

Let GOODFELLOWSHIP prevail in the Greatest Sport on Earth - Motorcycling™



The Spokesman

Official Newsletter of the Badger Heritage Chapter
Antique Motorcycle Club of America



Winter - December 15, 2018

Chris Tribbey on the Cannonball - 2018
Portland, ME to Portland, OR
9/8/18 to 9/23/18 - pages 13 - 16

Team
EFFORT
9



Harley-Davidson 115th Anniversary
Bradford Beach Brawl - Badger Frank Rick
Milwaukee, WI - pages 4 - 7

Harley-Davidson Anniversary 115th Parade
85 Vintage Bikes
Milwaukee, WI - page 9 - 11

Badger Heritage Chapter
WINTER DINNER DANCE
SATURDAY, JANUARY 26, 2019

Page 3



Published Four Times A Year - March-15, June-15, September-15, and December-15

Presidents Message

Dan Krause - President



Hello Badgers!

I hope this message finds you all well and excited for the upcoming holiday season! Mother Nature sure

“tagged off” to Ol’ Man Winter in a hurry this year! I found myself woefully behind in getting all my fall clean-up and bike moth-balling done before the cold set in. My lawn tractor is still in the garage awaiting its final preparations before winter storage. On the bright side, well for me at least, it also means early ice in the Northwoods and the opportunity for early season Crappies, Walleyes and Northern Pike through the ice! My son Hayden and I are just back from a weekend on the ice pack and have 3 nice meals to show for our efforts. What do you do to make it through the winter months? I’ll bet ya our editor Steve Peters would be happy to share your story in an upcoming edition of the Spokesman!

Next up on the Badger Calendar is the annual Winter Dinner Saturday, January 26th at the Knights of Columbus in West Allis. Be sure to check your in-boxes for an RSVP email from me so we can get an accurate attendance count for food etc. This will be a somewhat somber occasion as our party will be one of the last this facility hosts. There are plans in place to raze the K of C and make way for the expansion of an adjacent business.

The K of C will continue to host events through April and I know the Badgers will have another memorable evening at this fine facility that has been serving Milwaukee for over 50 years.

Committee work is already underway for the 5th Annual Brewtown Rumble. I am certain this great group of people will make next year’s 5th Anniversary of the Rumble the best yet! Can’t wait to see what merchandise offerings are to be had for this milestone event! Be sure to look at the Upcoming Events section of this newsletter so you can plan your 2019 calendar accordingly for both Badger and AMCA National events. The AMCA National Meet & Road Run schedule can be found at: <http://www.antique-motorcycle.org/index.php?page=nat-l-meets-road-runs-old>.

The new AMCA Board of Directors take their seats on January 1st and we are all excited to get started with this new group of volunteers! Enthusiasm is high with our first BOD teleconference meeting set for January 8th. I’ll continue to share what’s going on as I am able and please feel free to reach out to any of the AMCA board members if you have questions, concerns, something positive to share or any ideas you may have to further our cause around having fun with old motorcycles!

The best to you all.

Merry Christmas & Happy New Year!

Dan

Badger Heritage Chapter
WINTER DINNER DANCE

SATURDAY, JANUARY 26, 2019



Enjoy the Western Swing Stylings of
THE RADIO WRANGLERS



8:30pm to 11:00pm

KNIGHTS OF COLUMBUS CLUB - WEST ALLIS, WIS.

Cash Bar - 5:00pm / Food Buffet - 6:30pm

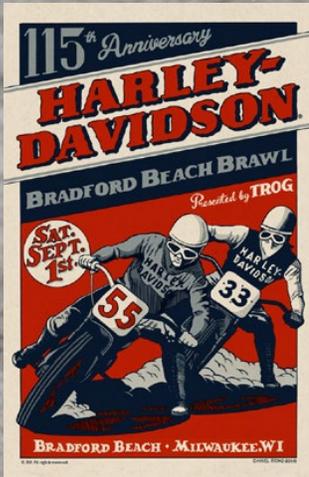
Short Chapter Meeting at 7:30pm

Western Swinger Costume Contest!

