



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

The Spokesman

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

Winter - December 15, 2024



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Cover Photo by Steve Peters



Club of America®

Presidents Message

Jon D. Oeflein - President



Hello Badgers!

I hope you are keeping warm or are lucky enough to be in a warm place! We had such a pleasant fall that I guess I was in denial that the cold temps would ever come to our great state of Wisconsin, but they sure have. Now that riding the season has ended, we have to look for other ways to feed

our love of vintage motorcycles. Parts hunting is a favorite among many of us. Ebay continues to be a place that lists parts for sale all over the world, but it is of course a buyer beware type of platform. Craigslist is also a resource that has been around a long time and is a proven resource. Relatively new on the scene is Facebook Marketplace. This classified ad service is available to anyone with a Facebook account. One last mention is in our own AMCA magazine where members can also place a free classified ad (see rules listed in the Trash and Treasure section) in each edition. Happy parts hunting!

The winter months are also perfect for the bike projects that you have been meaning to tackle. If you are lucky enough to have a heated shop you are set, but otherwise lots of members set up spots in their basements or sometimes even in the kitchen or living room! If you don't work on your bikes yourself and need help with certain things, this is the time to schedule with your favorite mechanic. They usually have much more time now than in the spring.

As we close out 2024, let's reflect on the year we had and thank our members that had a part in planning and hosting our many activities. It all kicked off with our Spring Meeting last May in Oconomowoc. JR Switalski went all out getting his place ready, and we had a nice turn out. JR also did all the cooking and thanks to his mom Janie for assisting. This was JR's second time hosting a meeting.

Next, we had our tent up at the Bad Moon Saloon swap meet. This was in the middle of May and we had really nice weather and had a great time. Big thanks to Steve Schwoegler for inviting us and hosting.

On the first of June was the Texas Roadhouse Bike and Car Show. Unfortunately, the weather was a wash out. This was too bad because they really put lots of work into planning a good event. You can't control Mother Nature and the rain was steady. There was still a small turnout and thanks to Mark Hurst for the effort.

Early June also was our second appearance at the Bild-

a-bike Show in Friess Lake. Once again, the weather did not cooperate. We still had a nice turn out of Badgers, and the band played on. However, the rain did too. Thanks to Larry Bilda and the fine folks at the Bilda Friess Lake Pub.

On June the 15th, we were at the Beer City Bike Show and BBQ event at Puddler's Hall in Bay View. Big thanks to Chris Gunn for the invite and the hospitality. Our tent was busy all day and lots of Badgers rolled through. Then on the very next day we hit the Brewtown Rumble! The Badgers have a long history with this event, and we always thank Kevin Frank for the spot and the invite. Later in June, Jim Feyereisen organized and led a group of 45's on his Brave the Bridge tour. This was a multiple day ride and quite the accomplishment for those that participated! Hats off to Jim.

In July we had our Motorcycle Timeline at the new Davidson Park in Milwaukee. This was a ton of work to organize and in the end it turned our really cool. Thanks to all the Badgers that participated and a huge thanks to all our chapter officers and advisors for all their efforts.

August 13-15 was our third hosting of a national road run up in the north woods. These are always a monster task to organize and execute and Dan and Shannon Krause took the lead and deserve a big thanks from the chapter. We also need to thank all the many badgers that volunteered their time and energy.

Then in October we were at Port Fest in Port Washington. It was a beautiful fall day and the fest is huge event. We had our own street and it was lots of fun. Thanks to Peter Burke and Boz who are our local Port guys.

We ended our year with our Fall Meeting. Big thanks to Kevin and Sara Hannaman for hosting at their place in Bristol. Kevin fired up his smoker and he and Sara were great! Thanks

I would like to conclude with thanking my fellow officers, Tom Hinderholz, Boz, Dani Werner and our chapter advisors Chris Tribbey, Kevin Klatt and Mark Hurst. There are more members to thank that play essential roles in our chapter, but I will save that for the Winter Chill Social that is happening on Jan 11. If you haven't signed up yet, please email daniellerogne@hotmail and let our secretary know you are coming and if you are bringing guests.

Lastly, dues for 2025 will be due soon. Please pay at the Winter luncheon or on line at www.badgerheritage.com.

