

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

The Spokesman

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



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SUMMER PICNIC

and the

BADGER DERBY

August 18, 19, and 20, 2023



Cover Photo by Katarina Synnergren

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President's Message

Jon D. Oeflein - President



Hello Badgers!

Summer is finally here! Our Wisconsin summers are simply the best! I can't think of any other place on earth that I would rather spend my summer months than right here in good old Wisco! I only wish I could say the same thing about winter. Well, the one down side of our summers are that they go by way too fast! Tough decisions need to be made every week-end simply because there are so

many fun things going on. My choice activities, much like my great-grandfather, grandfather and father, involve either golf or motorcycles! When my great-grandfather Walter found some free time from running the Motor Company, he would either be on a motorcycle rolling through the countryside or on the links utilizing his accomplished golf swing.

Unfortunately, this year I will not be able to participate in either one of my passions until late summer. My shoulder surgery recovery is coming along well, but I am still not cleared for take-off. However, this will not stop me from tagging along on the Pandemonium Circus ride (in a cage). I plan to take plenty of pictures and shoot lots of video. If you are not attending the ride and would like to see the almost 90 panheads that are participating, please stop at any of the following fine establishments. Each helped to make this event happen;

- Sun, June 18, Hoban Brother's Motorcycles, Newton, 12-1pm
- Mon, June 19, Doc's Harley-Davidson, Bonduel, 9-10:30am
- Lincoln County Cycles, Tomahawk, 1-2pm
- Bonnie & Clyde's Gangster Park, Harshaw, 5:30-7:30pm
- Tues, June 20, Bull Falls Harley-Davidson, Rothschild, 11-1pm
- Wed, June 21, Wisconsin Harley-Davidson Bike Night, Oconomowoc, 5-7pm
- Thurs, June 22, Harley-Davidson Museum Bike Night, Milwaukee, 5-7pm
- Sat, June 24, Harley-Davidson Museum, Wild Ones, 9-2pm

The final chance to see the pans will be at the Wild Ones party where our Badger tent will be set up and, once again, we will be running the field games.

So, definitely try to come and participate or just watch!

We will also be hosting field games at the Museum for the H-D 120th party. This will be on Saturday, July 15th, from 12-2pm. These will be "exhibition" games and only Badger Chapter members will be allowed to participate. The Museum is donating gift certificates as prizes, so come on down and let's show the sure to be gigantic crowd how we roll!

We are also participating in the H-D 120th parade. This is always a good time! I have been working closely with the MoCo and have secured parade passes. Josh Richardson is also helping to hopefully have us the first group out. Please see the ad in this issue and let me know if you want in. I already have lots of Badgers on the list and have room for more. I have also reached out to the Driftless Chapter and offered them a chance to participate as well.

I would now like to give a couple reminders. First, the Pokey Run has been scheduled for August 5th. It is now going to be a stand-alone event and not linked to our Fall Meeting. Details will be coming soon. Secondly, the return of the Summer Picnic! Kevin Klatt and crew have been hard at work planning the party that will take place August 18-20th at the Kettle Moraine Ranch in Eagle. If you haven't seen Christopher Bilda's Summer Picnic ad on our Facebook group page, YOU HAVE TO WATCH IT! I laughed for days!

Lastly, I want to discuss a new development for our chapter. We have decided to add three new positions. We are going to call them Chapter Advisors. These are to be volunteers that want to get more involved in helping out on several different levels. The perfect candidate is someone able to attend the officer meetings, be available to possibly volunteer for committee duty, be willing to give opinions on important topics as they arise and generally assist the officers when needed. If you are interested in being a Chapter Advisor, please let me know. It will be a one-year term. This was discussed at the last meeting and this will serve as the notice to all who were not in attendance.

That's all for now. Let's have an awesome, vintage moto summer! Hope to see you soon.

Your Pres,

Jono

The 120th H-D anniversary parade is July 16th



50 passes will be available

Only one pass is required per machine

Bikes must be at least 35 years

Bikes must be made by the Harley-Davidson Motor Company

Register by sending your name, your passengers name (if applicable)

and a photo of your motorcycle to

jondavidsono@gmail.com

All the details will be sent to registered members as they come available

Register early to ensure your spot!



Badger Heritage Chapter



**August
18, 19, and 20, 2023**

**Road Run
Field Games
Catered Dinner
Musical Entertainment**

SUMMER PICNIC



and the **BADGER DERBY**

**The Kettle Moraine Ranch
W379 S9674 County Road S, Eagle, Wis 53119**

**2 Hour Road Run with Lunch Stop at Whiskey Ranch Bar and Grill
Catered Dinner by Bubbs BBQ**

Music by Sophisticated Singing Hobo Extraordinaire D.B. Rouse

Contact Kevin Klatt for more info - (262) 263-6190

The Chronicals of the Crawl or Life in the Fast Lane (NOT!)

Story by Don Dzurick and Photos by Katarina Synnergren



AMCA Regional Chapter Road Run.

