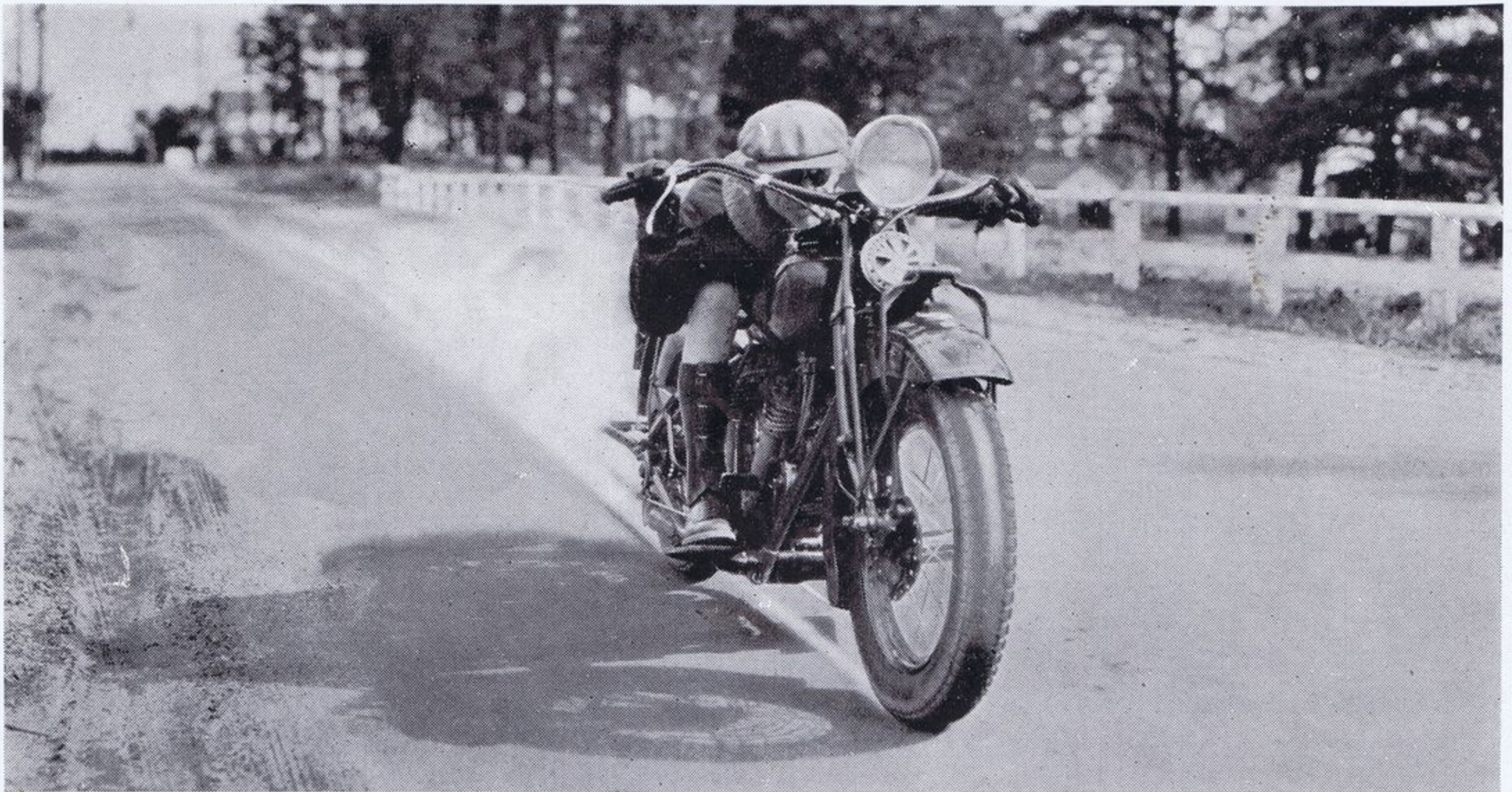
Third, we show Mr. and Mrs. Nicholas Hirtz, of Madisonville, Ohio, with the Indian Sidecar Outfit which has carried them many thousand miles, comfortably, in the fresh air and sunshine. Mrs. Hirtz has learned to drive and has been the driver ever since they first bought the machine back in 1922. Both Mr. and Mrs. Hirtz are past sixty years of age, and they believe their good health to be due largely to the exercise and beneficial results of travel by this Indian Sidecar Outfit.

These performances speak for themselves, acting as evidence of the correctness of Indian design, quality of Indian materials, and perfection of Indian manufacturing methods during past years.



Road Testing a 1932 INDIAN

BY ERLE "Red" ARMSTRONG



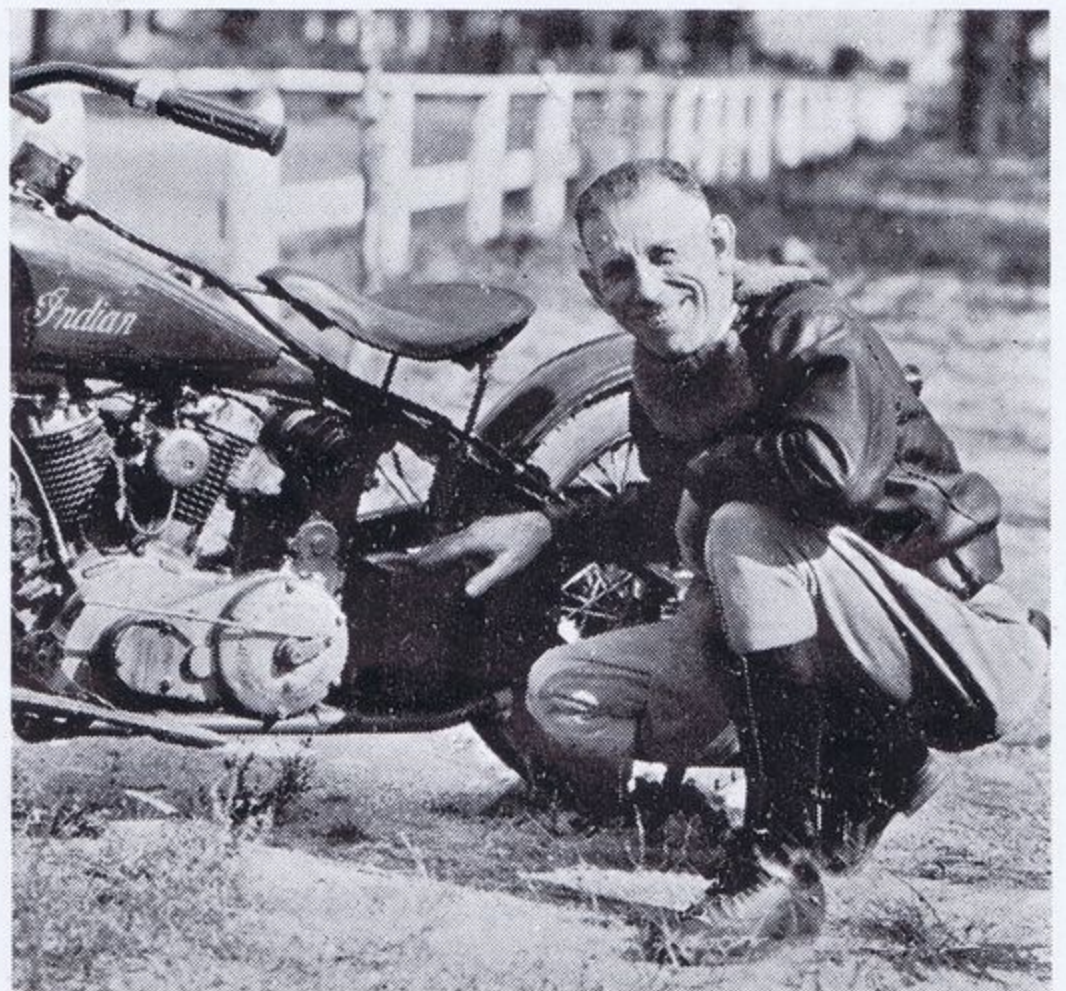
... Pushed back in the saddle, lay down on the tank, "turned everything on." (Note the close resemblance of this 1932 Indian 74 to a Scout Model.)

WHEN I received that urgent telephone call from the Editor of INDIAN NEWS to come to Springfield, 50 miles away, I knew there must be something new in the wind. It didn't take me very long to climb onto my Indian 4 and head across Massachusetts toward Springfield. When I got there, I found what the phone call was all about, and imagine my surprise when the Editor of INDIAN NEWS wheeled out a brand new 1932 motorcycle—and what a motorcycle! It was an Indian 74, and yet it looked like an Indian Scout! For about ten minutes I was wrapped up in the mechanical details of the new model, and as each new feature made itself evident, I knew this new model would be a delight to ride. So after a thorough examination I climbed on and kicked over that new 74 motor.

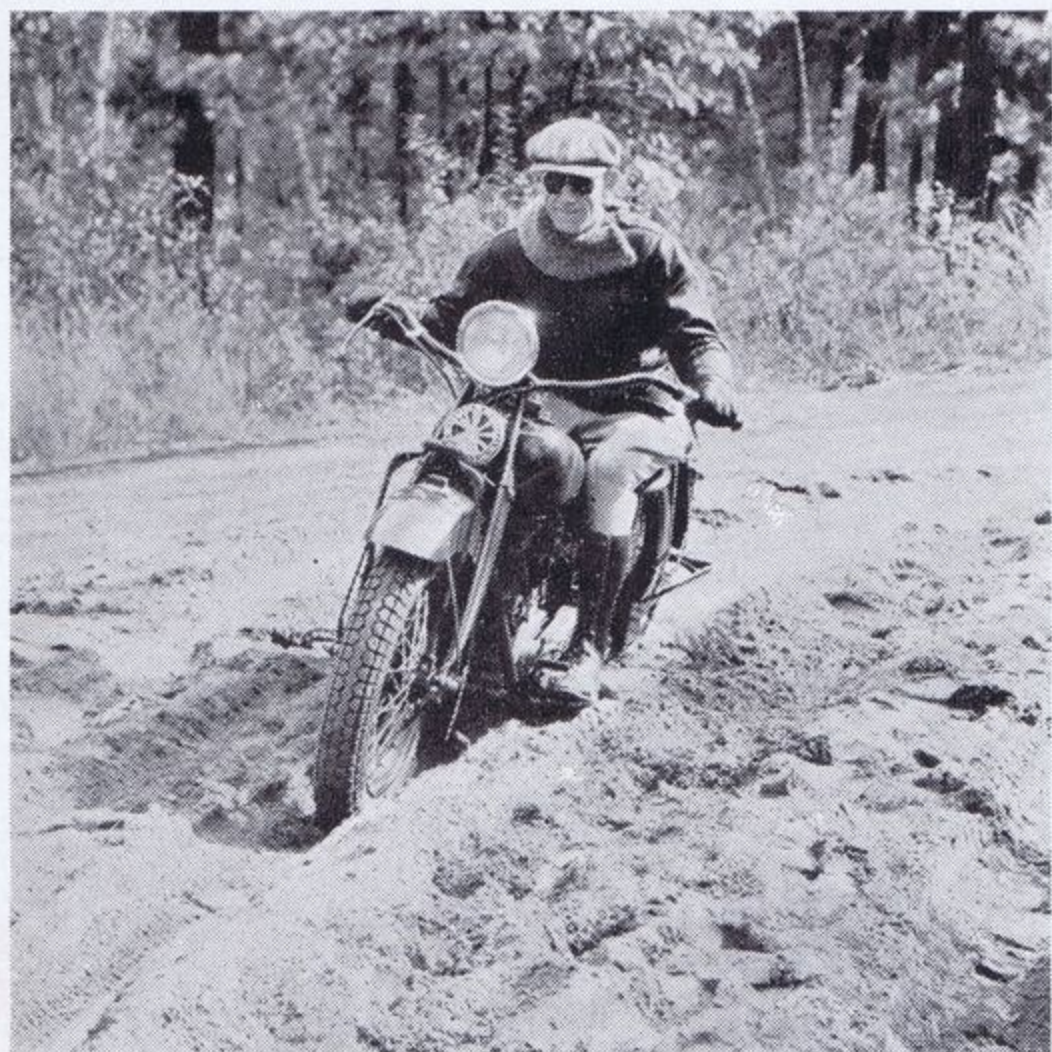
It started easily and quickly—the new Willard battery with plenty of juice through the new battery ignition unit surely does the trick.

