



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, 2021

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BADGER HERITAGE CHAPTER
WINTER DINNER
Saturday, January 22, 2022

Cover Photo by Steve Peters

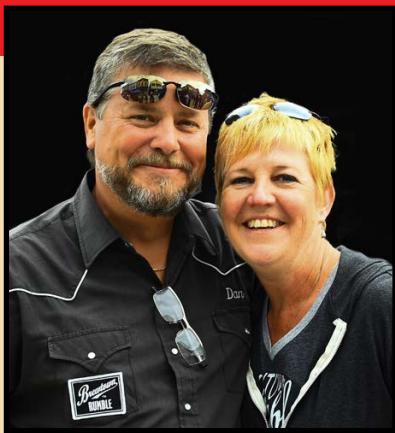
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Club of America®

Presidents Message

Dan Krause - President



Hello Badgers!

We had yet another great turnout for the 3rd annual Poky Run! This event continues to grow in popularity and the variety of machines brought out by our members continue to

impress and in turn give more members the "itch". Can't wait to see what comes out of the mothballs next year! Thanks again to Jim Feyereisen for leading the charge here, job well done Jim!

At the Fall Meeting following the Poky Run, your officers were reelected by acclamation (voice vote). I, Jon Oeflein (V.P.), Chris Bilda (Treasurer) & JoAnn Enk (Secretary) are honored to serve as your chapter officers for 2022.

Next up on the Badger Calendar is the annual Winter Dinner, January 22nd @ the Cotton Exchange in Waterford, WI. An RSVP email will be sent out on January 1st with the deadline being Friday, January 14th. Please know that we can only accommodate those who RSVP. Evening of arrivals will be turned away. More details in this newsletter.

Frank and Patti Rick have graciously volunteered to host our Spring Meeting at their home in New Holstein, WI in late May. Dates and time will be announced in the Spring edition of the Spokesman.

Wild One's Weekend & the Badger Heritage Field Games is BACK in 2022 after a 2-year hiatus! The NEW DATE is Saturday, June 25th, 2022. The Knucklehead Company will be back with their bike show and we also have a new addition to the Saturday events: The "Badger Boneyard" Vintage MC Swap Meet! Yes, the Badgers will be partnering with the museum and sponsoring a vintage swap meet for bikes and parts 35 years or older on the "West Lawn" of the H-D Museum grounds. Vending spots will be made available via RSVP only, 1st come, first served until the spots are filled. More details will be forthcoming next Spring. We will be looking for volunteers to help manage the field games as well as getting vendors to their assigned spaces. It's gonna be a fun-filled weekend!

Winter has settled in here in Wisconsin which officially starts the "tinker time" season. Best of luck to all of you on your Winter Projects!

Shannon & I wish you and your families a very Merry Christmas & Happy New Year!

Dan



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BADGER HERITAGE CHAPTER
WINTER DINNER
Cotton Exchange
Restaurant & Lounge

345 Hickory Hollow Road, Waterford, WI 53185

Saturday, January 22, 2022

Cocktails - 5pm / Dinner - 6pm / Meeting - 6:30pm / DJ Music by "All Inclusive" - 7pm

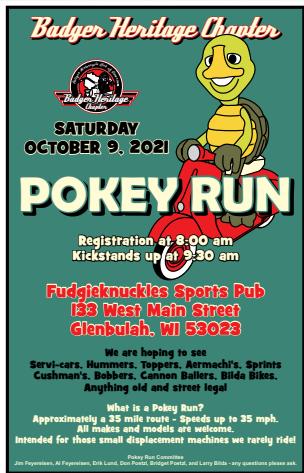


WATCH FOR CLUB EXPRESS EMAIL COMING ON JANUARY 1ST FOR REGISTRATION!

YOU MUST REGISTER TO ATTEND!

Third Annual Pokey Run - Glenbeulah, WI - 10/9/21

Story and Photos by Steve Peters



The third annual Pokey Run started out very foggy. This year I needed to ride about 2-1/2 hours from the southwest side of Milwaukee to the start and as I left West Bend the fog got really thick. It was so dense it felt like a light rain as I was getting wet. It slowed me down a little, mostly on the curves, but I arrived only a few minutes before everyone left for the run. We had about 35 bikes to start the run and everyone was ready to ride! The smaller, slower bikes started first and then the larger, faster ones followed.

