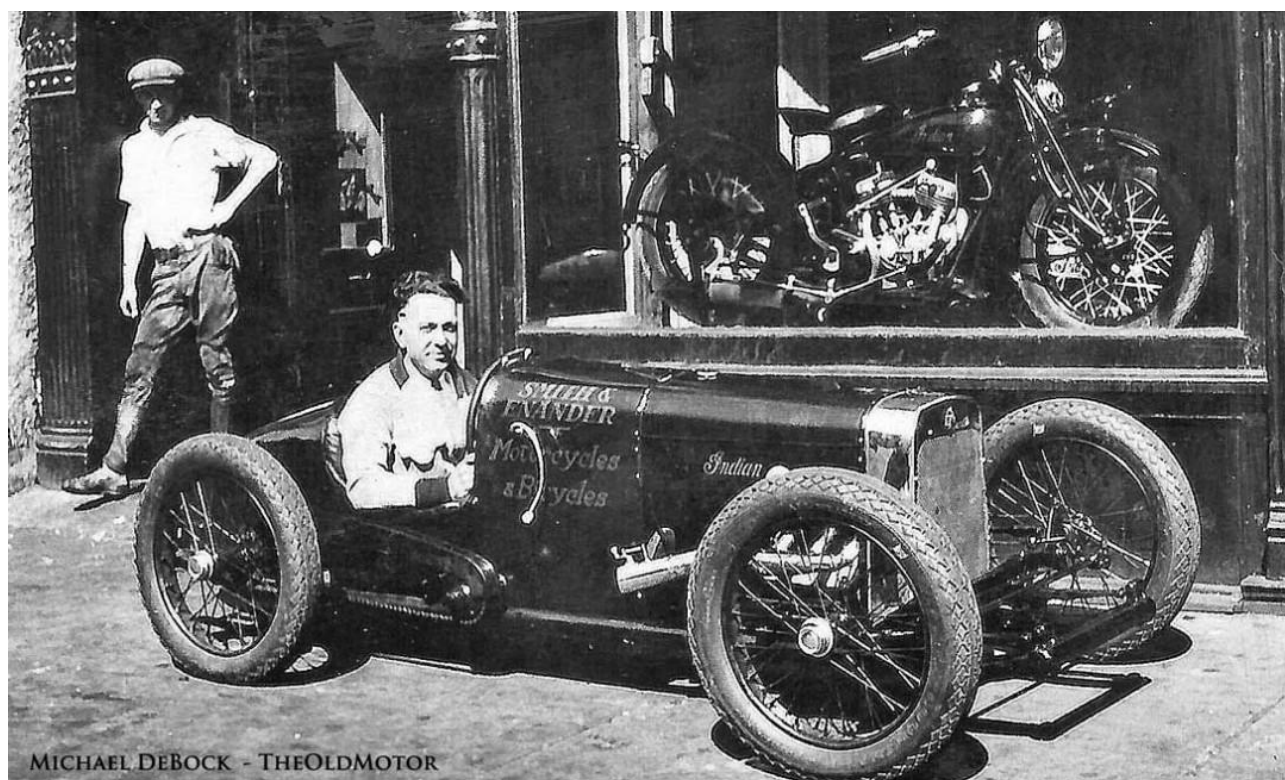


JULIA ELLSWORTH - THEOLDMOTOR.COM

Hazel Marion Eaton – High Dive and Wall of Death Dare Devil

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MICHAEL DEBOCK - THEOLDMOTOR

The Harland Krause Motorcycle Photo Album



Harland Krause on the right and a friend with their Indian Scouts.

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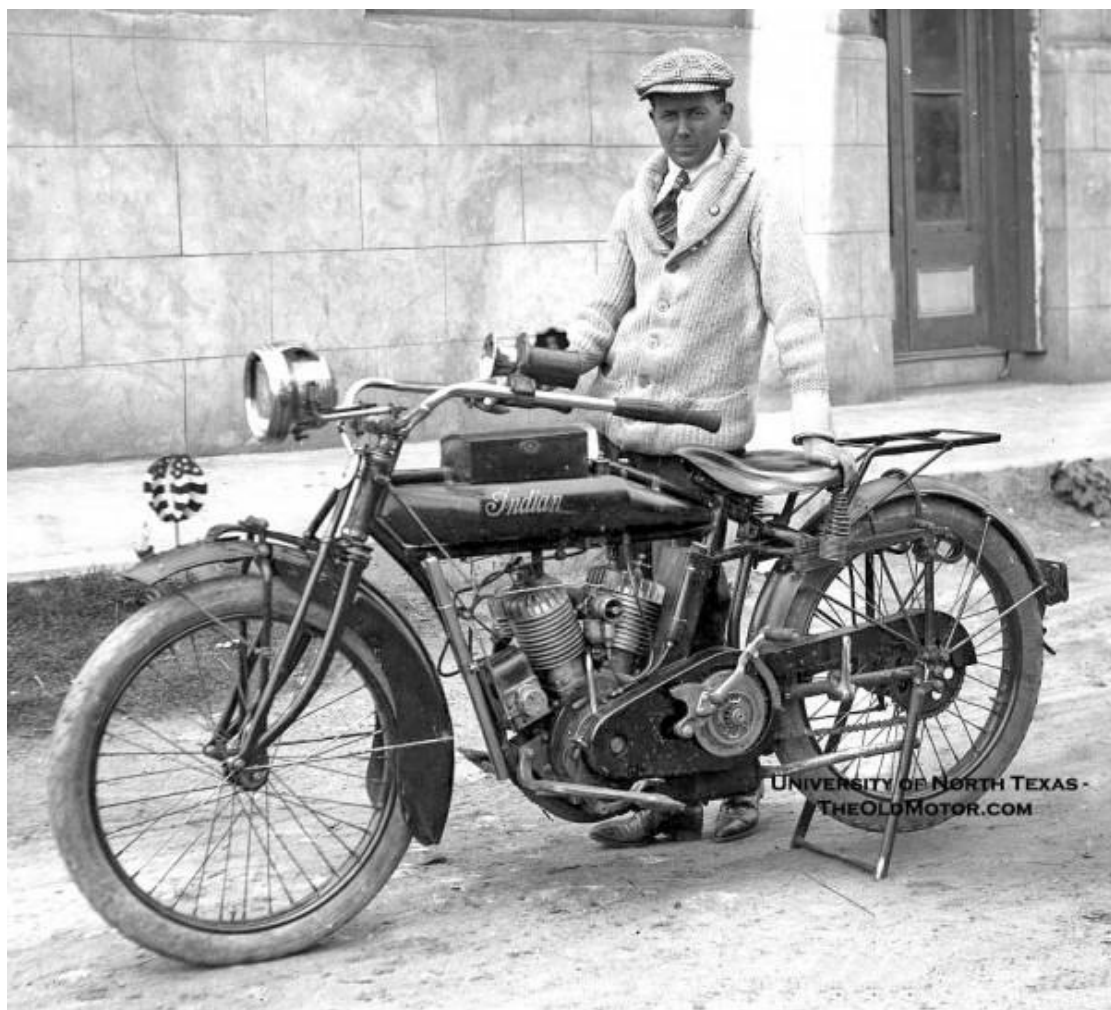
The Macon Pure Milk Company Indian Scout