After leaving the factory and heading out toward the hills, I noticed the easy way this new 74 takes the turns. She just likes to lay over "just right". The new fork, with its easier spring action and the new saddle and footboard position, all helped to make me realize right off the bat, that I was riding the most com-

fortable Indian I had ever been astride—and you can take it from me that I have ridden plenty of Indians during the last twenty years. During the sixteen years that I have been closely associated with the Indian, as a racing man, as a factory service man, and in the last few years as a dealer, I never in all my life have seen anything like the 1932 Indian for comfort, beauty of line and for performance on the road. After all—that's what Indian



Erle Armstrong, writer of this article, has been an endurance rider, famous racing man, and motorcycle dealer for many years. He is a rider who loves the sport. This article contains his views on the new Indian Models.



. . . Left the broad highways and headed out where there was deep sand . . . straight as a die with simple easy handlebar work!

riders want to know, and that's what I am going to try to tell in this little story, altho I haven't a whole lot of space.

The new front fork with the wider leaf spring with thinner spring leaves, seems to give a more billowy action at slow speeds, and yet when I tried it on some of the macadam roads, making turns at better than 60 m.p.h., I found that it is just as stable as the old fork at high speeds, and that's the way a speed rider wants the fork to be. I tried riding the new job along the road thru potholes, six or eight inches deep, and found that the new fork would level off the edges of those potholes just like a \$3000.00 car with double acting hydraulic shock absorbers. In fact, I was so impressed that I went back and tried some of those potholes at about 25 m.p.h., with my hands completely off the bars and folded on the saddle pommel in front of me. Straight as a die—in and out of those potholes with all the stability of a fine aeroplane.

The more I rode this new model the more I was impressed with the fact that it has Indian 74 punch and getaway, with Indian Scout easy handling. Just to check up on how easy it did handle in the rough going, I turned off the macadam road and down into a dirt road where there were ruts in soft wet sand, at least a foot deep. Back and forth—back and forth I rode over this sandy stretch, at different speeds, noticing each time just how little footwork was required and how easy it was to sit snugly in the saddle, knees against the tank,

keeping the Indian 74 headed where I wanted to go just by easy handlebar movement. This is one case where any excess weight which you naturally expect from a heavy machine would show up, but I didn't find it. The whole thing is built just low enough and the frame is rigid enough so that any weave from the front end seems entirely absent, and I left the sandy places satisfied.

Next, I thought I would try a little hill climbing, and headed up over a very rough stretch of road which evidently hadn't been used for years. It was so steep that a man would scarcely want to walk up it, but I sailed over on the Indian 74, hitting some bumps that made the machine bound clear of the earth several times beneath me. Each time she came down straight—reflecting some of the experience which the Indian Engineers have gained in perfecting hill climbers that are champions. Of course you know that the Indian this year has won three National Championships in hill climbing!

Satisfied with the hill climbing capabilities of the Indian 74 and its easy handling in the rough stuff, I went back to the open highway where the macadam road is fairly smooth. In trying out the speed of the new model, and the stability at high speeds, I pushed myself back in the saddle, pulled my feet back on the footboards, laid down on the tank and turned everything on. At exactly the moment I opened

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. . . Next tried a little hill climbing . . . we hit some rough stuff where the machine bounded clear of the ground. . . I found the Indian 74 to handle like a Scout 45



More Departments Buy Police INDIANS

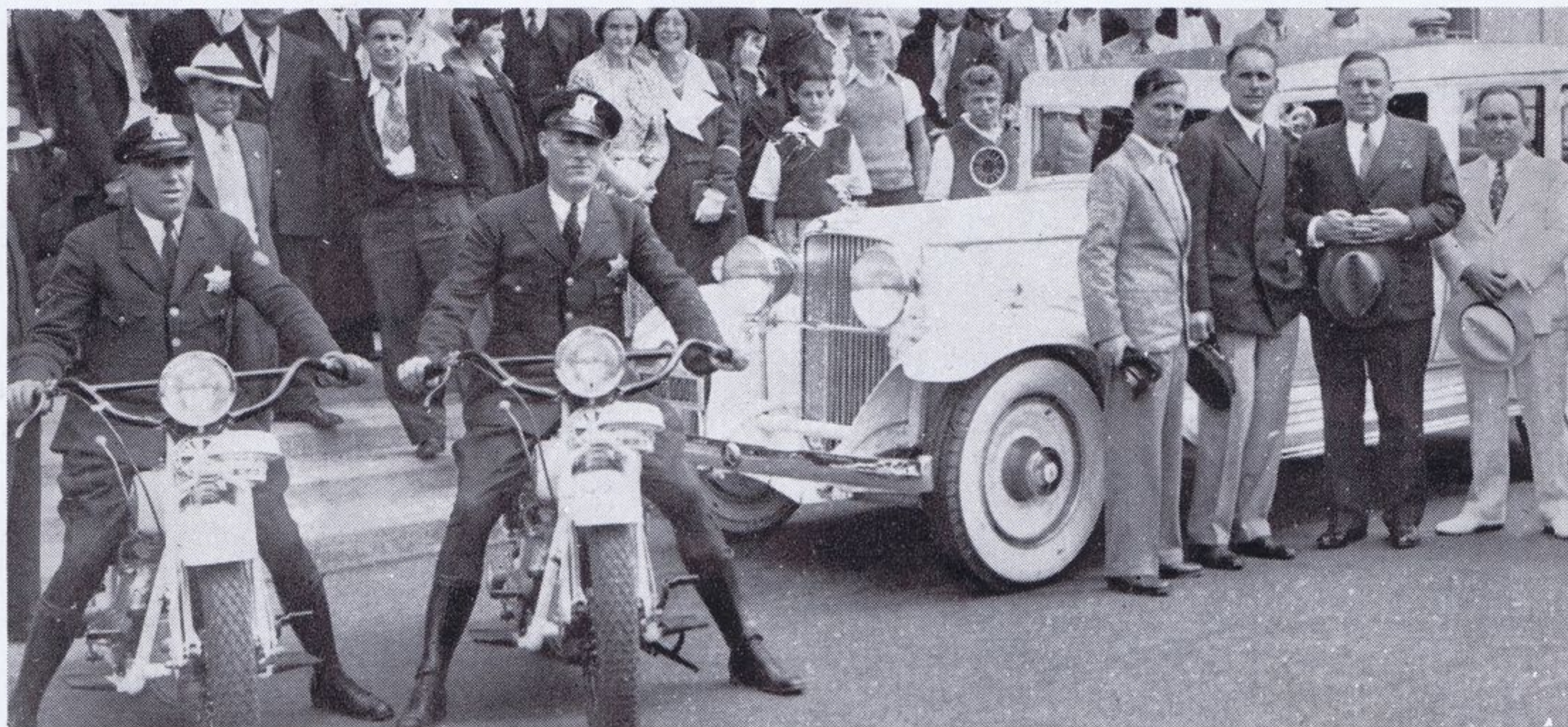


Recently Los Angeles officers on their Indians rode to San Francisco where they were inspected by Mayor Rossi.

MORE and more, the best equipped police departments of the U. S. A., are realizing the supremacy of Indian Motocycles for police service. As every Indian rider knows, Pennsylvania, with the staggering total of 90,000 miles of highway to patrol, has a fleet of several hundred Indian Scout 45's and 74's in patrol service. Last year the total mileage of the motorcycles of the Patrol, was 3,698,370 miles! Recently, because of the truly remarkable development which Pennsylvania has made with her State Highway Patrol, delegated officials representing 47 foreign countries personally

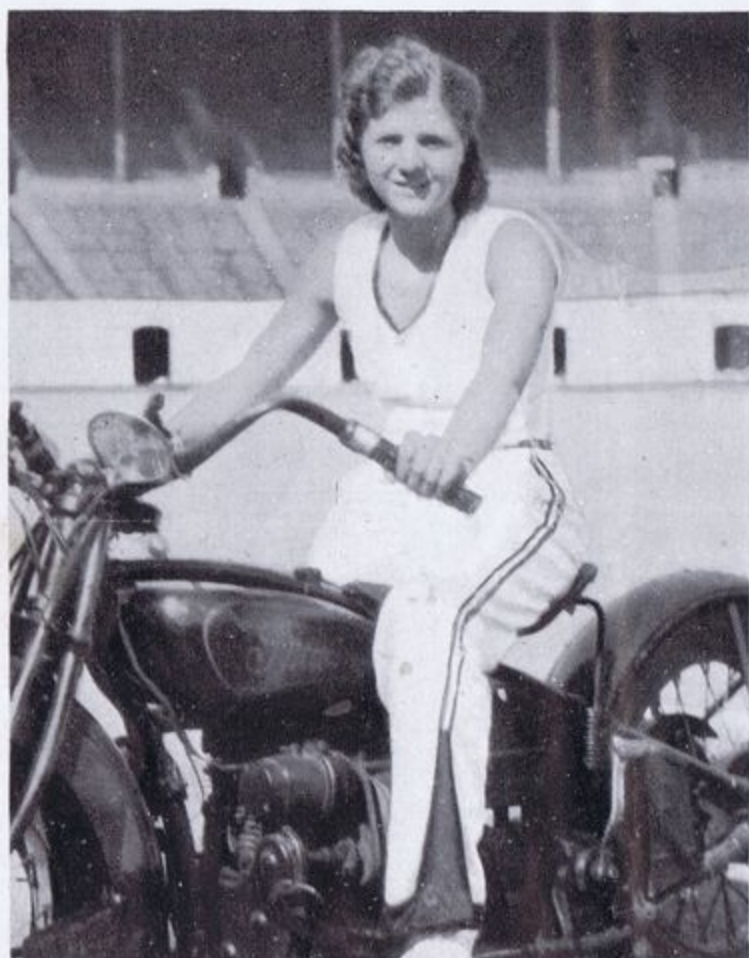
inspected the State Highway Patrol Training School located on outskirts of Harrisburg, Pa.

Two other States to recently purchase Indians are Connecticut and Rhode Island, both States preferring the Indian Four to any other motorcycle in existence. Another State to recently buy Indians is Missouri, and in this case the order was for Indian 74's. A few other cities and towns to recently buy Indians for police service are: Wellsburg, Ohio; New Bedford, Mass.; Ware, Mass.; Arkansas City, Kansas; East Rockaway, N. Y.; and Augusta, Georgia.

