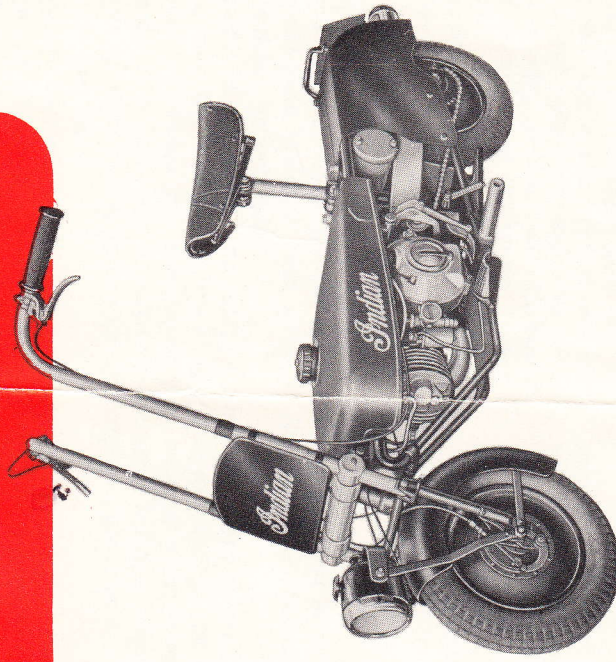


June 4, 2000 - the top older describes the small Indian . motorcycle that I owned, I bought it to use in my airplane. I loaned the Cessna 140 model airplane at that time. I took out one of the seats in the cabin and with a especially male holder carried the motorcycle . and. When I reach my destination I would then get the motorcycle out and drive to whatever point I needed to visit. It was a two cycle engine. Also shown on one of the other pages is another small motorcycle called a Ner-a-Car.
Written by William F. Baggerman

SPECIFICATIONS

| | |
|--------------------------|--|
| Engine..... | 98 c.c. — two stroke |
| Bore..... | 50 mm |
| Stroke..... | 50 mm |
| Compression ratio..... | 6.4 to 1 |
| Cylinder head..... | Deep finned aluminum alloy |
| Piston..... | Dome top, aluminum alloy, ports in skirt |
| Piston rings..... | Two (pinned to prevent rotation) |
| Piston clearance..... | .0045 at bottom — .0075 at top |
| Connecting rods..... | Nickel chrome molybdenum forging |
| Carburetor..... | Amal |
| Ignition..... | Flywheel magneto |
| Lighting..... | Magneto dynamo |
| Muffler..... | Cylindrical with baffle plate |
| Fuel tank..... | 10 pints capacity |
| Clutch..... | Single plate with cork inserts |
| Primary chain..... | 56 rolls — $\frac{3}{8}$ pitch — .225 wide |
| Drive chain..... | 82 rolls — $\frac{1}{2}$ pitch — .192 wide |
| Engine sprocket..... | 17 tooth |
| Clutch sprocket..... | 44 tooth |
| Drive sprocket..... | 12 tooth |
| Rear wheel sprocket..... | 27 tooth |
| Wheels..... | Disc type |
| Rims..... | 83/4" x 13/4" wide |
| Tires..... | 12 1/2" x 2 1/2" |
| Tire pressures..... | 20 lbs. front — 35 lbs. rear |
| Starter..... | Pedal operated |
| Brakes..... | 4" dia. internally expanding |
| Frame..... | Alloy steel tubular |
| Front fork..... | Tubular-rigid |
| Dimensions..... | Height open — 36" |
| | Width open — 25 1/2" |
| | Height folded — 20 1/2" |
| | Width folded — 13" |
| | Overall length — 53" |
| Wheel base..... | 39" |
| Ground clearance..... | 4" |
| Prop stand..... | Spring loaded — mounted center of frame |
| Rear fender..... | Designed to serve as luggage carrier |