Badgers, both the animal and the Wisconsin based chapter of the AMCA, are subjected to the most cruel and harsh winter months Mother Nature can provide. One critical avenue of escape from this drudgery is to think ahead to the two or three weeks that the sun will actually shine on this land of Wisco. Sometime in this winter twilight of 2021, after the Badger Pokey Run, Jon Davidson Oeflein (1946 G owned 50 years) and Jim Feyereisen (1954 G owned 12 years) were struck with the idea to assemble as many Harley Davidson Servi-Cars and Indian Dispatch Tow motorcycles as possible and stage a road run from a small town north of Milwaukee, Wisconsin to the lakeside cottage of Jean Davidson Oeflein, great granddaughter of William Davidson.

Yes, our chapter includes the ancestral lineage of the founding fathers of Harley Davidson. Jean, Jon, and great-great-great grandson Carter Oeflein were all part of our hosting party. Jon and Jim started the process by floating this Servi-Car/Dispatch Tow expedition to our local members. The badgers produced eight Servi's amongst our numbers, which is of course enough to start trouble anywhere they would assemble. Next came a Facebook blitz and an ad in the club's magazine. Over 20 AMCA members responded with intent to register!

One of those respondents was a dear friend of mine,

If we are starting at the beginning I feel compelled to introduce myself as the author of this motorcycle milestone. In a past life I wrote about AMCA judging issues and AMCA National Road Runs. I would once again like to entertain our readers with a somewhat unique twist on a

Jack Stauffer (1967 GE operated 1 month). Jack and his wife Kelli and I met decades ago while on the AMCA judging fields. Currently in 2022 Jack has kindly volunteered to be Event Chief Judge at three of our AMCA National Meets. Where is this story going? Jack decided to assemble a pile of Servi-Car parts he had collected over the last 10 years so he could Crawl. He asked me for help and if I could add to the pile. I needed to preform some work on my '58 but thought I could be of assistance. Did I mention I live in Wisco and Jack is in Florida? Something of a logistics problem to say the least. I was aware of a brake problem with my Servi so my plan was to fix my brakes while collecting spare,

obscure, obsolete factory-made parts for this Servi-Car being built in Florida. N0-Prob-Lemo!

I freely admit that my Car has been somewhat neglected but I mistakenly thought a few maintenance hours would bring it up to speed (Ha! Ha!). As I found an open area in the garage for my brake job, Jack was taking his pile of Servi-Car parts to a local independent motorcycle dealer for paint and assembly. Both of these avenues would of course be dead end streets for each of

us. I soon discovered the master cylinder on my project was full of crystallized #3 brake fluid. Adding to the repairs were both wheel cylinders being froze up and the lines feeding them were crushed by the metal box movement. This adds up to a total brake replacement, not just a quick-fix repair. You think I had problems? At this same time Jack was being informed by his bike shop that they had received a 30 day notice to vacate their shop of more than a dozen antique cars and one bike.....Jack's. Gut punch taken, Jack found another shop roughly 150 miles away and the parts pile was once again moved as the Crawl entry date approached.

Fast forward to the month prior to the Crawl. Jack's bike is finished and ready for road testing. My 1958 Servi is also ready for test miles. Here is where our wonderful AMCA motorcycle club shows the diversity and unique passion only an antique motorcycle enthu-



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siast can display. I have another good friend, Alex Bernhardt, that also has a special machine needing road miles. Alex door.is one of the riders attempting the Lindberg Run in the saddle of a 1920 Big X Excelsior. Living in Chicago, any road tests on their busy streets could prove to be interesting in the least, hazardous in the most. A short, one hour freeway hop puts Alex and the Big X at my front door. Same thing with a mutual friend Mark and his freshly rebuilt 1931 VL. The VL was also in need of road testing the oiler and other mechanical operations.

Within five minutes we are all on relatively empty country roads, able to pay attention to our machines rather than the traffic of a modern city. While Alex and Mark are setting their engine oilers and chasing oil leaks, I am checking braking power and possible cruising speeds. H-D Servi-Cars are limited in top end by two major factors: a somewhat underpowered 750cc flathead engine and the motor sprocket that drives the transmission. Too low of a sprocket(22 tooth) and the clutch is easy but top end road speed is restricted. Too high (30-33 tooth) and top end is reasonable but the clutch is really put to work taking off from a dead stop. Sounds easy. Pick a 25T sprocket and split the difference.

Too bad a recent problem in supply chain parts has left the market bare of choices. I was fortunate enough to have my pick. While on our test rides I went from a 24T to a 27T motor sprocket. I will report the results as the story unfolds.

Two days before the start of the Crawl Jack appeared at my house with his "Choppah" Servi. Basically we were "ready".

The first day of the Crawl rolled around with a bright, sunny day to welcome the entrants. Riders and machines arrived from Wisconsin, Florida, Michigan, Ohio, Indiana, and Texas. Yes, Bianca, Michael, and Caleb Barbato, along with Stephen Free, made the trek with a fifth-wheeler rig chock full of motorcycles. One of these was Bianca's 1935 RL, which turned out to be the oldest

machine entered in the Crawl. This RL had been in the family business starting with her grandfather(owned 50 years)

I have to clear the air here about Bianca and her '35 RL. In this day and age there are not many riders of RL's and less mechanics of said same. Bianca and her friends brought this piece of history to our Wisconsin Crawl with little knowledge of any problems or quirks that could arise. That being said, the RL turned out to be a little difficult to start and extraordinarily able to distribute oil everywhere it went. My prep work with Mark and Alex allowed me to make suggestions to Bianca about how to set her machines oiler and how much initial oil to pump into the crankcase after an oil dump. The results will follow.