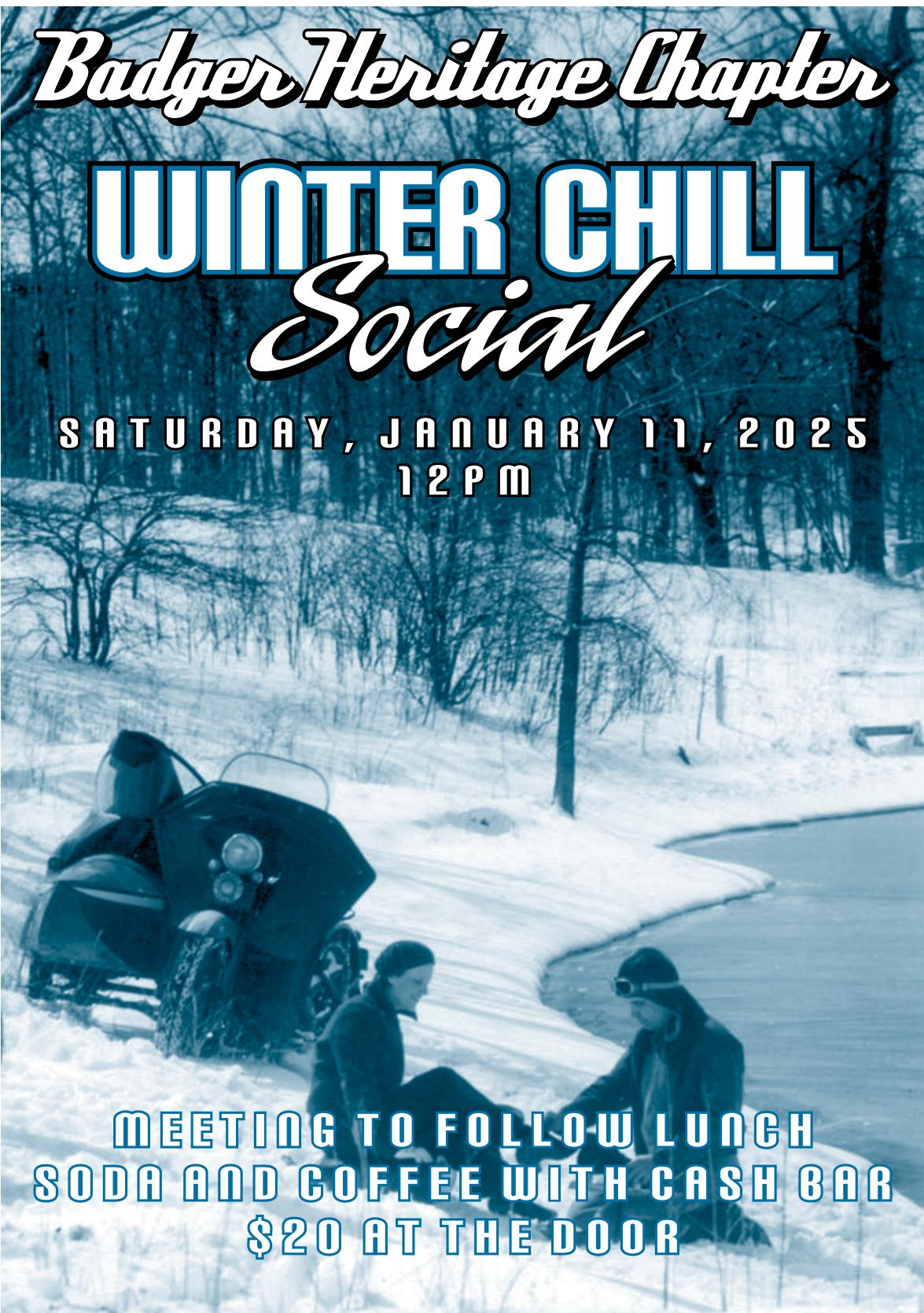
Hope to see you soon!
Your pres,
Jono

Badger Heritage Chapter

WINTER CHILL

Social

SATURDAY, JANUARY 11, 2025
12PM



MEETING TO FOLLOW LUNCH
SODA AND COFFEE WITH CASH BAR
\$20 AT THE DOOR

ROOT RIVER CENTER

7200 WEST RAWSON AVENUE, FRANKLIN, WIS. 53132

RSVP Danielle Werner - daniellerogne@hotmail.com - (262) 425-7700

My Old Bike Story - Why I joined the AMCA

Story and Photos by Luke Veghel



My journey into the old bike culture started when I was about 7 or 8. My dad (Rich) had gotten a phone call from his brother Dan. My uncle Dan called to tell my dad that he no longer wanted his 1959 Harley Davidson ST 165. So my dad went and picked up the basket case. My uncle had disassembled it and put Yamaha forks on it and bobbed the fenders. It needed a lot of work but as it happens for so many others, life got busy and my dad put family first. So the old Harley remained in pieces in buckets down in the basement.

Fast forward about ten years to spring of 2016. I am 17 years old now and getting my motorcycle license at Doc's Harley Davidson in Shawano. Part of the course is having Kersten (Doc's daughter) show you around the whole dealership. The night she chose to do this for us Doc was in the shop working on his 1916 Harley Davidson J model. He told us all about the cannonball he planned to compete in that fall. It sounded like an amaz-

ing adventure to me and something I wanted to do ever since then. I didn't know how it would ever be possible but I made it a goal to compete in it at least once in my life.