Knights of Columbus Club - 1800 South 92nd Street, West Allis, Wis. 53214

Frank Rick at the Bradford Beach Brawl, Milwaukee - 9/1/18

Story by Badger Frank Rick - Photo by Badger Cathy Drexler



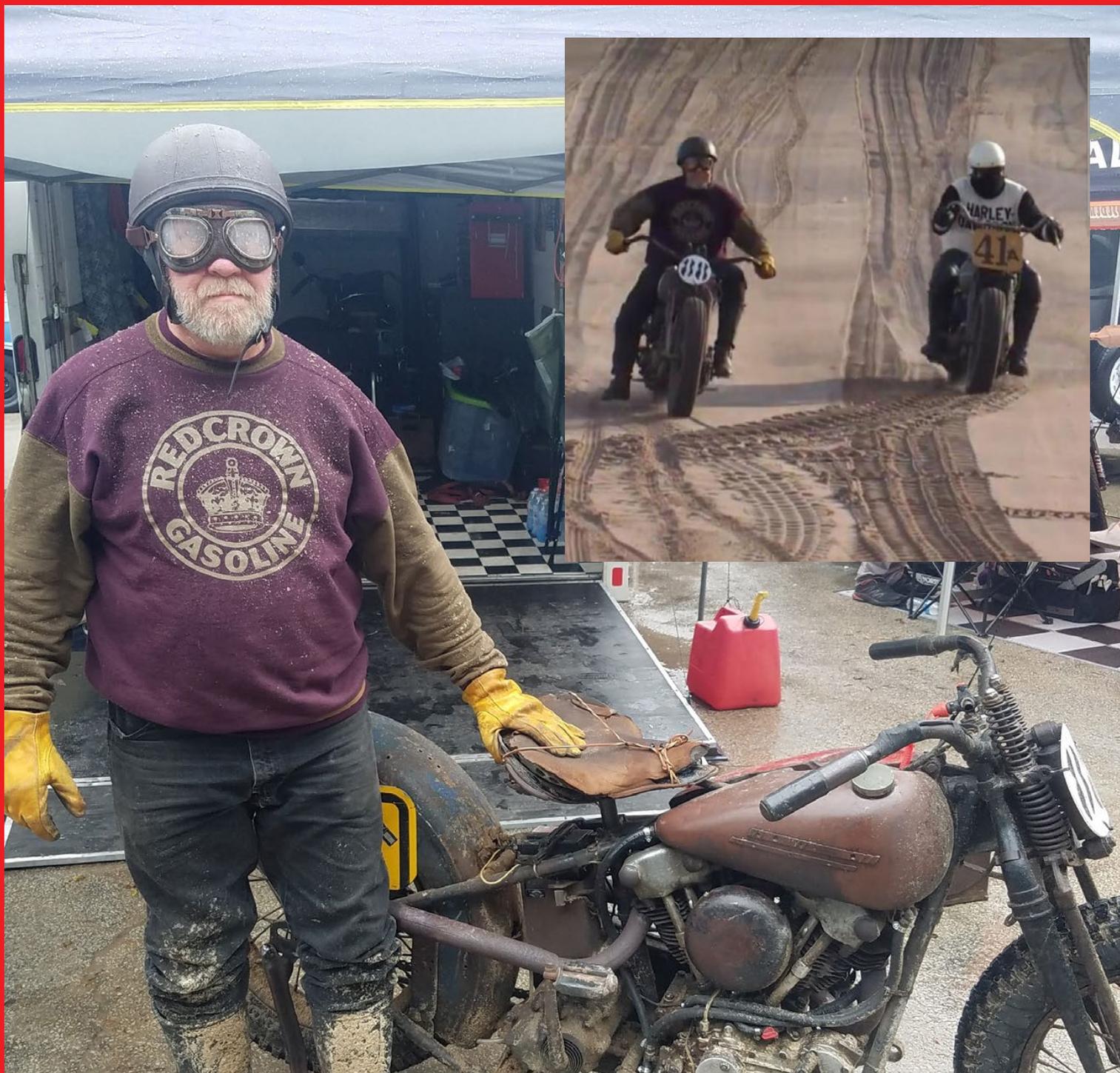
When I heard they were going to have racing on Bradford Beach, I thought that is something we will have to do. My Crew (wife and sons), and I have done quite a bit of flat track racing, but never on the sand.

Patti & I stopped on our way to Davenport, IA to check out the layout of the track & pits. Friday we pulled in for practice and I found out in a hurry this was unlike any track I was ever on before. Soft, loose and hang on is the best way I can describe it. No two laps were the same - the ruts would take you in a different direction every corner.