Back to the line-up of sixteen Harley Davidson Servi-Cars on a street in northern Milwaukee. This parade would include the bikes, a chase truck and trailer, and the Texas fifth-wheeler rig. Gentlemen(and Bianca)...START YOUR ENGINES! As the machines roared to life we all shared the unique experience we had created. Unfortunately this would be one of the last times all sixteen machines would be together. Ah, but there the story lies...

As the string of Servi's made a left-hand turn to get out of Milwaukee the '35 decided to cough, kill, and require a restart. I and the Texas team held back to assist if possible. After a minute of two we were all running again and I pulled out to follow the lead pack. I had no illusions of our main group outrunning us so I took the lead. Mistake number one. Within minutes we approached a fork in the road (as we all do in this life) and I made the incorrect choice. After a mile or two I realized we were not catching up with the main group of bikes. Now I had to find a stretch of highway long enough to allow three Servi's, the chase truck/trailer, and the Texas fifth-wheeler to safely pull over out of traffic. Gary Theune and Sandra, our chase drivers, told me of my mistaken turn and said he had arranged a rendezvous some ten miles ahead. Now Gary lead the second

The Chronicals of the Crawl or Life in the Fast Lane (NOT!)

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group with the three Servi's tucked in-between the big rigs. Within a few scenic miles we were reunited with the main group. This is where the chase vehicle became handy to have.

One of the main group machines had shorted out a main power wire under the speedometer cover and burnt this wire back to the battery connection. This one needed a ride on the trailer, but remember this machine. While the trailer was being loaded a few of us dumped the oil on the '35 to see how well the oiler was working. For those of you not familiar with a "total loss" oiling system, like Biancas and the machines I road tested with Alex and Mark, here is a short explanation. Oil gets into the crankcases two different ways: a hand pump in the oil tank and an oiler that is constantly pushing oil through the pinion shaft and rods. None of this oil is re-used, it all accumulates in the bottom end and eventually starts leaking out of every possible machined surface if left alone.

This over oiling also causes spark plugs to foul, cylinders to over-heat, and a drastic loss of pulling power. Stephen had a cake pan to slide under the '35 so we measured the oil discharged from the dump valve in the crankcase. Our measurements confirmed a few things: the tank pump was a direct flow of oil to the flywheels and the oiler was stuck wide open. In other words, Bianca's ride was extremely over-oiled and not much anyone could do about it. I recommended not to prime the cases with the hand pump and we would stop more frequently to do oil dumps. OK...back on the road.

The road the Crawl had chosen was a somewhat rural country road that weaved its way into small towns and villages on our way to Jean's cottage. The Crawl route included a mid-point gasolene stop with another 20 miles bringing the group to our designated lunch stop. Fill the gas tanks and then the bellies.

Our procession entered the gas station like a huge caterpillar of noise, smoke, and eventually leaking machines. Here is where a very unusual situation occurred. This may be confusing but I will try to include every facet of this interwoven repair stop. First off I saw the chase truck with Chris (1942 G borrowed) and the burnt wiring

harness parked to the side. Another Servi-Car was being loaded onto a totally different truck and trailer. Here I learned Jeff Stokes (1957 G owned 15 years) had his wonderful wife Melinda following the Texas boys with his own recovery vehicle.

Jack and I were on different sides of the gas pump and were both putting go-juice into the tanks. With a small line of bikes waiting to get gas, I attempted to start my '58 so I could open up a spot for someone else. Kick... nothing...kick...nothing...choke...kick...nothing. Not even a chug! I received some help pushing the beast from the pump area and used a downhill area to try and "bump" start my motor. After two of these attempts, without even one pop, I was pushed back under the roof over the pumps. Did I mention it was 85 degrees and sunny? As I rolled up next to Jack I realized he had gone nowhere and was in fact kicking the Choppah with great vigor, but to no avail. Now, in reality, there were four non-running Servi-Cars to deal with if trailers were needed. NOT GOOD! Where is this happy ending we are all looking for?



I immediately did the only thing a road worthy biker would do and challenged Jack to get his bike started or he could hitch a ride on the back of mine(when I got it running). Gary and a few others were chasing down power on Jack's bike while I did the simplest repair I could think of, I changed out both of my spark plugs for a fresh set and prepared to see if this made a difference. I cannot tell you why, but one primer kick and one with the ignition key and the mighty 750c.c. motor roared back to life. How I could foul out two spark plugs just by shutting off the motor at a gas station is a mystery to me. However, I was now able to direct my full attention to Jack using my razor-sharp comments and somewhat entertaining humor. These fellows had concluded that the ignition coil on the Choppah was a dead duck.

One major problem with this conclusion was that Jack had built his machine using a 12 volt electrical system. His coil was similar to a newer Shovelhead-era machine. And we could not locate a spare. Directly next to me was Jeff, Melinda, and trailer with the faulty carburetor Servi. I asked Jeff what voltage he was running. The answer was 12V. Here is where the camaraderie of the Crawl

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showed itself. I asked Jeff if he would "loan" his coil to help get Jack back on the road. The answer was yes and the procedure of swapping coils began. Have I said that one of our weekend hosts, Jon Oeflein, had stayed behind with this group of trailer-bound bikes? We were well into an hour for the gas stop, late for lunch, and not much progress on viable vehicles.