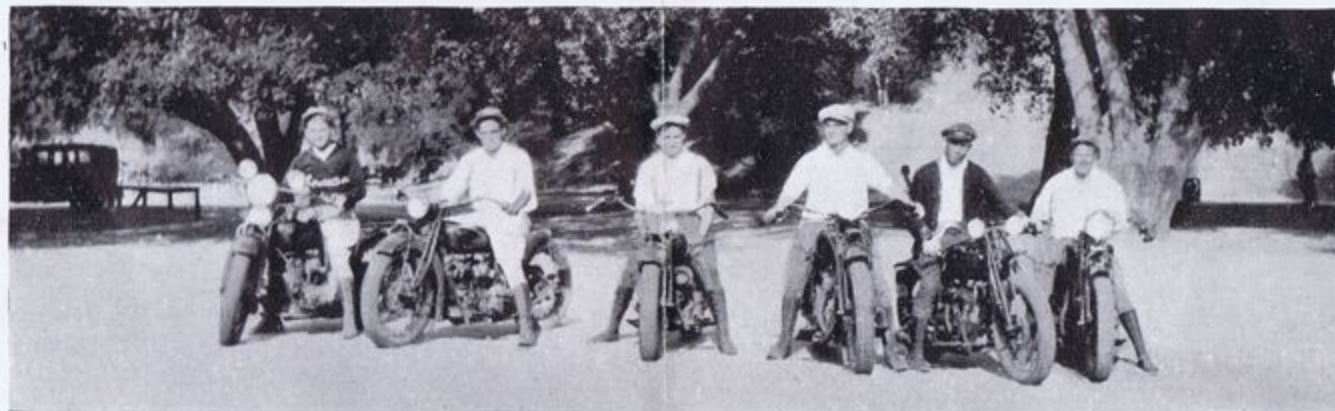


Chicago's Mayor, Anton J. Cermak, has a special white automobile with a very special escort of two white Indian 4's in the hands of capable officers. This photo shows arrival of celebrities in Chicago. Mayor Anton J. Cermak is second from right.

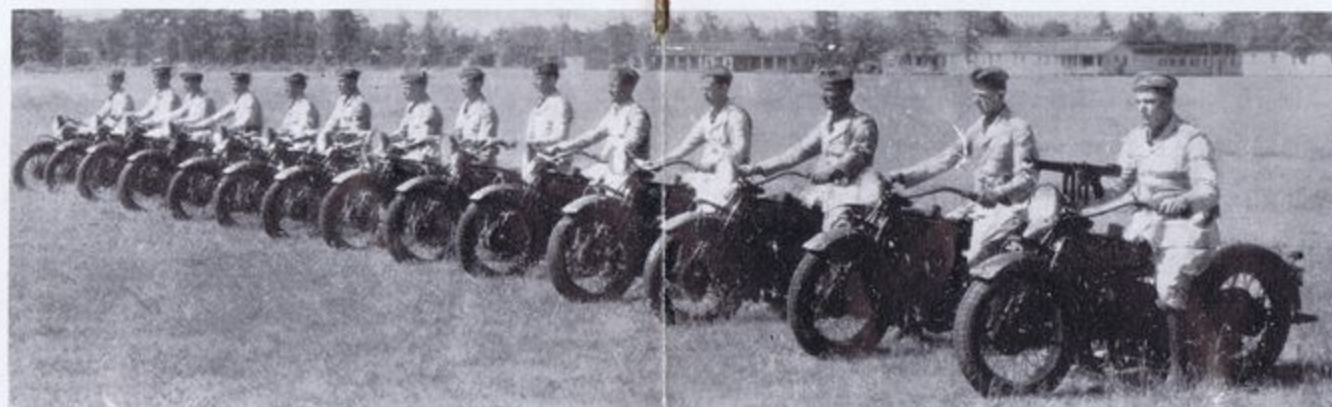
Red Blooded INDIAN Fans in the World's Finest Sport . . . Motorcycling



One of the most thoroughly charming Indian riders and enthusiasts who has ever visited the Indian Factory: Mrs. Ray Grant, of Seattle, who was the former Miss Dessie Mossman, sister of Putt Mossman, the famous stunt rider.



From Guy Urquhart, San Diego Indian Dealer, we received this interesting snapshot of some of the Motorcycling sailors who are attached to the U. S. S. *Malville*, one of Uncle Sam's Naval Ships. These fellows manage to take their Scouts and Indian 74's wherever they go (Uncle Sam permits them to take their Bikes abroad.)



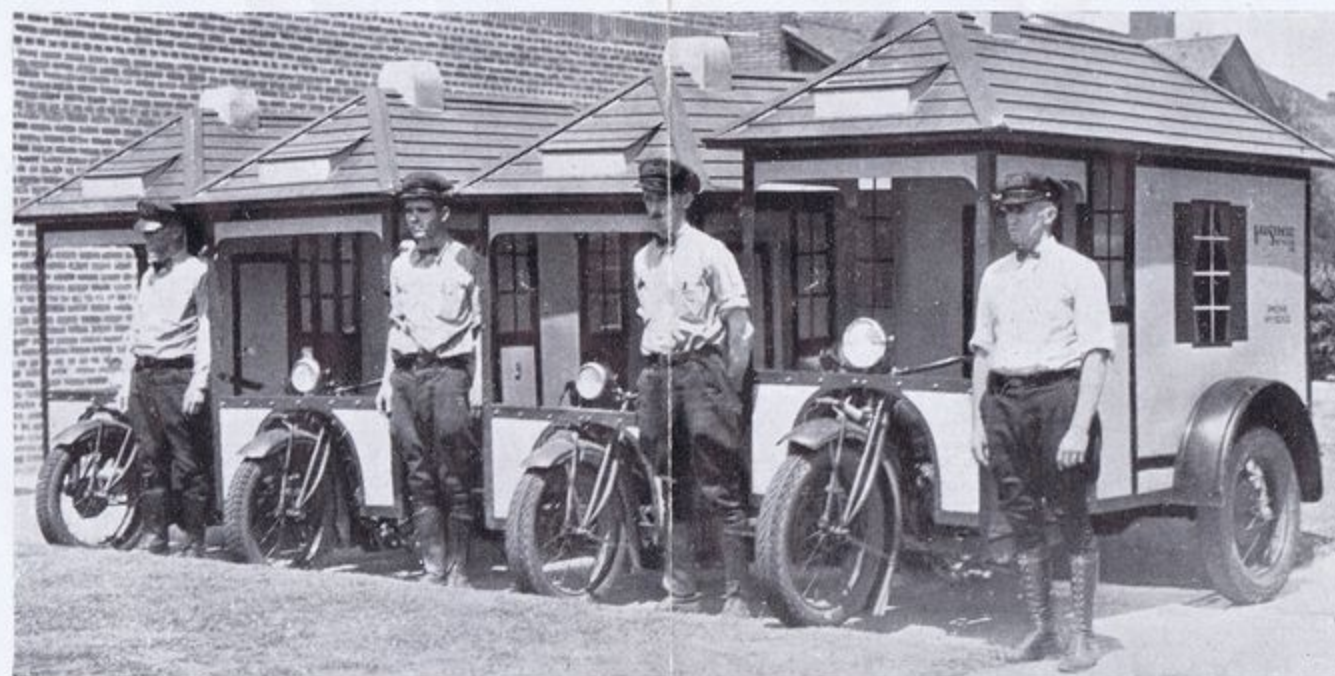
Woe be unto Uncle Sam's enemies when troops of cavalry mounted on Indian Scouts like this one, set out after them. These are just a few of the Indian Scouts in use by the United States Army at Fort Eustis, Va., and other army posts.



"Lodo", the pet Police Dog belonging to Clarence Moore, trying out an Indian 74 ridden by one of the Boston Police Department Motorcycle Officers. He is demonstrating just how good a copper he could be should a speeder come his way.



Virgil De Mario, New Jersey motorcyclist famed for his ability to make a motorcycle do unusual things "bucking" his Scout 45 on level ground.



These interesting traveling bungalows are in use by a California home service concern both for advertising and answering home service calls. Three of them are built on Scouts while the one at the extreme right is built on an Indian 74.



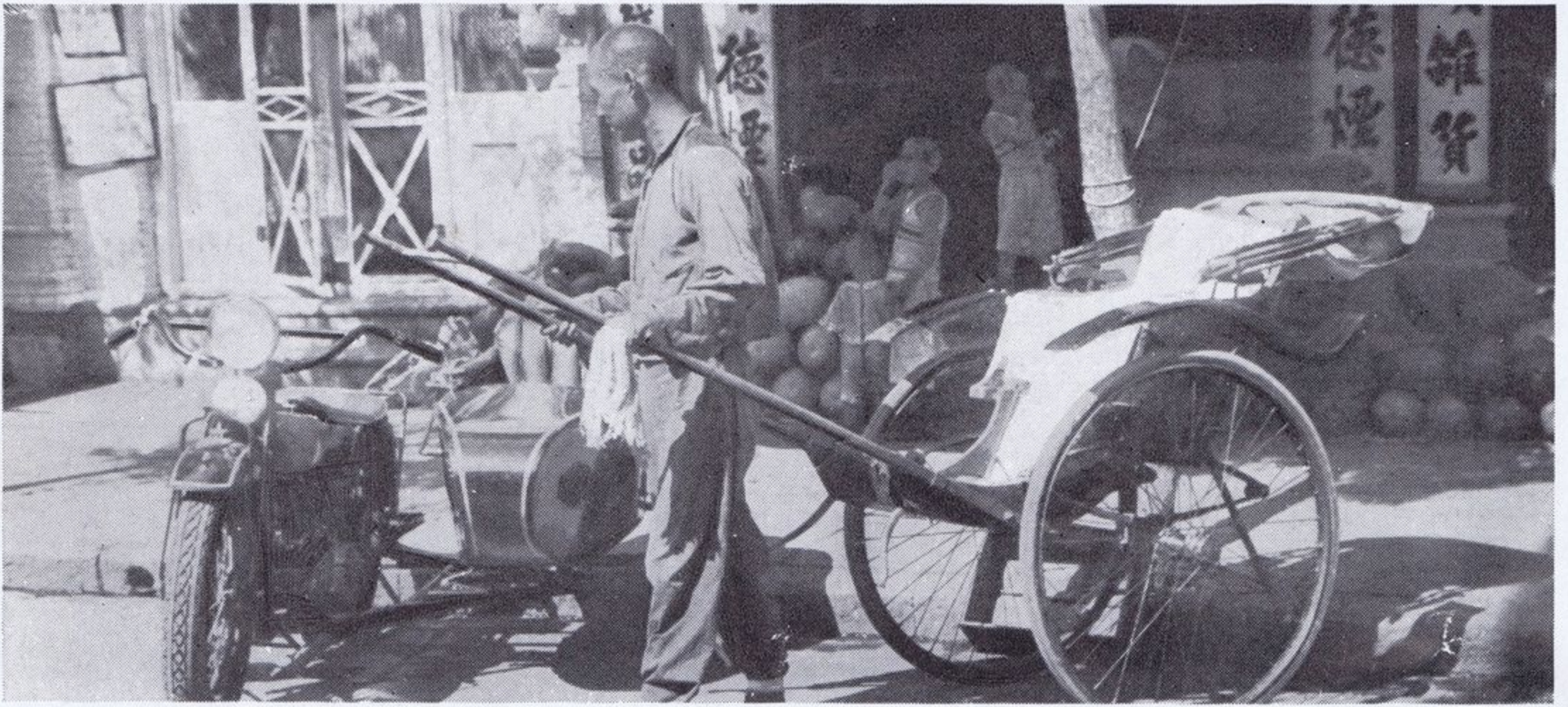
Charming Mrs. B. A. Berthelsen, wife of the Indian Dealer at Houston, Texas, astride her Indian 74 sidecar outfit in which she drives hubby about town.



