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The Spokesman

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

Summer - June 15, 2022

2022 Spring Meeting
Frank and Patti Rick's Place
New Holstein, WI - 5/21/22
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Getting Gramps Back on the Road

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Cover Photo by Steve Peters

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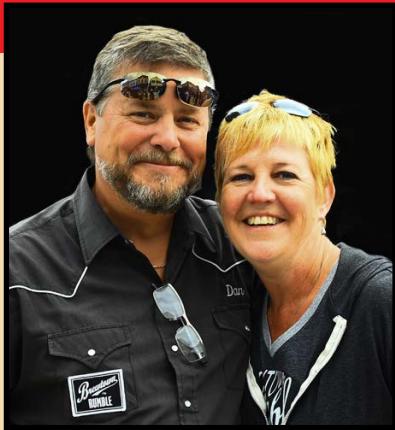
Antique Motorcycle



Club of America®

Presidents Message

Dan Krause - President



Hello Badgers!

The “unofficial” start of Summer (Memorial Day Weekend) has come and gone already and it’s “smack dab” the middle of June already! First off, I want to extend a huge “Thank You” to

presence.

JoAnn Enk, Secretary: JoAnn has also shared that she will be moving on from her role as Secretary. JoAnn has been fantastic in managing communications, membership management and our event coordination's. When JoAnn stepped up to help, she did tell us that this would be a temporary assignment for her and that we would need to be looking for a replacement in a year or two. Well, that time flew by!

Chris Bilda, Treasurer: Chris has been a “godsend” for this chapter when he took over the treasury from Seamus Leahy some 10 years ago! Chris has taken us from paper checks to PayPal and has managed the club finances like it was his own money. Chris has expressed the desire to handover the checkbook to a next treasurer but will stay on and continue to help if a replacement cannot be found. Bottom line, Chris has more than done yeoman’s service and we need to find a new treasurer.

I know this may sound/feel like “what the heck is going on” but trust me, there is absolutely nothing wrong here. The four of us are the best of friends and you couldn’t find a more cohesive leadership team anywhere. This is just the culmination of life events and the lengthy volunteer commitment by these individuals that has run its course. Most chapters don’t have the luxury of the long tenures and stability that this chapter has enjoyed. Many chapters restrict the length of service allowed per their bylaws.

This is a great opportunity for this chapter to continue to grow, allow for others to step up and take this wonderful group of people forward. I know we have a lot of talented, likeable, and energetic people in this chapter, are you one of them? If you are interested in any of these opportunities, please let me know via email or feel free to call. We will be conducting a “true” election at the Fall Meeting, date/location/time TBD but likely a Saturday in late September. New officers will transition over the last couple months of this year and fully take the reins on January 1st, 2023.

Patti & Frank Rick for hosting the Spring Meeting at their beautiful home in New Holstein, WI. We had a very good showing of Badgers attend and it was great to see everyone.

Next up on the Badger Heritage Chapter calendar is the Wild One's Weekend – Badger Heritage Field Games on Saturday, June 25th. We need more volunteers so if you can lend a hand, it would be much appreciated! Setup starts at 8 am with registration starting at 10 am, first set of games at 11. Second set of games start at 1 pm with awards at 3pm. It'll be a great time, don't miss it!

I also want to reshare the message I emailed to the entire chapter following the Spring Meeting regarding your chapter's leadership starting in 2023 and beyond to make sure everyone has received the message. Updates are as follows.

Dan Krause, President: This will be my 8th and final year as your President. Shannon and I will be retiring (this August for Shannon and April 1st next year for me) and moving to our retirement home in Eagle River, WI. This may happen as early as this fall dependent upon the sale of our home in Hartford. Given that most of our members reside in the southern half of the state it is appropriate that the leadership of the chapter be close to where the membership is located. Shannon and I will still manage the 2024 Road Run and will be looking for volunteers to help as we turn the calendar year to 2023.

Jon Oeflein, Vice President: Jon will also be stepping down as your VP at the end of the year as well. Jon has been my “right hand” man for the past 8 years and I feel very fortunate to have had my friend as a close confidant. We’ve worked closely together getting our chapter through some tough situations and Jon has “righted the ship” with our social media

Take care, ride safe and see you at Wild Ones on the 25th!!