Our first stop was at the Throttlestop car and motorcycle museum in Elkhart Lake, WI. Each of us needed to pay a \$5 entry fee, but it was well worth it. Very impressive

collection! Then it was a short ride to the next stop at the Rustic Rhine Saloon, also in Elkhart Lake. We spent about an hour or so at each location and it certainly added to the fun of the day.

There was plenty of time for Goodfellowship among the members and a chance to see many unusual and/or small types of two and three wheeled transportation. The run then ended where it began in Glenbeulah just before our Fall Meeting at Fudgieknuckles.

I'm sure everyone is looking forward to the fourth annual Pokey Run next year! Thanks to Jim Feyereisen and his crew!

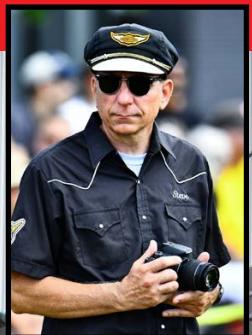


Third Annual Pokey Run - Glenbeulah, WI - 10/9/21

Photos by Steve Peters

Throttlestop

driven by passion



Many more photos on our club Facebook page

Winter 2021 Spokesman

Third Annual Pokey Run - Glenbeulah, WI - 10/9/21

Photos by Steve Peters



10 Group Riding Tips

Story Suggestion by Kevin Klatt

Badger Kevin Klatt sent an e-mail to me with a great suggestion. He had read an article about 10 tips for riding motorcycles in groups and he thought it might be a good idea for the Spokesman and to remind our members that safe riding makes for a more fun day with friends.

Here is the article in its entirety from the Geico Insurance Company.

For motorcycle riders, there's nothing sweeter than hitting the open road with a group of your friends. No one knows that better than GEICO Motorcycle. But group trips can be chaotic, so having some guidelines to follow is important.

With that in mind, here are 10 top tips from the Motorcycle Safety Foundation and the American Motorcyclists Association that will help ensure a safe group ride.

1) Keep the group small; ideally 5-7 riders max. If your group is larger, consider splitting up into multiple groups with different lead and chase riders.

2 Before hitting the road, hold a riders meeting to discuss the route and where you'll be stopping for fuel and food.

3) Pick a lead rider. He or she should have lots of experience, be good with directions and know the skill level of everyone in the group.

4) Choose a chase rider who will bring up the rear and make sure people don't fall too far behind.

5) Go over basic hand signals. There's nothing worse than trying to yell, "I'm on empty. Let's pull over for some gas!" at 60 mph, while wearing a helmet.

6) Make sure your bike is maintained in tip-top shape and the gas tank is full. You don't want to be the person who derails a two-day trip on mile three. At least one person in the group should carry a first aid kit and basic tool kit, and everyone should have a cell phone.

7) Don't ride next to someone else. Instead, stagger yourselves within a lane. That will give you enough room to swerve around any obstacles or hazards. Keep at least

two seconds of distance behind the rider directly in front of you. Avoid side-by-side formations, which reduce the amount of maneuvering space you each have and increases risks of getting your handlebars tangled up. When turns get sharp or visibility is bad, switch to single file.



8) While riding, don't become mesmerized by the bike in front of you. (That's especially easy to do on long-distance trips.) Instead, keep your eyes on the road and remember your training.



9) Keep eyes on each other by periodically checking your rearview. Make sure everyone is able to keep pace and slow down if necessary.

10) When the time comes to park, try to get everyone off the road as quickly as possible. And wherever you stop, make sure

there's enough space for your entire group. It's no fun trying to cram 100 bikes into the parking lot of a small roadside diner.



Group riding is about teamwork and communication, so pay attention to the rules and everyone will be able to enjoy the ride. And review these important motorcycle safety tips to stay safe whenever you hit the open road.

Before you hit the road, make sure you have the right gear. Check out [What to Look for in a Motorcycle Helmet](#).

I'm sure many of you use these tips and I know we use most if not all on our club rides - except for the part about yelling while going 60mph. We very seldom go that fast on our rides as it's more about the ride and scenery rather than just getting to our destination with that speed.