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The Antique Motorcycle Club of America Youth Program

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A Texas Rider and His Indian Motorcycle

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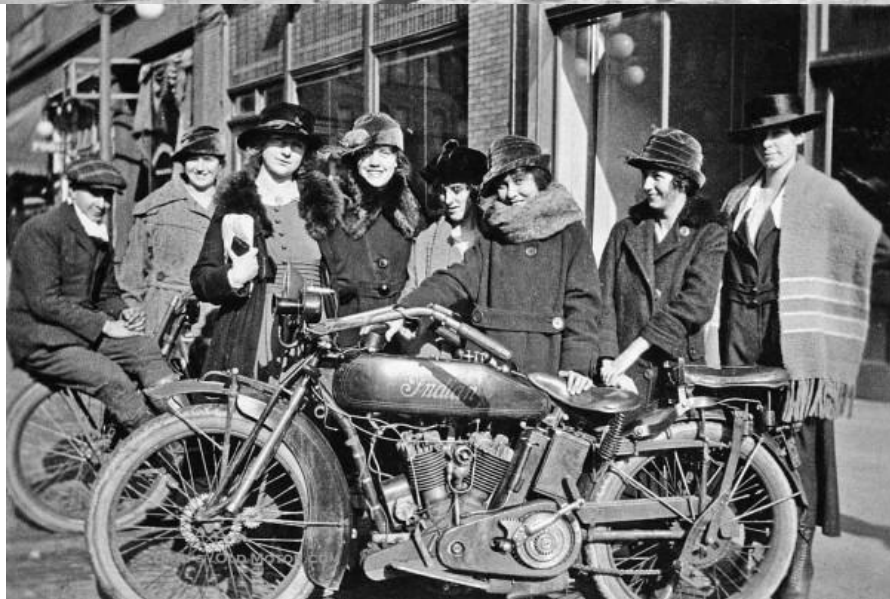
Reiber Indian Sales – Washington, DC

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An Indian Dispatch-Tow

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THE AUTOMOBILE JOURNAL
ELEMENTS OF MOTORCYCLE CONSTRUCTION
 Part XIV—Spring Forks, Frames and Other Devices Utilized to Absorb
 Shocks and to Eliminate Vibrations—How These Are Fined and
 the Principle Upon Which They Operate.

CONSIDERABLE progress has been made in the development of mechanical devices which absorb road shocks and to eliminate vibrations since the introduction of the motorcycle. Over a quarter of a century ago, when the motor bicycle was in vogue, such shock absorbing forks became well known and were generally known as "spring forks." The motor bicycle of today will readily carry heavy loads on these springs and the motor machine has become, which were the main, due to road shocks and heavy machines.

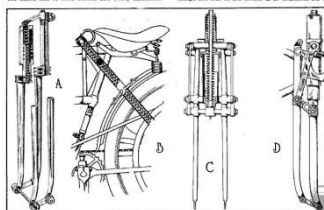


Fig. 10—Spring Forks showing detail of front fork assembly, including and properly type utilized on Harley-Davidson motor cycle. The front fork assembly is shown in detail in the accompanying drawing. The front fork assembly is shown in detail in the accompanying drawing. The front fork assembly is shown in detail in the accompanying drawing.

THE AUTOMOBILE JOURNAL
ELEMENTS OF MOTORCYCLE CONSTRUCTION
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 Shocks and to Eliminate Vibrations—How These Are Fined and
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Of the motorcycle it may be said that there is a great deal of vibration as the machine is in motion. This is due to the fact that the motorcycle is a very light machine and is therefore very susceptible to vibration. The motorcycle is a very light machine and is therefore very susceptible to vibration. The motorcycle is a very light machine and is therefore very susceptible to vibration.

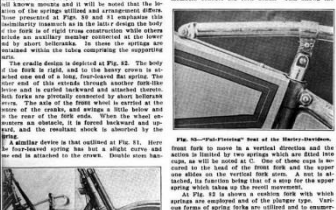


Fig. 11—Last Spring Forks on the Harley-Davidson motor cycle. The front fork assembly is shown in detail in the accompanying drawing. The front fork assembly is shown in detail in the accompanying drawing. The front fork assembly is shown in detail in the accompanying drawing.