Continued...

Frank Rick at the Bradford Beach Brawl, Milwaukee - 9/1/18

Story by Frank Rick



The 1941 Knucklehead I was racing was like trying to hang on to a 500 pound wild animal. Just getting on and off the track was a chore too. The neat thing was nobody ever raced on an oval sand track before. No one knew what to expect. The sand was very forgiving and a lot of racers laid their bikes over including me. I got sucked into the inside bank on turn one and over I went. Once I got upright again I was stuck and needed to get pushed out. Overall it was a blast!

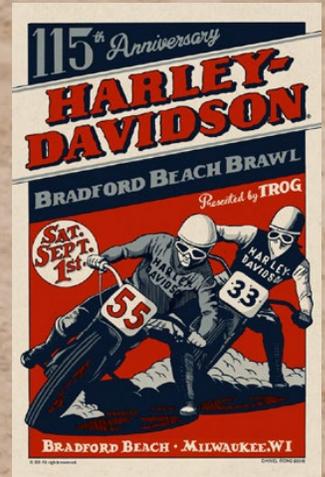
I didn't hear anyone complaining. Many thanks to the Harley-Davidson Company and the T.R.O.G. people for putting on this event. Also thanks to the excavation crew from Kewaskum for setting-up and maintaining the track.

And yes, I would like to do it again.

Frank Rick

Bradford Beach Brawl, Milwaukee - 9/1/18

Photos and Story by Cathy Drexler



I was looking forward to seeing Wade take part in the Bradford Beach Brawl. He had prepped his bike, carefully chosen riding gear, and showed up on Friday for the practice session. That's when things started to unravel. After the recent rains, it took approximately 2 practice laps for Wade to arrive at the realization that, without considerably more experience, this was not going to be a good idea. Despite the adjustment of expectations, he really enjoyed the practice session, and met some fun people. He also got a charge out of how many photographers wanted to photograph his 1990's powder blue racing boots.

The crowd on Saturday, clad in rain ponchos, was enthusiastic, and rewarded with some thrilling racing by TROG and local riders. The rain eventually let up, and we watched the event from many spots, including the infield. Good friends and lots of flying sand.

Cathy Drexler



Bradford Beach Brawl, Milwaukee - 9/1/18

Photos by Cathy Drexler and Steve Peters



Many more photos on our club Facebook page

Winter 2018 Spokesman

From the Desk of the Newsletter Editor

Old & New Rides by Steve Peters



Hey Badgers!

Over the last 115 years, Harley-Davidson has produced many types of two wheeled vehicles as well as other devices/transportation including golf carts, boats and snowmobiles. My focus this time will be on the two wheeled variety and the long history of some successful and some not so successful attempts.

With the recent announcement from H-D about some very different concepts going to production in the next few years, it got me thinking about some of the interesting products H-D tried in the past.

If we go back to 1917 they began selling bicycles built by the Davis Machine Co. in Dayton, OH in the hopes to attract new customers that may have eventually bought their motorcycles. The idea didn't seem to work very well as they discontinued the bicycles in 1922. Maybe they were trying to jump on the bicycle craze of the late 1800's to the early 1900's, but they were a little late.



Then after WWII with Germany losing the war, the winning countries received war reparations that included motorcycle plans for the DKW RT125 for a small displacement 125cc motorcycle. Commonly, incorrectly called a "Hummer" the small bikes were a good intro to the brand, but were very underpowered and too small for anyone much older than a teenager. They were made from 1948 to 1966.



Another interesting product, was the Topper scooter that first appeared in 1960 to compete with the European models such as the Vespa coming into the country in the late 1950's. The idea was to have a small scooter that was easy to start and ride without shifting that could be used around town. The body and fenders were made of either steel or fiberglass. They lasted only to 1965.

Around the same time as the Topper, H-D purchased 50% of the Italian motorcycle company Aermacchi in 1960 to compete with the flood of Japanese bikes from Honda. The bikes were built in Italy and shipped to the U.S. and they had 50cc, 65cc, 90cc, 100cc, 125cc, 175cc, 250cc, and 350cc sized single cylinder engines. My first motorcycle was a 1973 350SX which I still own. The bikes were built until 1978 when the company was sold to the Castiglioni brothers, who built Cagiva from the company.