Jon was getting a little apprehensive to say the least. Back to the coil swap. While Jack was using high performance zip ties and duct tape to secure Jeff's coil to the Choppah, I had to take a look at the non-working carburetor. Jeff handed me the float bowl and sure enough, the float was laying loose in the bottom of the bowl, thus allowing fuel to free-flow from an overflow port. Close examination showed a small mistake in an assembly process from a previous year's work. I re-orientated the parts, set the level, and was reasonably certain this carburetor would function with utmost performance. But we had stolen Jeff's coil to get Jack back on the road. Problems to be solved later in the day.

Once the replacement coil was secured for the day's ride it was tested with the kick-er arm. Potato! Potato! The Choppah was once again road ready. With all of my story telling of Don, Jeff, and Jack it would be easy to conclude our group could now move on to catch the main body of riders. But wait! There's more! While coil, carb and plugs were being attended to, there was more activity on the chase vehicle trailer.

Chris Bilda had located the faulty dash wires, some new wire, terminals, and tools, and while the other three Servis were being serviced, he and Gary had repaired the burnt-out dash and YES! the 1942 was driven off of the trailer and ready to procede with the group. Jon led the parade to his mother's cottage and we re-united with our morning attendees. One slight kink in the program was that Chris, an Indian rider at heart, was not used to the unbridled power of his borrowed 750cc HD motorcycle. In a burst of power he snapped the rear drive chain and wrapped it around the differential sprocket. To unwind the chain he had to hold the broken piece while Gary pulled the Servi in reverse. Once a tow strap was connected the last mile was no problem.

Our sixteen Servi's made a fantastic circle around

Jean's driveway turnaround. Having a catered dinner of chicken, mashed taters, and sirloin tips in gravey seemed to soothe the wolfs in our bellies and the introductions and stories were soon to follow. While daylight still prevailed Jeff and Jack swapped the 12V coil back to its original berth and sure enough...Jeff's 750 chugged back to life with the re-adjusted carburetor float. With what little internet reception we had, Sandra, our chase driver's navigator, found a tractor supply store and an independent motorcycle shop somewhat in the area. Chris and Jack would be able to locate their chain and coil respectively.

Day one a complete success.

Day two was not such a sunny delight. Daybreak brought a solid front of dreary rain clouds. Everyone was eyeballing their smart phones acting like weather forecasters. Our first agenda item was a group photo at a nearby covered bridge. We managed to sneak in this group shot before the rain clouds opened up. The trip to our breakfast stop was not so dry. Midway the group pulled over to suit-up with rain gear. My friend Willie Kiefert (1954 G owned 40 years) and I commented how comical we both looked as we tried to slip on rain pants without doing a header into

the ditch. Oldsters on old bikes can be quite amusing!

After breakfast our riding group shrunk to 6 machines. Our new Texas friends were leaving for a family reunion in Illinois before the return trip to home base. We also lost Jeff and his readjusted carburetor for unknown reasons (at the time). Jon, Jean, Jack and Chris left on a parts run in hopes of returning their machines to the run.

The diminished group found its way to an area Veteran's Memorial Cemetary. The Feyereisen brothers had relatives there and we all decided to pay our respects. The dreary, off and on rain day seemed to fit the scenario perfectly. The rows of silent, grey/white headstones were a vivid reminder of what is necessary to maintain the freedoms we all sometimes take for granted. Like the freedom to share a rainsoaked highway with friends on antique motorcycles. Bless this country and the men who serve her!



The Chronicals of the Crawl or Life in the Fast Lane (NOT!)

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We ended the afternoon with a local Wisconsin tradition...the Friday fish fry. The gathering was held in an old mercantile building built in the early 1800's. The converted restraunt could seat over 100 people so it was a popular area dining spot. We needed all of those seats because our crew of repaired vehicles met us there. Coils, chains, and all other necessary parts were installed and being road tested. Bring on those plates of fish, a dry ride back to Jean's, and the end of day two.

The groups agenda for Day three was simple and one item: the return trip to north Milwaukee where our transport vehicles were waiting. Unfortunately Mother Nature would stick her ugly head into the mix. But the day's start was sunny and clear. We started the 120 mile adventure with a sense of accomplishment and camaraderie. I have since described our group road run as a crawling caterpillar of minor breakdowns and mishaps. Don't misunderstand me...a few of our Servis never missed a beat, but the bulk of the crew did experience roadside problems. After proof reading this portion of the story I must admit that Jack and I did make up a huge number of roadside mishaps. Or maybe just me? Anyway...

Here are a couple of examples from our return trip. We left the cottage for our breakfast stop with nine HD Servi-Cars. I need to acknowledge the loss of our tenth rider for day three. Joe Cavallini, from Michigan, decided to head back home on his 1959 police model Servi-Car. He had ridden his machine on a round trip of over 350 miles. He and I also shared having owned our particular Cars over 49 years. Here's to friends, old and new!

Now back to the Crawl. We made quite an entrance at the restraunt as the owners hustled to accommodate our group. A local antique car show added the necessary pizazz to this Saturday morning. All was going well, bellies full, and we headed to the parking lot to mount our machines. As Jack approached his machine, a problem was noticed. His carburetor was hanging from the throttle cable, laying on the ground next to his bike! How can this happen? None of us could explain this breakdown, but we all knew the carb had to be reinstalled before Jack could join us.