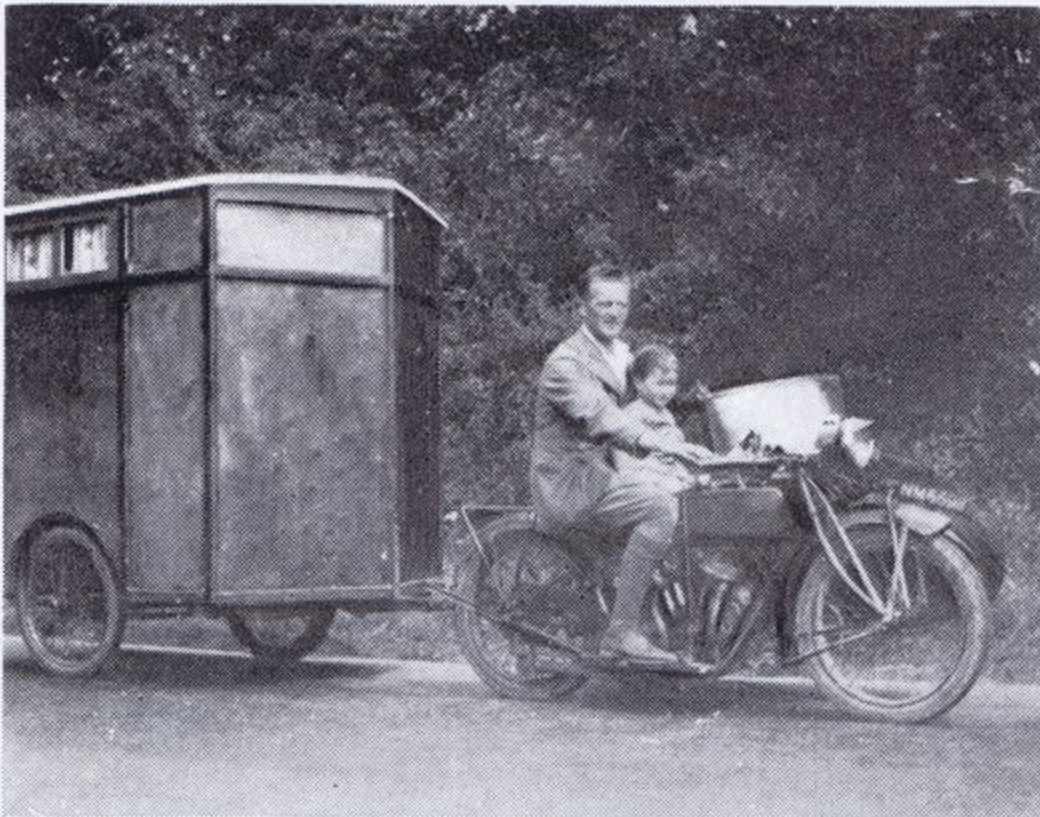
A healthy group of Indian riders and their friends at the picnic given by Max Steinhart, Tacoma Indian Dealer and Al Forsberg, Seattle Indian Dealer. Great fun was enjoyed by all, in real motorcycling sports.



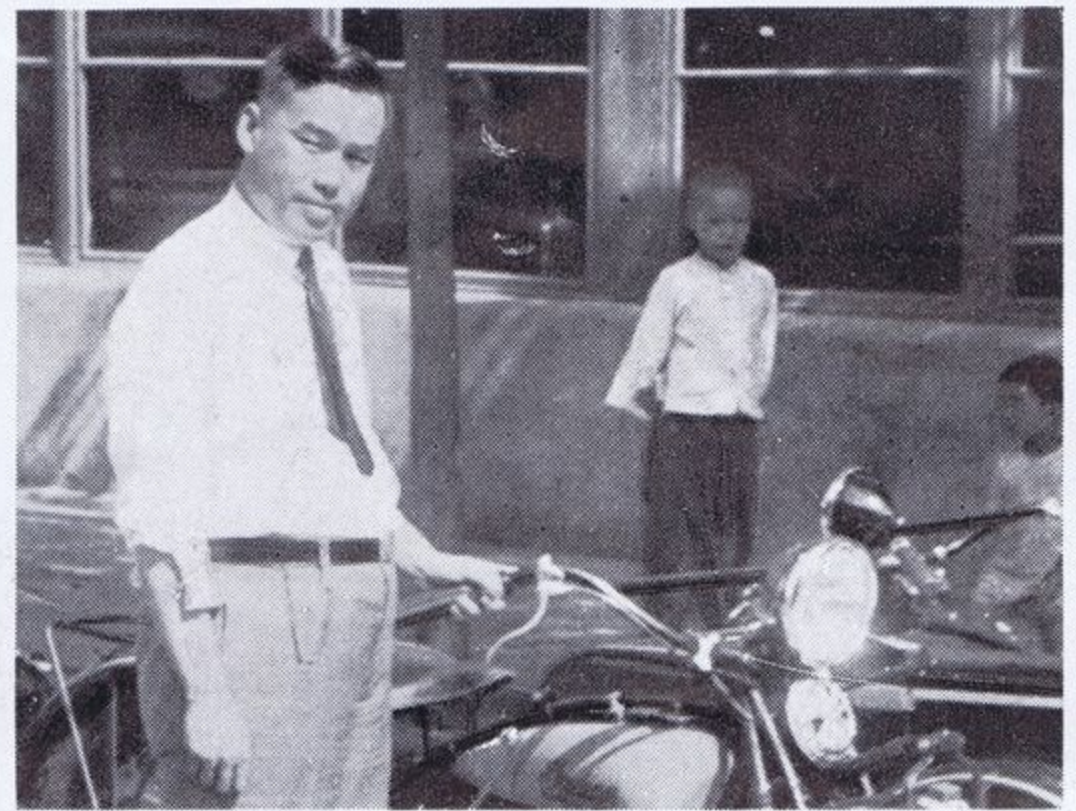
'Neath Sporting Skies . . Far and Wide



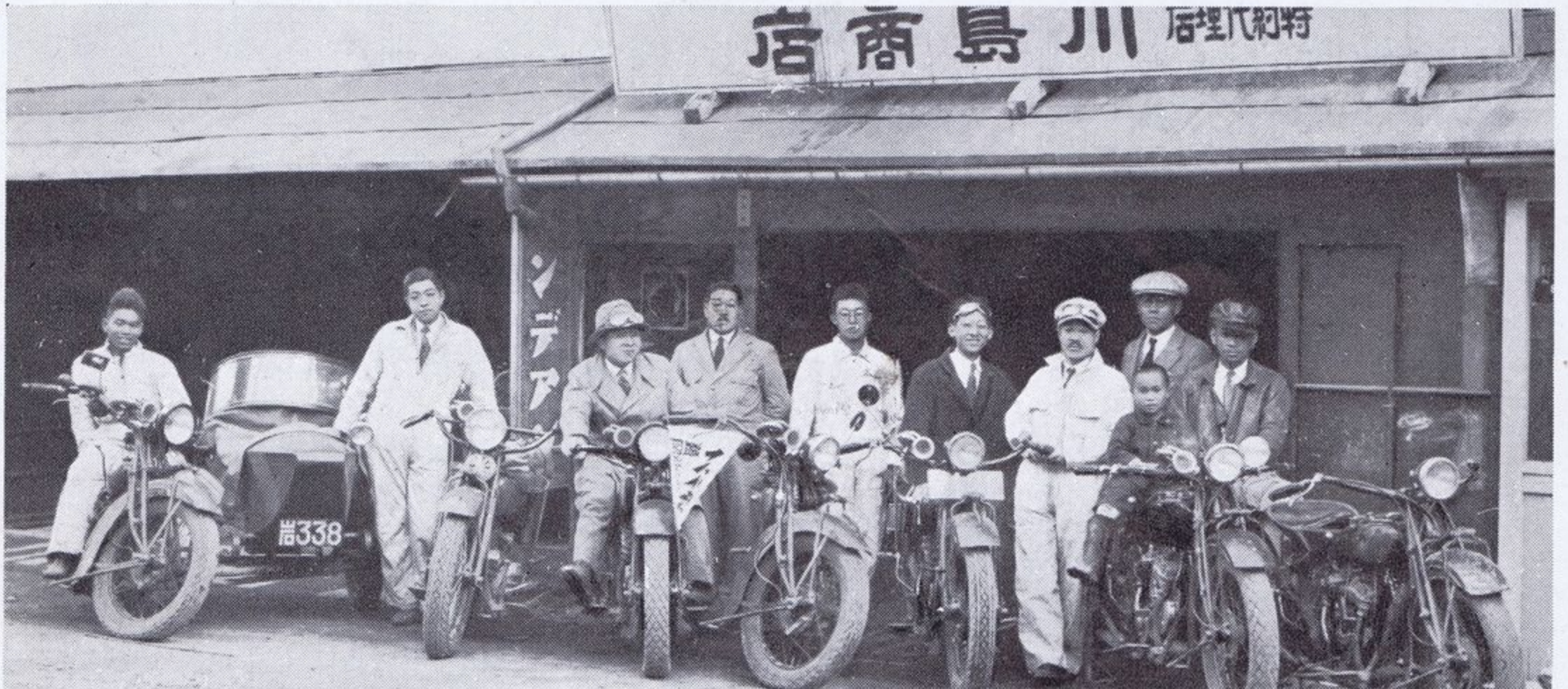
When East meets West. A Chinese Coolie with his Chinese "Taxi-Cab"—Hard rubber tires and all, regards with wonder a late model Indian Scout and sidecar sold by the Indian Distributor in Tientsin, China.



A home on wheels! Mr. A. E. Walker of Biggleswate, England, and his bungalow which he takes with him on vacations.



Mr. Hiram Tsui, manager of the Teh Chang Trading Company, of Tientsin, China, Indian Dealers.



Do they ride Indians in Japan? Well, well—just look at this and see the answer. These riders posed for the picture at Moriaka, near Sendai, Japan.



INDIANS Popular in Germany

MORE motorcycles are in use in Germany than ever before. During the last few years the sport has grown by leaps and bounds, with thousands upon thousands of motorcycles in use, not only for road racing, track racing, hill climbing and other sports, but for general transportation and utility use.