Thanks Kevin for the suggestion!

Take Care and Stay Safe,

Steve Peters / Kevin Klatt

Fall Meeting - Fudgieknuckles Sports Pub - Glenbeulah, WI - 10/9/21

Story and Photos by Steve Peters



After the successful Pokey Run everyone gathered at Fudgieknuckles Sports Pub in Glenbeulah for our Fall Meeting. By that time the fog had cleared and it turned out to be a very nice day.

The meeting consisted in a delicious lunch and then we had everyone go to the back of the building outside for the meeting. More members attended the meeting than the Pokey Run, so we had about 60 bikes for the meeting as opposed to the 35 or so for the run.

Many topics were discussed at the meeting - please

check the Meeting Minutes in this issue.

After the meeting many members hung around a while before heading back home. It was a much more pleasant ride back without the fog and cool temps like it was in the morning on the way to the Pokey Run.

We all wished each other well and looked forward to seeing many at the Winter Dinner in January.

Steve Peters



Fall Meeting - Fudgieknuckles Sports Pub - Glenbeulah, WI - 10/9/21

Photos by Steve Peters



Many more photos on our club Facebook page

Winter 2021 Spokesman

Fall Meeting - Fudgieknuckles Sports Pub - Glenbeulah, WI - 10/9/21

Photos by Steve Peters



Fall Meeting Minutes - 10/9/21

Jo Ann Enk - Secretary



- **Welcome**
- **Treasurer**
\$8,557 \$4130 Profit
- **Membership**
267 Current up from 254
- **New Members**
Dale and Kathy Harmeyer, Greenfield, WI
Karen Andrea, Lancaster, NY (President of newly constructed Riviter Chapter)
- **Winter Dinner**
January 22
Cotton Exchange, Waterford, WI
Buffet with dessert
Block of 10 rooms @Baymont Inn, Waterford, WI \$109 + tax
Possible DJ entertainment
RSVP's REQUIRED beginning JANUARY 1ST 2022
JR Switalski and Kim, JoAnn contacts
- **New Business**
May 2022 Spring meeting – Frank and Patty Rick in Kiel
June 2022 Badger Chapter Officers Ride TBD – Ideas welcomed
July 9, 2022 Wild Ones Weekend and Badger Chapter field games
August 2022 Brewtown Rumble Badgers not associated with it anymore but will support
August 2022 Summer Bash Need location and date. Ideas welcomed
2023 Panhead Reunion Tom Hinderholz Look for hotels
2024 Badger National Road Run August 13-14 Northern Wisconsin Looking for volunteers to help
- **News from the National**
- **Officer Elections/renewal** *Nothing changed*
- **Pokey Run Awards**
- **Badger Merchandise Update/presentations**
- **50/50 raffle**

Jo Ann Enk - Secretary

Badger Heritage Winter Dinner - 1/22/22

Jo Ann Enk - Secretary

DO NOT reply to the secretary or any other coordinator with your Winter Dinner registration.
WATCH FOR CLUB EXPRESS EMAIL COMING ON JANUARY 1ST FOR REGISTRATION!

YOU MUST REGISTER TO ATTEND!!

See you in January! Always a great event!

Dealing with Lost Titles the Easy Way

by Steve Strohmeier

We all have seen a bike advertised that we desperately wanted to buy. Everything looks right, the price is fair, but then we notice the phrase: "no title." These two words have done more to stop enthusiasts in their tracks than "ran when parked." In most cases, we assume the lack of a title means the bike is stolen or there is some other chicanery involved. However, this often is not the case and, with a little bit of work, you can take advantage of bargains on bikes without paper.

Over the last 30 years I have bought and sold a few dozen bikes without titles – including the 1969 Harley Sprint I had out on our Pokey Run in October.

Most people assume you must use a title service to obtain new paperwork or go through some convoluted lien/bond process. However, this is not true. Title services simply act as your agent. They have no special access to the DMV. Instead, the most common thing they do is to use states which allow for the transfer of older vehicles solely on a Bill of Sale.