Dan



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VINTAGE MOTORCYCLE FIELD GAMES

HOSTED BY THE

Badger Heritage Chapter

HARLEY-DAVIDSON MUSEUM - MILWAUKEE, WISCONSIN

SATURDAY - JUNE 25, 2022

11AM AND 1PM

PART OF THE

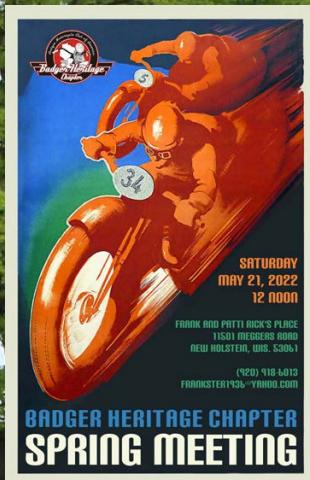
WILD ONES: VINTAGE MOTORCYCLE RALLY / KNUCKLEHEAD REUNION

ALL PROCEEDS TO BENEFIT THE MAKE-A-WISH FOUNDATION OF WISCONSIN

PHOTO BY STEVE PETERS

Badger Heritage Spring meeting - New Holstein, WI - 5/21/22

Photos and Story by Steve Peters



This years Spring Meeting was at Frank and Patti Rick's place - the same location for our Fall Meeting in 2018. As before, they were both the perfect hosts providing a fantastic lunch and opening up their beautiful shop area with many cool things to look at.

The weather was a bit cool and there was the threat of rain, so the number of bikes was lower than usual with only 25 and the general attendance lower than normal as well with 50 members at the meeting. I made it to and from the meeting just fine from Milwaukee with no rain.

The meeting had the usual topics with some mention of some rides coming up this year, but at this time no sum-

mer bash or picnic is in the works. If anyone would like to organize and/or host a summer picnic I'm sure many would like to attend.

It looks like things are starting to get back to normal as the friendship and good times were both present at the meeting with everyone hanging out and enjoying the company of fellow members. Good fellowship was certainly the word for the day.

