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The Spokesman

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

Fall - September 15, 2024

Badger Heritage Chapter National Road Run 2024

Eagle River, WI - 8/12-16/24

Steve Peters
pages 12 - 15

Brave the Bridge

Mackinac, MI

Cathy Drexler - pages 4 - 7

In Memoriam

John (Bibs) Smallwood

Badger Passing - page 8

Cylinder Honing

DIY at home

Steve Strohmeier - pages 16 and 17

From the Archives

Chapter Officers

Dan Krause - pages 22 - 24



Cover Photo by Steve Peters

President's Message

Jon D. Oeflein - President



Hello Badgers!

Hard to believe that summer has ripped right on by like a hopped up flatty on the track at Davenport! We had quite the summer. It was absolutely the busiest season that the Badgers have ever had. I personally set up the Badger tent at 10 events and have two more still on the schedule! I

had lots of help at all these events with great volunteers from our chapter. I would like to thank them all. We have so many talented and enthusiastic members. The ones that step up to lend a hand are the key to our success!

I am so proud to announce that we are the largest chapter in the entire Antique Motorcycle Club of America! Our national parent organization is actually an international club, so that means we are the largest chapter in the world! This is really cool! I believe, that if our growth rate continues on the trajectory that it is presently on, we will remain in this position for some time to come. We also are, according to numerous reliable sources, one of the most active chapters in the AMCA. So, we are not just about attracting members but about doing fun, vintage bike activities too! There is no doubt that vintage motorcycling is alive and well in the Midwest!

We have two more events on the calendar for 2025. The first is the Port Washington Fall Street Festival Vintage Motorcycle Show on October the 5th. Please see the ad in this issue. This will be the second year that we have been involved with this fun event and once again, it will be spearheaded by Peter Burke, Ken "Boz" Bosman and myself. Peter and Boz both have offices in downtown Port and love to promote the town when they can. There will be lots of live music and plenty of food options. We will have our own parking area in the prime area of the fest with our own blues band! Burke and I just met the fine folks there, and it was a beautiful day on the lake. Let's roll some of our vintage iron out to this and have a great time! Let me know if you can possibly make it.

Finally, we close out our year with our Fall Meeting on October the 12th. Our new members, Sara and Kevin

Hannaman have volunteered to host at their place in Bristol. Please see the poster in this issue that features Kevin's own original artwork and was expertly designed by Steve Peters. This is going to be another fun one, so add it to your calendar asap! We have lots to cover, and if you would like to have a voice in the direction of our chapter, the meetings are your chance. Myself and all the officers and advisors always welcome member input and opinions.

We will also be, as per our usual tradition, holding our annual officer elections at the Fall Meeting. Our new chapter by-laws which the members approved several years ago have our officers serving staggered, two-year terms. This was purposely designed to prevent all the officers from vacating their positions at the same time and will hopefully ensure smooth transfers of leadership. This year is the end of the term for president and treasurer. Boz has only served as our treasurer for one-year, but he was completing the last year of Chris Bilda's term. If you are interested in either of these positions or if you want to have a say in who should be elected, you must come to the meeting.

I want to take a few lines to thank all our volunteers. While I will have lugged our tent and gear to twelve events by the end of the year, I had plenty of support at each of these engagements. My fellow officers, Tom Hinderholtz, Boz and Dani Werner were all fantastic all year. We also had lots help from Chris Tribbey, Kevin Klatt and Mark Hurst who are our chapter advisors. There are many more to thank, but I will save that until our year end issue!

The years certainly keep rolling by. The chapter continues to grow even though we have lost a few members lately who will be greatly missed. I only hope that they are riding vintage bikes on the other side. Our chapter's good friend, Jim Feyereisen, made a great point at the start of this past Pokey Run. The gist of his wisdom was that we should all make time to do the things we love now, work and chores will always be there tomorrow.

Always Badger proud,

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Jono*

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BADGER HERITAGE CHAPTER

FALL MEETING

SATURDAY, OCTOBER 12, 2024



Arrive 11am - Lunch 12pm - Meeting after Lunch
Kevin & Sara Hannaman's Place
21200 82nd Street Bristol Wis., 53104
kelvis@kelvisart.com (262) 455-6112



Drawing by Kevin Hannaman

Brave the Bridge - Mackinac, MI - 6/23-27/24

Story and Photos by Cathy Drexler



Among the things we've learned as Badgers: If Jim Feyereisen dreams it up & organizes it, the event is going to be fun. The Brave the Bridge servicar ride was no exception, promising a ferry ride and scenic daily routes.

It provided a reason for Wade to seek Don Dzurick's help in getting his servicar into shape for the event.

Sunday morning we trailered the bike to Manitowoc, encountering a series of rain showers. Boarding the S.S. Badger brought back wonderful memories of the last time we sailed on it during the Pandemonium ride to Wauseon. Besides the riders doing the event, there were other Badgers on hand to see us off.

The clouds cleared and we had smooth sailing on the upper deck of the boat, where we enjoyed an impromptu



concert and sing-along by a fellow passenger, a lawyer with the 14th Circuit Court of Michigan, who had quite a repertoire with his guitar.

After disembarking in Ludington, we rode to Joe Cavallini's house, where he and his wife Theresa treated us to a wonderful chili dinner in a beautiful setting, with an old fixed-up bus and bikes to admire.