The Choppah had a Mikuni update that was affixed to the manifold with rubber sleeves and band clamps, a simple yet effective process. With the correct length screw drivers and a huge contingent of consultants milling about, Al Feyereisen(1964 GE owned 30 years) and Jack returned the carburetor to its working position. A few kicks and the motor popped to life. Jon's '46 G lead the group out into the Wisconsin farm filled countryside. Relatively decent roads and a clear sunny day made for miles of smiles.

I may have forgotten to tell you that my '58 was one of the problem children? On the previous two days I deduced that I had dislodged some crud inside my 60+ year old gas tank. This debree had settled in my reserve inlet inside the tank and effectively cut off any extra fuel when needed. Simply put I just drove the bike 'til I ran

out of gas and Gary and Sandra would stop the sweep truck and bring me the emergency can. Why didn't I fix this? Trying to remove an original OEM gas petcock from a 1958 gasolene tank, on the road, was not an option to consider. So here is another multiple problem stop.

About five miles from a scheduled gas stop, my gas tank emptied. Six of the Crawl continued on for gas as Jon, Jack,

Gary and Sandra stopped to help me gas up and get restarted. As I was filling my tank, Jack noticed his front brake was hot and locking up. We had the tools to readjust the brake cable so this was done and we were once again ready for startup. Or were we? Jon straddled the '46, flipped the switch...and nada, zip, nothing. His battery was totally dead. Can breakdowns be contagious? Jon wondered where he could get a battery or charge out in the boondocks. This is where having multiple road runners in one place pays off.

I had a backup emergency 6V gel battery wrapped up in the metal box on my bike. Once again rags, wire ties, and alligator clips got the battery installed, and yes, all of us got our machines started and headed to the gasolene stop. We were reunited with the other six Crawlers and proceeded to our last stop before attempting the last 30 miles to our base camp in northern Milwaukee. It is here where Mother Nature once again decided to interfere with our day trip. Everyone's smart phones



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showed an ugly 100 mile wide, but narrow patch of angry orange thunderstorms between us and home. We had no practice way to wait for it to pass so the decision was made to pizza up, don the rainsuits, and damn the torpedoes.

Within five minutes the group was inundated in a torrential downpour. We stayed together for safety and managed to drive through this narrow line of storms. Once at the trailer site we all congratulated each other on our historic ride and helped each other load the machines that were out-of-state bound. A few of the group were riding to their homes in the Milwaukee area. Fond farewells and wishes of safe travels prevailed.

So here are the facts:

The Badger Crawl included Harley Davidson Model Servi-Cars from Milwaukee, Indiana, Ohio, Michigan, Florida, and Texas. The Crawl also included direct descendants of the original founders of the Motor Compa-

ny. Our numbers were 16 motorcycles and one sweep truck. The Crawl lasted 3 days and covered 320 miles. These mile numbers are equivalent to the AMCA National Road Runs. In the following months Jon and I have had more than a dozen inquiries from other Servi owners about a possible repeat of the Crawl. At this time there are no details to report on future Crawls.



Update on Jeff's carburetor problem: carb worked well in the rain until an exhaust valve seized up and he called it quits.

But one major fact is clear. The Wisconsin Badgers, in 2022, just assembled the first and largest number of privately owned and operated Harley Davidson

Servi-Cars in motorcycling history. Should Ripley's Believe It or Not be informed?

Badger's words of wisdom: Slow down...ya move too fast...ya got to make the morning last...

Don Dzurick



Spring Meeting - Fredonia, WI - 5/20/23

Story and Photos by Steve Peters

BADGER HERITAGE CHAPTER SPRING MEETING



SATURDAY, MAY 20, 2023 AT 12 NOON

1860

STONE HOUSE FARM
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FUN - FOOD - DRINKS - GOODFELLOWSHIP

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This year's Fall Meeting was at Boz's Stone House Farm in Fredonia, WI. A very cool house built in 1860 with modern additions set on a picturesque landscape in rural Wisconsin. Not only was the setting perfect, but the weather was as well.

We had about 50 members in attendance on 35 motorcycles. Everyone was in a great mood as we enjoyed the day with good friends, good food and drink with Goodfellowship.

The meeting was full of good things for the riding sea-

son with many activities and chances for us to get out on the bikes. Included in the meeting was a special presentation to Dan Krause for his dedicated service as our club President for eight years as well as a birthday cake for Ron Enk.

A great time was had by all in attendance and I'm sure I speak for everyone, that we all look forward to getting together again soon.

Steve Peters



Spring Meeting - Fredonia, WI - 5/20/23

Photos by Steve Peters



Many more photos on our club Facebook page

Spring Meeting - Fredonia, WI - 5/20/23

Photos by Steve Peters



Repairing Pot Metal Carburetor Bodies

by Steve Strohmeier



Barn finds always seem to throw a curve ball. Often, we can get them running with little fuss. But, then, something rears its head as we head down the road enjoying our new, old bike. Often these are electrical in nature, though sometimes the problem is a little bit more challenging to address.

