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The Spokesman

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

Spring - March 15, 2024

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Badger Heritage Chapter
SPRING MEETING

Saturday, May 11, 2024 - 12pm

Cover Photo by Cathy Drexler
Anthony Pozza Riding Ian Remington's
Bike at Flat Out Friday

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Club of America®



Presidents Message

Jon D. Oeflein - President



Hello Badgers!

Spring is in the air and this, mild at best, winter is most certainly behind us. I love this time of year as the robins return, the grass starts to turn green, and the roar of motorcycles once again fills the air. I am filled with excitement as I start my second year as president of our chapter. I am

proud to lead us into another year of vintage motorcycle adventures. If everything goes according to plan, when the year is over, we will be left with great memories that will be ours to cherish and share for the rest of our years.

I am happy to report that the transition from our retiring treasurer, Christopher Bilda, to our new one, Ken "Boz" Bosman is finally complete. Change at this position is not easy. Many things have to be dealt with. First, Chris had to close out our checking accounts. Then Boz opened a new PO Box after which he and I met in West Bend. There we presented the Chase Bank with all the required documents to open a new business checking account. Meanwhile, Dan Reidel, was busy making all the necessary changes to our website. Thinking that all was finally done, we became informed that our checking account was frozen! This led to many calls to Chase corporate, our old bank, our past treasurer and the national AMCA! But all in all, the new account is functioning and all the changes have all been completed. I want to thank Chris again for everything and for being patient with us while we learned his accounting methods, file locations and passwords that are all needed to keep our treasury functioning and on track.

I recently completed the first draft of the Badger schedule of events for 2024. This will be published in this issue and on our FB group page. The list is looking full with many of the events from previous years and some new ones. We are going to have a busy summer! I would like to take a moment to discuss a few of these upcoming events.

The first, is our commitment to Harley-Davidson to host a motorcycle show at the new Davidson Park, which is opening on the historic company grounds on Juneau Ave. This will happen during this summer's H-D rally. I am really excited about this and happy that it was voted on and approved by the chapter at the Winter Chill Social. It will be a two day show on July 26th and 27th and will be open to all brands. After numerous planning meetings with MoCo, we have decided on a vintage motorcycle time-line (please see the poster in this issue). I simply love the time-line way of showing the history of

the evolution of motorcycles and hope that we have a great turn out for this! Participants in the time-line will be given VIP passes to easily access the grounds as well as food and beverage coupons. Also, all Badgers will have access to our own hospitality tent!

The next event I feel I need to discuss is the Wild Ones party at the Harley-Davidson Museum. For many years, we have hosted the field games and done so with great fanfare and success. Unfortunately, if you haven't already heard, we will not be able to host or have games anymore. The national directors of the AMCA have informed all chapters that we are no longer insured for any type of field games. This decision, from what I have learned, has been coming for some time. We also had an incident at last years field games that we hosted at the H-D 120th anniversary celebration, that didn't help the situation. While this was a minor incident that happened after our games were over and didn't involve any Badgers, our chapter was still caught up in the legal proceedings.

We have had so many good times playing and hosting games over the decades that it makes it difficult to grasp that things will never be the same, but this seems to be the case. I have been working with the museum and will be speaking with an insurance specialist to see what the possibilities for the future are. I fully realize how much our chapter enjoys field games, and I would like to assure everyone that I will do all I can to try to find a way to have them again.

The last event I would like to bring up has a much more positive standing. I am glad to report that enthusiasm for our National Road Run is off the charts! It sold out in a day, and we then added 100 spots and those sold out too! It seems all of our hard work planning and hosting events in the past has given the Badgers a reputation for excellence and good times! I want to thank the Krause's and all the committee members for all the work that has already gone into this and for all that is to come. These things take a ton of planning and we are certainly off to a good start.

In closing, I would also like to thank everyone who was able to come to our Winter Chill Social and especially all that helped make it another fun filled event. This would include the Klatt's, Tom Hinderholtz, Boz, Joe Bosman, Danielle Werner, the Tribbeys and the fine staff at the VFW.

Hope to see everyone at the Spring Meeting!

Your Pres,
Jono

Badger Heritage Chapter **SPRING MEETING**

Saturday, May 11, 2024 - 12pm



Fun - Food - Drinks - Goodfellowship

Juniors Custom Cycle

1924 North Oak Grove Road, Oconomowoc, Wis. 53066

(262) 221-1847 jrcustomcycle@gmail.com

Bike Notes / Mecum Auction - Las Vegas, NV - 1/24-27/24

Story and Photos from Chris Tribbey

After just wrapping up another “event” in Las Vegas (Mecum motorcycle auction), I have a few thoughts and comments. This is my 10th Mecum auction I have attended. People ask me why I go to this event every year, and I tell them for three reasons; (1) “Bike Show”: It is the biggest bike show you will ever see with usually ~2,000 motorcycles on display, (2) “Social”: To meet and get to



know people you have only “met” online, as well as stay connected to people you know, and (3) “Education”: To further your knowledge of owning and understanding antique motorcycles. I could also add (4): It is a relatively economical getaway from the cold Midwest to a warmer climate; flights are inexpensive and rooms at the host hotel are reasonable (even more so if you share a room). Notice I never mentioned a reason to go is for bidding or buying a bike. So let’s dive in:



Bike Show – For the most part any motorcycle you have ever heard of is here. The bikes are staged throughout the facility for your viewing pleasure. As an attendee (and prospective buyer) you can examine these bikes up close and with some even hands on. Examine them, take endless photos for future reference, look at the inside of the gas caps looking for the “Eaton” stamp, kick the engine over, pull the oil dipstick, pull the hand clutch lever or foot clutch, look at VIN and belly numbers, and twist the throttle and spark controls (to name but a few actions).

I will caution the previous sentence with the warning – don’t get carried away and use common sense in what bike you should actually touch. Sometimes the owner is located near the bike and you can chat with them to learn more about the bike. You can track selling prices and bikes that don’t sell.