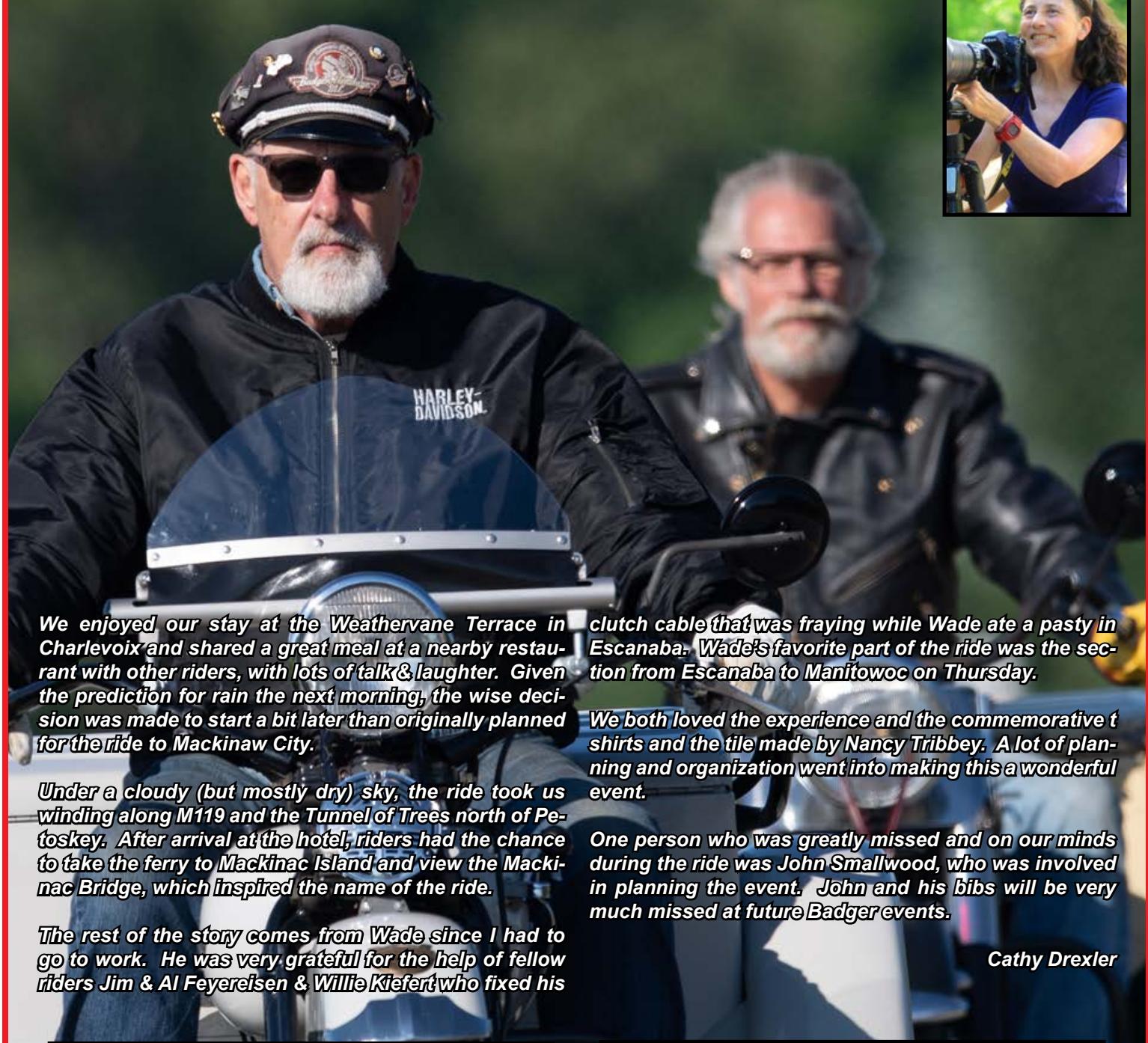
Back at the hotel, we settled in, and so did the rain, so riders were out wiping off their bike seats Monday morning before setting out on the ride to Charlevoix. The ride gave us a chance to try out a new Harley Davidson app for route navigation, and I have a feeling this technology will catch on with road runs too.

Continued on next page



Brave the Bridge - Mackinac, MI - 6/23-27/24

Story and Photos by Cathy Drexler



We enjoyed our stay at the Weathervane Terrace in Charlevoix and shared a great meal at a nearby restaurant with other riders, with lots of talk & laughter. Given the prediction for rain the next morning, the wise decision was made to start a bit later than originally planned for the ride to Mackinaw City.

Under a cloudy (but mostly dry) sky, the ride took us winding along M119 and the Tunnel of Trees north of Petoskey. After arrival at the hotel, riders had the chance to take the ferry to Mackinac Island and view the Mackinac Bridge, which inspired the name of the ride.

The rest of the story comes from Wade since I had to go to work. He was very grateful for the help of fellow riders Jim & Al Feyereisen & Willie Kiefert who fixed his

clutch cable that was fraying while Wade ate a pastry in Escanaba. Wade's favorite part of the ride was the section from Escanaba to Manitowoc on Thursday.

We both loved the experience and the commemorative t shirts and the tile made by Nancy Tribbey. A lot of planning and organization went into making this a wonderful event.

One person who was greatly missed and on our minds during the ride was John Smallwood, who was involved in planning the event. John and his bibs will be very much missed at future Badger events.