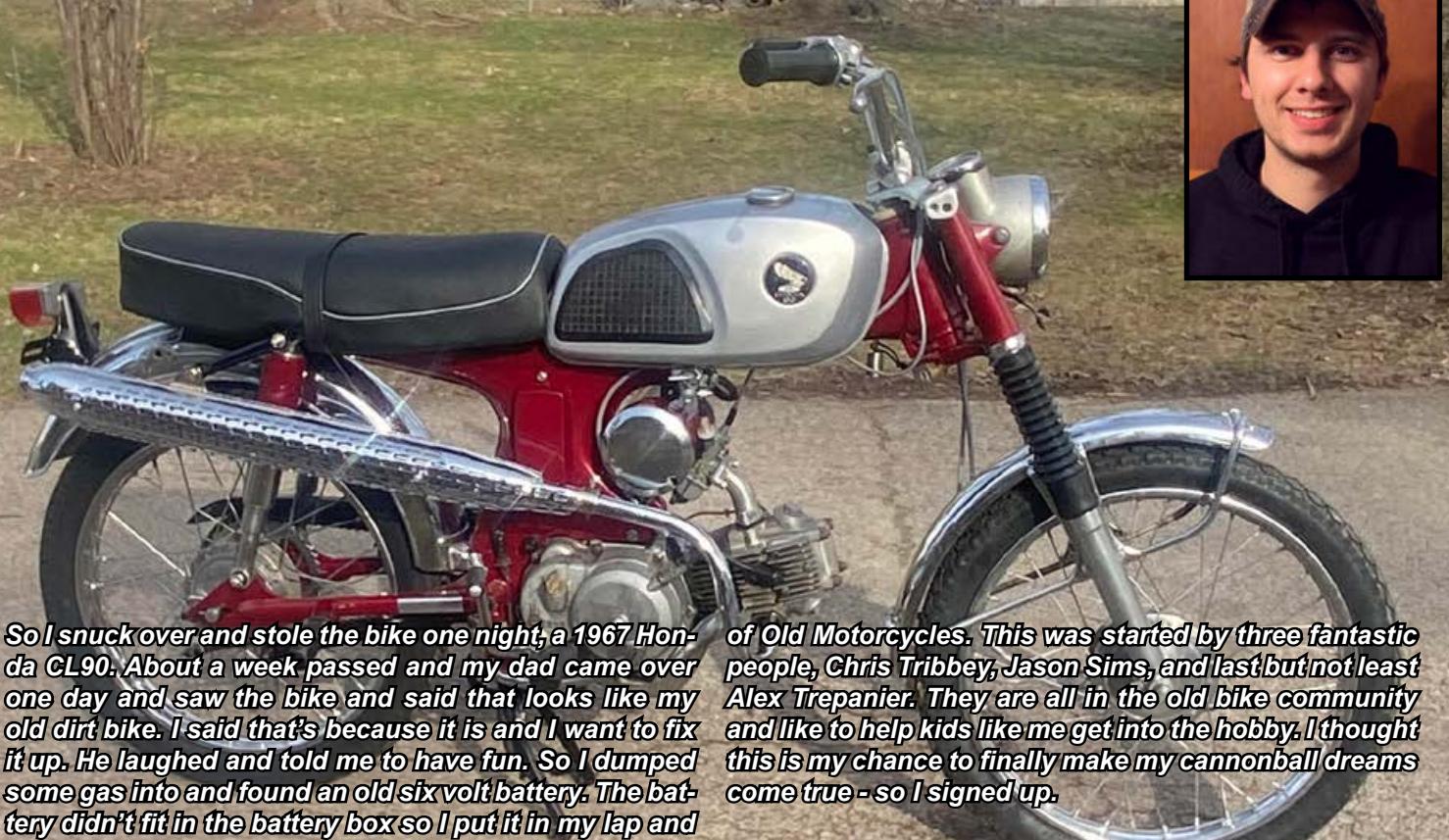
Then in 2020 I bought my family's old house. It has been in the family since it was built in 1893. Buying a house that has never left the family means it is filled with all sorts of "treasures". One of those treasures was an old magazine from the antique motorcycle club of America. I read it cover to cover and thought if I joined maybe I could find the parts we needed for that old 1959 ST 165. After a couple years of reading the magazine I got the itch really bad to build my own bike. That's when I remembered my dad's old "dirt bike" he got when he was a kid. It had been lying in the back of the shed for as long as I can remember.