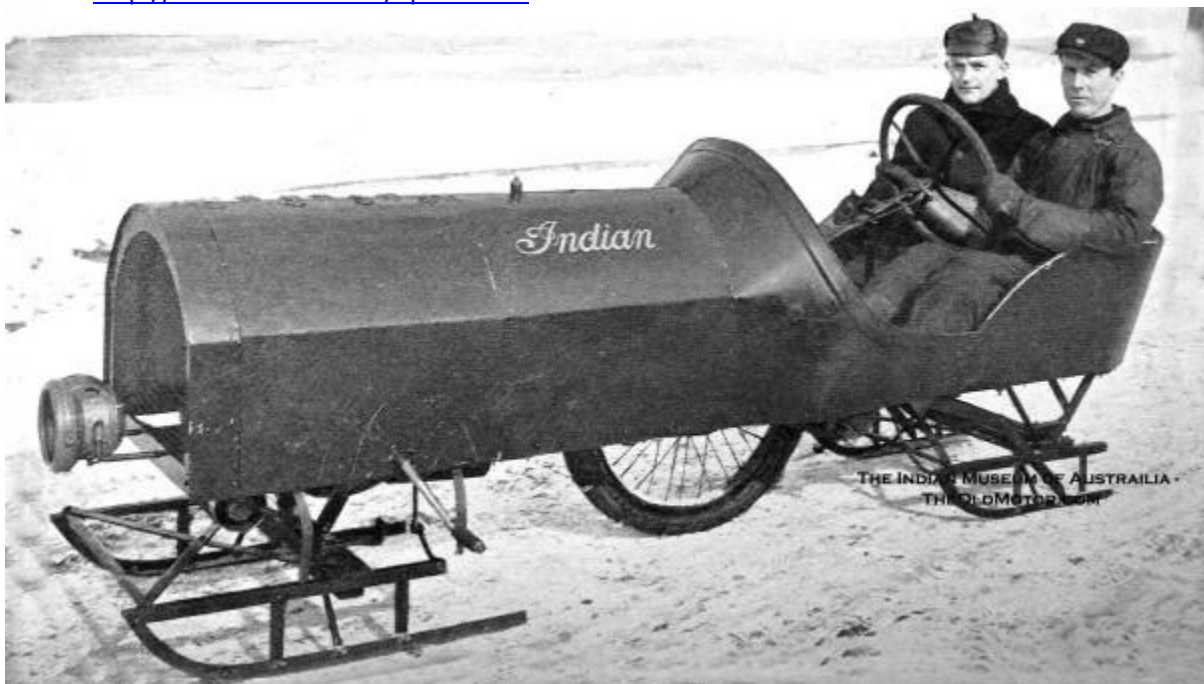
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**“Beverly Hills Board Track Racing” – “Shrimp Burns” Goes All Out at a 1921 Speed Meet
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A Motorcycle Cop at The Log Cabin In Pontiac, Illinois

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Dapper Dan, the Studebaker Motorcycle Service Man

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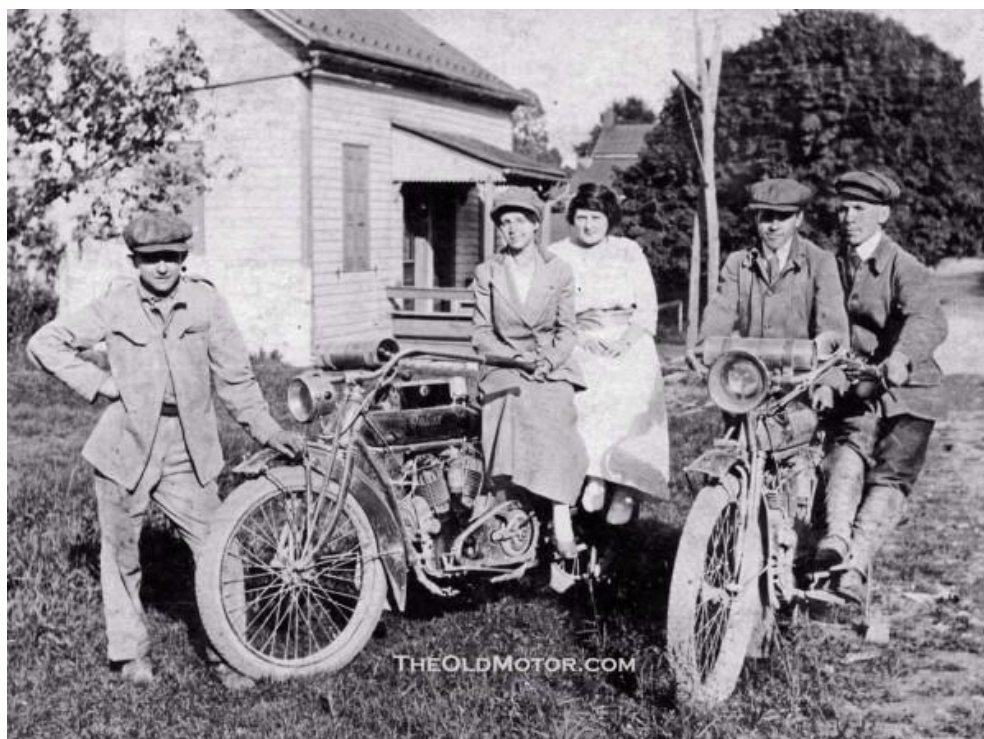
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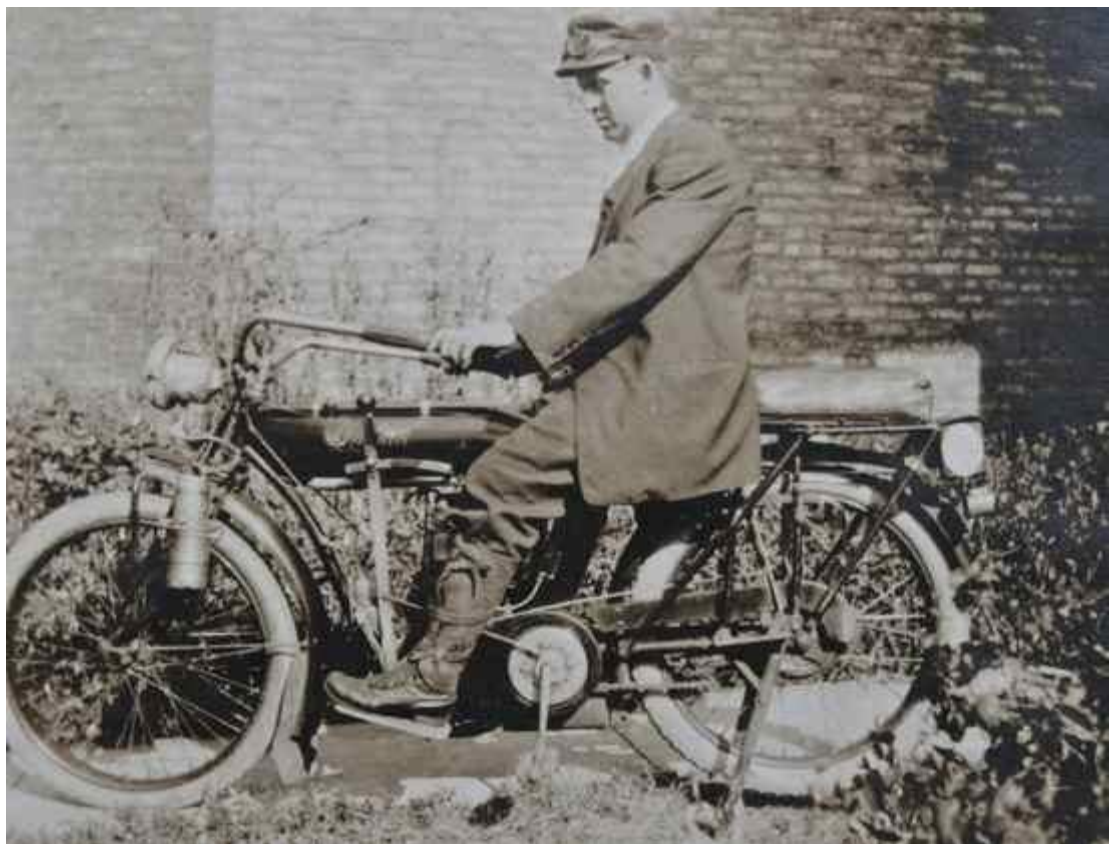
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"The Gracie Allen Murder Case" and an Indian Motorcycle