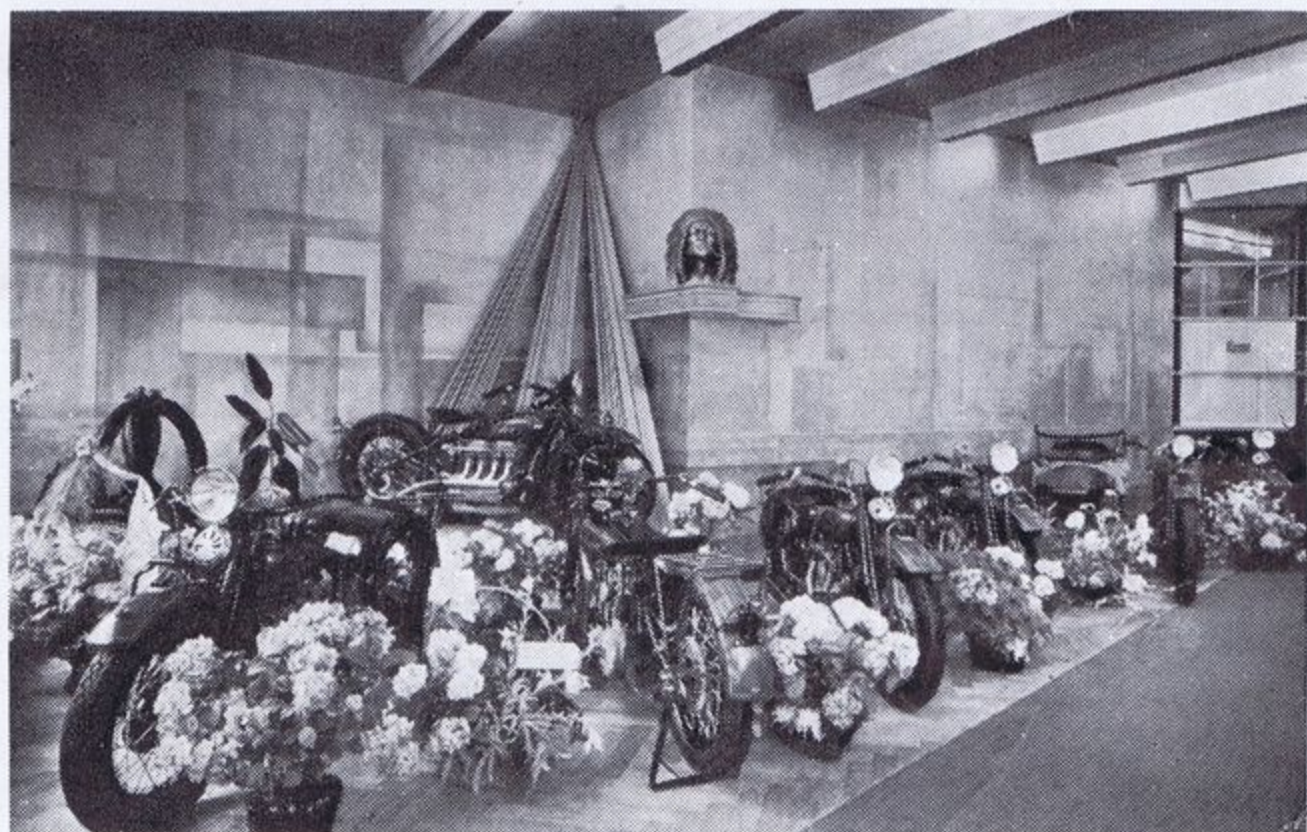
In the field of sports, Indians are proving successful, even when pitted against some of the finest machines produced in Germany, and other countries. Recently, Mr. Richard Gutjahr, Indian Dealer in Mannheim, Germany, sent us a picture at the upper right, of Mr. Schonfelder, with details of his splendid performance in a recent racing event. In a track race near Mannheim, Mr. Schonfelder on his Indian 21 cubic inch motor, riding against a field of 17 entries, rode to a hard-fought victory. He was in very close competition with one English machine, famous for its successes in international road races, and one very popular German machine. We are informed that Mr. Schonfelder has been successful in many events during the past season on his Indian 21, and we expect to hear more of him as a racing man.



Schonfelder, the German competition rider on his Indian, receiving a wreath of victory after a recent competition success.

An Attractive Store

An attractive Indian Agency store in Europe, is that owned by Kurt Steinweg, of Cologne, Germany. Mr. Steinweg is Indian factory distributor for the entire country of Germany, and as will be seen from the accompanying photographs, he maintains a neat showroom with the entire line of late model Indian Motorcycles on exhibition, as well as a fully equipped Parts Department with everything arranged in the neatest possible fashion.



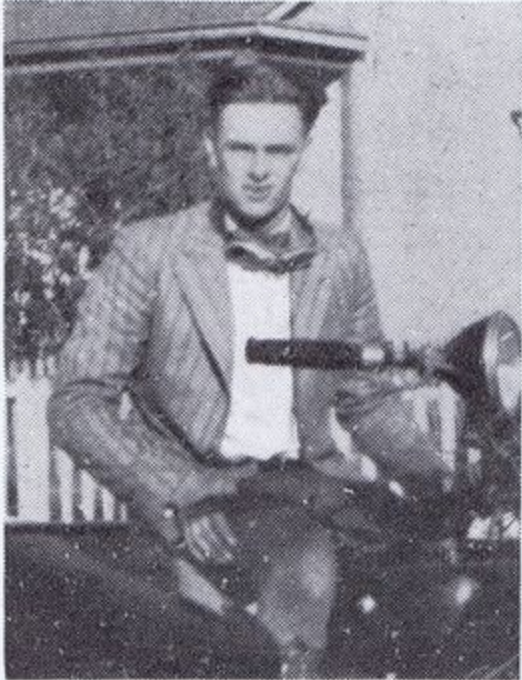
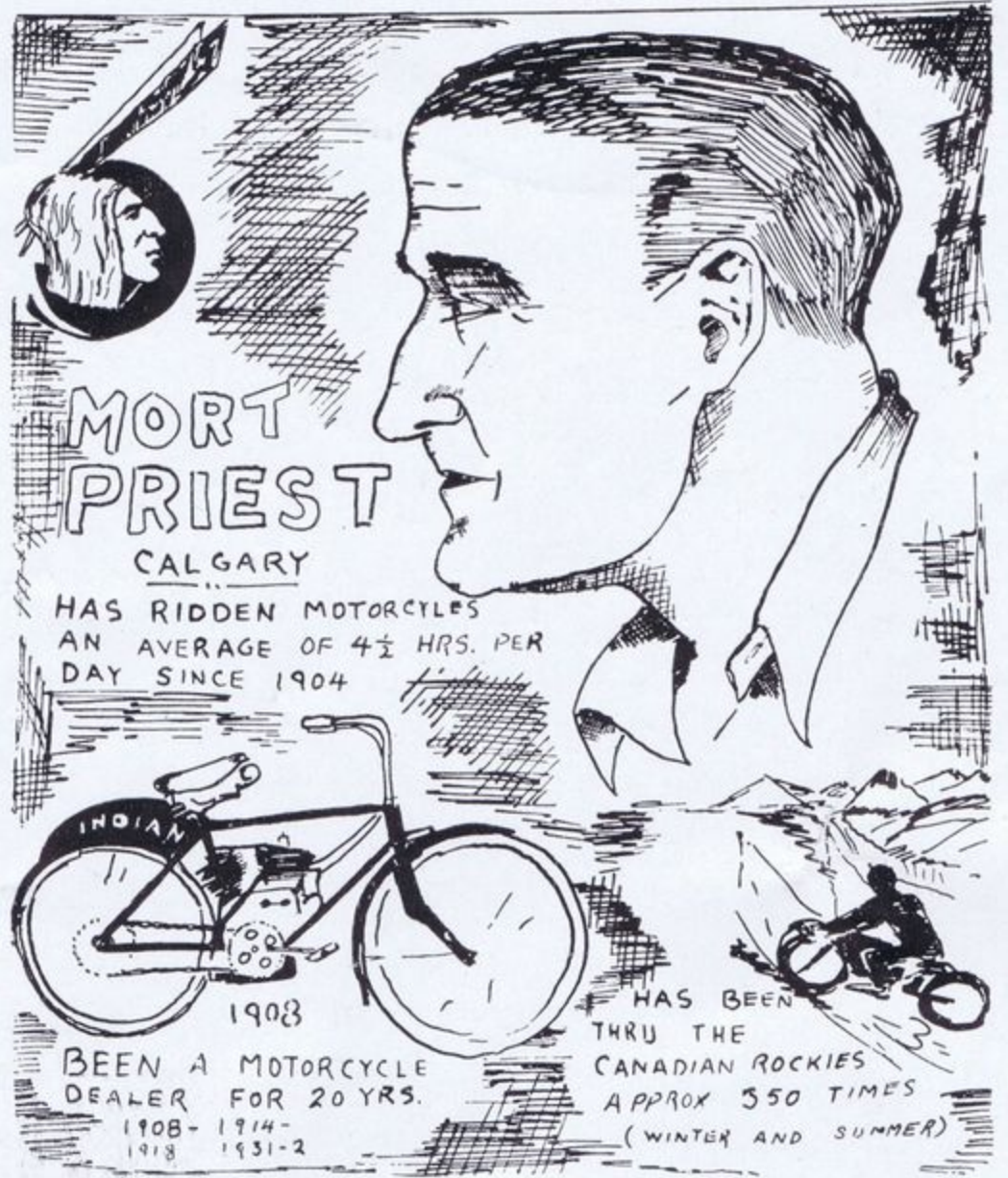
Two interesting views of the model Indian Agency belonging to Kurt Steinweg, of Cologne, Germany. Note the modernistic interior decorations in the show room and the neat layout of the Parts Department.





INDIAN News Flashes from Dealers

IN Calgary, Alberta, Canada, Mort Priest owns the Indian Wigwam where good fellows come from far and near for parts and service. Mort is a dyed-in-the-wool enthusiast, and as the cartoon at the right shows—he has done much riding in the past few years. The talented Indian rider who drew the cartoon, Wilfred Cox, is shown at the left.