Social – This aspect is the main reason I go, and very beneficial and rewarding. Meeting people you have only connected with on Facebook or Instagram. Putting a face with a name, along with a hearty handshake is great. Conversations at breakfast, during the event, or at dinner are priceless. Get to know people so you can continue to communicate after you all get back home. We all want to help each other and for the most part we are willing to share our knowledge. Meeting with people you already know is icing on the cake. Not to mention laughing ... my cheeks still are sore after all the good times we had laughing.

Continued on next page

Bike Auction Notes / Mecum Auction - Las Vegas, NV - 1/24-27/24

Story and Photos from Chris Tribbey

Education - I am by far no expert in the world of antique motorcycling. However, I am always looking to learn more and at this event there is no reason you cannot learn a lot! There are true experts there and are willing to answer questions if asked. Requesting they look at a bike with you is also common. Looking at a bike for educational purposes, not necessarily to buy. Taking photos (for future reference) and talking with folks can only make you a bit smarter with these bikes.



And in case you are interested in bidding on a bike, here are my recommendations. Research the bike before the auction. All the bikes are on the auction website. Determine if this bike is for you, or will you flip it? Determine the fair market value of this bike if it was in running condition. Then you will need to set your maximum "hammer" price. It is easy to get caught up in auction fever



once you raise your hand. For example, you see a bike and think you can flip it and make a few bucks. You have determined the fair market retail value is \$20,000.

Let's say you want to clear \$2,000, so you have \$18,000 to play with. The bike goes up on the block and bidding starts. It gets up to \$15,000 and you raise your hand and get the bike. Now the math starts; \$15,000 + \$1,500 (buyer premium) + \$150 paperwork fee + \$719 to get the bike home + \$924 (WI sales tax charged at the Mecum office at the auction). So, at this point you now have \$18293 invested. Plus, you will add whatever the bike needs when you get it home, things like battery, tires, oil, etc. And all the work will have to be done by you the buyer as there is no room to pay someone's labor. Most likely in this example you will end up at \$19,000 and many hours of labor. So, you MIGHT make a \$1,000. In this example I would set my limit on hammer price at \$14,000.



All in all, it is a great event, and I will continue to attend every year. I encourage you to consider this event.

Chris Tribbey



Winter Chill Social - New Berlin, WI - 2/24

Story and Photos by Steve Peters



Our newly named "Winter Chill Social" was held at the New Berlin VFW in New Berlin, WI on Saturday, February 3, 2024. It was a great start to the year for the club as we had 110 members in attendance with several new members as well. The smiles and laughter were in abundance long before the meal started with some good food and drinks.

The meeting was full with a couple new officers and many events planned for this year. Our new Treasurer, Boz was very entertaining with his extra cash nearly burning a hole in his pocket with his flaming wallet.

We had several guests with some of the original found-

ers grandchildren gracing us again this year with their participation at our Winter Chill. I'm sure they had a great time conversing with our members.

In addition to the regular benefits that come with our clubs Goodfellowship, each member also received a black club bandanna designed by myself with our club logo in white in a diagonal repeated pattern. All were very appreciative of the gift.

I hope we have a great turnout at the Spring Meeting at Juniors Custom Cycle on Saturday, May 11 in Oconomowoc.

Steve Peters



Winter Chill Social - New Berlin, WI - 2/3/24

Story and Photos by Steve Peters



My Father's Son

Story by and Photos from Ken Bosman (Boz)

My dad rode motorcycles from the late 50's to mid 70's. Like many guys, who came home from war, he turned to motorcycles when he came home from Korea. Most of today's MC Clubs were started by guys like him. I believe it was probably the closest form of brotherhood they could find outside of the front line and foxholes. And you'll understand this, cagers don't; there is nothing like riding a motorcycle to clear the cobwebs in your head. Some refer to that as wind therapy. Back then PTSD was not something anyone talked about, you just dealt with it.



My dad was a Harley guy but was lured by the British Invasion and also rode BSA's and Norton's. He rode till I was in my early teens then switched to cars.



My dad could build anything. His trade was welding but he could rival any carpenter, car or motorcycle mechanic. He was not much of a talker; he was a doer. Always building something. That intrigued me. Why buy or pay for someone to do something for you when you can do it yourself? Unfortunately, my dad wasn't much of a teacher though and had little patience.

I still recall the anxiety I would get riding shotgun with him in his truck and he would appoint me to be the "map guy". It's funny now, but I was 12-13 years old. What did I know about reading maps? He would hand the map to me and after a few minutes he would hastily turn it around in my hands and point North. I mean c'mon, who would trust a 13 year old to get you to your destination? I sucked at reading maps and as a result there was a lot of hollering and we missed a lot of exits.



I was also the "hold the light guy" and it seems I never shined the light where it was needed. He would eventually grab the light away from me, and it was usually under a car and he would awkwardly hold the light with his chin and neck while laying on his back. He would holler, and then I would go in the house. I wish I could say I was as talented as he was. But I'm not. We missed a lot of opportunities for me to learn.



Growing up in the 70's and early 80's was quite different than today. We had no video games, no cell phones, no music downloads, no social media or virtual friends. And if you lived in the country, like me, that posed unique challenges in that we didn't really have transportation options. So a bicycle was key to freedom. I started riding bicycles when I was maybe 5?

My dad took me out on the country road in front of our house and said ride this. I got on and started pedaling. The concept of balancing and steering was not really developed in me yet and I proceeded to ride that bike right into the ditch. A ditch full of water. So much water that it was enough to engulf me and the bike. I quickly climbed out of the ditch and was crying. I think because I was so mad at him. I'm a 5 year old kid, what was he thinking?!? He began to yell "get back on that bike and ride". I did. And I've been on 2 wheels since.

Continued on next page

My Father's Son

Story by and Photos from Ken Bosman (Boz)

Back then, I spent my days wheeling and dealing on bicycles and I would spend my days chopping them, painting them, anything I could do so it wouldn't look like the kid's next door.

Because my dad was a gear-head we always had things to ride. Mini bikes, dirt bikes and as I got older I transitioned into enduro bikes. The street legal type that I could ride on the road, illegally of course. That was a heck of a lot more fun and it was easier than pedaling. It was at that point I never messed with a bicycle again.