The Indian PAPOOSE NEW FOLDING PORTABLE MOTORCYCLE



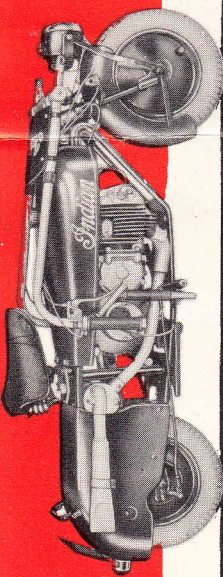
THE newest in personal transportation for convenience and pleasure. Snappy performance and full power to carry the heaviest person. 125 miles per gallon economy with safe traffic speeds up to 35 miles per hour.

Weights only 97 pounds . . . and it folds! You can pick it up, carry it in your car, boat, or plane; parks in one foot of space, garage it anywhere! Everyone will enjoy riding the Papoose.

Indian's "Pocket Prodigy" Motorcycle

Form MB54

Printed in U.S.A.



WE WOULDN'T GO ANYWHERE WITHOUT OUR PAPOOSE!

THE Indian Papoose is a real he-man motorcycle. First developed successfully to provide transportation for paratroopers . . . this new civilian model is built with the same rugged design, the same dependability, and the same compact features that now make the Papoose such a real pleasure to ride and own.

The Papoose is just like another member of the family. Everybody learns to ride in a jiffy, and it becomes the most popular vehicle for just going places. Because the handlebars fold and the seat telescopes into a compact unit, you can take it along with you to camp, to the lake, on trips and outings, or wherever you might be headed right in the trunk of your car, or shipped as baggage.

Anywhere you and your Papoose team up for transportation or convenience, it's just more fun out of life for you . . . and your Papoose enjoys it too!

ENGINEERED FOR SERVICE

Designed for dependable service, the Papoose is powered with the finest 2-cycle engine, with a minimum of moving parts and the simplest of adjustments. This engine is built "in unit" with the primary drive and single-plate cork-insert clutch. Equipped with 4 inch internally-expanding brakes on both wheels. Head and tail-lights powered by flywheel mag-dyno eliminating the usual battery.

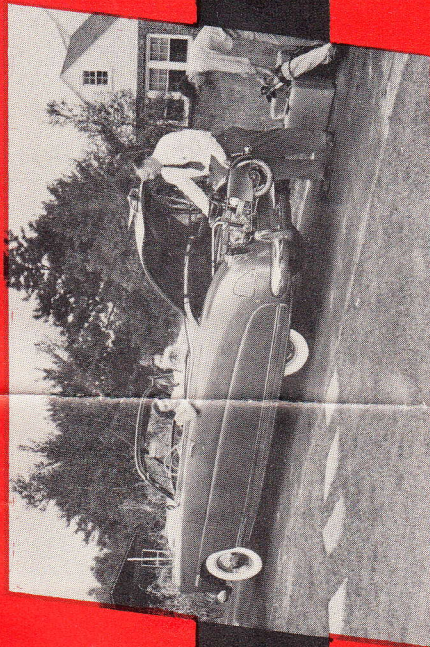
A SECOND FAMILY CAR

The Papoose is ideal for transportation to work, to play, to go shopping, and for any trips around town. Safe 35 mile per hour speed gets you there quickly; 125 miles per gallon Papoose economy pays for itself as you ride.

GARAGE IT ANYWHERE

The compact Papoose takes up so little space that it will fit alongside other vehicles in your garage . . . or you can tuck it away in any storage space or hallway around the house. Handlebars and seat fold easily for storage . . . lock securely in place when used.