Cathy Drexler



Brave the Bridge - Mackinac, MI - 6/23-27/24

Photos by Cathy Drexler



@drex127



Brave the Bridge - Mackinac, MI - 6/23-27/24

Photos by Cathy Drexler





Port Washington

FALL STREET FESTIVAL

VINTAGE MOTORCYCLE SHOW

SATURDAY
OCTOBER 5TH
11 AM TO 5 PM



RUN BY



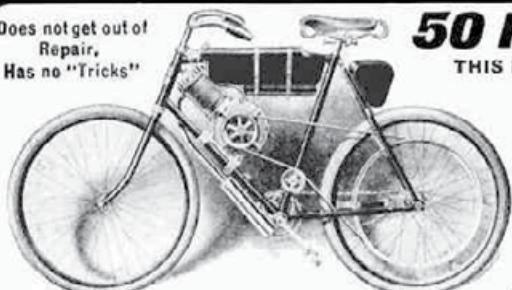
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In Memoriam
Badger John Verne Smallwood - 1/19/63 - 7/14/24



John was born and raised in Chicago, IL and went to Steinmetz High School where he played football wearing #83 and was known to have broken plenty of young girls' hearts. He also began his love affair with motorcycles at this time and #83 moved on to be his future racing number.

John had a lifelong fascination with the Civil War. He went as far as fabricating his own guns, bullets, period gear and clothing. This passion led him to perfecting leather making skills which he also used later in making motorcycle accessories.

John led a wild youth and started riding bikes with the New Attitude motorcycle group in his area. His nickname at the time was "Johnny Crash", which summed up his lifestyle at that time and eventually led him to 35 years of sobriety.

His mechanical abilities and love for racing led to many years of working on and restoring motorcycles.

He also became a member of the Badger Heritage Chapter of the Antique Motorcycle Club of America where he formed many close and enduring friendships.

John had a long relationship with Gina Woods and they had one child, Jake. They raised Jake together and he was always and will always be the love of both their lives.

(By Jon Davidson Oeflein with many thanks to Gina Woods for the information)

From the Desk of the Newsletter Editor

Servi-Car History by Steve Peters and Wikipedia



Hey Badgers!

With all of our recent rides for Pokey or 45ci only rides we have been seeing many three wheelers lately, so I thought a little history of them might be nice. I will have another one for the Indain Dispatch Tow next Spokesman.

The Harley-Davidson Servi-Car is a three-wheeled utility motorcycle that was manufactured by Harley-Davidson from 1932 to 1973.

The Servi-Car was designed during the Great Depression when Harley-Davidson was desperate to expand its product base to increase sales. Targeted at the automotive service industry, the vehicle was designed for assisting at roadside breakdowns and delivering cars to customers. For this reason, it was available with a tow bar at the front and a large 60 Ah battery. (The tow bar was used to tow the Servi-Car from the rear of a car, not vice-versa). It allowed one person to transfer a car from one location to another and drive themselves back; after driving the car to its destination, the delivery driver would unhitch the Servi-Car and ride it back to the garage.

In addition to its intended use for car delivery and retrieval, the Servi-Car was also popular as a utility vehicle for small businesses and mobile vendors. It proved to be particularly popular with police departments, some of which still used Servi-Cars into the 1990s.

The models offered in 1932, the first year of production, were: G - with small box and tow bar, GA - with small box and no tow bar, GD - with large box and no tow bar, GE - with large box and air tank. In 1933, the GDT, with large box and tow bar, was added to the line.

In 1942, the small and large boxes were replaced with a standardized intermediate-sized box that was manufactured for Harley-Davidson by the Chas. Abresch Co. in Milwaukee, Wisconsin. A gold, red, and black water transfer decal from this company was affixed to the top inside of the box lid. [citation needed] This box continued

to be installed until 1966, after which it was replaced by a fiberglass box; all preceding boxes were made from steel.

The Servi-Car used variations of Harley-Davidson's 45 cubic inch flathead. From 1932 to 36, the Servi-Car used the engine from the solo R model. It was changed in 1937 to the engine used in the W model, which differed mainly in having a recirculating oil system instead of the constant-loss system of the R. The "W" flathead engine continued until the end of production in 1973, despite the "W" solo series being replaced by the "K" series in 1952.

An electric starter became available on the Servi-Car in 1964, making it the first civilian Harley with an electric starter, one year before the debut of the Electra Glide. When the Servi-Car was introduced in 1932, it used the same transmission as the R solo model. This was replaced the next year by a constant-mesh transmission with three speeds and a reverse gear.



The Servi-Car was designed in the early part of the Great Depression for the conditions of its day, in which roads might be crude and unpaved. It has a rigid rear axle with a differential. The rear axle has a track of 42 inches (1,100 mm), similar to the track of most cars at the time. This allowed it to follow ruts that had already been worn into the road.

A prototype of the Servi-Car with rear suspension was tested but found to be unstable. The production model's axle is mounted directly to the frame with no suspension at all. Until 1957, the front forks of the Servi-Car were the springer-type leading-link forks used on the R-series and W-series solo motorcycles. From 1958 on, the Servi-Car's neck stem length and inner diameter were changed to fit Hydra-Glide front forks.

Early production Servi-Cars have a drum brake on the front wheel and another drum brake inside the rear axle housing, decelerating both rear wheels. In 1937, the braking system was upgraded to have a drum brake on each wheel. A hydraulic rear brake system was introduced in 1951. The very last Servi-Cars, built late in their last model year, have disc brakes on all three wheels.