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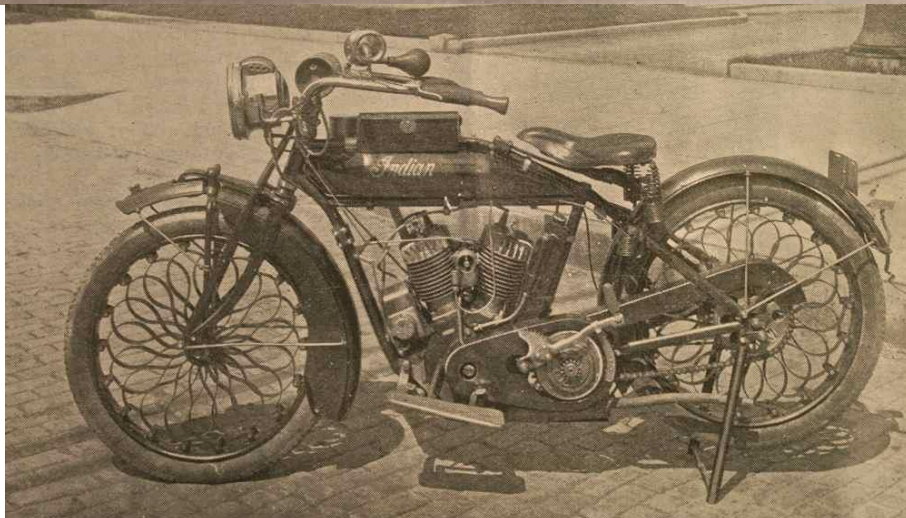
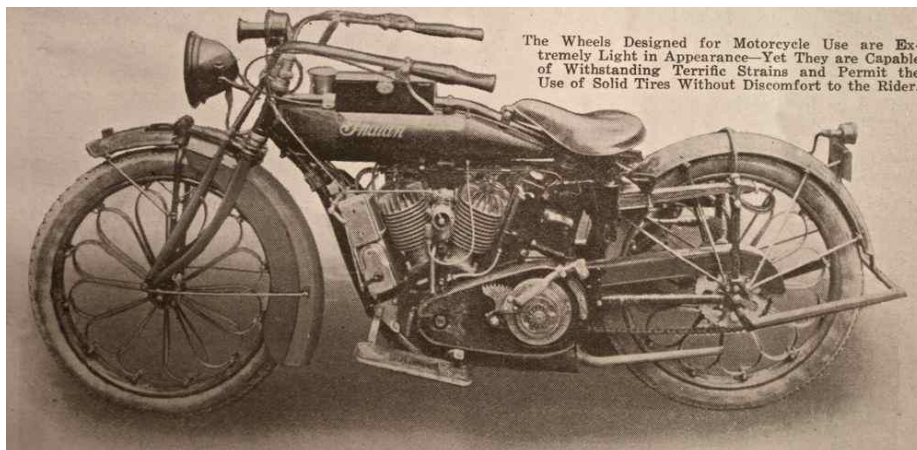
An Early Indian Single Cylinder

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The Springfield Moto Cycle Club