One more different approach was the purchase of 49% of Buell Motorcycles in 1993 that was founded by Erik Buell in 1983 to produce Sport Bikes based on the Sportster engine. H-D bought the rest of Buell in 2003 and then finally closed the plant in October 2009. About a month later Erik started Erik Buell Racing to revive the motorcycle as a racing bike.

So, all of this experimentation and trying other products over the years brings us to today and what H-D plans to produce in the near future.

Five new "bike" platform plans have been released and the reason for the quotes is that all of the rides are bikes with four being motorcycles and one is actually a bicycle - more correctly, an electric bicycle.



The LiveWire electric motorcycle has been in the works for quite some time with a public viewing and public test rides a few years ago. I was fortunate to have test ridden one of the prototypes at the H-D Museum in September, 2015 and it was a lot of fun. The LiveWire is scheduled to go into production in 2019.

The Pan America adventure touring motorcycle is a road/off road dual purpose bike that should be available for the 2020 model year.



Scheduled for release in 2020 is also the Streetfighter sport bike to compete with other makes in this racing style bike category.



The fourth product in this ambitious catalog is the 1250cc Custom. Long and low, this "roadster"-styled machine is powered by a newly developed water-cooled 1,250cc V-twin. Is this the replacement for the Sportster?

Also, the company is looking at a power assist, pedal bicycle with an electric motor. It reminds me of the classic Whizzer bicycle with a gasoline engine made from 1939 to 1965 or the current trend of motorized bicycle kits from overseas. I built a motorized bicycle made with a 66cc, two stroke engine producing 2-3/4 hp on a 1962 Schwinn Typhoon bicycle.



It is actually fun to live now with all of these new approaches to the motorcycle market and it will be interesting to see how all of this will turn out. We will need to wait and see these if these new offerings from Harley-Davidson will help them to stay viable in a changing world and motorcycle market.

We all know that the "typical" H-D rider/owner is getting older and the younger generation is not really embracing the motorcycle culture as we did when we were their age. I personally hope this will help the sport and keep all of us on H-D two wheels for many more years to come.



Take care and stay safe!

Steve Peters

Harley-Davidson 115th Anniversary Parade, Milwaukee - 9/2/18

Photos and Story by Cathy Drexler



The day started with a Badger gathering at a George Webb for breakfast & the chance to ride together to Miller Park. For me the best treat was seeing Kevin Griffith's lovely grand-daughters Olive & Calla in their vintage style outfits with the classic "poodle skirt" modified to a V-Twin version. The ride to Miller Park was fun, and what a scene! Bikes as far as we could see. Diving into the crowd, we met enthusiastic and costumed riders from many countries. I especially enjoyed the colorful Indonesian group, and had to giggle at the sight of some Asian riders bowing ceremoniously when meeting the Milwaukee Brewers' "racing sausages."

The excitement only built from there, as we pulled out of the parking lot near the front of the parade. Seeing Badgers high-fiving the crowds and many holding "Welcome Home" signs was one of the high points of the summer. Milwaukee has a long tradition of great parades & this was certainly one of them. I'm so glad we had our fellow Badgers to share the ride.

Cathy Drexler



CMD



CMD



CMD



CMD

Many more photos on our club Facebook page

Winter 2018 Spokesman

Harley-Davidson 115th Anniversary Parade, Milwaukee - 9/2/18

Photos by Cathy Drexler



Harley-Davidson 115th Anniversary Parade, Milwaukee - 9/2/18

Photos by Cathy Drexler



CMD



CMD



CMD



CMD

Many more photos on our club Facebook page

Roger L. Glodowski
Proprietor

James Solberg
Motorhead

Chris Glodowski
Sales

 **Chief Crankcase Company**
Replacement CRANKCASE For INDIAN CHIEF MOTORS

Roger: (262) 331-4300 / (575) 354-0853

James: (513) 420-8817

Chris: (262) 894-8711

Email: chiefcrankcase@yahoo.com

OHIO • WISCONSIN • NEW MEXICO • USA



**Aermacchi
Harley-Davidson
Motorcycle Parts**

Badger
Steve Peters

peters-design.com
sprintmotoparts@gmail.com



**Badgers
Chris & Nancy Tribbey
Welcome You To
Their Friendly Place!**

Open Friday's - 4 pm to 9pm - 25¢ Pool
2900 South 13th Street, Milwaukee, WI 53215
Find us on Facebook - Nick's Anvil Inn

