

Denne bog er simpelthen nødvendig for dig, hvis du interesserer for amerikanske motorcykler 1898-1981, og ikke kun Indian.

Jeg købte mit eksemplar for et års tid siden, og der er MANGE timers læsning og foto-granskning for 300-400 kroner, hvis man vil nøjes med en brugt bog – hvilket jeg gjorde, og AMAZONS beskrivelse af bogens stand er meget nøjagtig.



## INDIAN

In 1900, former high-wheel bicycle racing star George Hendee was manufacturing Silver King "safety" bicycles in Springfield, Massachusetts. These were conventional bicycles with two equal-sized wheels, which in the 1890s had displaced the standard bikes that had a big front wheel and small rear wheel. To advertise his bicycles, Hendee promoted bicycle races in Springfield. Record setting was a popular activity at the Springfield Coliseum and at other tracks across the nation. These attempts were facilitated by crude one-off pacing motorcycles, each powered by a large, but primitive, single-cylinder engine. However, the pacing machines were unreliable, so many record attempts ended when the pacing motor quit. Hendee had seen this for himself in Springfield.

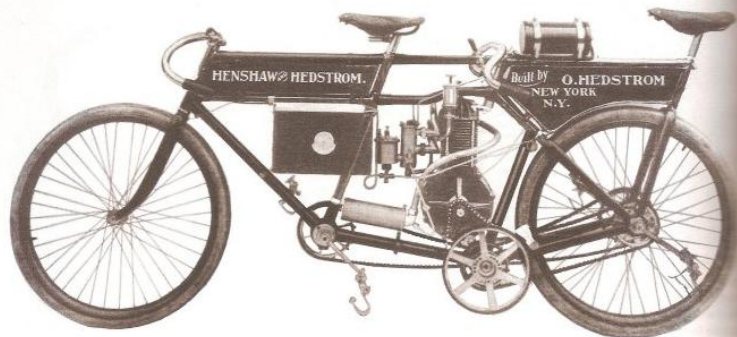
Then, in January, 1901, he heard of a seemingly never-fail pacer that was racking up large mileages in New York City. So Hendee arranged for the machine's builder, Oscar Hedstrom, to bring the better pacer to Springfield. Hedstrom's pacer impressed Hendee. The two men discussed the prospect of a reliably designed and expertly crafted series of road-going motorcycles

that might be sold to the public. Hedstrom agreed to build a prototype road model, at an available shop in Middletown, Connecticut. Hendee agreed to obtain investors—a process that he had already mastered in starting up his bicycle firm.

Six months later, Hedstrom arrived in Springfield via train, and off-loaded his machine. To those accustomed to the track pacers, the Hedstrom machine was surprisingly small. Yet, it was surprisingly peppy. Hedstrom rode the motorcycle up and down the steep hill on Cross Street, repeatedly showing that the prototype could be slowed to a crawl on the hill and then accelerate all the way to the top. The engine idled slowly and rock steady, and never overheated. Hendee captured the investors' dollars, and he and Hedstrom set to the task of launching their production machines.

Hendee settled on the name "Indian," as it was both romantic and symbolic of the machine's status as a pioneer. Incidentally, the emerging field hadn't completely settled on a name for powered two-wheelers. The term "motorcycle" was gaining favor, but the term "motocycle" had been used earlier. A still smaller minority favored the term "autocycle." Hendee liked "motorcycle" and

Below is the pacer that Oscar Hedstrom designed and rode in New York City bicycle events of 1901. After seeing this machine and affirming its unusual reliability, bicycle manufacturer George Hendee arranged with Hedstrom to start up a motorcycle operation.  
(BUTCH BAEZ)



(240)

Indian mærket dækkes over 120 sider med mange fotos

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