Take care and stay safe!

Steve Peters



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Jean Davidson
Jon Davidson Oeflein

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Badger Heritage National Road Run - Eagle River, WI - 8/12-16/24

Story and Photos by Steve Peters



The Badger Heritage Road Run 2024 was certainly one for the books. I arrived Monday afternoon and the activities began that evening with a meet and greet where many of the attendees enjoyed a fantastic meal and a chance to see many of the bikes and the riders. I met several folks from around the country and being a Badger I was proud to welcome them to our part of the country.

Each day of riding began with a rider meeting in the morning and a few comments from Dan Krause about the days ride. There were a few ride Captains available for riders to follow or they could head out on their own. Each participant received a detailed route map and the spirits were high as each group left for the days run.

Each day there was a planned stop about mid-way for

lunch were all of the individual groups would meet for a couple hours of good food and good fellowship. Each stop provided for a hearty lunch, relaxation, and stunningly beautiful views in the Wisconsin north woods.

Each of the three routes went off in different directions from our host hotel and offered some of the most fantastic roads with hills, curves, and plenty of forested areas to make you appreciate the mostly newly paved roads and uncut trees in all of their mid-summer splendor.

A street bike show after day one was very cool after a great day of riding, even though it did start to rain late in the day and some got wet on their way back to the hotel. Fortunately the bike show was not too far from the street party.

Continued on the next page



Badger Heritage National Road Run - Eagle River, WI - 8/12-16/24

Story and Photos by Steve Peters



The second day of riding provided the same gorgeous weather and sites on similar windy, hilly roads with some really cool stops at historic buildings. We also enjoyed a wonderful lunch in the middle of nowhere with great views in all directions. Our last stop for the day before the hotel had us surrounded by forests with good drinks and old friendships being strengthened or new ones being made.

The third day started out just fine, but all could see the rain clouds heading in and causing about only half of the group to ride that day. The rest of us did other things including driving some of the same route the bikes took. One stop on the route included a snowmobile museum with some neat displays of early snowmobiles and other antique artifacts.

No matter what you did for transportation that day, I believe most of the participants gathered for another great lunch at a really cool place - Bonnie and Clyde's Gangster Park. Not just a bar, but a complete compound with a museum and fun places to visit. The rain continued as we stayed there for quite a while.

That evening was our banquet in a large outdoor tent to provide shelter from the continuing rain. Another fantastic meal with more goodfellowship, awards and some sad goodbyes as we would all be leaving the next morning. Just as the activities ended the rain stopped and many of us stayed a bit longer to visit before heading back to the hotel. I'm sure everyone had a great time.

Steve Peters



Many more photos on our club Facebook page

Badger Heritage National Road Run - Eagle River, WI - 8/12-16/24

Photos by Steve Peters



Badger Heritage National Road Run - Eagle River, WI - 8/12-16/24

Photos by Steve Peters



Many more photos on our club Facebook page

Fall 2024 Spokesman 15

Cylinder Honing

Story and Photos by Steve Strohmeier



A “Boring” Topic

At some point in time, we have all been faced with having to rebuild the top end of our bikes.

For many, this includes the hassle and stress of finding a machine shop. As more and more people retire, quality work for a fair price done in a reasonable time frame is becoming more difficult to find.

However, if you have been through motors a few times, have a good handle on using precision measuring tools, and have a little time on your hands, you can often take care of cylinders at home. Basically, as long as the wear or damage to the cylinder is minor, it is more time consuming than it is difficult to correct. Minor wear and damage can be defined as any wear or gouging that does not exceed .005-.010. A very large number of cylinders fall into this camp and can be cleaned up without boring to a much larger oversize with the following tools:

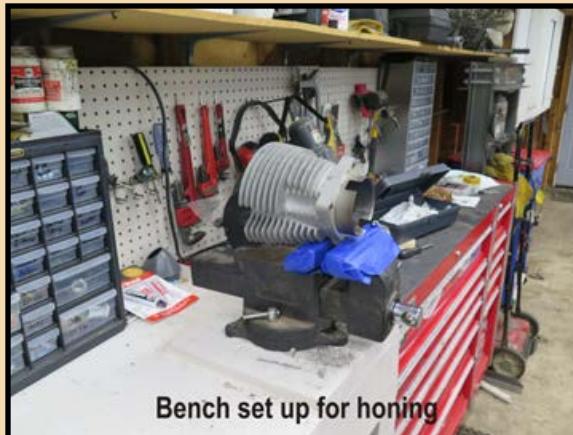
- *Rigid Cylinder Hone (Lisle 15000 or Sunnen Porta Hone)*
- *Half-inch or larger low-speed (500 rpm max) high-torque drill motor*
- *Large, solidly mounted bench vise*
- *Outside micrometers and bore gauges/telescope gauges*

Keep in mind the hones listed above are not “glaze breakers” or ball hones. These are professional, precision tools which will outlive you if you care for them. The reason for honing is that while slow, it allows you to take a cylinder up in size in relatively small increments without the need for machine tools. The downside of honing is that it is labor intensive. Taking .003 out of a cylinder with a portable rigid hone is a solid 30 minutes of physical work. In most

cases, you will spend 60-90 minutes per cylinder. Winter is long – so I just make a Saturday afternoon of doing cylinders in January or February.