Tony Hueltner
Harley-Davidson *Indian*

and other repair
9248 Bolton Drive
Kewaskum, WI 53040

Boltonville Phone: 262-692-6061

**COMPETITION
CYCLE INC**

262-373-1122

**PARTS * SALES * SERVICE DEPT.
MACHINE SHOP * CYLINDER BORING
ALUMINUM * WELDING SPECIALIST**

**5081 N 124th STREET
BUTLER, WI 53007**

**MONDAY - FRIDAY 10am - 6pm
Saturday 10am - 12pm**

**BADGER CHARLIE SCHROEPPER
PRESIDENT**

1comp-cycle.wi@att.net



**Harley-Davidson
Family Memories**

Davidson family members share photographs, letters and stories

Jean Davidson
Jon Davidson Oefflein

**COME TAKE A JOURNEY THROUGH TIME WITH PERSONAL
STORIES AND RARE FAMILY PHOTOS OF THE
HARLEY-DAVIDSON FOUNDERS AND THEIR FAMILIES.**



Order your
autographed
book/books
today!

\$29.95
plus s&h

Have your
book/books
personally
autographed to
you, your family
and friends.

please see other side

You Tube

Visit our website - badgerheritage.com

Follow us on Facebook

Badger Heritage Chapter - AMCA

Visit our You Tube channel

Badger Heritage Chapter - AMCA



Cannonball Dreaming...
becomes a reality!

2018 Motorcycle Cannonball Endurance Run - 9/8/18 to 9/23/18

Story by Chris Tribbey



Previously I have discussed my dreams to do the Cannonball Run event. Careful what you dream about as it may become a reality. I was thrilled after completing my application (and sending in the fee), I was selected to participate (one of 123) in the

2018 Cannonball Run. Words cannot describe the elation when I read the email. The pressure was now on to complete my restoration and get 500 miles on my 1911 Excelsior (EX) before the actual event.

I continued to work nightly and every weekend to do something on the EX. My crew was all set; Dan Rognsvoog, Brent Thompson, and Dennis Worthy. We met a few times to work out the supplies we would need to bring along and who would be responsible for what. All good! Then we received some devastating news that Dennis would not be able to come along due to serious health issues. I picked up an enclosed trailer and with the help of a great friend, transformed the trailer into a portable workshop.

On September 2 the three of us met at my place to load up the trailer and EX for the ride to Portland, Maine. Brent

was all set to leave and picked up a hitchhiker (Morgan Williams) at the last minute to keep him company on the two-day trip to Maine. Worked out perfect. Dan and I chose to hop on a plane and fly out due to maximizing our available vacation days. We all met up in Portland on September 4th to begin preparations for the big event the next day. On the 5th we set up our "workshop" in the parking lot and met with a lot of the other riders and teams. We fired up the EX and drove around the parking lot to get in the spirit. The excitement was building knowing we MUST be all set! Things are as good as they can be at this point.

On September 6th we had the option of going on a 19-mile "practice run" using the paper scroll route sheet and navigating Portland. This would allow us to get used to using this navigation system before the event. I gladly took advantage of this and set off on my little practice run around town. The pressure was on, and I had to be able to use this system perfectly to ensure there were no hiccups. All was going smooth, but I was noticing a "grabby" brake. At one point the brake did lock up but released quickly. This was concerning to me. As I completed the practice course, and was turning into the hotel, the brakes locked up solid as I skidded to a stop. They did not release, and we had to lift the wheel and push the bike to our parking lot shop. Continued...



2018 Motorcycle Cannonball Endurance Run - 9/8/18 to 9/23/18

Story by Chris Tribbey



We triple-teamed the bike and quickly had the wheel and brake assembly out and saw the damage to the brake “shoe” (a brass cylinder drum inside the rear hub). It was heavily damaged and distorted. We did not have a spare. Any the official event

was starting the next day. YIKES! I called my Muscleman brake expert in California and he was able to ship one out next day air so we could install on the morning of the 7th so I would be able to participate in the required 10-mile Prologue ride. This ride went off perfect and we all had a chance to mingle with the public and line up for a group photo. An excellent experience. On the morning

of the 8th the official roster was posted and we were in first place! Tie breaking rules rankings start with single cylinder bikes, then age of the singles. So with my 1911 (oldest in the run) and being a single I was in first place.