Case in point, the 1949 Moto Guzzi GTV we featured in the newsletter as it was returned to the road for the first time in some 30 years. I had a chance to put miles on the bike this spring and the one consistent issue is the carburetor. Specifically, the carburetor leaks fuel from a crack in the pilot jet well. At first, this was an annoying drip. As the miles piled up – it started to turn into a flow of fuel and visions of burning bikes leaped into my imagination.

Initially, I tried two different types of fuel resistant epoxy to seal the crack without causing permanent damage. Neither epoxy managed to last more than a few weeks despite the same dodge lasting decades on other carburetors. I began to suspect the carb was not made of aluminum but rather was a composite pot metal. Often, pot metals look like aluminum, but their chemical structure makes them unpredictable when bonding with epoxies. As I dug deeper, I learned the Dell'Ortos right after the war were made with a lot of scrap metal in various quantities. As a result, the melting temperature of the carb body is only around 700 degrees, making any type of brazing or welding extremely difficult.

A couple of phone calls to friends who have restored zinc metals turned me on to low temperature dissimilar metal soldering rods. These rods melt at 350 degrees, making them much easier and safer to use with pot metal. They are sold as "Super Alloy 1" by MuggyWeld and under the name Multi-Sol by SolderWeld (<https://solderweld.us/>) for a third of the price. I ordered up a pack of 5 rods and flux to see if I could save the original carb. The total cost was \$41 including two day delivery.

To prepare the carb, I stripped it and carefully vee'd the crack using a Dremel tool with a small burr. I then ran the body through an ultrasonic cleaner for 90 minutes. The goal was to remove as much dirt, oxidation, and other contaminants as possible. Right before soldering the carb, the crack and vee area was brushed hard with a stainless brush to make sure there was no oxidation layer. From there, the repair was just like soldering/sweating copper pipes. The solder flowed well into the crack to make a neat repair.

All in all, the actual repair took only a few minutes to complete. Once reassembled the leak was gone and the bike was finally idling consistently. I will keep an eye

on the repair, though I expect it to last many decades. If you have similar pot metal or light alloy parts in need of repair, consider giving one of these products a try.

Speed Safely!

Steve Strohmeier





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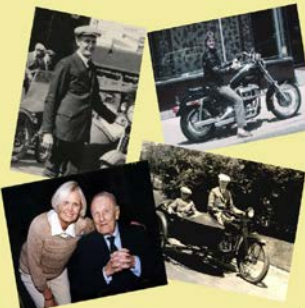


Harley-Davidson Family Memories

Davidson family members share photographs, letters and stories

Jean Davidson
 Jon Davidson Oeflein

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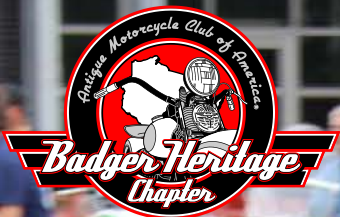
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**WORLD FAMOUS
SINCE 2008**

VINTAGE MOTORCYCLE FIELD GAMES

HARLEY-DAVIDSON MUSEUM - MILWAUKEE, WISCONSIN

SATURDAY - JUNE 24, 2023 - 11am and 1pm

PART OF THE

WILD ONES: VINTAGE MOTORCYCLE RALLY / KNUCKLEHEAD REUNION

HOSTED BY THE

Badger Heritage Chapter

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

PHOTO BY STEVE PETERS

2023 Spring Meeting Minutes

Jo Ann Enk - Secretary



- **Treasurer Report**
Looking for a new Treasurer by the way
- **Old Biz**
 - Bylaws were updated
 - NonProfit
We are now Non Profit status
 - Historian
Dan Krause offered to be Badger Heritage Historian
 - Advisors
Still looking to put together Advisory Board. If you are interested please see an officer.
 - Tent
We are in need of a new EZ up tent. Looking at prices
- **New Biz**
 - National Update
 - Bilda Bike Show June 10 Bilda's Pub Freiss lake
 - Brewtown Rumble June 11
 - Pandemonium Ride/Party June 18-24. See Tom Hinderholtz or Greg Lew
 - Wild Ones Weekend June 24th Harley Museum. Need volunteers
- **Harley 120th**
 - Games
 - Parade If you want to ride in Parade talk to Jon Davidson Oefflein for parade pass
 - Pokey Ride August 5th?
 - Summer Bash August 18-20 in Eagle WI See Kevin Klein
 - National Road Run 2024 in WI Northwoods. See Dan Krause
- **Merchandise** See Steve Peters•
- **Fall Meeting and Winter Luncheon** Need volunteers

Jo Ann Enk
Badger Heritage Chapter Secretary

Just a Few Words from Jo Ann

by Jo Ann Enk - Secretary



Hello Badgers!

Summer is underway and all of the upcoming festivities are being planned. There is a lot of them so its going to be a busy and eventful summer/fall for us.

The Spring Meeting at Boz's house was a great success! Thank you to Boz for

opening up his beautiful house and yard for the meeting.

This brings me to a few points about these meetings. Firstly. If you are interested at all in having a meeting, please speak up! It doesn't matter where you live. If you have it, people will come. I promise you. Our faithful fellow Badgers in Illinois always drive up to Wisconsin for

meetings, and our Badger friends in the northern part of the state are forever driving south, so if any of you have the urge to have a meeting, let us know! People will come for sure.