Piston measured and marked with size



Bench set up for honing



First dry pass

Step One – Cylinder assessment

Evaluate your cylinders. Measure them in several places and note the taper, if any. Note ridge lines and scratches. If any scratches exceed .005, consider boring.

Step Two – Pistons

Make sure you can secure pistons in the necessary size before you hone. If possible, order the pistons and physically measure them before you start honing. Don’t forget to add running clearance to the piston dimensions when figuring out your final honing dimensions.

Step Three – Setting up your work space

You will put a huge amount of torque on the cylinder. Make sure you grip it firmly in the bench vise and have plenty of room around you. You will be physically moving the hone in and out of the bore while trying to keep it from being ripped out of your hands. Make sure you have firm footing and good light.

Step Four – The first pass

After setting up the hone, introduce it to the cylinder so about 1/3rd remains protruding from the base. Set the micrometer head to a firm drag. With about half power on the drill motor, make five to eight slow passes stroking the hone 1/3rd out the

top and 1/3rd out the bottom. Stop and clean the cylinder with a rag coated in WD40.

Continued on next page

Cylinder Honing

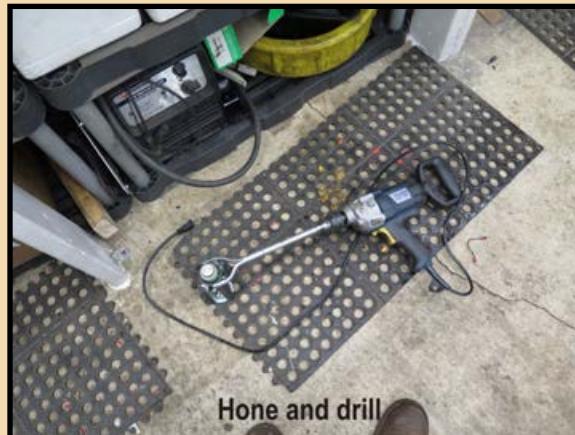
Story and Photos by Steve Strohmeier



Step Five – “Reading” the cylinder Step Nine – Surface finish

Observe the contact pattern made by the first dry pass. Any areas not showing contact with

the hone are “low” spots. Often we will find these low spots near the top of the cylinder and adjacent to head bolts. Similarly, to correct taper, begin honing the non-tapered end.



Step Six – Rough cuts

Now that you have a good idea of what needs correcting, it is time to start removing material. Set the hone for a firm drag and begin honing. Remember to frequently tighten the head for a firm drag and to stroke the hone the length of the cylinder – 1/3rd out the top and 1/3rd out the bottom. After any taper is corrected, begin switching your honing from base to top every few passes with the hone to sneak up on a dead round hole.

Step Seven – Cleaning stones

If you hone dry two things happens: 1) you create a lot of heat and 2) the stones pack up with dust. To deal with the heat, we'll simply let the cylinders cool for an hour before we do the final hone. For the dust, simply use a brass wire brush to knock it off from time to time.

Step Eight – Final hone to size

Once we are within .002 of our final size we let the cylinder cool for an hour and remeasure. Often, we will have “shrunk up” just a bit. At this stage, we fit the fine stones and repeat our previous steps until we reach our final size.



Ring manufacturers state what type of surface finish they prefer. This has all sorts of specs that most DIY folks can't measure – so we'll focus instead on grit. For most rings, 180-220 grit finishing stones are perfect. The easiest way for DIY folks to achieve a good surface finish is with a ball hone. Choose your size and grit – and have at it

Step Ten – Cleaning

Once done with honing, clean your cylinders in the hottest water you can stand with some degreasing soap such as Dawn. Scrub, scrub again – and make sure no honing grit is anywhere. Wipe the cylinders dry and lightly oil them.

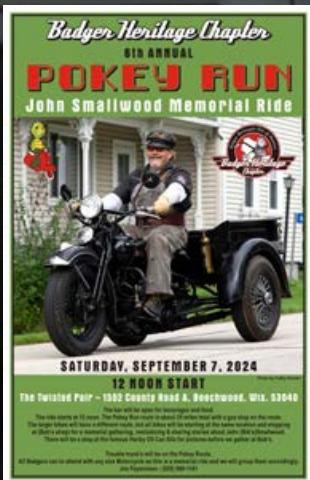
Speed Safely!

Steve Strohmeier

Look
for
Another
exciting
Steve
Strohmeier
article in
December!

Pokey Run / John Smallwood Memorial Ride - Beechwood, WI - 9/7/24

Story and Photos by Steve Peters



The sixth Annual Pokey Run was a very special one for the club - it was also a Memorial Ride for fellow member John Smallwood that left us earlier this year. John was very well loved by everyone that knew him and was touched by his kind heart and willingness to always help others. Also, even though he lived in Illinois, he was always one to ride to our club events and rides. A true gentlemen that will be surely missed by all.

This years ride started in Beechwood, WI - a two hour ride for me to attend the ride. It was a little chilly when I left my house at 9am being only 50 degrees and the high for the day was predicted to be only 64. The bike ran just fine and I very much enjoyed the ride to the start at The Twisted Pair. After arriving we hung around for a while as more bikes came in with riders aboard while

some other bikes came in with the bikes aboard trucks or trailers.

Soon we were on the road with two separate groups - the Pokey bikes and the bigger faster bikes. The routes were different except for the first half an hour or so. Eventually we all made a stop at the giant H-D oil can painted on a farm silo and then later at Bob Feyereisen's home for a delicious meal of home-made chili.