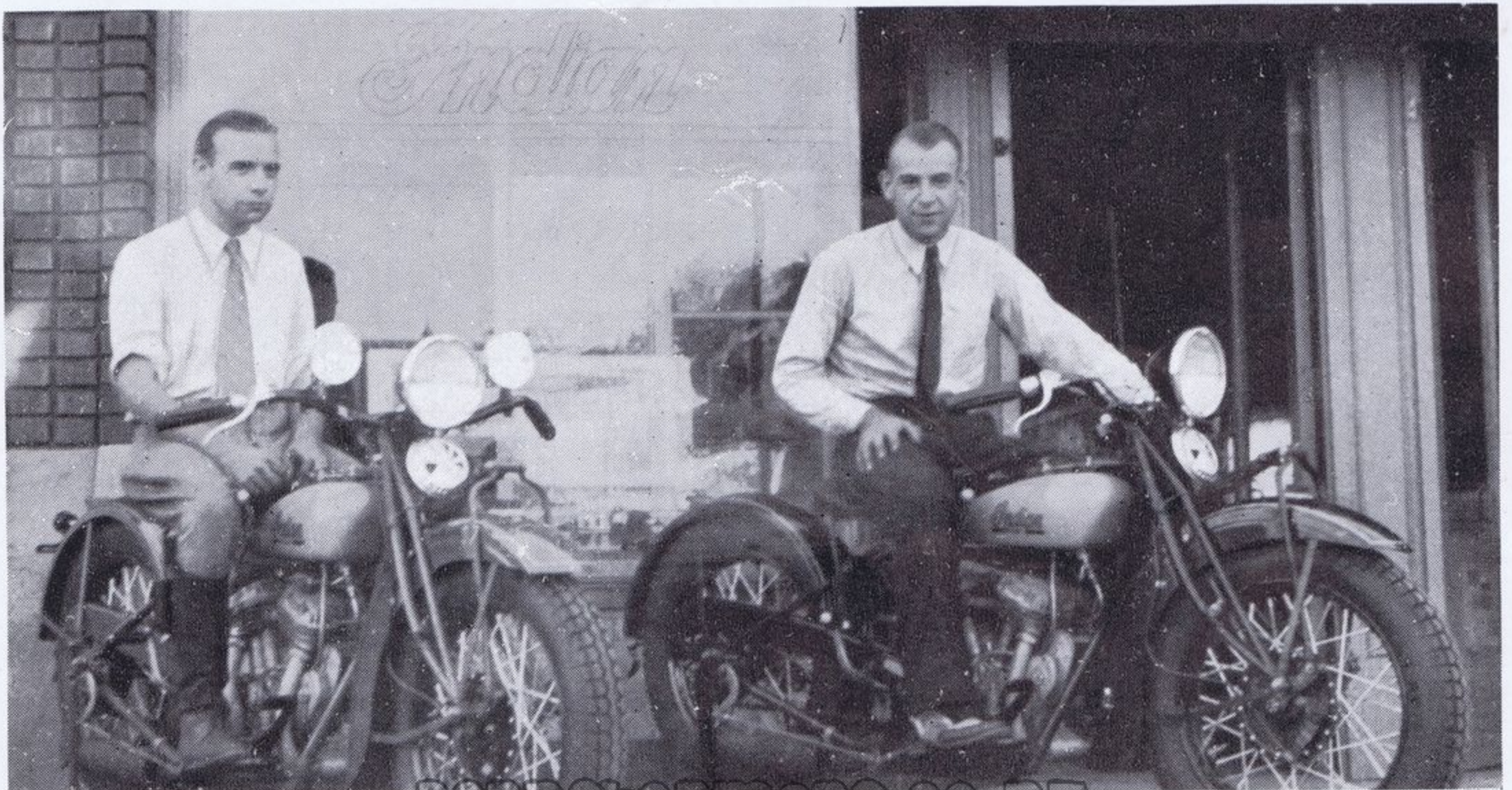


Wilfred Cox, Cartoonist

From Kansas City, Missouri, we recently received a batch of newspaper clippings in which appeared in many places the name of the Harding boys, Roy and Earl, Indian Dealers and operators of the Indian Motorcycle

Sales in Kansas City. At first it looked as tho the brothers had gotten into trouble, but on second glance it developed that they had been having some hectic adventures working closely with the Police Department of Kansas City in tracing motorcycle thieves. Recently, one of these brothers saw a rider on a stolen motorcycle—urged a police officer to mount his carrier and then pursued and overtook the thief. Interesting days for the boys in Kansas City!

In New England, Indian dealers from many cities recently enjoyed the field meet put on by the Springfield Sports Riders Motorcycle Club, near Springfield. Indian dealers who came to witness and to ride in the races and other events, were: Erle Armstrong, Worcester; Ed Flynn, Bennington, Vt.; Slim Nelson, Albany, N. Y.; Leo DeMontigny, Springfield, Mass.



New Indian Dealers! The Baughman Brothers, of Salt Lake City, seated in front of their new Indian store.



George C. Arnold, INDIAN'S European Representative

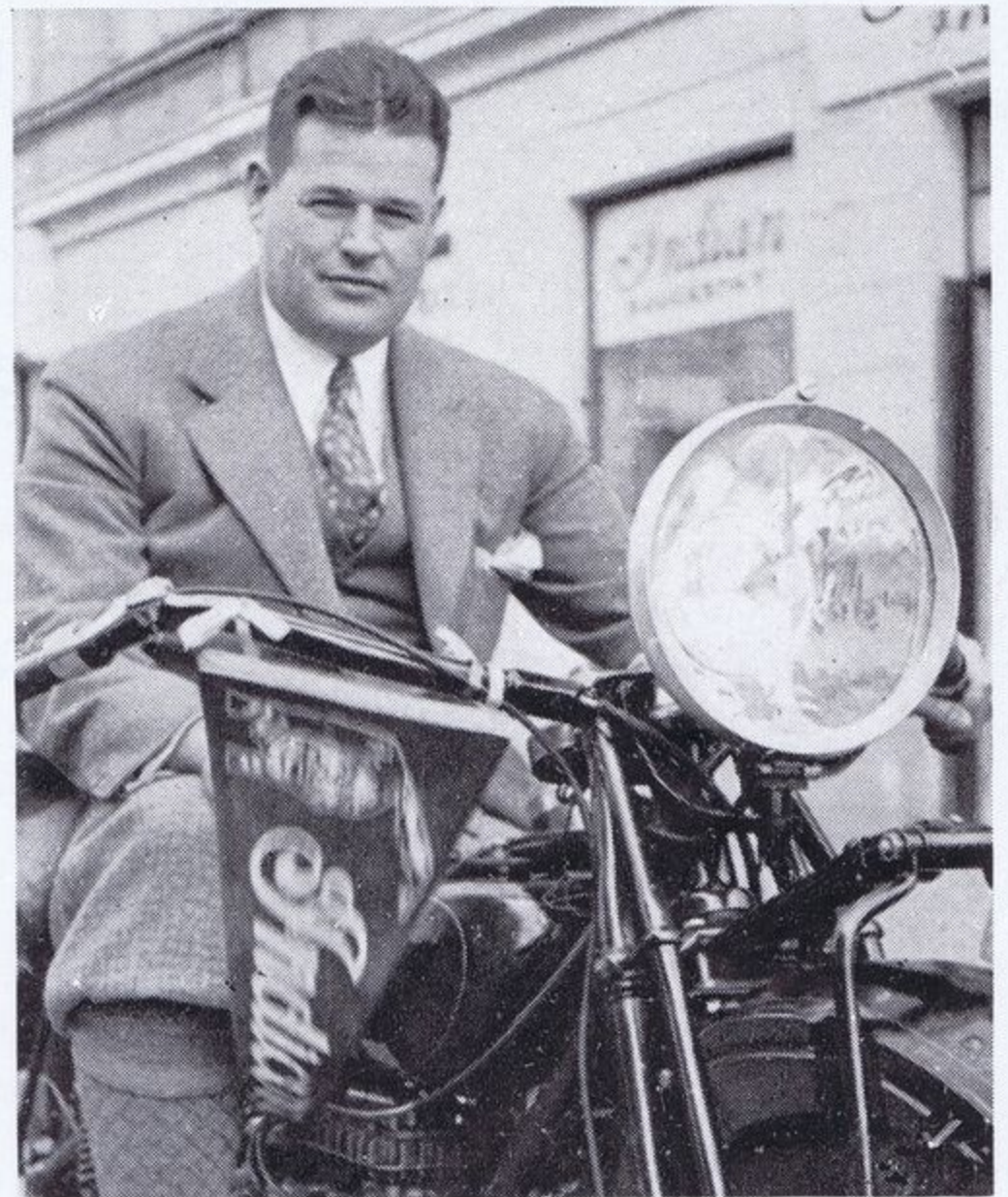
EUROPEAN riders and distributors will recognize the gentleman shown in the photograph at the right. He is George C. Arnold, Jr., who is traveling Europe for the Indian Motorcycle Company, contacting dealers and riders.

Mr. Arnold was born on November 5th, 1896 in Providence, R. I., U. S. A. He was graduated from the Providence Public Schools, and later graduated from Dartmouth College, in 1918, just in time to join the United States Naval Air Service as an Aviation Pilot.

During his last year at Dartmouth, which was 1918, Mr. Arnold owned and rode a Power Plus Indian, which interested him to such an extent that he determined then and there to sometime become actively engaged in the motorcycle business, altho he little dreamed at that time that he should some day be Indian's representative in mighty European countries. However, during all his student activities, Mr. Arnold specialized in foreign languages and the study of export marketing, with the result that he can speak English, French, German, Spanish, Italian, and Roumanian. It is little wonder that shortly after the War he entered the Italian Army as Y. M. C. A. Athletic Director with the Honorary Rank of Captain. Later, he entered the Consular Service at Milan, subsequently serving at Seville, Madrid, Barcelona, La Corona in Spain, and Bucharest, and Constantza in Roumania. He resigned from the Consular Service in 1927, and then became connected with the Export Department of the Remington Typewriter Company of New York City. Later, he was attracted to an opening in the Export branch of the Indian Motorcycle Company, and sailed for Italy in August, 1927, as Indian's Representative.

Mr. Arnold is an enthusiastic motorcyclist, and there are many days on which he has ridden more than 100 miles on his motorcycle, both for pleasure and in the pursuance of his duties in Europe.

Next year, with conditions permitting, Mr. Arnold hopes to have a solo Indian 4 fitted with special luggage arrangements which will permit him to carry his necessary personal and business equipment in covering portions of his territory.



GEORGE C. ARNOLD, JR.

Indians At Olympia

Once again, a complete line of Indian Motorcycles will be placed on display at the great Olympia Motorcycle Show in London, by the Indian Motorcycle Sales (Eng.) Ltd., whose headquarters store is located at 166 Shaftesbury Ave., London, W. C. 2. It is expected that the 1932 model Indians with their 50 new features of advanced design, will prove interesting to English riders, known for their discriminating taste and appreciation of fine points of design.

Canadian Riders Successful

Both in endurance runs and hill climb contests, Indian riders have been successful in Canada in recent months. The most notable recent victory for Indian was at Victoria, B. C., on October 12th. In a closed club hill climb, in which every motorcycle entered must be the personal road utility machine of the owner, Indians were entered against strong competition and came thru with flying colors. In the event for 45 cubic inch motors (750cc) Indian riders took second and third. In the event for 74 cubic inch motors (1200cc) C. Paulson went over the top of the hill to win the event in 7 seconds flat, and gave Indian the fastest time of the day and a new hill



Out in

With Indian



Front!

Competition Stars

WE are showing on this page pictures of some of the Indian Stars who have fought for the colors this year and it is with regret that we cannot show the smiling face

of every one of these hard riding loyal Indian men. If we have omitted here the face of your Indian Star—write us, sending us photograph together with details of his victories.



Rhyne

First, we show **Gene Rhyne**, who by his matchless skill, has ridden to first place in both Eastern and Western National Championship Hill Climbs of 45 cubic inch events this year. America's Champion Hill Climb rider in the 45 inch Class!

Orie Steele needs no introduction to Indian Fans. For sixteen years he has been an Indian competition star and a difficult adversary in contests on nearly every well known hill, East and West.



Steele



R. Castonguay

Next, is "**Woodsie**" **Castonguay**, of Springfield, Mass., the Western National Amateur Champion. "Woodsie" has won first place in dozens of amateur events this year. He journeyed all the way to Oakland, California, and in the National Event he was the only rider to top the hill with a pocket valve motor.

Howard Mitzel, called the "Flying Dutchman" from York, Pa., is another whose name is well known. Mitzel's riding style excites the admiration of sporting enthusiasts wherever he rides. He has literally dozens of first places of hill records to his credit this year!



Mitzel



Thompson

Hiram Thompson of Los Angeles, Calif., is a racing man and from all reports which come to the Wigwam, he just outrides anyone on the West Coast when it comes to dirt tracks. He has swept the board in many Western race meets this year!

Allan Huber, Reading, Pa., has recently fulfilled a long cherished dream by acquiring an Indian 21 for racing. With it, he won the Five Mile National Championship race at Reading, Pa., on Oct. 4. Huber is a track man from whom big things may be expected in the Indian Camp.