The morning of the 8th was the start of the “Stages”; 15 in all (not including the Prologue and Grand Finale). Varying in mileage from 51 to 313, averaging 240 per day. The goal is “to get all the miles”. This was the greeting by all riders at the end of the day, or in the parking lot later that night. Getting all the miles meant you accomplished riding (or pushing and/or pedaling) your machine on the exact route within the allotted time. If you did you received an ACE sticker the following morning as you picked up the day’s new route scroll sheet.



Each morning followed a similar schedule: Up at 5am, pack up all belongings in the room, unplug all items being charged (batteries, lights, and the Garmin odometer/speedometer), and meet the crew at the bike. Roll the bike out and do an inspection consisting of: air pressures, top off oil and gas, check tool kit for all items, hook up battery and all lights, set up the Garmin, and load up jacket with quick access items (beef jerkey, trail mix, and oil change kit). We then waited to pick up route sheet (limited to no sooner than 45 minutes before official departure time). Once we received the route sheet we rolled into the holder and I glanced the first several turns to ensure I had a good understanding on the initial route to get out of town. Also to check for distances between gas stops to see if I needed to carry extra fuel. Then Single cylinder bikes were off first, riding into

the pre-dawn hours several days. This was my favorite part of the day. Solitude as the few single machines were spaced out and you were riding alone; loved that part.

Gas stops were a learning experience. At each gas stop I topped off the tank, which was challenging due to the small hole in the tank. Had to literally “drip” the fuel in as anything more of a flow caused gas to run everywhere. Next roll the bike to an area to drain the oil from the crankcase and the venting canister, and inject two ounces of fresh oil into crankcase. Run to restroom, and grab a water, and get back on the road as soon as possible. I was always under “pressure” to hurry up and go because I had one of the slowest machines on the Run and time was of the essence.

Continued...

2018 Motorcycle Cannonball Endurance Run - 9/8/18 to 9/23/18

Story by Chris Tribbey



At the end of each day we also fell into a nice routine: remove rear wheel, and all hub contents (bearings and brake components), replace front pulley leather lagging, examine drive belt and replace if necessary, oil all moving linkages, check tightness of all fasteners, and a final oil change.

The last day of riding was the Grand Finale (51 miles) where we all arrived at the Skamania Lodge greeted by hundreds of friends and family. I was literally crying as I rode in seeing all the people and understanding what I had just accomplished; riding coast to coast on a 1911

machine with 4 horsepower, atmospheric intake, leather drive belt, and little to no brake. Words cannot describe this adequately.

When it was all said and done, I was the proud recipient of the first 10 ACE stickers meaning I was in first place for the first 10 days of the run. I also received an ACE for stage 11 and the Grand Finale. Total official mileage on my EX was 2857 for the Run. And yes, I am planning on a repeat in 2020.

The next installment I will tell some stories of each stage.



Badger Heritage Chapter Survey

Vice President Jon Davidson Oeflein



Hello Badgers!

I am pleased to be your Vice President for another year! I am hoping that this coming year will be filled with vintage motorcycle fun and adventure! Our great club seems to just keep growing and growing, which is awesome. But, it got me thinking that perhaps with our new size we might need an outlet for members to speak their minds.

We, your officers, do not want anyone to feel that they do not have a chance to put their two cents in our club activities. Not everyone can make it to the meetings, but everyone gets this newsletter. Below is a short survey that I encourage you to fill out and submit. We will read all of the submissions at our next officers meeting in February. I assure you that your input will be considered and appreciated.

Hope to see you at the Winter Dinner and think Spring!

Jon O.