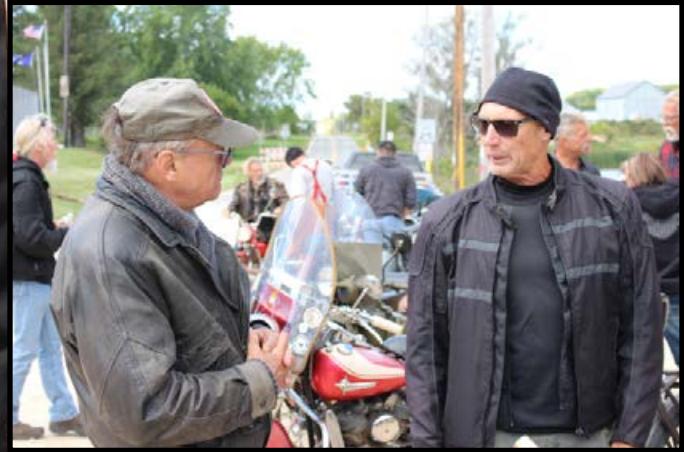
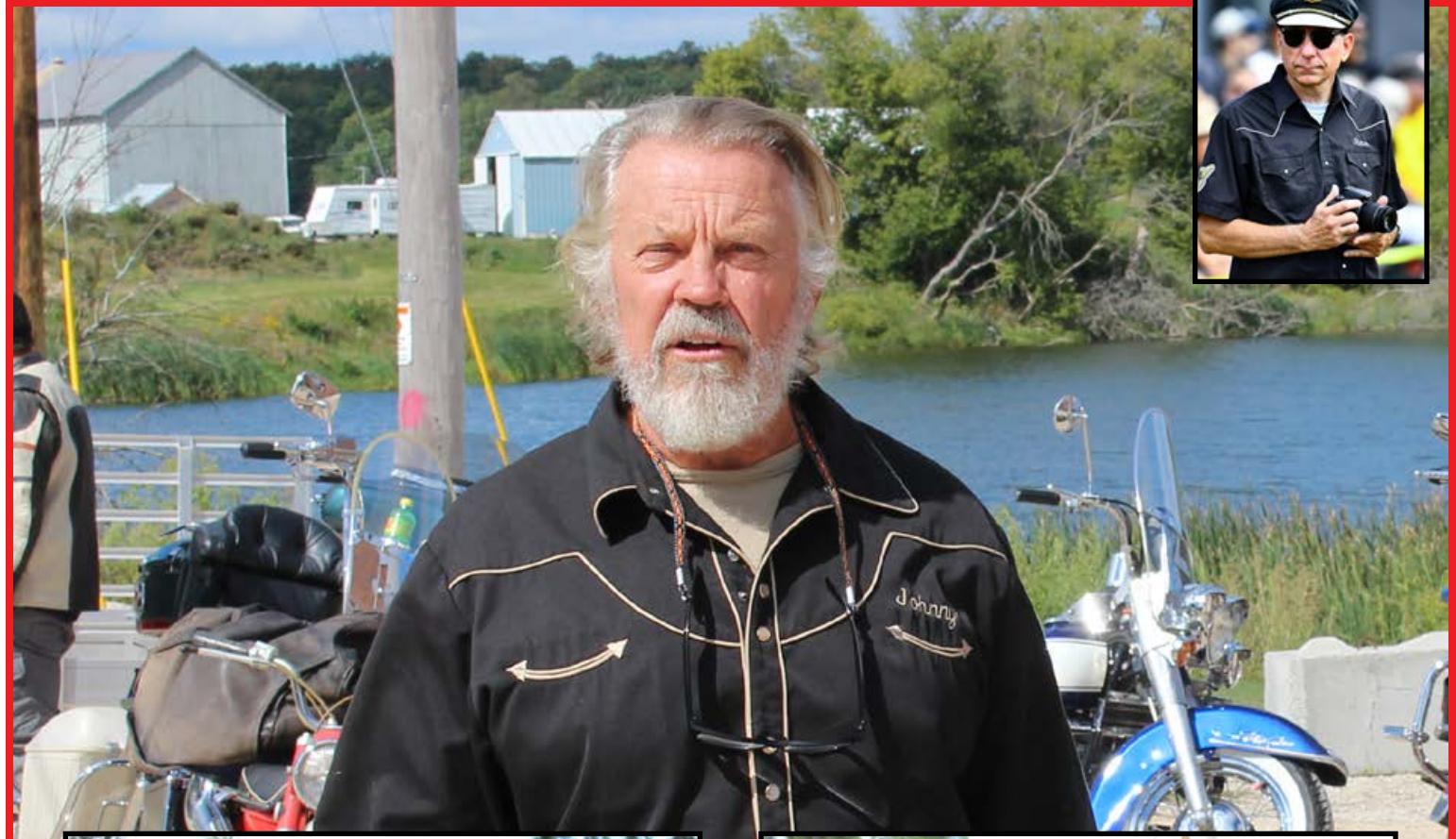
A huge thanks also needs to go out to Jim Feyereisen the creator and organizer of the now famous Pokey Runs. I'm sure all in attendance had a great time and we all are looking forward to next years edition.