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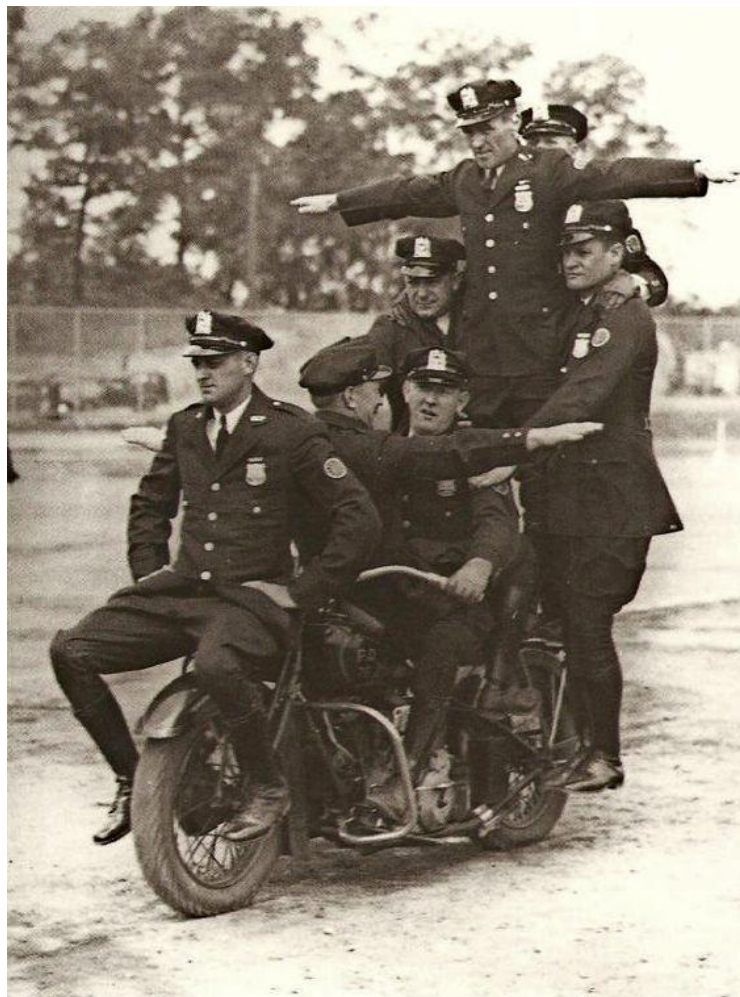
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Indian Boy

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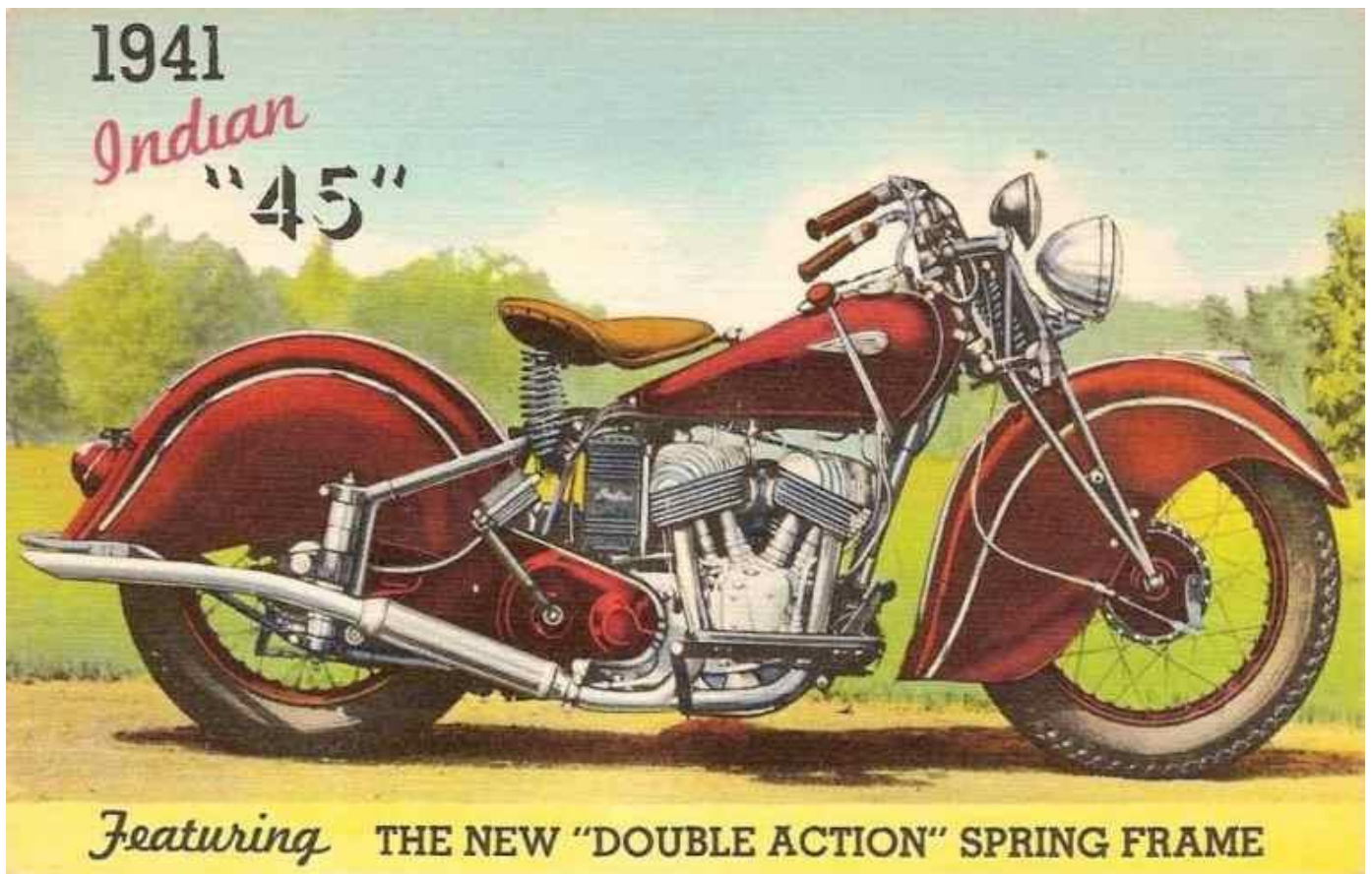
Take Your Pick