My first "real" motorcycle was purchased when I was 16 years old from the wheeler dealer himself, Wayne Houp at Suburban Motors in Thiensville. I grew and sold raspberries in the summer and I raised enough to buy that old Sportster. That led to a lifetime love affair with Harley-Davidson motorcycles. I'm brand loyal but truly love all motorcycles. I figure since I have the brand tattooed all over my body it would look pretty silly if I were sitting on an Indian.



I got into antique motorcycles 24 years ago when I saw a classified ad for "old Harley's for sale" in Janesville.

I grabbed some cash and had my then wife load up the kids in the car and we went to go see them.

I was a young dad, and had no business buying an antique H-D. I already had a motorcycle in the garage, and let's face it, I had a bunch of kids. That money could have probably been spent elsewhere.



The guy had a late 40's Knucklehead and a 1950 WL Flathead. They were crusty, and looked like they had been sitting in a barn. But he had both running. There wasn't much difference in price, and like the Knucklehead I am I chose the WL. Ugh. To be fair, it was the cheaper of the two and maybe we wouldn't have to eat macaroni and cheese next week after all.

I gave him the cash and rode it home. Well sort-of. I had never ridden a foot clutch tank shift bike before. I thought how hard could it be? I've been riding nearly my whole damn life. It took a while to keep the damn bike going and when I got it going I didn't want to stop because



I didn't have the foot clutch and shifting procedure down. I blew a lot of stop signs and stop lights and was quite the show for the wife and kids in the car. At one point, I'm told my daughter asked is "daddy going to be alright?" And I made my son cry. But through that, I learned to appreciate these old motorcycles. Anyone today can have a new bike if you can afford the payments. And while I have a newer H-D in the garage, they lack character and all look the same. They don't speak to you like these old bikes.

Martin Jack Roseblum once said "It's hard to tell if we adore these old bikes because they have a soul or if because they assist us with ours". I couldn't agree more.

Ken Bosman (Boz)

From the Desk of the Newsletter Editor

My Dad by Steve Peters



much as possible your self to get by and save money. A little of that has rubbed off on me as well as I will try to do as much myself that I am able to do.

My dad was certainly not an expert or master mechanic, but he would do as much as he could with house and car repairs. The major stuff he would have someone else do if needed, but that didn't happen often. What rang with me and Boz's story was that my dad was also not a very good teacher. The part about holding the flashlight sounds familiar to me as well as not having a lot of patience.

Some differences with my father and Boz's were that my dad never rode a motorcycle and actually hated them, but that changed over time. Also, my dad did not work in a trade for a living, he was an insurance agent.

As with Boz, I started on bicycles very early with my first bike being bought by me (from money saved from birthdays) for \$27.77. I know the exact price as I still have the original box the bike came in as well as the bike and the price tag is still with the box. I bought it in 1969 and with the 4% sales tax of the time, the total cost was \$28.88. The bike is an AMF Roadmaster Renegade - the same company that made my 1974 H-D Sportster.

Over the years after that first bike I purchased or saved

Hey Badgers!

After reading Boz's story about his dad made me think about my dad because of some similarities.

My father grew up during the Great Depression and still had some of the same thoughts of doing as

many more and still own nine bicycles - three of them for racing on the road, track, and off road.

My interest and ability to work on cars and later motorcycles really started not with my dad, but when I took two years of auto shop in high school. The first year was more about small engines and the second year with actual car engines. The other part of my automotive "training" was owning crappy cars that I needed to fix myself.

In high school and college I didn't have any money to pay someone else to fix my car, so I did as much of the work myself as I could. One such story is when I owned a 1964 AMC Rambler Classic while in college at UW Milwaukee. I had the car from 1987 to 1991.



I replaced nearly every part on the engine of the Rambler including rebuilding the carburetor twice and replacing the water pump one winter morning. I got up early that day during a snowstorm to change the water pump outside next to the driveway. I removed the four bolts holding the fan and then four bolts to remove the pump, replaced the pump, the four pump bolts and the four fan bolts quick enough for me to get to school on time.

Since my dad never had any motorcycles we did not have any in my immediate family. Actually we never had any motorcycles with any of my family members except I vaguely recall one uncle that had a few scooters over time. So, when my younger brother Alan purchased one it was quite the issue with my dad. About 1-1/2 years later I bought my first motorcycle and needless to say my dad was not happy at all. That story deserves its own article in a future Spokesman.

Take care and stay safe!

Steve Peters



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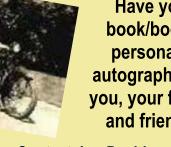
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Flat Out Friday & Mama Tried - Milwaukee, WI - 2/23-25/24

Story and Photos by Cathy Drexler



11-year old wheelie kid on a Sportster

Starting with great racing on the sticky, Dr. Pepper-covered track at the Fiserv Forum and ending with two days of wandering among a wonderful array of bikes displayed in the pink & purple-hued lighting of The Rave and meeting up with friends, this weekend never disappoints.

Flannel-clad Badgers & other friends turned up to cheer on Anthony Pozza as he raced in the Vintage class, wearing flannel in memory of Ian Remington, and riding Ian's bike wearing a "designer" boot. Another rider from our "Lowell Spudway" crew, Donovan LeVan, from The Good Old Days vintage motorcycle repair shop, also raced in Vintage on his 1974 BSA.

There was plenty of great racing and silliness. The Boonie sidecar racing was great fun with the winning sidecar pilot making a marriage proposal to his "monkey". She said Yes!

Boonie bikes by the dozen. They got to race amid the added challenge of the balloon drop. The Goofball class wrapped up the evening with some creative entrants, including a pair of diners at a cloth-covered table. Walking out of the Fiserv Forum meant leaving a sticky floor for ice-coated sidewalks as Milwaukee breathed a last bit of winter.

Continued on next page



Vintage Class, Donovan LeVan #42, BSA
@drex127



Boonie Bikes
@drex127

Flat Out Friday & Mama Tried - Milwaukee, WI - 2/23-25/24

Story and Photos by Cathy Drexler



Unknown Rider

The Badgers were well represented at Mama Tried. Our Cannonball bike, the 1924 Henderson with sidecar, was there. Many more signatures were collected on the sidecar, and we met lots of people, including some who had Cannonball connections or aspirations.