Steve Peters



Pokey Run / John Smallwood Memorial Ride - Beechwood, WI - 9/7/24

Photos by Steve Peters



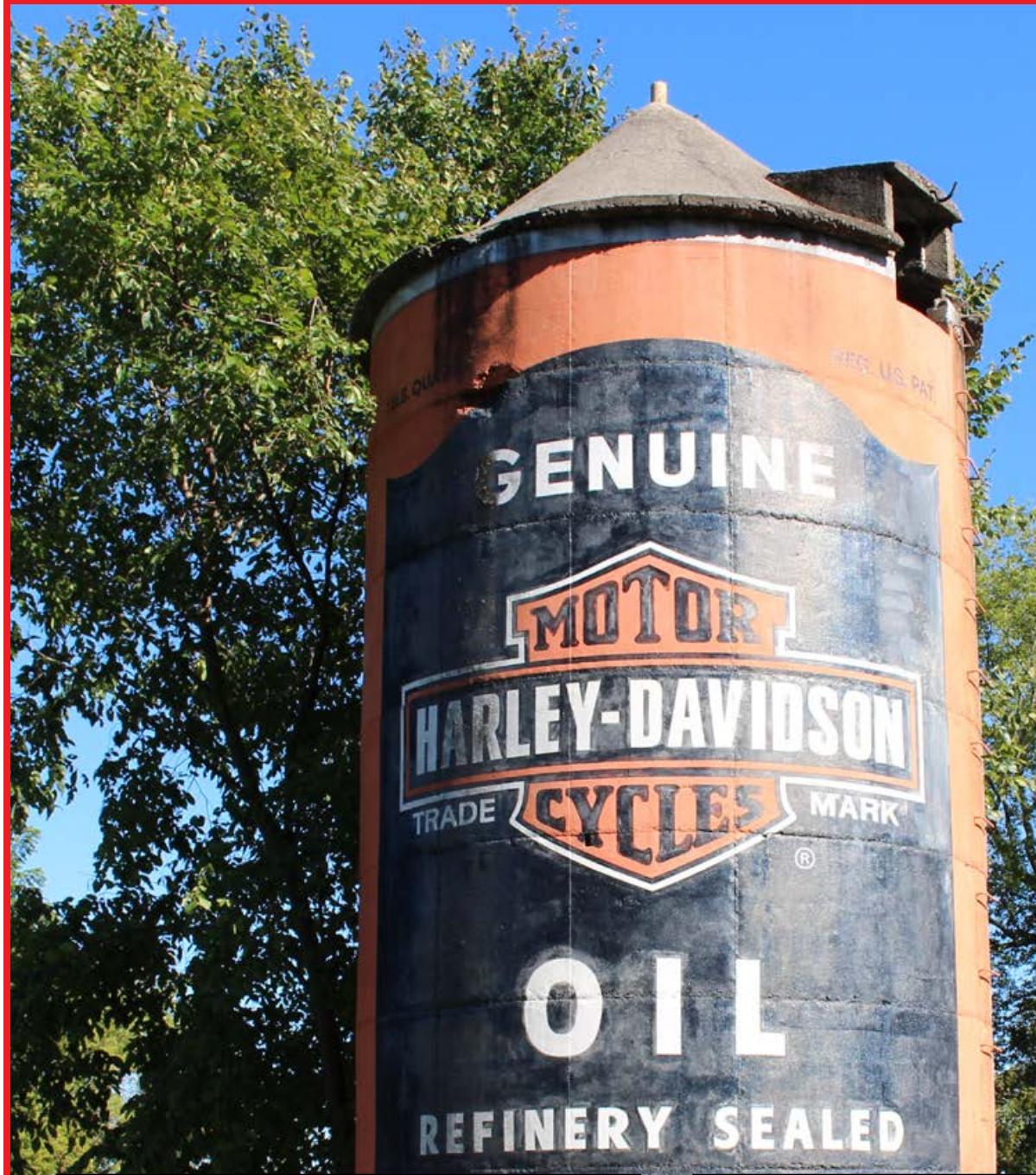
Pokey Run / John Smallwood Memorial Ride - Beechwood, WI - 9/7/24

Photos by Steve Peters



Pokey Run / John Smallwood Memorial Ride - Beechwood, WI - 9/7/24

Photos by Steve Peters



From the Archives - Number 3 - Chapter Officers

Dan Krause - Chapter Historian



This issue's "From the Archives" I've documented the chapter officers and other notable positions as the chapter developed from its early years. The Badger Heritage Chapter officers over the years...

• 7 Presidents (From 1988 through 1995 titled as "Director") Longest Serving: Mike Petri, Tony Hueltnr & Dan Krause tied at 8 years each.

• 10 Vice Presidents (From 1988 through 1995 titled as "Vice Director") Longest Serving: Jon Oeflein at 8 years.

• 7 Secretaries, Longest Serving: Roger Klopenstein at 12 years.

- 5 Treasurers, Longest Serving: Garry Engel 13 years.
- 7 Newsletter Editors, Longest Serving: Steve Peters at 10 years.

Some impressive tenures for sure!

LOOKING FOR OLD ISSUE'S OF THE SPOKESMAN! The archives needs help to fill in some gaps we have in our old newsletters. If anyone has Spokesman issues from 2010 through 2014 it would be much appreciated to get a copy for the Badger Chapter Archives.