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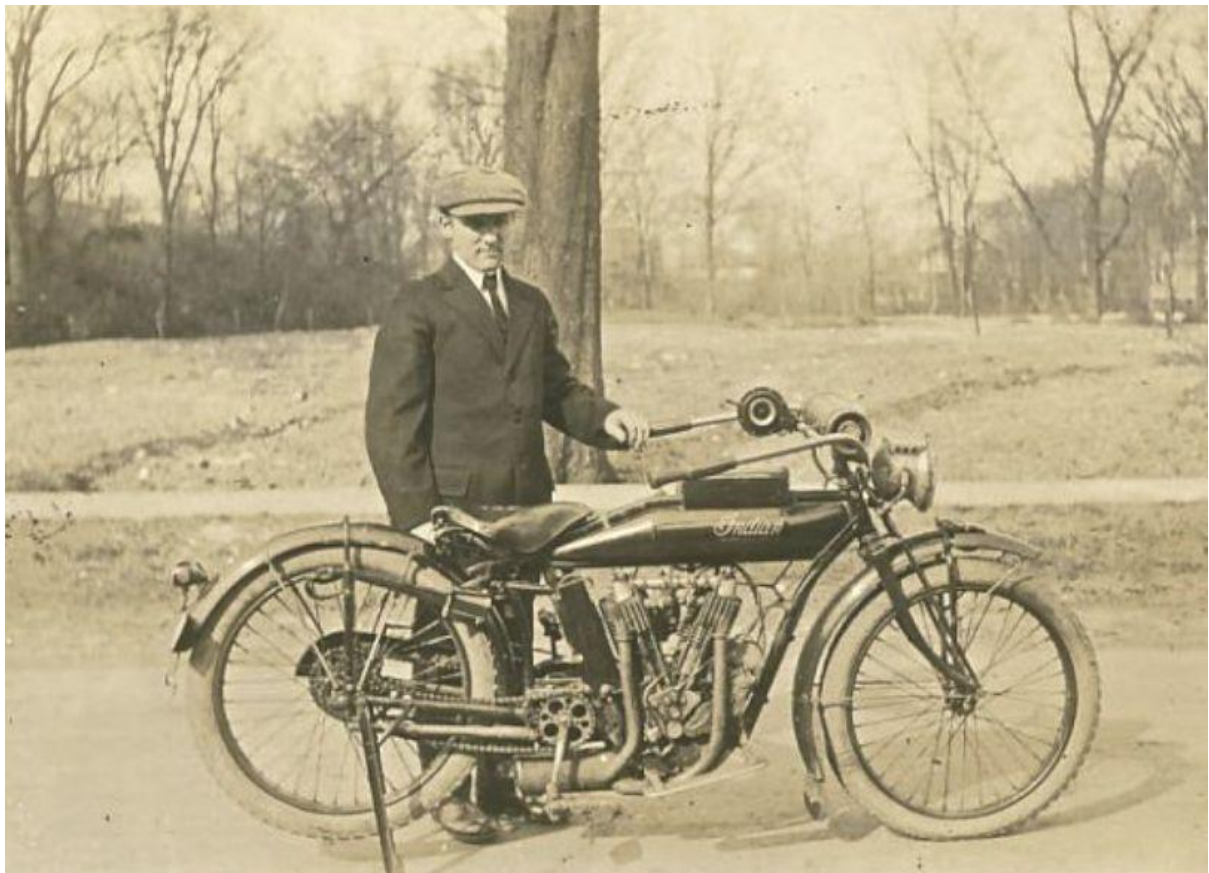
Oregon Indian....1916

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The New Sprung Frame Indian "45"

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A Dapper Gent And His Indian

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Doctor's Orders

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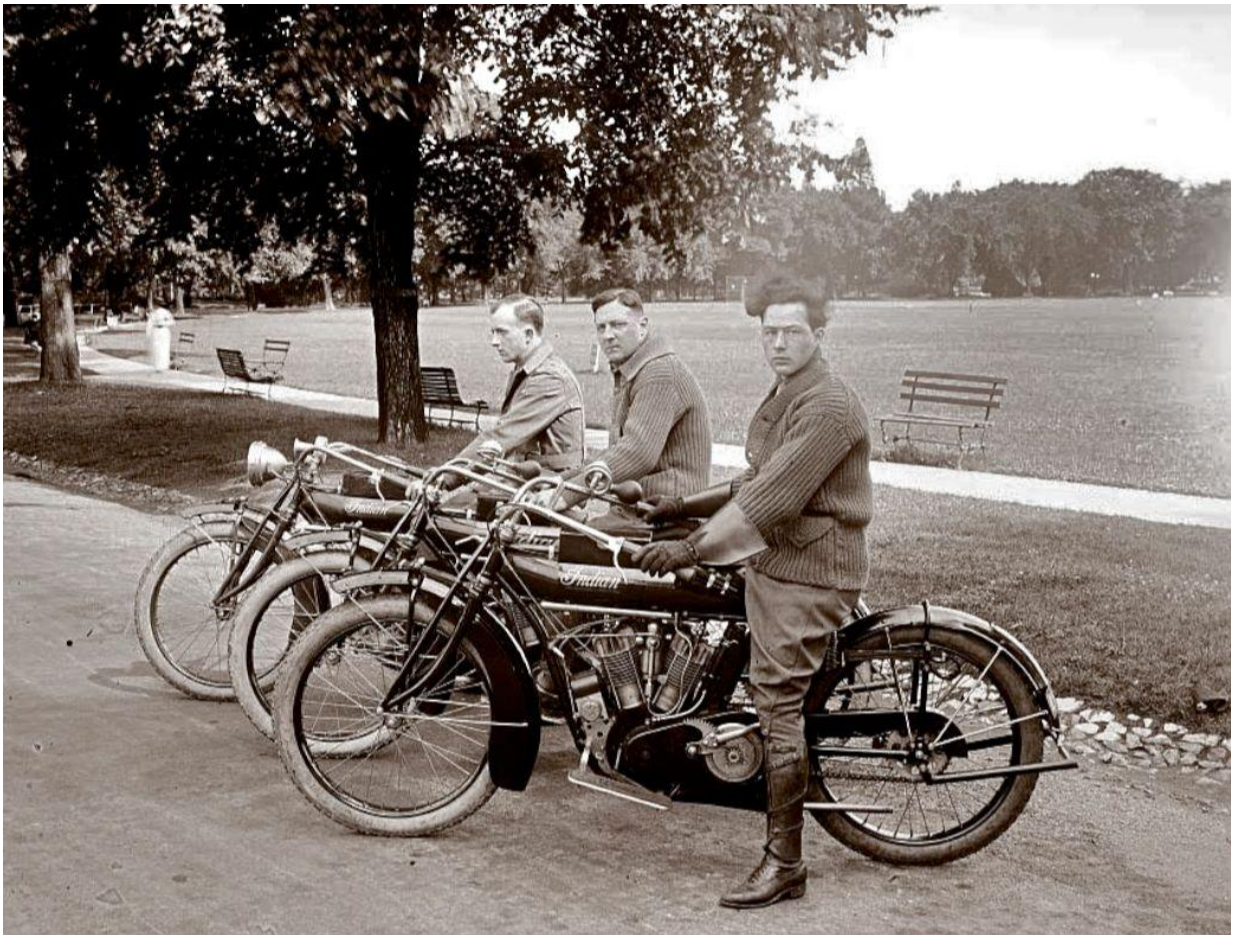
The Indian Girls....

