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# The Spokesman

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

Summer - June 15, 2024



**Spring Meeting - 5/11/24**  
**Juniors Custom Cycle**  
**Oconomowoc, WI**  
**Steve Peters**  
**pages 6 - 9**

**Swap Meet Season**  
**Social - Parts - Education**  
**Chris Tribbey - pages 4 - 5**

**Something Completely Different**  
**Finishing the Rebuild of an NSU Prima**  
**Steve Strohmeier - pages 14 - 15**



Antique Motorcycle



Antique Motorcycle Club of America

**VINTAGE  
MOTORCYCLE TIMELINE**  
**SATURDAY, JULY 27, 2024**  
**11am to 3pm**

Timeline Motorcycles Must be at Least 35 Years Old

Cover Photo by Steve Peters

# Presidents Message

Jon D. Oeflein - President



Hello Badgers!

What a fine start to our 2024 season! By the time this issue is published the Badger tent will have been up and staffed at five different events! I am a firm believer that having a presence at as many motorcycle events as we can will help to further expand our chapter's membership legacy.

We have so much going on this summer that I encourage everyone to monitor our Facebook Members Only page and to read the Spokesman to keep up with all the fun!

I would like to chat about two upcoming events in this column. The first is the Wild Ones rally at the Harley-Davidson Museum. As most of you already know we are no longer able to host motorcycle games due to losing our insurance for such activities. This is a decision that happened on the national level and beyond our control. It is unfortunate, but a reality. This being said, I still want to encourage everyone to attend the Wild Ones rally and enter your bike in the bike show. This show is hosted by our friends at the Knucklehead Company and all the proceeds go to the Make-A-Wish Foundation. We will have our tent set up in the main show area, and I have let the Knucklehead guys know that we will be available to assist them in any way we can. So, let's have some fun and help raise money for a great cause!

The second, is our Timeline Motorcycle Show at the new Davidson Park. This show is near and dear to my heart as the new park is being built in homage to my family, and this summer is the grand opening. The park is on the hollowed grounds of the Juneau manufacturing plant that my great-grandfather oversaw the construction of and where my grandfather and father spent many years of their lives. I myself have so many great memories of going there when it was the bustling hub of the Motor Company. Now with the future of the site uncertain, at least a park will remain to commemorate the birth place of an American legend.

I have been working closely with the Harley-Davidson Foundation with the planning of this Timeline Show that will take place on July the 27th from 11-3pm. I have negotiated many perks for any AMCA member who wants to have their bike in the show. Participants will receive lunch, a commemorative shirt and a custom engraved plaque! We will also have our own hospitality tent, as well as lunch and beverages! This is a great opportunity for us to showcase our chapter and display many of vintage Harley-Davidson bikes that we have. I have 41 members signed up already and have room for a total of 75. If you would like to participate in this historic event let me know the year and model machine you will bring and what your t-shirt size is. You must commit to having your bike in the Timeline from 11am to 3pm and it must be a Harley-Davidson that is at least 35 years old. Email me to register or for more information. This is going to be really cool and I hope to fill all the spots with Badgers!

I will wrap this up with a report of some of the many things that have been going on with your leadership. Our road run committee has been having a monthly ZOOM meeting to keep our national event on track and all is well. Boz and I just ordered another batch of yard signs that we will be able to use at all our future meetings/events. We have also, after much debate, decided to move forward with ordering a quantity of chapter t-shirts that we will hold an inventory of! By doing this large order, we will be able to offer a men's and a women's shirt at a really great price! This is exciting, and I am looking forward to our next meeting where these shirts will be available to grab and wear home!

Lastly, dues collections for 2024 are in their final stage, and I sent out a letter to all members that haven't renewed yet. We are waiting until July the 15th for payments and then we will be forced remove all delinquents from our roster, email lists and our FB Members Only group page. If you haven't renewed yet, please do so asap. We don't want you to miss any of the vintage fun coming our way in 2024 and beyond!

Your president,  
Jono

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# ***Badger Heritage Chapter***

*Antique Motorcycle Club of America*

## **VINTAGE MOTORCYCLE TIMELINE**

**SATURDAY, JULY 27, 2024  
11am to 3pm**

*Timeline Motorcycles Must be at Least 35 Years Old*

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



## **HOMECOMING**



*For more information on attending or participating in this historic event, contact Jon Davidson Oeflein at [jonodavidsono@gmail.com](mailto:jonodavidsono@gmail.com)*

# Swap Meet Season

## Story and Photos from Chris Tribbey

*Motorcycle swap meets are as much of an integral part of enjoying the sport as riding is. There are so many reasons to attend swap meets; (1) social, (2) a need for a specific part or parts, (3) education. So let's break each section down.*



*me to look at parts for them to make sure they are correct or ask me if I have any parts they need. I also do get a few people that will talk to me about working on their bike. So, the social aspect to a swap is huge and very beneficial.*