Anthony Pozza entered Ian Remington's 1974 Honda CB 650 in a beautiful tribute to Ian. Charlie from Competition Cycle showed his 1965 Honda CB 160. Paul Woelbing's 1937 Brough Superior SS 100 attracted a lot of attention. One of my favorite bikes in the show was the 1942 BSA M 20 "Aqualung."

Before we knew it, Sunday afternoon had arrived and found the builders lined up with their bikes awaiting their turn for the single elevator. We had much-appreciated help to detach the Henderson from the sidecar and maneuver them into the elevator in 2 separate trips. While the FOF/MT weekend was finished, our minds were starting to turn to spring, and getting those old bikes out on the roads.

Cathy Drexler



Umknown Rider



Boonie Sidecars

Flat Out Friday & Mama Tried - Milwaukee, WI - 2/23-25/24

Story and Photos by Cathy Drexler



Paul Woelbing and his 1937 Brough Superior SS 100

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Cathy Drexler



Charlie Schroepfer - 1965 Honda CB 160



Wade Mueller - 1924 Henderson Deluxe & Sidecar

Flat Out Friday & Mama Tried - Milwaukee, WI - 2/23-25/24

Story and Photos by Cathy Drexler



Ian Remington (Anthony Pozza's friend, died in 9/23) 1974 Honda CB 750



1967 H-D Slab



Chris Tibbey taking in Mama Tried from the balcony
@drex127

Many more photos on our club Facebook page

Spring 2024 Spokesman 15

The Story of a 1972 Dunstall Norton 810

Story by and Photos from Dan Riedel

Prologue: Morning of July 25th, 2021,

Email to Andover Norton: Good Day, I have just placed an order and know that you are mailing a copy of the dispatch information to my address, but is it possible to get an email copy as well? That was the question I asked as I was trying to learn more about a bike that I had known about since June 29, 2010, and soon would be coming home as I was to become the next caretaker. Little did I know that she (The Yellow Dunstall 810) was just beginning to tell me her story.

The next day I received a reply with a pdf copy of the letter that was being sent in the mail. The Dispatch records read: machine ***375 was a black roadster model and was the 21st machine dispatched on the 11th of January 1972 to Paul Dunstall Motorcycles Ltd. at 156 Well Hall Road, Eltham, SE9. Wow, as I read that information, my heart pumped and my head began to spin with the stories that my friend John had been telling me about his bike and the first owner who bought it from Paul Dunstall, all I knew was I wanted to learn more but, I get ahead of myself.

Part 1 The start of becoming the next Caretaker.

I first saw the Dunstall on June 29, 2010, when I arrived at Two-Wheel Tuesday at Culvers off 124th street in Brookfield. I was meeting my dad and his good friend John who was bringing out his motorcycle for the first time in a long while. I was excited to see it as he was keeping it a mystery to me. I pulled up next to a Yellow Norton and parked my bike. Getting my gear off I stopped, as I had never seen anything like it before.

A long yellow tank, with a set of long chrome exhaust pipes that wrapped from the front of the bike underneath it only to reappear in the back giving her a sleek and fast look, like she could be going 100 miles an hour standing still. I pulled out my phone and snapped a photo with it next to my bike, the next thing I knew John walked up to me with a big smile, "I see you found my Dunstall" he said. My jaw dropped and I looked even closer as he began to tell me about her.

My friend John had bought the bike in July of 1978 from the Sportsmen's Exchange. He knew the owner and saw it one day as he walked into the shop and thought it was the most beautiful bike he had ever seen. He asked about it and was told it was for sale on consignment, that the owner had bought it in Great Britain from Paul Dunstall and that he and a friend bought bikes rode them around the countryside in England and in parts of Europe and then shipped the bike back to the US.

Now he was selling it as he was going back to school and needed additional money. John said, "I told him right

away I wanted to buy that bike, the shop owner told me I was crazy, that bike is too fast, and I was going to hurt myself." Looking at the Dunstall I could imagine, I knew what John meant, it had this line to it, with a curve, and this yellow color that almost said catch me if you can.



The Story of a 1972 Dunstall Norton 810

Story by and Photos from Dan Riedel

I laughed and showed John the picture I had taken before he saw me, "2 of the best-looking bikes here" I said, he smiled as we found my dad and started walking around and talking about other bikes. Later that evening John, our friend Paul and I all rode into Elm Grove and stopped for dinner at the Spur. As I followed John, I could hear what I can best describe as a growl that was coming from the Dunstall, it was like nothing I had heard before. I saw the Dunstall a couple more times over the next couple of years and each time she caught my eye, and I could imagine what it would be like to ride. John and I would talk about the Dunstall, he would tell me some stories and then add that he needed to take her out for a ride.

Now the summer of 2017, had arrived and as one of the people who ran *Cruisin' the Grove* Cruise Night and On-Street show we were setting up a British night with the local car clubs and the BBC. John asked if I had come over to his house to see if we could get the Dunstall started. I did and after some adjustments and learning the starting sequence from him the Dunstall roared to life. Now, the Dunstall has a right foot shift with a 1 up and 3 down pattern and I was used to riding a right foot shift with a 1 down and 3 up shift pattern, and after some mental practice I was ready to try.

The motor when she was first started up, had some good vibration, but when you turned the throttle and revved the bike up, she became exceptionally smooth, you could feel her wanting to go. John looked at me and said with a smile you started her so go take her for a ride, that Afternoon on August 21, 2017, I took my first ride on a Dunstall Norton 810 and I was hooked. After I drove her around the block John told me to stretch her legs a bit, and I did. Taking her on about a 15-mile ride when I got back, my smile said it all. John had me ride the bike to my parent's home, and we stopped and talked with them. Now we knew the bike was running well, but Lucas the "prince of darkness" had other thoughts as the battery that we were using was weak and as we would run the bike the head lamp would continue to get dimmer and dimmer.

So we put the battery on a charger and got things set for the next ride on August 28th British night at *Cruisin' the Grove* John followed behind in his MGTD and when we arrived I didn't know who had the biggest smile between John or I as the bike had made a splash as people came to look at her after not being out for quite a few years. Over the next few summers of 2018 and 2019, I would help John, learn more about this bike that had captured my attention, get her started, take her out for a ride or two, getting her ready to go to the annual British Invasion night at *Cruisin' the Grove* in August.