The Badger Heritage Chapter of the Antique Motorcycle Club of America - Survey

Name (optional) _____

1. The thing I enjoy most about being a member of the club is _____

2. The thing I do not like about being a member of the club is _____

3. I would like to see the club do more _____

4. I do not like that the club is _____

5. I think the meetings are _____

6. I think that the summer picnics are _____

7. I think the Winter Dinners are _____

8. I think the newsletters are _____

9. I like/dislike the Facebook pages because _____

Survey Delivery Options

U.S. Mail to P.O. Box 53, Waterford, WI 53185

Hand to any Officer at the Winter Dinner

**Badger Heritage
2019 Schedule of Events**

Saturday, January 26 - Winter Dinner

**Saturday, May 19 - Spring Meeting
(Carma Labs, Franklin, WI)**

**Sunday, June 3 - Brewtown Rumble
(Downtown Milwaukee)**

**Saturday, July 14 - Wild One's Weekend
Badger Field Games (H-D Museum)**

**August - TBD - Badger Summer Bash
with the Driftless Chapter (Viroqua, WI)**

September - TBD - Fall Meeting

**October - TBD - Badger "Pokey Run"
Featuring the Servi-Car**

**Look for the Full 2019
Schedule of Events
in the Spring Spokesman!**



**Badger Heritage Chapter
Spokesman Newsletter**

**If you are interested in having
the quarterly Spokesman
mailed to you in full color
and bound like a magazine,
please send \$5.00 for each
issue to Steve Peters
for printing and shipping!**

**The Spokesman will not be
folded, but mailed in a
9" x 12" envelope.
You will still get it e-mailed.**

**Steve Peters
2774 South 64th Street
Milwaukee, WI 53219**

**From our Treasurer
Christopher Bilda**

**Please Pay Your Dues in
JANUARY**



**Not in
December**

**You Can Pay
at the
Winter Dinner**

Save the Date!

**Badger Heritage Chapter
Spring Meeting**

Saturday, May 18, 2019

**Paul Woelbing - Carma Labs
5801 West Airways Avenue
Franklin, WI 53132**

More info in the Spring Spokesman!

Badger Heritage Chapter Fall Meeting - 9/29/18

Photos and Story by Steve Peters



Our Fall Meeting this year was at Frank and Patti Rick's place in New Holstein, WI and was well attended. About 60 club members were there and despite the cold weather, 40 motorcycles were ridden to the event. When I left my house in Milwaukee at 9am, it was 42 degrees!

Frank and Patti's hospitality was well received by the group as we enjoyed a delicious lunch, had a fun and informative meeting and enjoyed seeing and talking

about Frank's collection of bikes including the racing '41 Knucklehead he rode at the Bradford Beach Races this year. He even gave a demonstration of it by taking off down his driveway and back.

Many upcoming activities were discussed including the Winter Dinner in January in West Allis and the Spring Meeting that will be held for a second time at Paul Woelbing's Carmex facility in Franklin, WI.

Steve Peters





**Woller-Anger
& Company, LLC**

"Ask me about
Guaranteed Value
(agreed value)
coverage
for your bike!"



HAGERTY

Representing Hagerty
and many other
fine insurance companies!

Contact Dan Riedel
262.789.2500
www.wolleranger.com
driedel@wolleranger.com
Elm Grove, WI

Not only do we *insure*
classics... we ride 'em!

ARCHER ELECTRIC LLC

Electrical Safety Specialist

NFPA 70E Engineering Studies • Electrical Safety & CEU Training
Lockout/Tagout Compliance • Power Quality Studies & Analysis

Russ Scharrer

Master Electrician WI
Electrical Inspector WI
Electrical Contractor WI
Designer of Engineering Systems - Electrical
6152 St. Anthony Rd. • Allenton, WI 53002
Direct Line: (262) 352-5722
Fax: (262) 629-9610
Central Wisc. Office/Fax: (715) 677-7073



Email: electricarcher@gmail.com
Web: www.archerelectric.com



- Parts
- Service
- Restoration

Willie's R&R Service

HARLEY-DAVIDSON & INDIAN

wiliessrservice@charter.net

By appointment only
(262) 438-2593

Badger Heritage Small MC Logo Patch

Perfect for Shirts, Jackets, Hats, etc.
Contact Steve Peters

4-1/2" Wide - Embroidered in 4 Colors
Only \$5.00 each



Badger Heritage 9" Logo Clock

They can be ordered at any time
Contact Steve Peters

Only \$10.00 each / Plus Shipping



President - Dan Krause - daniel.d.krause@gmail.com (262) 825-7909

Vice-President - Jon Davidson Oeflein - jdo2924@yahoo.com (262) 388-0022

Secretary - Josh Richardson - joshuairichardson@gmail.com (414) 429-2817

Treasurer - Christopher Bilda - unclespilly@aol.com

Newsletter Editor/Merchandise Manager - Steve Peters - spetersdesign@gmail.com (414) 327-2888