Keeping in line with the meetings. These take a lot of planning and leg work. PLEASE, if you intend on coming to a meeting, let us know on the Facebook post. Jon usually puts out a message and asks for replies. Its nice to have a little bit of a heads up so we know how much food and drinks to buy.

Lastly, Please, please lend a hand when the meeting is over. Take a minute to pick up chairs, garbage, put away food, pack up tables etc. Its a TON of work for 2 or 3 people to do all this when the fun ends and its kind of common courtesy really. It shouldn't be left up to the officers to clean up the mess.

Continued Next Page

Just a Few Words from Jo Ann - Continued

by Jo Ann Enk - Secretary



Volunteers are ALWAYS needed for various things. Check ins, registrations, 50/50 raffle, Wild Ones Weekend games, marking roads for road runs and rides to name a few. Please take a minute to volunteer to help out. We have approximately 230 Badgers and I'm always seeing the same folks volunteer. Its a great way to meet some of your fellow Badgers.

I've been asked by several people how to obtain a parade pass. Please talk to Jon about that. He will need to get a name so he can be sure everyone has a pass that wants to participate in the parade.

Its summertime and everyone wants to get out and go for a ride. Put a short day ride together in your neck of the woods and shout out the fellow members. They will

come. Add in a breakfast and or coffee stop and a lunch stop and even more will come. Its a great way to get out and about a little in places you may not have ever been.

One last note. The end of the year, I will be retiring as Badger Secretary and Christopher Bilda will be retiring as the Badger Treasurer (finally). We are going to need some new faces to fill the spots that we have loved so much. Think about it !

We have a ton of stuff coming up this summer. It should be fantastic! Keep an eye out for emails, Facebook posts and the Spokesman. If you have any questions, feel free to contact any one of the officers.

*Have a great summer and ride safe!
See you all soon!*

*Jo Ann Enk
Badger Heritage Secretary*

From the Desk of the Newsletter Editor Last Newsletter?



Hey Badgers!

This may be my last Spokesman Newsletter I create. The newsletter is supposed to be representative of the entire membership of the Badger Heritage Chapter, but it seems to mostly be what I am doing and I don't like that.

Hey Badgers!

How do I know all of this - I saw hundreds of photos on Facebook.

Apparently that is the new newsletter and the one I publish is no longer relevant, needed or wanted - or at least no one wants to be in it.

This is all very sad to me as I really enjoy doing the newsletter, but with mostly only my photos and stories, I don't see the point of doing it anymore. I have had others give me regular features, but after several or only a few issues, they always come to an end except for Steve Strohmeier and I thank him very much for his contributions. But again, I don't want this to be the "Steve's" newsletter.

So, anyway it has been a great ride (some of the time) since the first one I created for the Spring in 2013, but all good things must come to an end.

Take care and stay safe!

Steve Peters

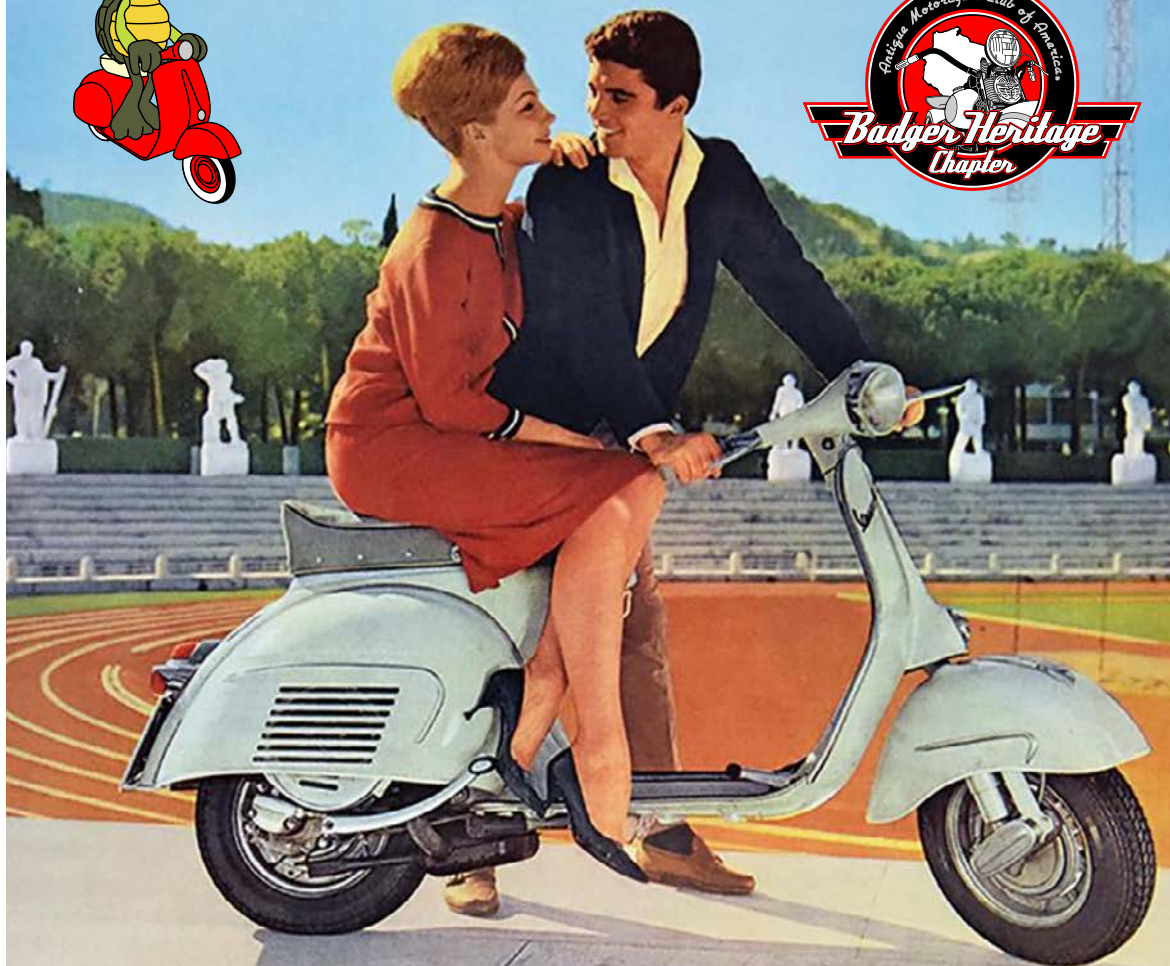
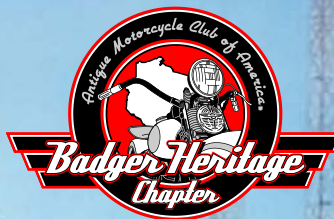