This remains common in several New England and Southern states, but the catch is that you must be a resident or dealer to register vehicles. Vermont, however, allows any US resident with a valid driver's license to register vehicles on a bill of sale. As a result, we can take advantage of Vermont's laws to obtain clean paperwork on our no title bikes.

Here's how:

1) Make sure the bike has a valid Vehicle Identification Number (VIN) that is not tampered with in any way. Take some time to educate your-

self if you are not completely familiar with the VIN protocols for the make/model/year in question.

2) Run the numbers through the national insurance crime bureau stolen vehicle register to make sure they are clean. This is a free service.

(<https://www.nicb.org/vincheck>)

3) Draw up a bill of sale. Collect signatures, and if possible, driver's license numbers from the seller(s). Do not cut corners here or anywhere else in the paperwork. Be honest and do not overlook anything, even if you fill out the same information two or three times.

4) Check out the North American Dealers Association (NADA) value of the bike and print the page from the internet showing the model, year, and valuation. Vermont charges tax on the NADA "good" value of a stock bike when you first register a bike. The amount you actually pay for the bike on the bill of sale is irrelevant to the Vermont DMV.



Continued on next page

Dealing with Lost Titles the Easy Way - Continued

by Steve Strohmeier

5) You need three forms to make your life easy in Vermont. The first is VD119 – the application for title and registration. The second is VT010 – a statement of the VIN to be signed by Local Law Enforcement. You can download these using the links provided or contact the Vermont DMV for copies. The third is a local VIN certification. I use the Illinois State Police Form because I live in the stage, but you can recreate the same thing for Wisconsin.

(https://dmv.vermont.gov/sites/dmv/files/documents/VD-119-Vehicle_Registration_Tax_Title.pdf)

(https://dmv.vermont.gov/sites/dmv/files/documents/VT-010-VIN_HIN_Verification.pdf)

(https://www.cyberdriveillinois.com/publications/pdf_publications/vsd43.pdf)

6) Fill out all the paperwork and bring the part(s) bearing the VIN to your local Police Department or cop buddy. Ask for a VIN verification. I usually bring along a copy of how VINs work on old bikes for police who are not in the know.

7) The police will run the VIN and sign off on the form once they realize Vermont isn't asking for a vehicle inspection; just a verification a Law Enforcement Officer has seen the VIN and confirmed it is not a stolen vehicle.

8) Make a copy of everything (including the NADA value print out), calculate the tax and registration, cut Vermont a check, and mail all the originals to the DMV in Montpelier. 9) About two weeks later you'll get one of two

things back in the mail: a license plate and temp registration; or a letter explaining exactly what you need to do to finish the registration.

10) Once you get the Vermont plate; it will be another 5-10 days before they send an annual sticker and the "official" registration.



11) Take the Vermont registration to your local DMV, fill out the necessary paperwork, pay your fees, and walk out with a clean title and new plates. Some states require a visual inspection on an out of state bike. Check your local DMV for the necessary procedures and be prepared to assemble a basket case into a roller if needs be.

At this stage, you have clean, legal paperwork. The official Vermont registration is valid and street-legal. Please note all states require you to transfer the Vermont registration to your home state within 30-90 days. However, Vermont will send you renewal notices each year if you are willing to roll the dice.

I continue to be amazed at how easy Vermont makes this on old vehicle enthusiasts.

Speed Safely!

Steve Strohmeier

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Steve Peters

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The logo for Chief Crankcase Company. It features a white feathered headdress on the left, followed by the word "Chief" in a large, bold, serif font, and "Crankcase Company" in a slightly smaller, bold, serif font. Below this, the text "Replacement CRANKCASE For INDIAN CHIEF MOTORS" is written in a smaller, bold, sans-serif font.

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From the Desk of the Newsletter Editor

Merkel Motorcycle History by Steve Peters



Hey Badgers!

The following history is from the website theflyingmerkel.com.