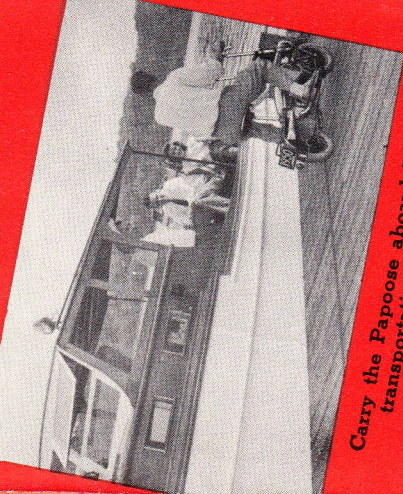
**We will instruct any
licensed person to ride
the Papoose in less
than three minutes!**



Travel by car. take your Papoose along for extra transportation and pleasure.



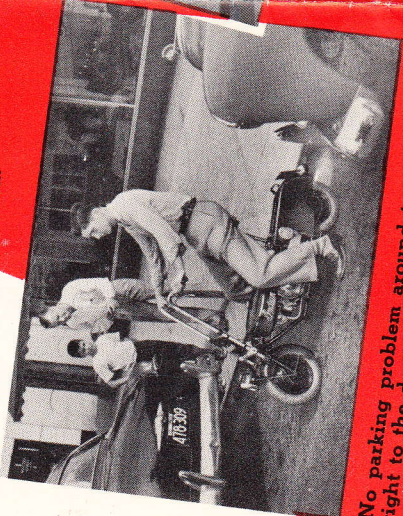
Carry on light plane . . . convenient transportation to the airport and to your destination when you land.



Carry the Papoose aboard boats for transportation after docking.

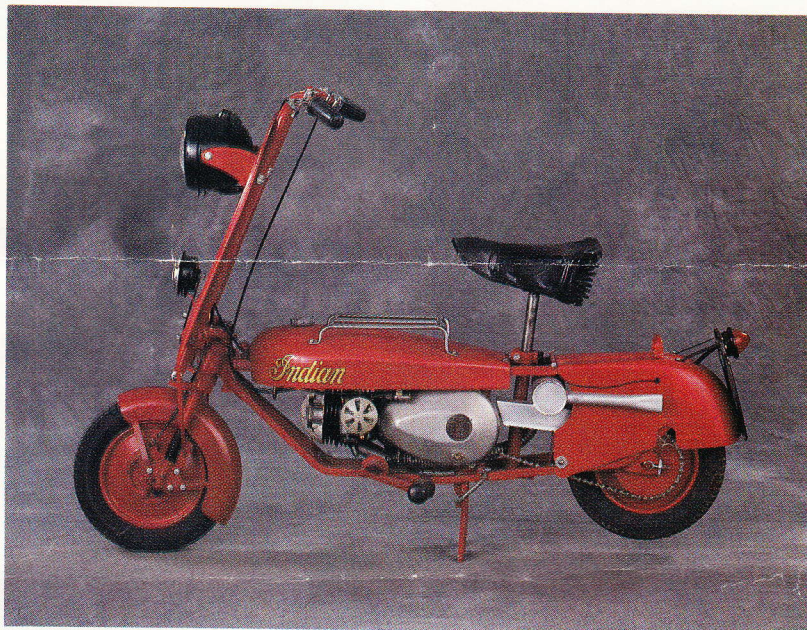


Amazing economy makes the Papoose the ideal commuter's vehicle.



No parking problem around town . . . drive right to the door, parks in one foot of space.

To Work - to School - to Shop - to Play - it's fun to ride the Papoose!



1953 INDIAN PAPOOSE

Look closely at the machine pictured here. What you're seeing is a motor scooter developed for the British army during World War II. It was designed and built in England, and used by English paratroopers.

So why does it carry America's Indian motorcycle marque on the tank?

That's an interesting story.

In 1949, the Indian Motorcycle Company was in deep financial trouble. In an attempt to keep the wolves from the door, company President Ralph Rogers traveled to Britain, hoping to negotiate lucrative import-export deals with motorcycle companies there.

Although Rogers ultimately resigned after returning to America, he did enjoy some success. One productive aspect of his trip was a meeting with John Brockhouse of Brockhouse Ltd., a British manufacturer of light machinery.