Now the spring of 2020 and 2021 was the start of the next

part of the Dunstall story for John and me, one that I will continue to tell in future articles. But here are some teasers, other owners of the bike, the Hoan Bridge, a slip of paper with a name and old address, help from the internet, new friends, and a long-time reunion. So, often you get an old bike, what stories does she have to tell and are you willing to listen to her tell that story, I did, and I am learning more each day.

Dan Riedel

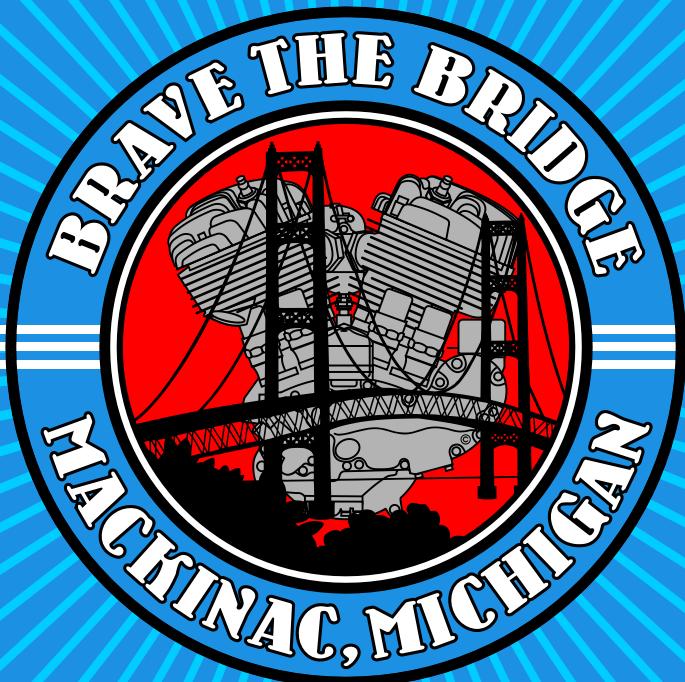
Current caretaker of the Yellow 1972 Dunstall Norton 810



BRAVE THE BRIDGE

45" Flatheads Only Ride

June 23-27, 2024



Start in Manitowoc, Wisconsin
Ferry Across Lake Michigan to Ludington, Michigan
Ride Coast to Charlevoix, Michigan
Ferry to Mackinac Island
Ride Mackinac Bridge
Ride Coast to Escanaba, Michigan
Ride Coast of Green Bay to Manitowoc, Wisconsin

Trouble Truck - T-Shirt - Sticker - Over 550 Miles

More Details - Jim Feyereisen (920)980-1161 jadetruck.fire@hotmail.com

Motorcycle Events - 2024

Many Badgers Participate

Bike Night at Motor - Milwaukee, WI - Harley-Davidson Museum

Every Thursday from the middle of May through September. Some Badgers are usually there every Thursday.

Omaha Chapter National Meet - Fremont, NE - March 23-24, 2024

Perkiomen Chapter National Meet - Oley, PA - April 26-27, 2024

Slimey Crud Run - Pine Bluff, WI - Sunday, May 5 and Sunday, October 6, 2024

The Crud Run meanders across the scenic Wisconsin River valley from Pine Bluff in Dane county to Leland in Sauk County. The distance between the villages is less than 30 miles in a straight line, but the road mileage can vary from about 70 to, well, who knows? No specific route is prescribed, so the best way to go depends entirely on your imagination.

Club Spring Meeting - Oconomowoc, WI - Saturday, May 11, 2024— 12pm

Juniors Custom Cycle - 1924 North Oak Grove Road, Oconomowoc, WI 53066 - (262) 221-1847 - Fun, Food and Beverages.

See the meeting poster in this newsletter.

The Distinguished Gentleman's Ride - Milwaukee, WI - Saturday, May 19, 2024

Cherokee Chapter National Meet - Eureka Springs, AR - May 21-23, 2024

Vintage MotoFest - Elkhart Lake, WI - May 31 - June 2, 2024

The Vintage MotoFest festival includes a ride-in-show and competition, food, beer and premium motorcycle vendors from throughout the region and country.

Viking Chapter National Meet - St. Paul, MN - June 7-8, 2024

Fort Sutter Chapter National Meet - Dixon, CA - June 14-15, 2024

Beer City Cycles Bike Show and BBQ - Milwaukee, WI - Saturday, June 15, 2024 - 11am to 4pm

Brave the Bridge - Manitowoc, WI - June 23-27, 2024

All 45 Flatheads Welcome! Over 550 miles from Manitowoc, WI to Mackinac, MI, to Manitowoc, WI

Wauseon AMCA National Meet — Wauseon, OH - Fulton County Fairgrounds Friday, Saturday & Sunday, July 19–20, 2024

Celebrating "Racing Bikes" this year. Swap meet, races, show bikes and much more! Many Badgers will be there!

Harley-Davidson Homecoming - Milwaukee, WI - July 25-28, 2024

Yankee Chapter National Meet - Greenfield, MA - July 26-28, 2024

Brewtown Rumble - Milwaukee, WI - Sunday, June 16, 2024 - 11am to 4pm

Boone & Crockett - 818 S Water St, Milwaukee, WI 53204

Vintage Motorcycle Show and Street Festival. Presented by Royal Enfield.

Badger Heritage Chapter National Road Run - August, 13-15, 2024

51st Annual Davenport Fall International Meet - Davenport, IA

Mississippi Valley Fairgrounds Thursday to Sunday, August 29-31, 2024

Swap meet, races, show bikes and much more! Many Badgers will be there!

Yerba Buena Chapter National Road Run - Cloverdale, CA - September 23-25, 2024

Chesapeake Chapter National Meet - Upperco, MD - October 4-5, 2024

Seaboard Chapter National Road Run - Hamilton, NJ - October 7-9, 2024

Southern National Meet - Denton, NC - October 11-12, 2024

Club Fall Meeting

Location and date to be determined. Fun, Food and Beverages.

See the meeting flyer in a future newsletter.