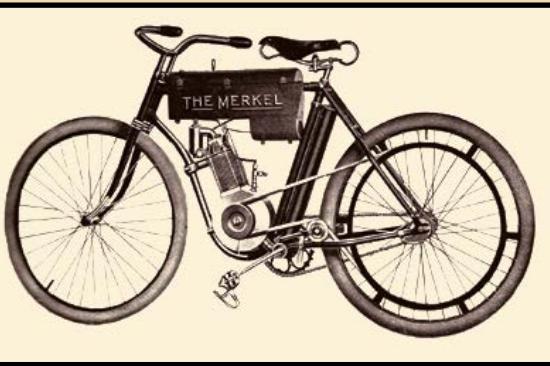
"The Merkel" brand first appeared in Milwaukee Wisconsin in 1902 when Joseph Merkel set-up shop producing single cyl-

ments, and new engine designs.

A young test rider by the name of Maldwyn Jones rode one of Merkel's creations. An inventive mechanic and talented racer, Jones set up the bike and defeated the reigning champion Erwin G (Cannonball) Baker in a ten mile race. The following season Jones turned professional and won three out of four races on a machine bearing "The Flying Merkel" logo on the tank. Jones went on to become a national champion racer and helped Merkel achieve recognition among performance enthusiasts.

inder motorcycles.

Merkel was among the most innovative of the pioneer motorcycle companies. By 1905 Merkel had decided to engage in competition and produced several racing machines. Merkel's motorcycles were to set many performance standards in the emerging American racing scene.



These machines and their riders enabled Merkel to develop a patented spring front fork that was to become the forerunner of the modern telescopic front fork. This fork became the instrument of choice on racing machines of other builders. Also, the mono-shock rear suspension was developed, a system used today on modern motorcycles. Merkel's slogan became: "All roads are smooth to The Flying Merkel". Merkel also used ball bearings as opposed to bronze bushings in the engine. In contrast to primitive atmospheric pressure intake valves, Merkel designed a cam-actuated mechanism. Merkel also pioneered a throttle-controlled engine oiler that long preceded Harley's and Indian's.

The company was purchased by the Light Manufacturing Company in 1909, and moved in its entirety to Pottstown Pennsylvania, producing machines with the "Merkel Light" and subsequently "The Flying Merkel" names. Joseph Merkel began immediately experimenting with frame and suspension improve-

ments, and new engine designs. A young test rider by the name of Maldwyn Jones rode one of Merkel's creations. An inventive mechanic and talented racer, Jones set up the bike and defeated the reigning champion Erwin G (Cannonball) Baker in a ten mile race. The following season Jones turned professional and won three out of four races on a machine bearing "The Flying Merkel" logo on the tank. Jones went on to become a national champion racer and helped Merkel achieve recognition among performance enthusiasts.

In 1911 the Miami Cycle Manufacturing Company purchased Merkel, and production was completely moved to Middletown Ohio. The Miami Company, organized in 1895, was building bicycles and Motorcycles using names best known as Raycycle, and Miami. The Merkel acquisition gave Miami the high-end product that it needed to be regarded as a premier manufacturer. The factory racing team by then expanded to include names such as LS Taylor, FE French, CF Pinneau, and W Wikle. In 1914 The flying Merkel won the National endurance run from Chicago to St Louis. Maldwyn Jones then broke a world's record on the Vanderbilt Course. When he returned to Middletown he was given a hero's welcome.



The final Merkel machines were produced in 1917. In the few years of its existence, The Flying Merkel became a true motorcycle legend. Although surviving Merkels are seldom seen these days, they are widely recognized as icons of the motorized world.

Take care and stay safe!

Steve Peters



Flat Out Friday Motorcycle Races - Milwaukee, WI - 12/3/21

Story and Photos by Steve Peters



The Flat Out Friday races this year were on December 3, 2021, not in March as usual. Being an employee at Milwaukee Brewing Company (MKE), I was able to obtain a Pit Pass as our brewery is one of the sponsors of the event. So, this year, not only was I able to attend the races, but was able to go in the pits for the entire time and take many photos of the bikes. Fellow Badger member Cathy Drexler was also in the pits taking photos as well. Look for her pics on our club Face-book page.

Not having any Badgers in the races or anyone else I know, I was simply taking photos of the action. There

were many classes of races including a "Brakeless" class with a couple old 45's, a 1939 H-D and a 1948 H-D that were cool to see racing. Other races included Women's, Children's, and the Goofball with odd vehicles and costumed characters.