Not only did Brockhouse invest more than \$1 million in Indian, he agreed to an export arrangement

involving his company's Welbike motor scooter.

The Welbike was originally designed to be dropped with British paratroopers when they invaded German strongholds in Europe during World War II. Powered by a 98cc two-stroke single, the Welbike featured chain drive and fold-down seat and handlebar assemblies. For paratrooper use, the odd little scooters were packed in steel canisters. Within minutes after they landed, soldiers could assemble the machines and ride away.

Rogers hoped that the tiny scooter—unchanged from its World War II design—might find a niche in the American marketplace. He arranged to have Indian import the machine—marketed as the Corgi in Britain after

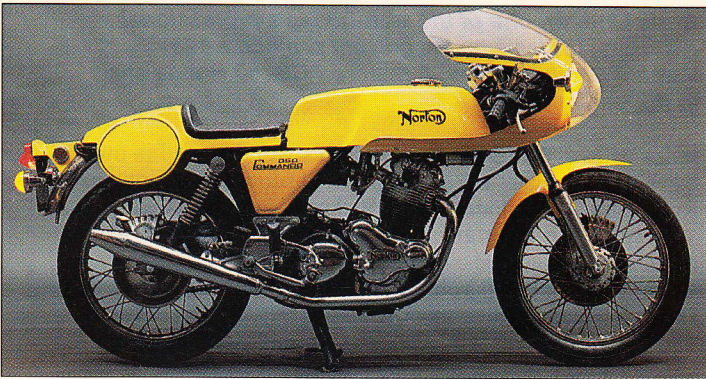
the war—and offer it as an Indian model.

Indian renamed the machine and dressed it in traditional Indian red. But by the 1953 model year, it was clear that the Papoose was a sales failure.

Remaining examples like this one, owned by Paul Pearce and currently on display in the Motorcycle Heritage Museum at AMA headquarters in Westerville, Ohio, are reminders of a very odd era just before the demise of the Indian line.

The Motorcycle Heritage Museum is open 9-5 weekdays. Weekend hours, March through October, are 10-4 Saturdays and noon-4 Sundays. The museum is located at the AMA offices, 33 Collegeview Road, Westerville, Ohio. Take Interstate 270 (the Columbus outer belt) to exit 27 (Cleveland Avenue), go north 1 1/2 miles and watch for signs. For more information, call (614) 882-2782.





1975 Norton Commando Special



1925 Ner-A-Car

"There was not a better highway bike in the world in the late 1970s," he says. As a collector, Newman has owned a variety of rare machines, including "Rumblegut," a Vincent-based British dragbike, and a trio of Broughs, one with a banking sidecar. He sold one of the Broughs, a 680cc Black Alpine model, to comedian Jay Leno several years ago. His current collection includes a Velocette with matching sidecar, a Honda GB500 Single, a pair of AJS 350s and a 1925 center-hub-steered Ner-A-Car, which he keeps on display in his living room.

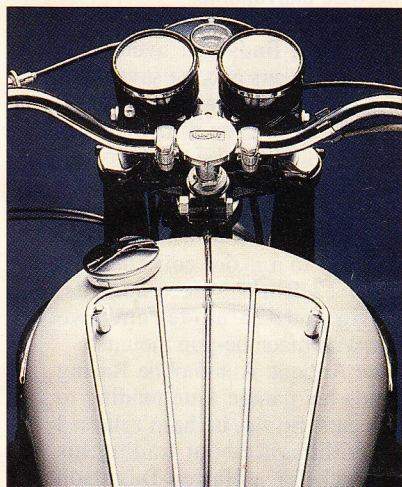
Richmond, who was featured in a July, 1987, *Cycle World* article when he was importing Russian-built Neval motorcycles and sidecars, guesses that he has owned more than 300 motorcycles. His collecting mania began after visiting the annual Auto Jumble at England's National Transportation Museum in the early 1970s. Amazed by the number and variety of machines for sale, he returned the following year and bought 30 motorcycles and two cars, enough to fill a shipping container for the return trip home.