I don't get to many events for various reasons, but other than Steve Strohmeier and in this issue Don Dzurick, no one else wants to be in the newsletter. Over the years I have begged folks to send me photos and stories, but very few have. To be honest, I am tired of begging and will not do it anymore.

While I was preparing the Spring issue in March, the Flat Out Friday races occurred and I know many Badgers were there - but no one sent me anything. The Mama Tried Bike Show was the same weekend and many Badgers were there, but no one sent me anything. During that same time, I know of at least four Badgers that were

Badger Heritage Chapter **POKEY RUN**

SATURDAY, AUGUST 5, 2023
5th ANNUAL



Meet at 10 AM at LD's BBQ in East Troy, Wisconsin
LD's BBQ will open at 11 AM - grab a bite to eat on your own
Leave about 12 noon for the Pokey Run with a refreshment stop to be determined
Come one come all! Bring the slow, old but ready to ride
if you'd like to participate with your antique motorsickle, that's not really slow,
you're more than welcome to join in. You'll just have to leave after the slow guys

What is a Pokey Run?

Approximately a 35 mile route - Speeds up to 35mph. - All makes and models are welcome
Intended for those small displacement machines we rarely ride!

We are hoping to see

Servi-cars, Hummers, Toppers, Aermachi's, Sprints, Cushman's, Bobbers, Cannon Ballers, Bilda Bikes,
Anything old and street legal

Panhead 75th Anniversary

2023



SAVE THESE DATES!

GO ON THE RIDE!

PANDEMONIUM CIRCUS RIDE

JUNE 18 - 21, 2023 (CHECK IN JUNE 17)

STAY FOR THE PARTY!

PANHEAD PARTY

JUNE 22 - 24, 2023 (CHECK IN JUNE 22)



WILD ONES WEEKEND
JUNE 24, 2023

MORE INFO COMING SOON!

June 17-24, 2023

Caledonia, WI

Come celebrate the 75th anniversary of the Panhead.

All attendees must register for the ride/event AND are responsible for their own accommodations, transportation and meals unless otherwise noted as part of the event registration fee.

Itinerary:

June 18-21, 2023

Sun., June 18, 2023

Mon., June 19, 2023

Tues., June 20, 2023

Wed. June 21, 2023

June 22-24, 2023

Pandemonium Circus Ride

Ride from Panhead Central to Keshena, WI

Ride to Tomahawk, WI

Ride to Baraboo, WI

Ride to Panhead Central

Thursday Bike Night @ the H-D Museum

Friday Night Panhead Party

Saturday Wild Ones Weekend

Registration Fee:

\$185.00 per rider + bike

\$165.00 per passenger/guest

Your registration fee includes:

T-shirt for each participant and special commemorative Panhead treasure

Wild One's Weekend Pre-party at Panhead Central in Caledonia, WI

Wild One's Weekend "Panhead Only" Parade to H-D Museum with police escort

Entry Fee to Wild One's Weekend Bike Show

Admission to Circus World Museum

Trouble trucks and assistance for entire ride/route

Road Captain's will lead the way for each day's ride

Hotel & Travel Information: Panhead Central - Caledonia, WI

6739 Hwy H, Caledonia, WI 53108 (Limited Space "Free Dry" camping available.

Jellystone-Caledonia.com (262) 835-2565 (Full hook-up campsites and cabins) Located 2 Miles north of Panhead Central

Cliffside Campgrounds 7320 Michna Rd. Racine, WI (262) 886-8457

Greaterracinecounty.com

Staybridge Suites, Milwaukee Airport South (414) 761-3800

American Motel Inc. (414) 761-2324

Oakwood Lodge Motel (414) 761-9169

Pandemonium Circus Ride payments and Circus Ride lodging location bookings through AMCA Club Express

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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!

Newsletter Editor - Steve Peters



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