### Shopping for Parts

*The biggest thing to be aware of is to know what you are looking for. I mean, REALLY know what you specifically need. For example if you are looking for a rear axle for a bike you are working on, and you see a pile of axles in a pile at the swap. You ask the vendor if one of these will fit for your bike, he most likely will say you bet. So,*



*you pull one out and say will this one work? He most likely will say, "it should". Should being the definitive words. Should does not mean it will. You should come prepared to know exactly what you are looking for. In the axle example, you should know the length, thread size and pitch, and type of head. Bring an axle nut to try on the swap axle to make sure it fits. We have all heard the phrase, let the buyer beware. This is oh so true at swap meets. You better know exactly how to identify what you need, and rarely take the word of a seller looking to get rid of a part. Unless you know the seller and trust them.*



*Continued on next page*

# Swap Meet Season

## Story and Photos from Chris Tribbey

### Education

As you look over the piles of parts at all the different vendor spots, you should be familiarizing yourself with parts. Most all vendors are happy to chat with you (as they are hoping to make a sale). Letting the vendor know what you are looking for will open a chance to chat with them. Through this conversation you might talk about your bike, mutual friends, motorcycles, and clubs you



belong to. You will be able to compare axles (using this as my example of a part you are looking for) in different vendor spots. Prices vary wildly at swap meets. There are different types of vendors; from the professional who usually sticks to their price, and the hobbyist, or occasional seller who is looking to wheel and deal to get rid of piles of parts that have accumulated in his garage.



What to be prepared to bring with you. You should bring a rag to wipe your hands with, a tape measure, multi tip

screwdriver, adjustable wrench, and a parts catalog for your bike. All of this will fit nicely in a backpack or duffle bag. You may need the tools to look deeper at a part by taking apart if the seller will let you.

Swap meets are some of my most favorite events of the year. I have a vendor booth at Wauseon, Davenport, and Woodstock. Great events not to be missed.

Bottom line; know what you are looking for. Buyer beware. Have fun as you attend these swaps. If you see me there, stop and say hi.

Chris Tribbey



# Spring Meeting - Juniors Custom Cycle - Oconomowoc, WI - 5/11/24

Story and Photos by Steve Peters



*The weather on May 11th was just about right for riding - well at least it wasn't raining like the last time we had a meeting at JR's place back in the fall of 2016. This time around we had 75 members in attendance on 45 motorcycles.*

*There was plenty of Goodfellowship among the members with smiles all around before and after the meeting. We had a great lunch prepared by JR with some help of course. There was also a good selection of beverages for all.*

*The meeting had the usual schedule of events for the year discussed that will keep us very busy all summer on our bikes.*

*During the meeting we were again introduced to our new Advisors positions that will help the officers with their club duties. It was good to see Chris Tribbey, Mark Hurst, and Kevin Klatt as our new Advisors.*

*It was good time to get together with some good friends and get the bike out for a nice ride in the cool, Spring Wisconsin weather.*

*I'm sure I'll see many of you on the road and at our upcoming National Road Run in August.*

Steve Peters



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## From the Desk of the Newsletter Editor

### Swap Meet Find by Steve Peters



Hey Badgers!

Chris Tribbey's story about swap meets inspired me to think about one such time getting a great find at the swap meet in Davenport, IA back in 2012.

a Sportster with heavily valanced sides similar to a 1930's Indian front fender - the type before the fully valanced fender that appeared in 1940. The fender was in fair condition and was painted a bright yellow. It had some scratches in the paint, surface rust, and a couple dents, but would need to be repainted anyway to match my bike.



time I would go I would have a short list of things I was looking for and found everything each time. One of the really cool parts about a large swap meet like Davenport is that if you are looking for a particular item there is a good chance that there might be several vendors having the same item in various conditions at different prices.

So, a little price and condition shopping makes it more fun to find the parts. The most difficult part is recalling where all of the different parts are located throughout the meet and being able to go back to purchase it.



Anyway, back to the meet in 2012.

I recall parking my car in the designated area and heading into the swap meet with my short list. I also just keep an eye out for other parts that may interest me that are not on my list - this story is about one of those "extra" parts I just happened to find.

Actually before I can go forward, I need to go backward first to the swap meet in 2011.

In 2011 after walking through several isles in the swap meet I saw on the ground an after-market front fender for

The price was \$230.00.

Wow - way too much for the fender, so I needed to pass on it and keep looking around. I did manage to find everything else I was looking for, but kept thinking about the fender.

Well, maybe next year.

Continued on next page

## From the Desk of the Newsletter Editor

### Swap Meet Find - Continued by Steve Peters



2012.