Huber



Keller

Bob Keller, of Los Angeles, Calif., is the Western Hill Climb Star who is hard to beat when riding is difficult and the hills are steep. First places to his credit this year are many.

Al Forsberg, Indian Dealer of Seattle, Washington, practices what he preaches and when it is hill climb time, you will find Forsberg right at the starting line to flash over the hill and win!



Forsberg



F. Castonguay

"Frenchie" Castonguay, of Springfield, Mass., brother of the Western National Amateur Champion, is an amateur difficult to beat when he gets astride a Scout 45 in hill climbs in New England.

Art Pechar, the man who holds the record of the fastest time ever made on dirt tracks in England, has been riding the ovals in America this year with good results on his Indian. It is believed that Art is an unmatched star on quarter and half mile ovals.



Art Pechar



Murdough

"Red" Murdough, who hails from Philadelphia, Pa., is a protege of Howard Mitzel, and you will find the two of them at almost any hill climb with Murdough following Mitzel's professional victories with amateur victories for himself on his Scout 45.

Ray Albrecht, of Los Angeles, Calif., is a Western Amateur on the track, who rides his Scout 45 to victory in many Western events. Hats off to this Western Amateur who wins!



Albrecht



Waln

Miny Waln, holder of many National Championship races during the last few years. Miny is a true-blue sportsman and a consistent rider on the dirt ovals.

Swede Mattson, of Oakland, California, as he is shown in one of his characteristic poses riding a steep slant to the very utmost of his strength and ability. Swede won't take a beating if there is any sporting way to prevent it—showing the grit which makes our sport what it is!



Mattson



Wolfe

Bob Wolfe, son of Elmer Wolfe, Indian dealer in Bethlehem, Pa., rides amateur, and manages to force his Scout 45 across the finish line in first place, three out of five times. He is a hard riding, two-

fisted amateur, to be watched when he turns professional!



"Woodsie", whose real name is Raoul Castonguay, of Springfield, Mass.

Two More National Championships Go to INDIAN Camp!

Once more, Indian stars have blazed their way to victory in National Championship events. At the Western National Championship Hill Climb, held in Oakland, Calif., on October 18th, Gene Rhyne on an Indian 45 rode to first place in the 45 cubic inch professional event.

"Woodsie" Castonguay of Springfield, Mass., riding a regular side valve Scout 45 motor, flashed over the hill to win the Western 45 National Amateur Championship—and he was the only amateur to top the hill during the day!



Gene Rhyne, the champion, of Sacramento, California.



News Flashes from the Four Winds

EDITOR'S NOTE: INDIAN NEWS readers will recall the story contained in late 1930 and early 1931 issues of INDIAN NEWS, concerning the adventurous trip of Jose Porta, from St. Louis, U. S. A., across the worst road in all Mexico. The letter published below sheds interesting light on just what happened to Jose Porta and why his trip ended suddenly.

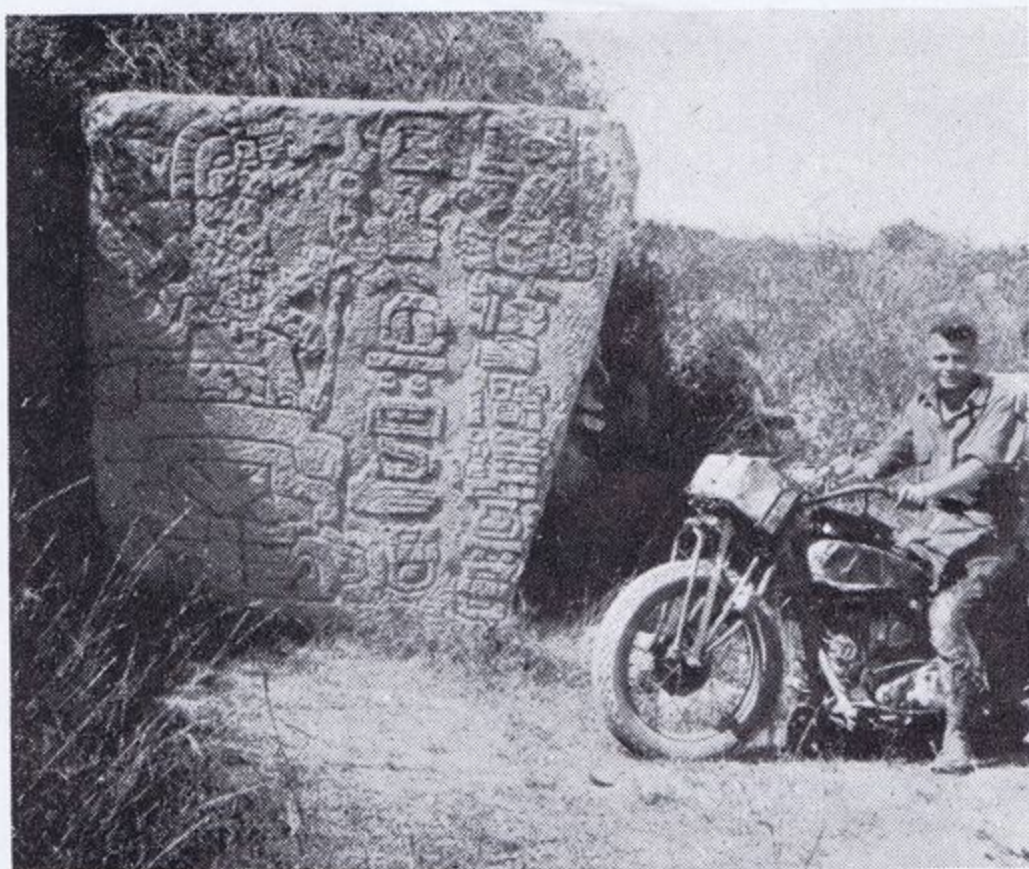
"Dear Editor:

"Jose Porta started out from St. Louis and got this far on his Scout before having to give up. It was not the fault of the Scout, but of Porta's condition and lack of funds. The Scout was badly battered but the old motor still continued to tick them off perfectly. When I found out that Jose was at the end of his rope, I tried to get the motor, but another fellow beat me to it. Certainly I would have liked to have taken measurements of the various parts for wear, which, judging by the sound of the engine after the unbelievably grueling tests where the motor was obliged to pull in low and second gear all day long—charging mountain sides and smashing thru jungle and swamps, it could not have been worn very much.

"The motorcycle itself is a thing of the past now as it was destroyed in the earthquake which hit this city shortly after Jose Porta left here for the States. It was in that section of the town which was not only destroyed by the earthquake, but fire followed. It was a sad ending for a glorious machine.

Yours very truly,

Gysgt. George Cole
VO-7M, Air Service 2nd Brigade
Managua, Nicaragua, C. A."



Jose Porta astride the trusty Scout described in the letter above, as he looked while on his trip in the wilds of Mexico.

Indian Officials Will Visit Olympia Motorcycle Show

E. Paul duPont, President of the Indian Motorcycle Company, accompanied by Loring F. Hosley, Vice-President and General Manager, will be present at the Olympia Motorcycle Show to be held in London during early December. Mrs. duPont will accompany her husband on the trip. It is expected that the party will leave America about the 20th of November, on the Europa. The trip is being made in order to allow these Indian Executives to meet as many European dealers and distributors as possible. It may be that the itinerary of the trip will be extended to take in the Belgian Show.

Amateur Competition Popular

How many American INDIAN NEWS readers have noticed the gradual change which is taking place in American Motorcycling Sport? More and more motorcyclists are becoming interested in forms of private owner competition which enables entrants to ride their own motorcycles in events. We shall always have our professional racing and hill climbing men, but competition events by riders on their own motorcycles are proving more and more interesting to American riders, just as in England and other countries.

Allan Huber Now Rides Indians

Racing enthusiasts who attended the National Championship Motorcycle Races held at Reading, Pa., on October 4th, are all aflame with enthusiasm over the performance put up by Allan Huber. Pechar, Huber and two other riders, became involved in a slight accident on the track during the start of one of the races. Huber and Pechar were knocked out completely and taken to the hospital for treatment. However, the pluck and loyalty of these Indian riders was shown by the fact that they both insisted on leaving the hospital and coming back to the track to enter the three mile and the five mile National Championship Races. Both rode hard, and Huber covered himself with glory by winning the five mile National Championship immediately after returning to the track from the hospital.



INDIAN Dispatch Tows Popular

WITH eyes always open to detect new movements and new trends which will develop motorcycles for more widespread usage, the Indian Organization views with pride the success enjoyed by the Indian Dispatch Tow.

The Dispatch Tow is designed as a labor and money saver for garages, service stations and automobile dealers where the picking up and delivering of customers' cars is demanded as a courtesy or business-building service. With the Indian Dispatch Tow, one man may ride quickly to the home of a customer, attach the Dispatch Tow to the rear bumper of the customer's car, then drive the car to the service station. After the required service work has been done, he delivers the car to its proper garage, mounts the Dispatch Tow and rides back to the service station or picks up another car.

Thus one man and the Dispatch Tow can do the work which formerly required two men and an extra car.

Adopted by Automobile Companies

Quick to realize the profit building possibilities for automobile dealers, the service managers of a number of the larger automobile companies recommended or adopted the Dispatch Tow as standard service equipment. In the United States at the present time, Indian Dispatch Tows will be found in use by many Packard, Cadillac, Oakland-Pontiac, Chevrolet, Pierce-Arrow and other fine car dealers.