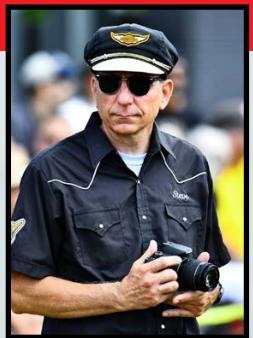
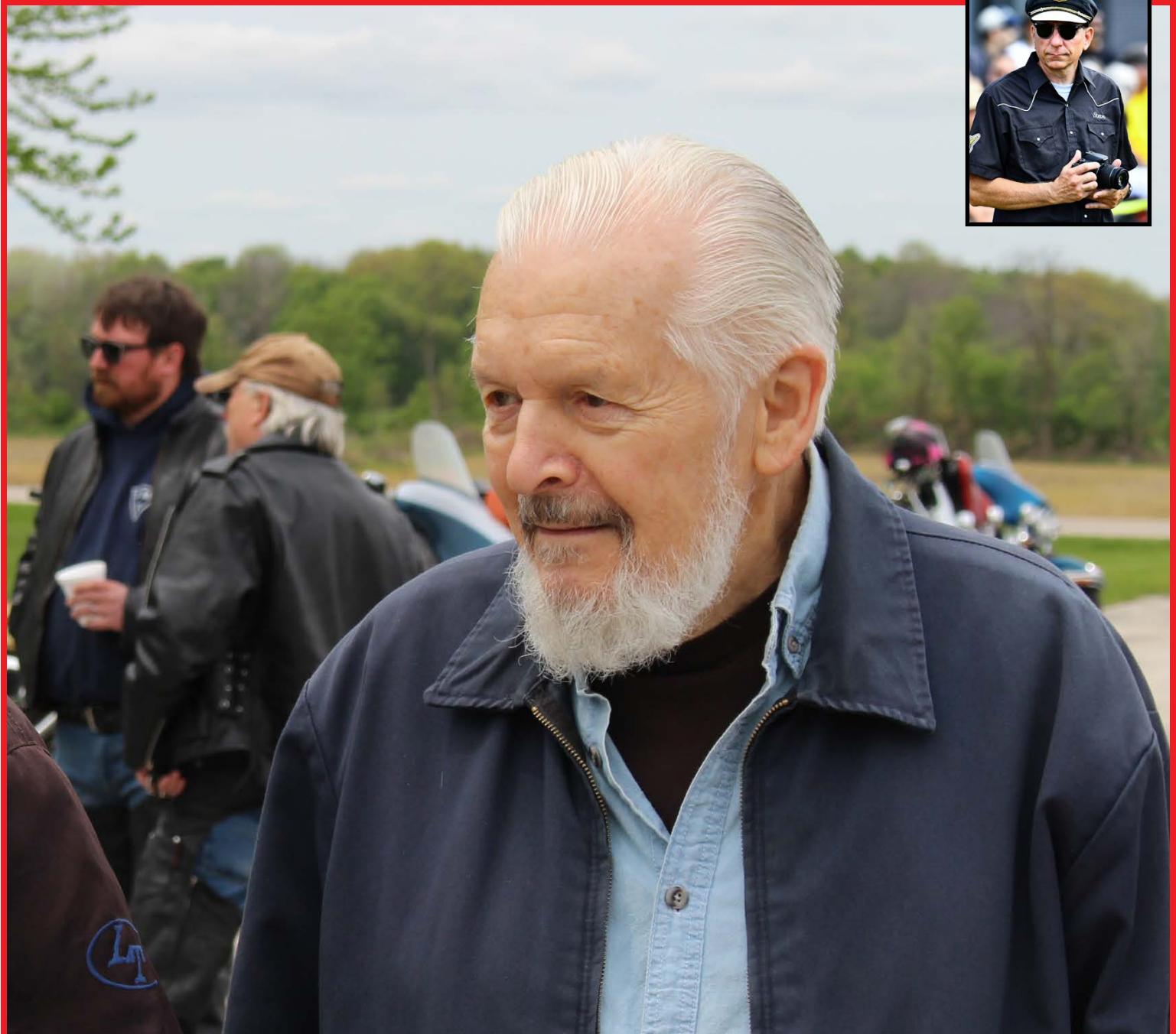
We hope to see everyone at the Wild Ones Weekend/Knucklehead Reunion on June 25.

Steve Peters



Badger Heritage Spring meeting - New Holstein, WI - 5/21/22

Photos by Steve Peters

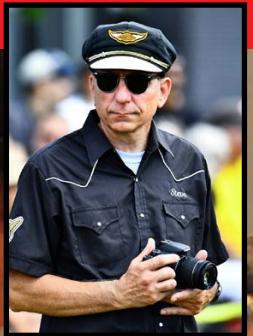


Many more photos on our club Facebook page

Summer 2022 Spokesman 5

Badger Heritage Spring meeting - New Holstein, WI - 5/21/22

Photos by Steve Peters



Badger Heritage Spring meeting - New Holstein, WI - 5/21/22

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Many more photos on our club Facebook page

Summer 2022 Spokesman

From the Desk of the Newsletter Editor

Working for Harley-Davidson



Hey Badgers!

For many years I thought about working for Harley-Davidson. While I was a professional legal videographer I would occasionally work on H-D cases with most involving crashes where the plaintiff would be suing H-D as they blamed the motor company's mo-

volved me detailing the engines of 7 or 8 bikes as they would only show the right side of the bikes engine while running for the commercial. It took a couple hours for me to clean the engines and just before each bike was to be featured before the camera, I was called in to do a final dusting of the engine.

I also did a couple other things that came up while the shoot was happening. In addition to the new bike they were giving away the rest were used bikes with a couple older - kick start only ones. Since I was the only one there that knew how to start the kickers, I also did the job of starting all of the motorcycles. I also helped with the filming of the give-away bike with the use of a block of wood under the kickstand. Ask me sometime about what that means.

So, then after doing the dealership detailing, the commercial shoot I had not worked for H-D again until 2018. After doing video depositions for nearly 30 years my position was eliminated for the court reporting firm I worked for. They decided not to buy new equipment for me to use and would instead hire contract videographers. I found myself without a job.