*When you walk into the meet you actually walk past some vendors and you need to turn to the right and turn back towards the parking area to check out those vendors before heading to the large main area of the swap meet. There are*

*several vendors in this area and this is where I saw on the ground the exact same type of fender I saw the year before. This one was black along the top and silver on the sides with a black pinstripe on the sides. It also had a few small dents that could be easily pounded out*

*He replied - 35.*

*Wow! Um... Also speaking without thinking I asked if he would take 30?*



*“Sure, I’ll take 30.”*

*I promptly paid him and took my prize back to my car and then proceeded to continue walking through the meet. I then came across the vendor from the year before and he still had the same yellow fender for \$230.00.*

*Needless to say I had a huge smile on my face and said to myself - “Good luck selling it at that price.”*

*It was a good day.*

*Take care and stay safe!*

**Steve Peters**



*The fender was not priced and I stood there debating if I should even bother asking the price as the vendor guy was helping another customer at the time. Before I could walk away the guy came up to me and told me that the fender was for a Sportster. I replied yes and I then said without even thinking - “What are you asking for it?”*



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# Something Completely Different: Finishing the Rebuild of an NSU Prima

## Story and Photos by Steve Strohmeier



Over the previous two issues of the Spokesman, we introduced Josie's 1956 NSU Prima D motor scooter. When we last left our German/Italian friend in March, the motor and transmission had just rejoined the freshly powder coated frame. In this issue, we will finish up major work and discuss some of the key lessons learned about vintage scooters.

The first major lesson is that you can take a scooter apart almost any way you like, but putting it back together goes in a very specific order. For example, I wanted to install the front fork so as to move the scooter around easily in the shop. However, to do so involves rebuilding more than 15 different parts, installing them in the fork first, installing the front fender second, and then installing the whole subassembly together in the frame. This presumes you have already painted the front fender, chromed the trim, and routed the brake cable. As a result, we spent a lot of the winter with a spreadsheet managing the parts flow and subassembly rebuilding. This allowed me to plan out work and have parts ready in the needed order to keep the project moving forward.

While we made rapid progress, the Prima never stopped throwing curve balls. The most challenging items proved to be setting the ignition timing and setting the cable operated transmission. The ignition points are hidden under the motor fan with only a narrow slot for static adjustment. There are no timing marks and everything is set by piston position in fractions of a millimeter. It took numerous attempts to get everything timed correctly, mostly because my measuring equipment is imperial, not metric! The cable operated gear change also took a long time to adjust for smooth operation. The gear selection is via a rotating sleeve on the left grip and only a very slight amount of maladjustment causes trouble. Even more interesting is that you can adjust each of the two cables, the position of the cam plate, and the orientation of the gear change housing! Getting all four of those adjustments to work in sync challenged the brain! It did not help the selector was assembled incorrectly in the past and the service manual covers a very different selector.

The second major lesson is a scooter has as much tin ware and trim as a small car. Normally, stripping and refinishing a motorcycle's tin ware is a couple of weekends. With a scooter, you have about five times the surface area to refinish! I spent two full days stripping rust and paint, followed by several weeks of body and spot filler.



Continued on next page

# Something Completely Different: Finishing the Rebuild of an NSU Prima

## Story and Photos by Steve Strohmeier



*Our warm April weather allowed me to get everything primed and painted about a month earlier than planned. Because it was bug and dust free early in April, I sprayed outside. To store all the fresh paint-work, we took over a spare bedroom for most of May.*

*After letting the paint dry a week, I started to reassemble the NSU main body panels. All of the mounting hardware was replaced, which made matching fastener sizes a job onto itself. Like many older vehicles, the Prima uses dozens of different fasteners, each sized for a unique location and purpose. For example, the leg shield features four different fastener sizes in five different lengths and two types of finish washer. It kept me on my toes and demonstrated the value of the parts book!*

*The third lesson learned is white makes a terrible choice for rubber accessories. White looks wonderful when clean and new. About three seconds into installing a white rubber bit you realize you are transferring dirt from your hands to your nice clean rubber parts. I do not think I ever washed my hands so much when installing accessories and trim.*

*The final thing to finish up was the wiring. I had cloth covered wiring left from another job and used it on the Prima. The only challenge was finding a battery. The Prima used a pair of relatively small 6 volt 12 amp hour batteries wired in series to give 12 volts. This particular battery size is no longer readily available and modern 6v/12ah batteries are too big for the original battery trays. Some internet searching turned up 12 volt 8 amp hour batteries that are a perfect fit in the original battery trays. We wired these batteries in parallel to give 12 volts and 16 amp hours – a boost of 25 percent capacity over the original system, which should help starting.*

*In just over 10 months the NSU is complete and ready to hit the streets. It was a learning experience working on a scooter and more challenging than a motorcycle rebuild. There are easily double the number of parts as found on a typical motorcycle and many assembly techniques are more akin to light aircraft than motorcycles. I am glad we took on this unusual project and hope this series inspires you to work on something completely different from your normal projects.*

**Speed safely!**

**Steve Strohmeier**



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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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