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William Brazenor

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Indians In The Park

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Unique Ford

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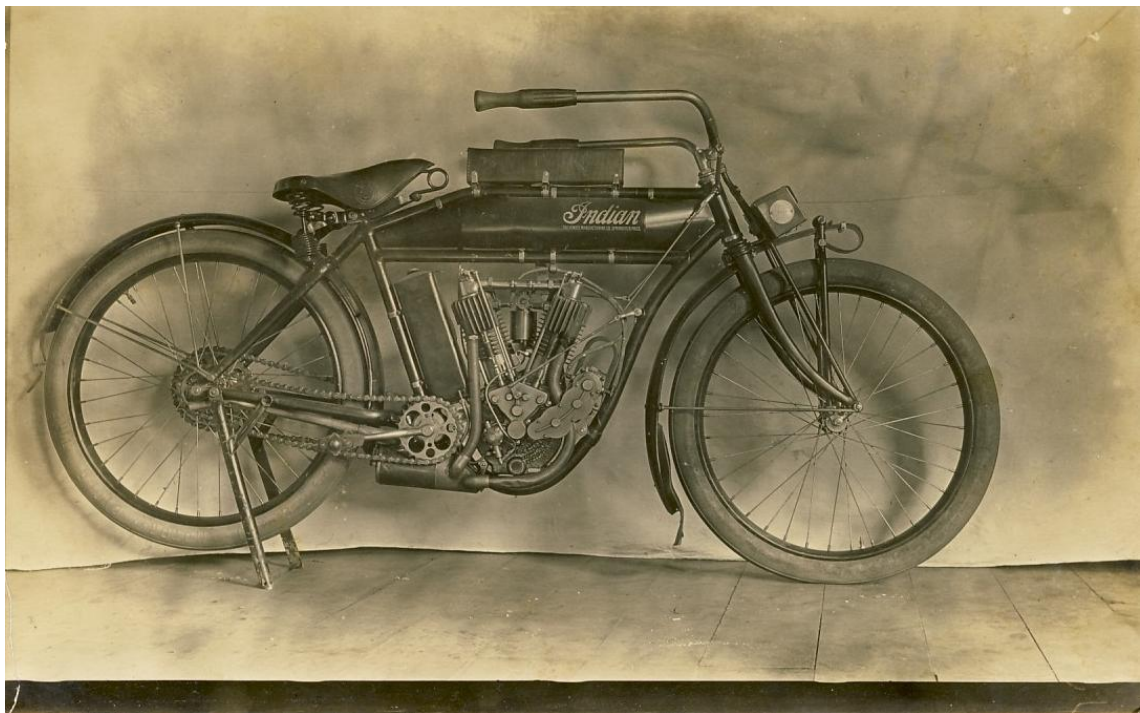
Made In Springfield