Thanks much! Dan

	1988	1989	1990	1991	1992	1993
President	Mike Petri	Mike Petri	Mike Petri	Mike Petri	Mike Petri	Mike Petri
Vice President	Randy Smith	Randy Smith	Randy Smith	Mike Novshek	Mike Novshek	Tony Hueltnr
Secretary	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek
Treasurer	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek
Newsletter	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek	Judi Novshek
Board of Directors/Chapter Advisors		Jim Novshek, Bosco Rosso, Mike Novshek, Roger Klopenstein, Larry Moses	Jim Novshek, Mike Novshek, Roger Klopenstein, Larry Moses	Jim Novshek, Mike Novshek, Roger Klopenstein	Jim Novshek, Mike Novshek, Roger Klopenstein	
Road Captain		Mike Novshek	Mike Novshek	Mike Novshek	Mike Novshek	Mike Novshek, Jim Campbell
Chaplain		Roger Klopenstein	Roger Klopenstein	Roger Klopenstein	Roger Klopenstein	Roger Klopenstein
Chapter Historian						

	1994	1995	1996	1997	1998	1999
President	Mike Petri	Mike Petri	Tony Hueltnr	Tony Hueltnr	Tony Hueltnr	Tony Hueltnr
Vice President	Tony Hueltnr	Tony Hueltnr	Jack Heisler	Jack Heisler	Jack Heisler	Jack Heisler
Secretary	Judi Novshek	Judi Novshek	Roger Klopenstein	Roger Klopenstein	Roger Klopenstein	Roger Klopenstein
Treasurer	Judi Novshek	Gary Engel				
Newsletter	Judi Novshek	Roger Klopenstein				
Board of Directors/Chapter Advisors						
Road Captain	Mike Novshek, Jim Campbell	Jim Campbell	Jim Campbell	Jim Campbell	Jim Campbell	Jim Campbell
Chaplain	Roger Klopenstein					
Chapter Historian						Mike Lange

From the Archives - Number 3 - Chapter Officers

Dan Krause - Chapter Historian

	2000	2001	2002	2003	2004	2005
President	Tony Hueltner	Tony Hueltner	Tony Hueltner	Tony Hueltner	Jared Millen	Jared Millen
Vice President	Jack Heisler	Jack Heisler	Jared Millen	Jared Millen	Chris Bilda	Chris Bilda
Secretary	Roger Klopenstein					
Treasurer	Gary Engel					
Newsletter	Roger Klopenstein	Chris Bilda	Chris Bilda	Dan Krause	Dan Krause	Dan Krause
Board of Directors/Chapter Advisors						
Road Captain	Jim Campbell	Jim Campbell				
Chaplain						
Chapter Historian	Mike Lange					

	2006	2007	2008	2009	2010	2011	2012
President	Jared Millen	Jared Millen	Brian Kohlman	Al Feyereisen	Al Feyereisen	Al Feyereisen	Al Feyereisen
Vice President	Chris Bilda	Chris Bilda	John Daney	John Daney	Ken Stopar	Ken Stopar	Ken Stopar
Secretary	Roger Klopenstein	Roger Klopenstein	Kim Healy	Ron Brefka	Ron Brefka	Ron Brefka	Ron Brefka
Treasurer	Gary Engel	Gary Engel	Seamus Leahy	Seamus Leahy	Seamus Leahy	Seamus Leahy	Seamus Leahy
Newsletter	Dan Krause	Dan Krause	Lisa Zinzow	Lisa Zinzow	Lisa Zinzow	Ron Brefka	Ron Brefka
Board of Directors/Chapter Advisors							
Road Captain							
Chaplain							
Chapter Historian	Tony Hueltner, Al Feyereisen, Greg Pagel	Tony Hueltner, Al Feyereisen, Greg Pagel	Tony Hueltner, Al Feyereisen, Greg Pagel	Ken Stopar	Ken Stopar	Ken Stopar	Ken Stopar

	2013	2014	2015	2016	2017	2018	2019
President	Al Feyereisen	Al Feyereisen	Dan Krause				
Vice President	Ken Stopar	Ken Stopar	Jon Oeflein				
Secretary	Ron Brefka	Ron Brefka	Josh Richardson				
Treasurer	Seamus Leahy	Chris Bilda	Chris Bilda	Chris Bilda	Chris Bilda	Chris Bilda	Chris Bilda
Newsletter	Ron Brefka	Ron Brefka	Steve Peters				
Board of Directors/Chapter Advisors							
Road Captain							
Chaplain							
Chapter Historian	Ken Stopar	Kevin Griffith	Kevin Griffith	Kevin Griffith	Kevin Griffith	Kevin Griffith	Kevin Griffith

From the Archives - Number 3 - Chapter Officers

Dan Krause - Chapter Historian



	2020	2021	2022	2023	2024
President	Dan Krause	Dan Krause	Dan Krause	Jon Oeflein	Jon Oeflein
Vice President	Jon Oeflein	Jon Oeflein	Jon Oeflein	Tom Hinderholtz	Tom Hinderholtz
Secretary	Josh Richardson	JoAnn Enk	JoAnn Enk	JoAnn Enk	Danielle Werner
Treasurer	Chris Bilda	Chris Bilda	Chris Bilda	Chris Bilda	Ken Bosman
Newsletter	Steve Peters	Steve Peters	Steve Peters	Steve Peters	Steve Peters
Board of Directors/Chapter Advisors					Mark Hurst, Kevin Klatt, Chris Tribbey
Road Captain					
Chaplain					
Chapter Historian	Kevin Griffith	Kevin Griffith	Kevin Griffith	Dan Krause	Dan Krause



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