Richmond says he lives below his means on purpose so he

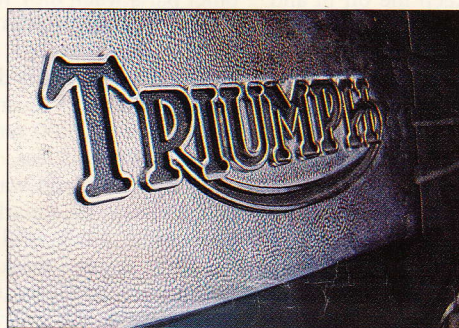
can afford his rolling toys. Still, following his move to Chicago a few years ago, he began to whittle down his collection. He still has a 1937 Sunbeam Model 8, a 350cc Single, from his first British buying trip, but most of the 40-odd motorcycles he currently keeps in the warehouse are British or Italian machines from the 1950s or later.

Richmond entrusts much of his restoration work to Chris Lindner, who impressed him a few years ago by repainting a pair of Triumph tank badges in the correct light-beige background color, a hue Lindner concocted using a combination of white paint and English tea.

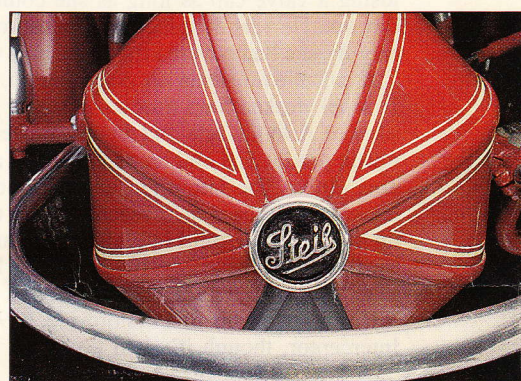
Lindner, an Australian who moved to Chicago with his parents as a young man, studied film making in college, then spent eight years as a freelance artist and art director, a job he found "tedious and boring," before becoming involved in cars and bikes. Now, he seems obsessed with his restorations, working alone, often starting at 3 or 4 a.m. with whatever project is at hand, an arrangement made easier since his



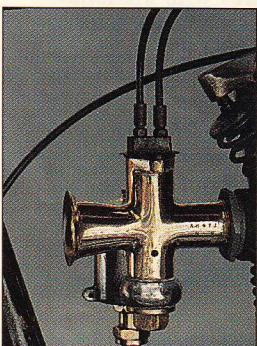
Instruments, parcel carrier, 1964 Triumph Bonneville



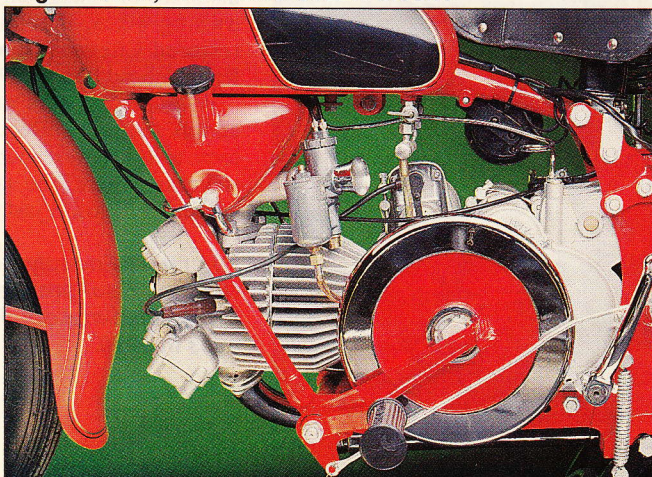
Tank badge, 1969 Triumph Trident



Front view, 1960 BMW/Steib outfit



Carburetor, 1927 AJS



Engine detail, 1954 Moto Guzzi Falcone

Gas cap, 1954 Moto Guzzi