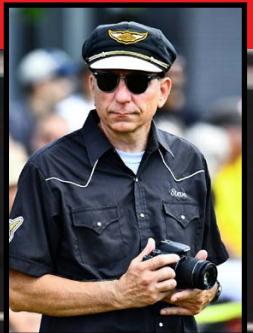
The most fun race was the Goofball one that ran last with a Santa Claus, I am Groot, a guy with stacked beer cases on a sort of sidecar rig, an actual portable toilet, among other characters. It was a very fun evening and I'm sure several Badgers were in attendance.

Steve Peters



Flat Out Friday Motorcycle Races - Milwaukee, WI - 12/3/21

Photos by Steve Peters

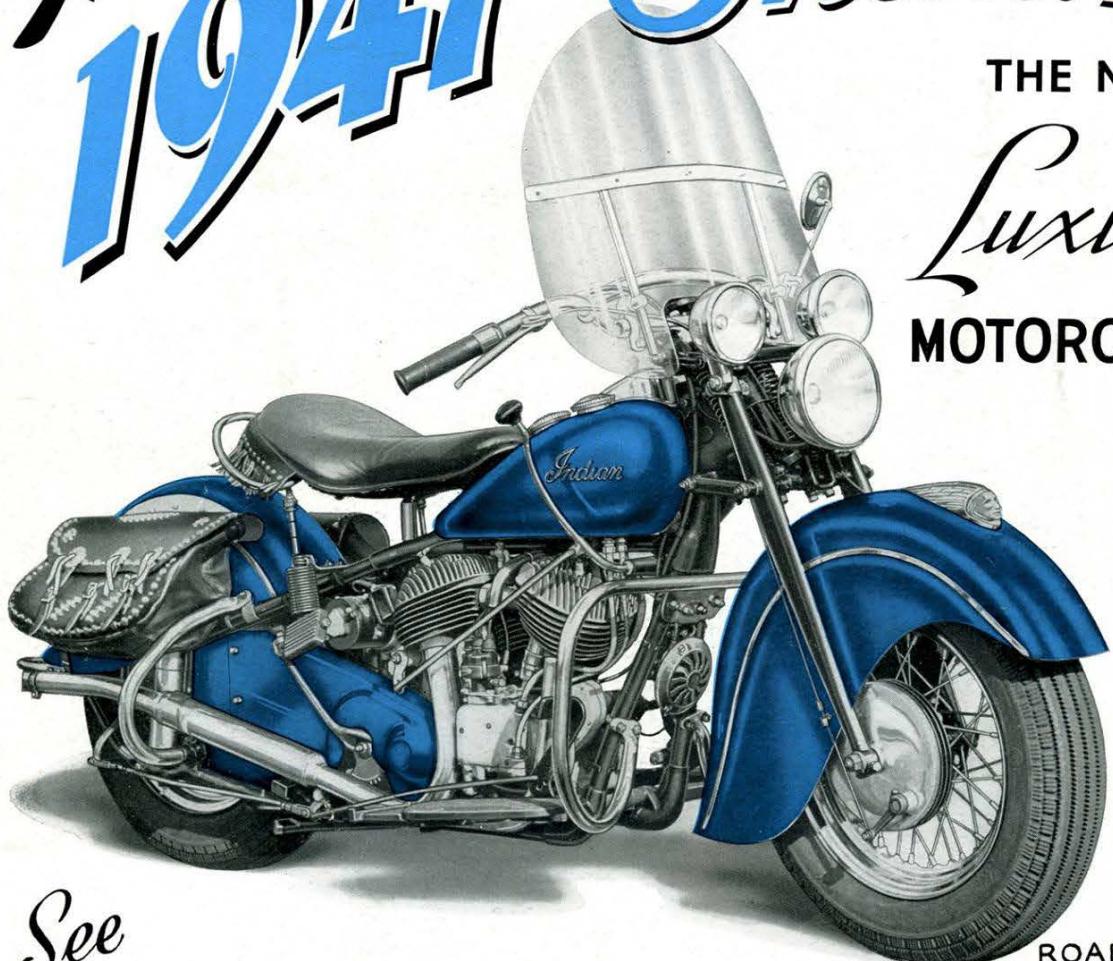


Many more photos on our club Facebook page

Winter 2021 Spokesman 17

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