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Service in Springfield

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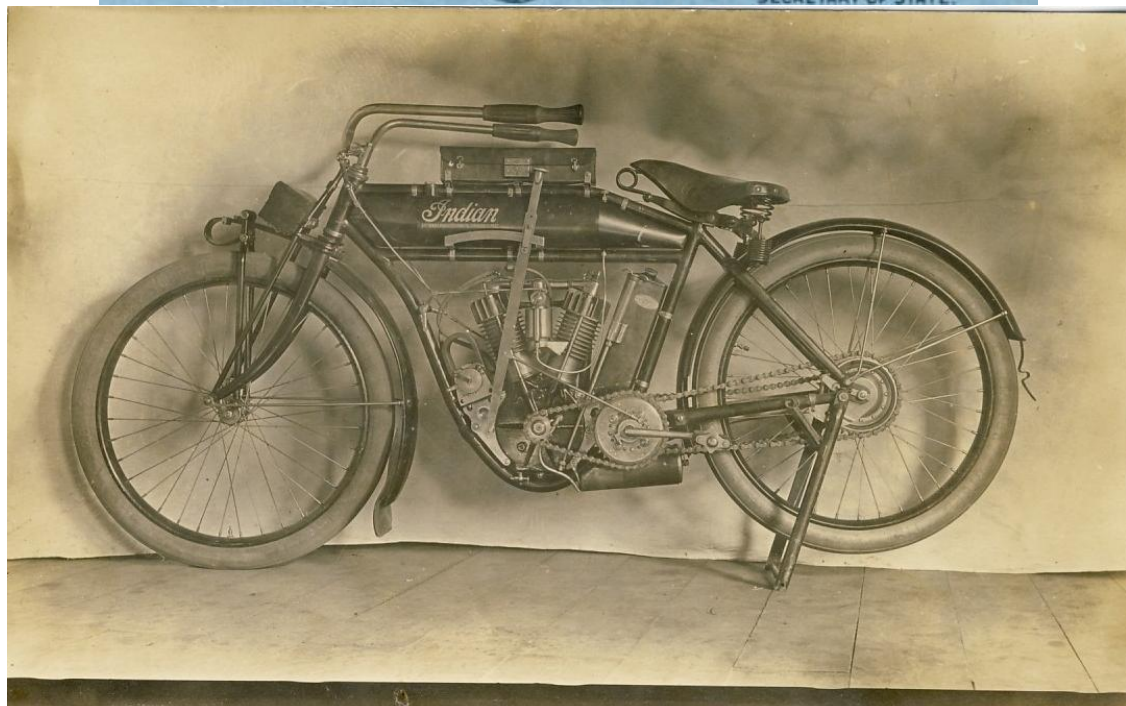
MOTOR-BICYCLE CERTIFICATE No. 8143 ILLINOIS.
This certifies that the party hereinafter named has duly registered for the year 1915 the motor bicycle below described.

Indian	1915	Twin
<small>NAME OF MACHINE</small>		<small>STYLE OF MACHINE</small>
89 E 542	Gas	7
<small>FACTORY NO.</small>	<small>KIND OF MOTOR POWER</small>	<small>AMOUNT OF HORSE POWER</small>

Harry Altenbern,
Lena, Ill.

This Certificate Expires
December 31, 1915

Lewis G. Ottinson
SECRETARY OF STATE.



An Early Indian Twin...

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Our Kind Of Guy

Læs mere her: <http://theoldmotor.com/?p=1885>



Tuffy and Miny

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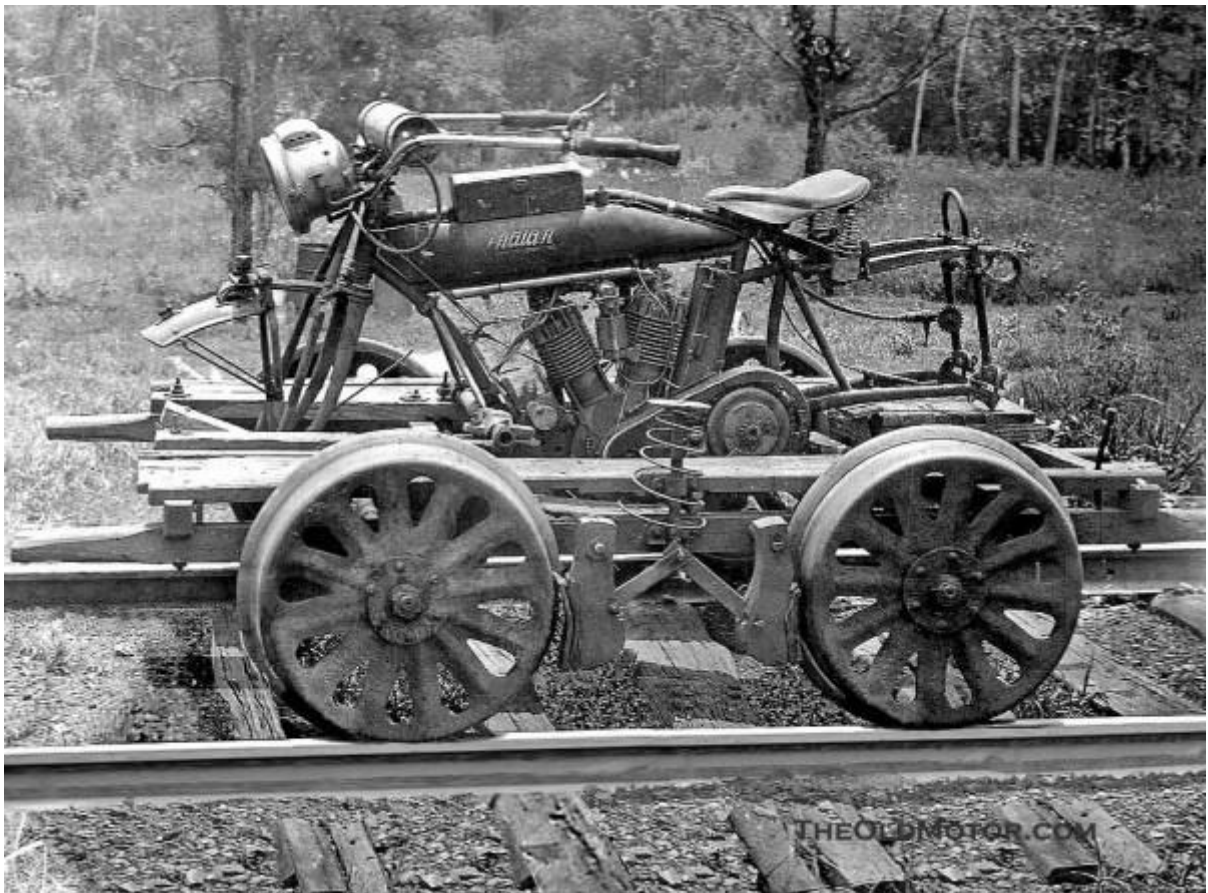
An Up Hill Battle

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Lucky guys.

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Hand me that car...um motorcycle!

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