I needed work and applied at four local breweries to do tours and bartend as I have also been doing that part-time for many years and needed more full-time employment. None of them were hiring at the time, so I looked elsewhere and found a tour guide position at the Pilgrim Road Engine Plant for Harley-Davidson. I applied and got the job. It wasn't full-time as it was advertised, but it was work and I knew how to do it.

Most new tour guides there spend a month or so in training, but with my experience as a rider/mechanic of an older H-D bike and giving tours, I was doing the H-D tours in less than a week. I also started doing their "Engines 101" class having a lot of fun talking H-D bikes and engines. It was going well, but over time my immediate supervisor began to change and treated me differently than the other two guides and made the job very difficult. In the meantime I also got a part-time job at Milwaukee Brewing (MKE) doing tours and bar-tending and eventually quit H-D after nine months to work full time at MKE where I still am today doing tours, bar-tending, and working in packaging.

At least I can now look back on my work experience and proudly say that I worked for the Harley-Davidson Motor Company doing what I very much enjoyed doing while making other H-D riders and guests have a great time visiting the engine plant.

Take care and stay safe!

Steve Peters

torcycle for their crash.

I did the videography for about a dozen cases over the nearly 30 years of this work with many witnesses, but I never agreed with the plaintiff for the cause of their crash. It was rider error every time, but when someone has been riding for many years or decades, it's hard for them to admit they did something wrong. BTW - H-D has never lost any of these type of cases as they are able to prove that their product did not fail and cause the accident.

Anyway, while working on these cases I would talk with the witnesses or just listen intently to them during the deposition and thought about possibly doing graphic design or perhaps some other job for the company other than working on the production line.

I did apply a few times for various positions, but was never called in for an interview. I know the company is very particular about their hires and the candidates need to have all of the qualifications needed for the each position.

Actually, I did sort of work for H-D, but not for the corporation, but at the dealer level as a contractor. Starting in the fall of 1997 I began to work once in a while at the House of Harley-Davidson detailing used bikes. Previously I got to know a salesman there that some of you may know - Geno and he asked if I wanted to detail used motorcycles. I had been detailing cars for friends and told him about it so he offered me some extra work at the dealership.

So, for the next four years Geno would call me in to work on a bike or two doing about 20 a year. After a while I got a House of H-D shirt with my name embroidered on it and they even let me use a spare lift in the shop so I didn't have to crawl on the floor to work on the bike. I would wash the bikes in the washing bay, blow dry it off and then use the lift to finish cleaning, polishing and waxing the entire bike for proper display on the showroom floor.

The dealership detailing work led to another opportunity I had in April of 2006. I was asked to be the detailer for a Wisconsin Lottery television commercial. The shoot in-

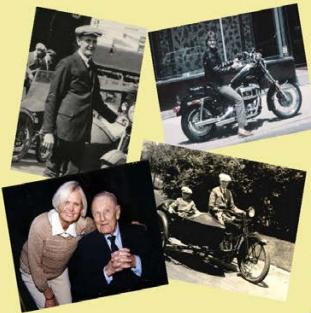


Harley-Davidson Family Memories

Davidson family members share photographs, letters and stories

Jean Davidson
Jon Davidson Oellein

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Getting Gramps Back on the Road

by Steve Strohmeier

In our last newsletter, I shared the story of bringing home a 1949 Moto Guzzi nicknamed Gramps. Many of us dream of finding a bike like Gramps which is complete and while not 100 percent original, it is not too far off, either. Usually, we want to jump right into making the bike run and tend to forget about the chassis, electrics, and braking until our first run down the road. However, these systems often suffer from old lubricants, corrosion, and neglect. Electrics, in particular, can cause massive problems if not checked carefully – and even cost you the bike if they catch fire.

To ensure we don't overlook anything in our excitement, I usually begin the process of getting a bike like this back on the road by giving it a full "10,000 mile service." Most manufacturers recommended a complete over-haul of the chassis and attendant systems at intervals of between 5,000 and 10,000 miles. This consists of a stripping of the front and rear suspension, tire/brake checks, clean/check of the electrics, and full power train service.

We started by looking over the bike and recording what was obviously in need of attention. Our inspection showed the need for all of the control cables to be replaced along with rebuilding the petcocks for the fuel and oil tanks. While some of the cables are available, it was

easier to order cable making supplies from Flanders Handbars and make our own cables.