Something Completely Different: Rebuilding a NSU Scooter - Part II

Story and Photos by Steve Strohmeier



In the December 2023 Spokesman we introduced Josie's 1956 NSU Prima scooter. The past few months saw rapid progress on rebuilding the NSU, as well as a few curve balls.

The first order of business was figuring out what was missing, what needed replacing, and where to get parts. An internet search turned up the parts book, service manual, and sales literature for the Prima. As I disassembled the scooter, I took careful note of what was original and what was adapted. For example, many fasteners were non-original or rusted beyond use. However, the parts book lists the fastener sizes and their DIN specification. This made it easy to order new hardware from Belmetric.

I also learned all the dry rotted rubber pieces and 90 percent of the mechanical parts we needed are available from NSU Motzke, a specialty shop in Germany. Thanks to Google Translate, a few weeks after placing our order for more than 50 different pieces, everything arrived via parcel post. Many of the parts, like the missing toolbox, were NOS and very affordable.

Disassembling the scooter also revealed the first curve balls. The alloy trim on the side panels was badly dented all over and more than half the fastening studs broken off. I spent many hours over Christmas soldering new studs to the alloy and straightening the trim. The next big curve ball was that the fan shroud and cover which came with the scooter were not the correct ones for a Prima. The original parts proved unobtainable. I spent about six hours carefully trimming and reshaping the shrouds with a hammer and dolly. The main shroud turned out as a good fit but the fan cover stuck out about 1/4 inch too far for the side cover and footrest to correctly mount. Judicious hammering solved the challenge, though it created a rather unsightly cover with a v-shaped depression. Thank goodness the side panels will hide all of this until we can locate correct pieces.

To help speed the resurrection along, I then took the chassis parts, brackets, forks, rims, and various other bits to be powder coated in early January. About a week later they were done. I learned from the sales literature many of the rusty and crusty parts were originally enameled in silver. I picked a "brushed aluminum" color that came out very close to the NOS pieces from Germany. At the same time, I sent out the fender trim and a few other parts for chroming.

Continued on next page



Right side before final removal of powertrain



Sheet metal parts



Parts lot for powder coating

Something Completely Different: Rebuilding a NSU Scooter - Part II

Story and Photos by Steve Strohmeier



While waiting on parts to come back, I made a simple jig and bent up a new rear parcel rack for the little Prima. Though used racks are available, they proved very pricey and the cost to chrome them even more pricey. I also did not like how the original racks slope rear wards, making it nearly impossible to keep your groceries from falling out. The one I made is level with the scooter and sized for a hand-made basket we bought in Ohio's Amish Country. It is the perfect size for carrying two sacks of groceries and a gallon of milk home.

While the chassis parts were being powder coated, I disassembled the motor and transmission. The service manual is rather vague and covers several models without the benefit of pictures. When dealing with situations like this, I carefully store parts in a large fishing tackle box as I take them apart. This helps ensure all the shims and fasteners unique to each assembly stay organized. I also like to take many photos to help me remember what went where!

Disassembly revealed everything to be in good order except the drive side bearings and crankcase seals. The bearings are common sizes and available for just a few dollars each. The seals came as part of a kit from NSU Motzke. The biggest challenge was cleaning all the carbon out. The Prima uses a 20:1 premix, which left a large amount of carbon all over the internal surfaces and exhaust. I used my ultrasonic cleaner and after a few hours in the tank, most parts were like new.

The final challenges this winter involved the suspension and the seat covers. The front axle was bent and I did not catch this until after I placed our order from Germany. Rather than pay for freight and import duty on a simple part, I made a new one in the lathe. The rear suspension also proved unusually challenging. The main springing was fine, but the rear shock was bent. I strongly suspect someone curb jumped the Prima!

Considering new shocks are more than \$250 plus freight from Germany, it was time to get creative. Research revealed the Lambretta LD shock is identical to the Prima unit in all aspects except being 35mm shorter. The LD shock is also only \$49. I milled a custom spacer from aluminum to adapt the LD shock and make future shock changes much more economical.

Continued on next page



Engine on bench



Tackle box full of engine parts



Engine block ready for assembly

Something Completely Different: Rebuilding a NSU Scooter - Part II

Story and Photos by Steve Strohmeier



The seat covers also proved great fun. You have to stretch the thick rubber cover and twist the frames inside the seat at exactly the same time. It is a two person job, but with Josie's help, we got it done. When I was buying the LD shock, I also noticed the early Lambretta petcocks appeared very similar to the unavailable Prima petcock. Considering our original unit is held together by JB Weld, I took a chance and bought the Lambretta part. It fit without issue.

Now, we just have to wait on warm weather to refinish the body work, make up control cables, and put the little Prima back together. With some luck, we will make our goal of riding it around Wauseon and on our Pokey Run later in the year. It has been fun resurrecting this long neglected and unusual scooter. I hope it inspires you to "branch out" and work on something different.

Speed safely!

Steve Strohmeier



1956 Prima Brochure



Chassis with shrouds and foot rest



1956 Prima Parts Catalog

Badger Heritage Chapter

Antique Motorcycle Club of America

VINTAGE MOTORCYCLE TIMELINE

**JULY 26-27, 2024
12pm to 5pm**

Timeline Motorcycles Must be at Least 35 Years Old

*Come Celebrate the Grand Opening of Davidson Park
All Brands Welcome to See the Timeline*



*To sign up for the H-D timeline please send your name, make/model/year of your motorcycle
and if you would like to attend the 26th, 27th or both days, to badgerheritage@gmail.com*

Contact Jon Davidson Oeflein for more information at jondavidsono@gmail.com

From the Archives - Number 2

Dan Krause - Chapter Historian



This issue's "From the Archives" will highlight the contributions from our friend and one of the founders of the Badger Heritage Chapter, the late Roger Klopfenstein. Any successful business, organization or club that enjoys longevity and growth can often attribute that to its founders and their passion, vision, and purpose of the same. It is unfortunate that we often learn so much more about people after they are no longer with us but, I suppose that is human nature.