Tire Companies Adopt Dispatch Tows

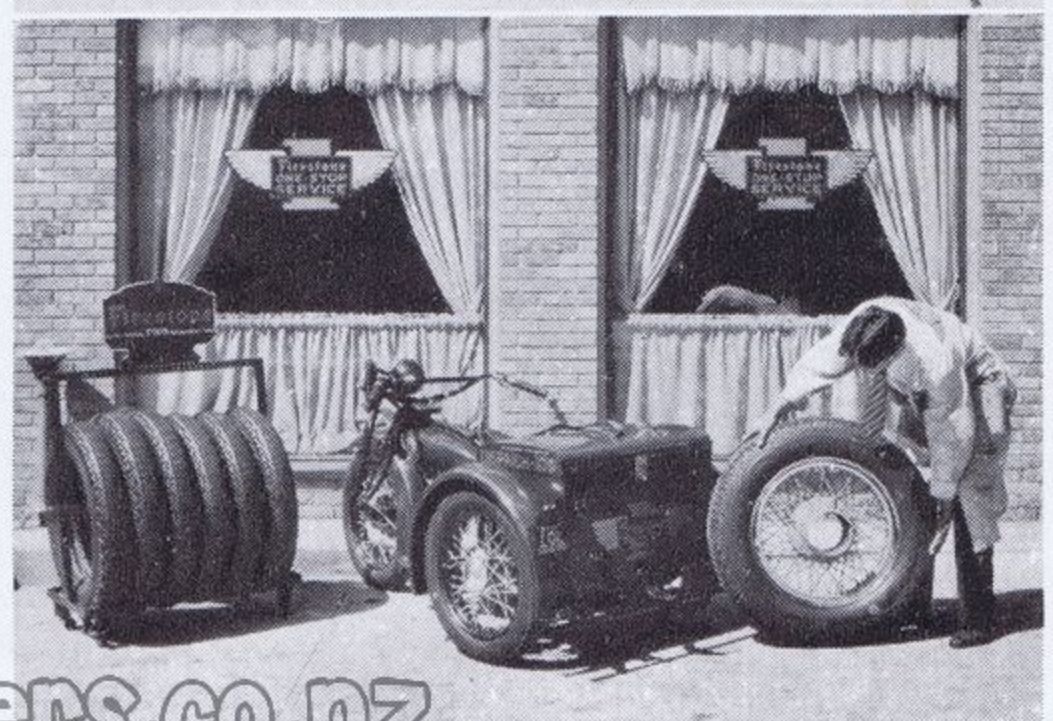
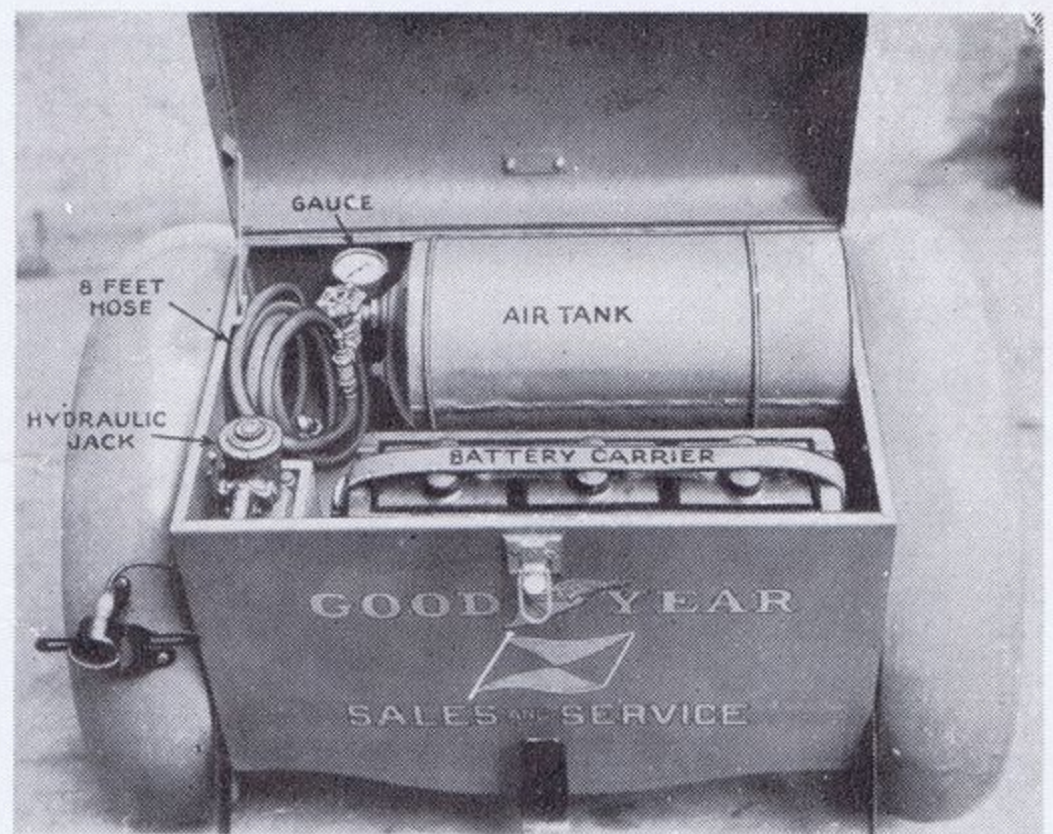
The Indian Engineering Development Department has recently turned out two interesting tire service units for two of the larger tire companies of the United States. These units are equipped with an air tank with enough air to inflate three ordinary passenger car tires, a pressure gauge and eight feet of hose, hydraulic double lifting jack with handle and a battery carrier, not to mention a tire carrier on the rear of the box. (See cuts at right).

Interesting Mechanically

The Dispatch Tow will prove interesting from a mechanical standpoint to motorcycle riders. The power unit is the regular Scout 45 motor transmission and electrical system, while the drive to both rear wheels is through a differential unit.



A Service Manager of the Packard Motor Car Company of New York, gives instructions to his uniformed Dispatch Tow driver. Many hundreds of these Dispatch Tows are in use throught the United States.





INDIAN Has New Ass't Sales Manager



HENRI L. MARINDIN

JAMES A. WRIGHT, Director of Sales for the Indian Motorcycle Company, announces the appointment of Henri L. Marindin as his assistant sales manager, to replace W. Stanley Bouton whose resignation was announced recently. He will work under the direction of Mr. Wright, assisting in the supervision of the Sales Department and dealer activities. Mr. Marindin was born in 1892 in Washington, D. C., attended the Mass. Institute of Technology, taking a special course in electrical engineering. Before the War he was branch manager for the Maxwell Motor Car Company, Minneapolis, and later was Sales Representative for the Hudson Motor

Car Co., in Omaha, Nebraska. He was one of the first to go to France with the 101st Engineers of the 26th (Yankee) Division. Upon his return he rejoined the Field Staff of the Hudson Motor Car Company and since leaving Hudson, has invented and acquired manufacturing rights to a number of important automobile accessories.

Mr. Marindin brings with him to the Indian Organization a wealth of sales and automotive experience which is going to prove interesting to Indian dealers and riders as reflected in his work.

Ellis Wins Pistol Shoot

Motorcycle Officer, C. W. Ellis, of Little Rock, Ark., is the proud possessor of a new military model revolver together with laurels which he won in a pistol shooting contest held at the Arkansas State Peace Officers Convention at Little Rock, during September. In winning the contest, Mr. Ellis was in competition with some of the best pistol marksmen from several states surrounding Arkansas, but he made the highest score of any motorcycle officer.



Officer C. W. Ellis, of the Little Rock, Arkansas Police Department.

Howard Mitzel . . "Before and After"



Anyone who has seen Howard Mitzel make smashing straight rides to break hill records and win events in the face of strong competition, marvels at his display and ability to handle the horsepower bottled up in his Indian 45 motor. If the picture at the left is an indication of Howard's early training, we can understand why he knows his horsepower. It was evidently taken years ago—before Howard was bitten by the motorcycle bug.

The smiling picture of the husky Howard at the right, was snapped by the Indian News photographer at the National Championship Hill Climb at Rochester just before Howard made a startling ride up the hill.





(Continued from Page 6)

Beautiful New Finish on All Models

This new line of Indians will come finished in a new handsome finish—duPont Dulux. It is more lustrous, easier to keep clean and lasts longer. Eight beautiful color combinations will be optional at no extra charge!

The finest dollar for dollar values ever built into motorcycles—that's what you will find in the 1932 Indians!

You will have to ride one of these new Indians to really get an idea what the Indian Engineers have accomplished for 1932.

See the new models—and **ride them!**

(Continued from Page 10)

that throttle, the old speedometer hand started to move right around toward the right—40—50—55—65—70—75—and when I had to shut down it was still going around. For police work or the sport rider who wants an all-round motorcycle, the new Indian 74 is right there with the goods.

For you fellows who like the wallop of a 74 Twin—the easy handling of a 45 Scout—and the smoothness of a Four, let me tell you that the new Indian 74 has them all rolled into one!

And, of course, the regular Scout 45 powerplant with improvements and refinements for 1932, fits into this frame so a fellow can have either a 74 or a 45 with the same easy handling—the same comfort and the same beautiful lines.

Space doesn't permit me to put down all I think about the new models here, but I will just invite every reader of INDIAN NEWS to go to his nearest Indian Dealer and try out one of these new Indians. What a motorcycle will do on the road shows what it really is—and that's why you are invited to take a ride. If you live anywhere near Worcester, Mass., be sure to stop in at my store, located at 1077 Main Street, because I am going to have a line of Indians on display just as soon as the factory can make deliveries and you watch them sell!

The 1932 instrument panel, which does not turn with the handlebars, has a key switch for actuating lights and ignition.



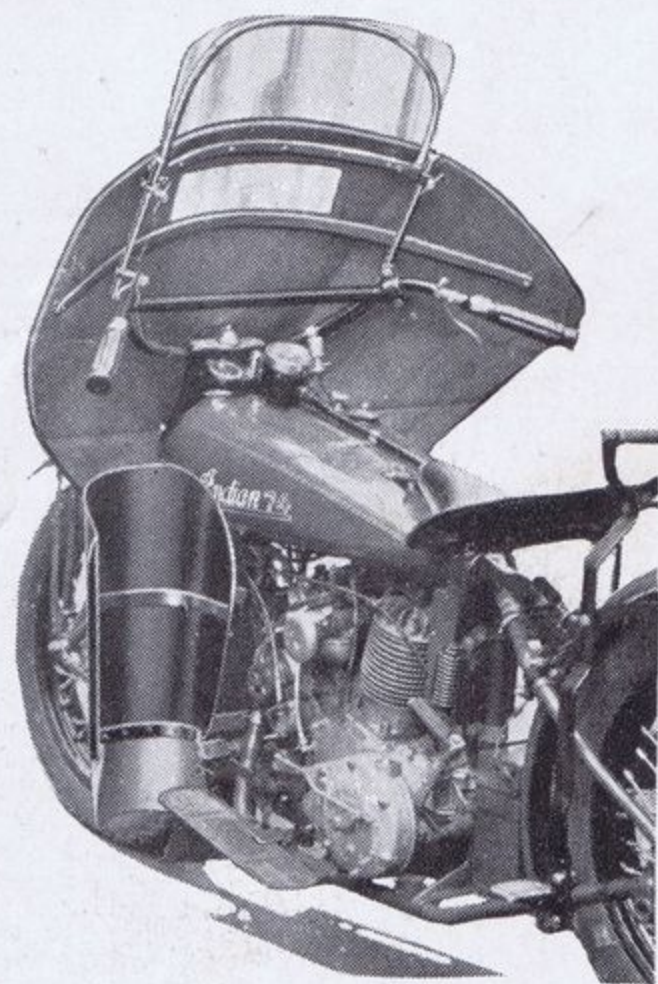
Keep Warm and Dry on Fall and Winter Riding Days

Here is the Indian Ute Wind-Suit. It is water-proof—wind-proof and very comfortable to wear. It rolls up into a small bundle and may be strapped to the handlebars, or carrier, so that you may take it with you on Fall and Winter trips to have ready for use when the temperature drops or rain falls.

Second, here is the new Indian Windshield with metal legshields. For very cold weather riding or for keeping dry in rainy weather, the new handlebar windshield with metal legshields will prove effective.

The prices on both these Indian comfort accessories are within range of the rider's pocketbook and of course, they are backed by the Indian policy of selecting only quality goods for Indian riders.

AT YOUR LOCAL INDIAN DEALER'S



TRY ONE OF THE NEW INDIANS . . . Yourself!

These 1932 models are NEW! They have new beauty of line—new lustrous finish—and every model has dozens of new features to make it the ideal of the discriminating motorcyclist.

On the road the 1932 INDIANS have a punch and a smoothness such as you have never before known in a motorcycle.

Go to your local INDIAN Dealer's shop and see these new models—and ride them.

A trained jockey is the best judge of horse flesh and that's why we invite you—as a motorcyclist—to try these new models!



A motorcyclist's view of the new 1932 Indian Four showing the new higher front end, the new wider fork spring, the new front mudguard, new twin steel gasoline tanks, new instrument panel, new footboard position, new saddle position, new exhaust tube and other features which all go to make up the finest motorcycle built in America.

INDIAN MOTORCYCLE COMPANY
SPRINGFIELD » » » MASSACHUSETTS » » » U. S. A.

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