We will share that process in a future Club newsletter. We also found that the foot controls will need bushes to deal with excessive wear. The lathe will be getting quite the work out this

spring and summer!



The original wiring was long gone, as were the battery hold downs. Thankfully, the bike is very easy to wire and to convert to modern, 6V LED. We also will replace the original mechanical cut out on the dynamo with a modern solid state unit out of the UK which fits under the original cover. I also decided

to replace the rear marker lamp with a proper stop/tail lamp. A trip to Menards revealed an \$8.99 trailer lamp that is awfully close to the CEV units installed by many Italian makers in the 1960s. Two holes drilled in the non-original license holder had it mounted with no damage to original parts.

Continued on next page.



Getting Gramps Back on the Road - Continued

by Steve Strohmeier

We also discovered that while the tanks were stored dry – they were not treated and had rusted badly. The oil tank had rust on the outside and the inside! We soaked the tanks in vinegar for 10 days to get rid of the rust and followed up with ospho to neutralize any remaining rust. Despite nearly an ounce of rust debris falling out of the fuel tank after cleaning – it held liquid!

We then moved to stripping the front suspension. Surprisingly, the tires are only a handful of years old with matching tubes. However, the front axle was bent and the bearings damaged as a result. The axle had been on and off the bike so many times over the years the threads on the right side were almost worn away! Rather than deal with trying to restore the part, we made a new axle. Cross referencing the bearing size revealed they are a common item and were used on the Renault Dauphne suspension. Rather than replace the original felt seals and cages; we changed the front to modern oil seals. I have done this modification on several bikes; but this was the first time that I was able to order seals in metric sizes and have them fit right in without modifying parts!

The rest of the front suspension revealed no surprises beyond grease older than the Nixon administration. The brakes, however,

were a mess. The original linings were very worn out and caked in grease from missing grease felts / shields in the front

bearings. To deal with this, we ordered several feet of high-friction, woven brake lining from McMaster Carr industrial supply. The old linings were woven material, making this an easy swap. I have been using these linings for almost a decade on my personal bikes. They work very well and it costs about \$10 to reline a pair of shoes. If you are uncomfortable lining your own shoes; most truck stops or small airports will have a mechanic that is comfortable bonding or riveting shoes for you.

Over the next couple of months, we will move onto the rear suspension and then see how the bike performs on the road. However, we couldn't resist checking the motor out. We have healthy spark from the magneto and just under 60 psi of compression. While this figure sounds low, it is correct for this 5:1 bike and indicates we should experience little fuss getting the bike up and running in the near future.

Speed Safely!

Steve Strohmeier



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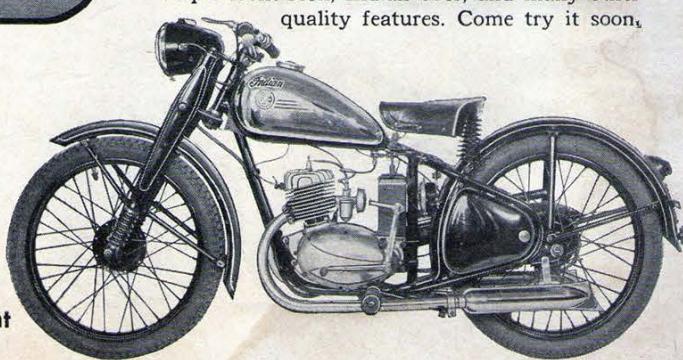


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don't have enough content for the newsletter.***

***Please send to me your photos and stories about your
motorcycling activities - rides, races, bike builds, etc.***

Steve Peters - Newsletter Editor

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Spokesman Stories

Calling All Members!

I am always looking for more content for the Spokesman newsletter.

I know many of you attend various events and take photos and have a story to tell. I see the photos on Facebook all the time and just wish you could send at least a dozen of those photos to me with a short story about the event. We would all like to see and hear what our members are doing.

I will no longer ask individuals for photos and a story as I would like to leave it up to them if they choose to send anything or not.

If you need help with your story I can help and will always do a punctuation and spell check of the stories and may edit them a little as well.

Thanks!

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