As I was going through and organizing our archives this winter, I noticed Roger's increasing involvement with the club as he took on more responsibilities in those early years. One thing I discovered is that Roger was our first (and only for that matter) Chaplain for the chapter. This made sense to me now after learning how deeply and privately religious he was as a person from the eulogies of family and friends at his funeral this past August. There was also a "Chapter Board of Directors" (which we now call advisors) to which Roger was appointed, along with several others, which again showed that dedication to keep this special fraternity together. Roger was also our chapters Newsletter Editor and Secretary for which he executed these roles simultaneously for 5 years.

Here are his contributions during the formative years of our chapter:

1988 - 1992: Chapter Board of Directors

1988 - 1994: Chapter Chaplain

1995 - 2000: Chapter Newsletter Editor

1996 - 2007: Chapter Secretary

That's 20 years of continuous service to our chapter, amazing! Roger also had a great sense of humor. I came across this entry from the Minutes of the General Meeting, Oct. 17th, 1999, published in the November newsletter:

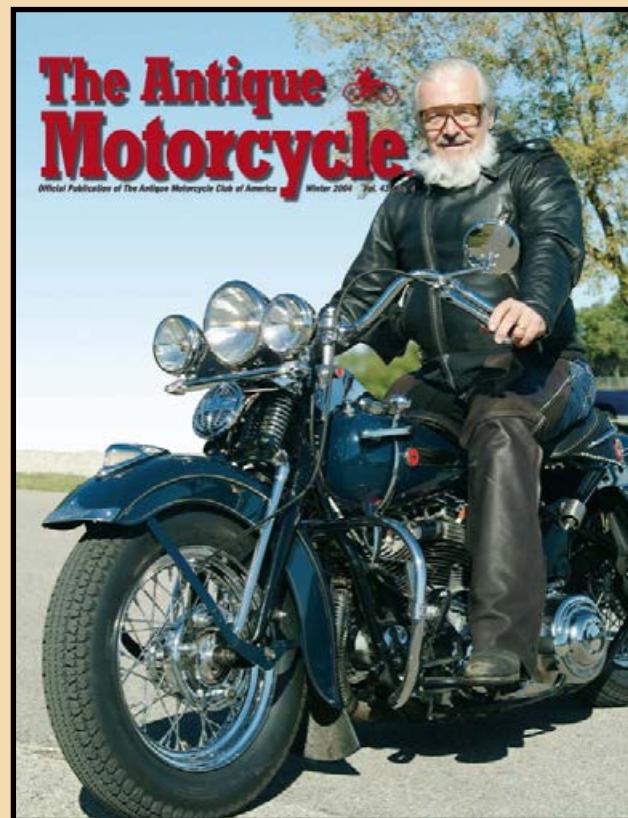
"1. Secretary Report: Roger K. – Minutes of the previous meeting blew out of my pocket while riding to the meeting. It was too cold to go back and look for them."

If that doesn't make you giggle a little or put a smile on your face, nothing will, LOL!

Roger was also very enthusiastic about our AMCA National Road Runs. I've found a few pictures of Roger and Sandy in the archives representing the Badgers on those early road runs when they weren't nearly as popular as they are now. I researched our national magazine archives for more information and found coverage of road runs doesn't start until the early 90's and is sporadic at best. On the next few pages, you'll see some of those photos from events gone by.

Godspeed Roger and thank you...

**Dan Krause
Chapter Historian**



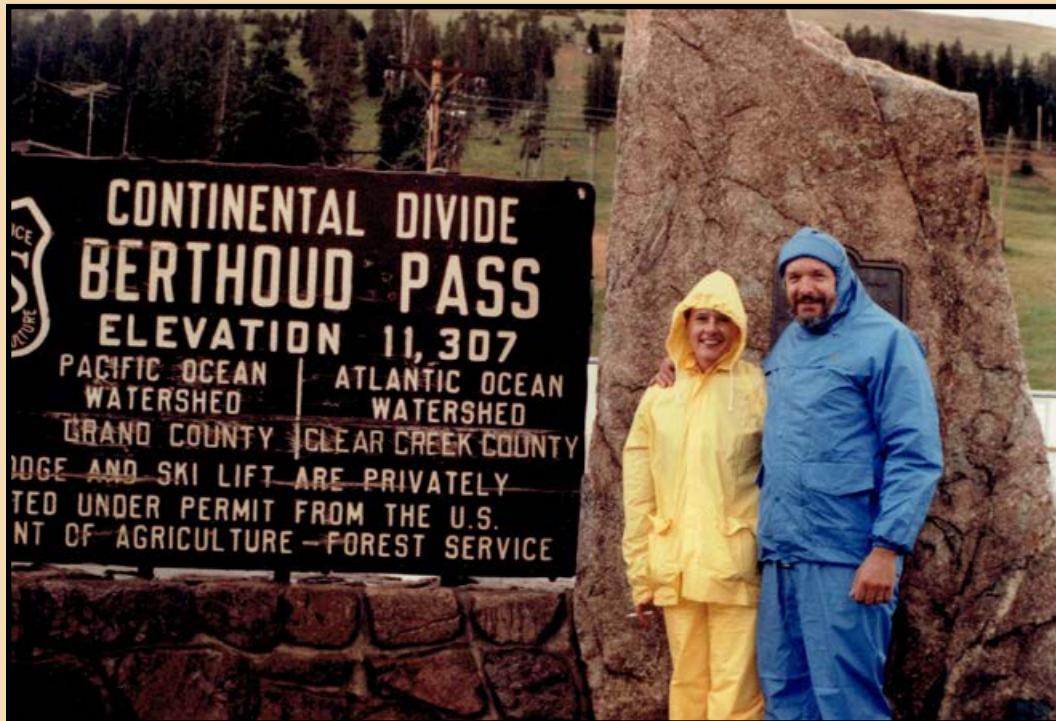
AMCA cover Winter 2004 Roger: Roger graced the cover of our national magazine on his masterfully restored 1948 Panhead, circa Winter 2004 edition. Roger and his son Dave (on his 1939 UL) were on a late Fall ride to the Woodstock, IL Swap & Show when this shot was taken.

From the Archives - Number 2

Dan Krause - Chapter Historian



Roger Sandy Rocky Mt RR 1: "Roger and Sandy getting ready to ride at the Rocky Mountain Chapter National Road Run Circa 1987." The event was limited to 50 AMCA members. This is 3 years after the inaugural AMCA road run for which we are celebrating 40 years this year!



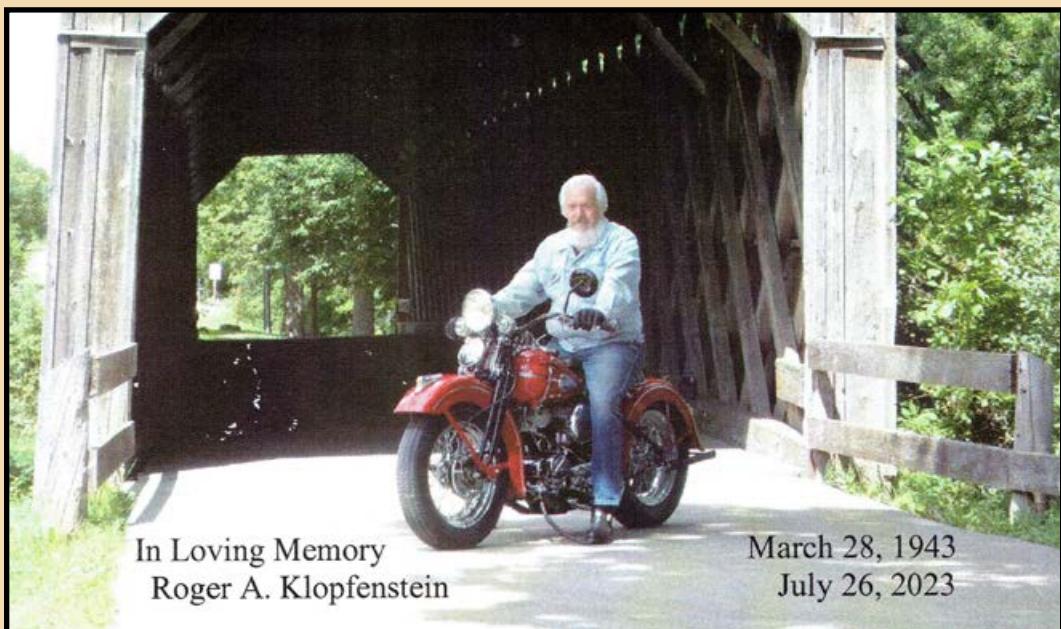
Roger Sandy Rocky Mt RR 2: "Roger and Sandy were caught in some rain at the Continental Divide, Berthoud Pass. Rocky Mountain Chapter National Road Run Circa 1987."

From the Archives - Number 2

Dan Krause - Chapter Historian



Roger Sandy Canada 1989: "Roger and Sandy representing the Badgers at the Welland County Motorcycle Club in Welland, Ont. Canada circa 1989. The Welland County M.C. is still an active club, located just across the U.S./Canada border near Niagara Falls. At that time, there weren't any AMCA chapters in that part of Canada so I'm not sure if there was an AMCA affiliation or not. Anyway, Roger and Sandy were flying the Badger Flag!"



In Loving Memory
Roger A. Klopfenstein

March 28, 1943
July 26, 2023

Notes From the Secretary

Danielle Werner - Chapter Secretary



Hello Badgers!

Here is a quick review of the latest Officer's Meeting that was held on January 20th.

Officers: Chris Tribbey, Mark Herst, Kevin Klatt / Club Members / Helpers, Gary Werner, Karen Hurst

- Present were Officers: Jon Oeflein, Danielle Werner, Tom Hinderholtz, Ken Bosman / Advisors: Chris Tribbey, Mark Herst, Kevin Klatt / Club Members / Helpers, Gary Werner, Karen Hurst

- We had discussions about the Winter Meeting- planning and assigning tasks. To all who attended – THANK YOU! If you have any comments or suggestions regarding upcoming events, please feel free to reach out.

- Decided that moving forward, we will be working to send welcome letters to all new members

- Do we have any Badgers who have experience in IT and would be willing to assist in updating the Badger Web page?

- Do we have any Badgers who are interested in assisting / sharing administrative duties for the Badger Facebook "Members Only" page?

Upcoming Events:

Distinguished Gentleman's Ride

May 31st – Road America Vintage Ride

Wild Ones Weekend – no more field games at any AMCA events unless Museum would cover us – Have a Badger Member Bike Show – separate from Knuckleheads

Brave the Bridge – 45's only

Harley Fest Homecoming at Juneau new park to have bike show 7/26-27

Beer City Bike Show 6-15 – Badgers will volunteer but will not run

National Road Run – 8/12 -14

Port Washington Bike Show 10-5

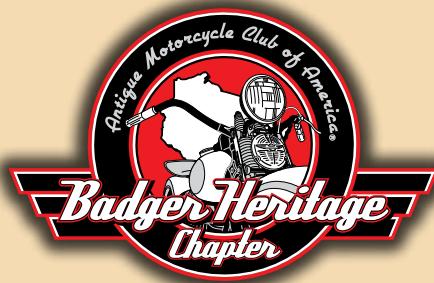
Thank you everyone. I look forward to seeing everyone at ALL the upcoming Badger Events.

**Danielle Werner
Chapter Secretary**

Welcome New Badger Heritage Chapter Members in 2023

Introduce yourself when you see them!

Bob Fink - New Berlin, WI
John and Kathy Rickerts - Waukesha, WI
Greg Copiskey - Manitowoc, WI
James and Venessa Mulqueen - Waukesha, WI
Bill Ehr and Denise Lynn - Milwaukee, WI
Fred and Debra Franklin - Milwaukee, WI
John & Lisa Ayers - Franklin Grove, IL
Louis Citrano - Huntsville, AL



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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

President - Jon Davidson Oeflein - jondavidsono@gmail.com (262) 388-0022

Vice-President - Tom Hinderholtz - autogemtom@gmail.com (262) 939-5042

Secretary - Danielle Werner - daniellerogue@hotmail.com (262) 305-9383

Treasurer - Ken Bosman (Boz) - boz.wi.hd@gmail.com (262) 391-5559

Newsletter Editor / Merchandise Manager - Steve Peters - spetersdesign@gmail.com