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My Old Bike Story - Why I joined the AMCA

Story and Photos by Luke Venghel



So I snuck over and stole the bike one night, a 1967 Honda CL90. About a week passed and my dad came over one day and saw the bike and said that looks like my old dirt bike. I said that's because it is and I want to fix it up. He laughed and told me to have fun. So I dumped some gas into and found an old six volt battery. The battery didn't fit in the battery box so I put it in my lap and hooked it up to the bike with some alligator clips. Gas was pouring out of the petcock, but I started it and it filled the whole yard with smoke. The throttle was stuck wide open, but I rode it a lap around the yard anyway.

I was totally hooked after that lap around the yard and it was easy to see why people love these old bikes so much, and they have so much more character than the new bikes. I immediately tore the bike apart to start the restoration.

A few weeks later I found an ad in the AMCA magazine for a chance to win a trip on the Cross Country Chase on Route 66. This was sponsored by a group called Love

of Old Motorcycles. This was started by three fantastic people, Chris Tribbey, Jason Sims, and last but not least Alex Trepanier. They are all in the old bike community and like to help kids like me get into the hobby. I thought this is my chance to finally make my cannonball dreams come true - so I signed up.

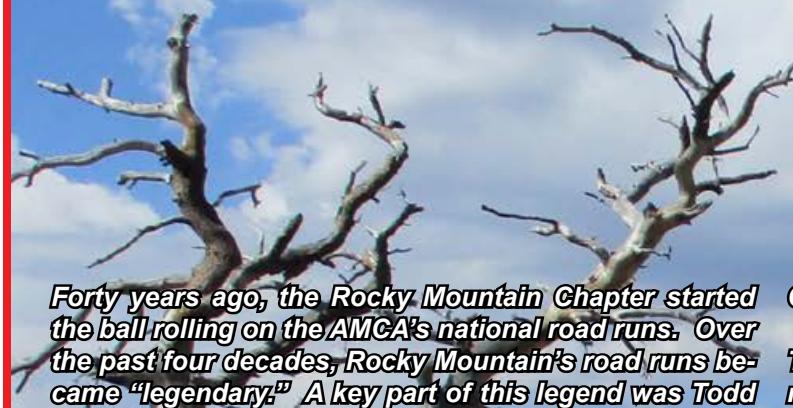
Somehow I was lucky enough to win and was lent a 1945 Harley Davidson WL for the trip from Rodney Sterling. The trip went great and when I got home I finished up my Honda CL90 project. I then took that bike on the Badger Heritage Road Run in August and met so many more fantastic people and was asked to share my story. Since the Cross Country Chase I have picked up a 1924 JDCA and a 1948 Harley model s125. My dad and I plan to restore our little two stroke H-D's together. So hopefully next time you see me on a road run I'll have my dad with me cruising on our little Harley - Davidson's.

Luke Venghel



A Family Affair: The Rocky Mountain Chapter's Todd Vinzant Memorial Ride

Story and Photos by Steve Strohmeier



Forty years ago, the Rocky Mountain Chapter started the ball rolling on the AMCA's national road runs. Over the past four decades, Rocky Mountain's road runs became "legendary." A key part of this legend was Todd Vinzant who helped organize many of the runs and unexpectedly passed away in 2023 just as he was entering his retirement years. In memory of Todd and the Chapter's 40 years of road runs, a special invitational run was planned for September 2024 in the Four Corners region. Limited to 50 riders and covering some of the most spectacular locations in southwestern Colorado – the ride was designed to have all the fun and adventure of a national road run, but in a smaller package.

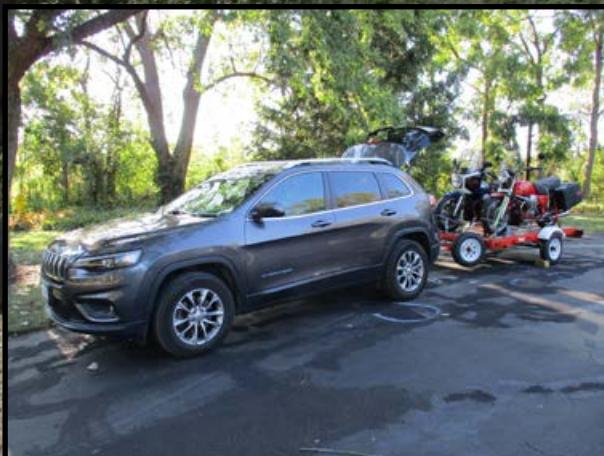
I first started riding with Rocky Mountain Chapter several years ago and "patch over" from a Badger to a Mountain Man when I cross the Colorado border. Normally, my wife joins me on road runs, but this year I invited my Uncle Ray to join me. Ray has had a motorcycle license for 40 years; but like many riders, life kept him off two wheels more than he would have liked. With his recent retirement, we realized his bike is 35 years old and perfect for AMCA adventures. We got him signed up for the

Club and spent the summer freshening his riding skills.

There was just one problem – Ray lives 400 miles from me and he was not up for a multi-state ride before we embarked on a three day drive to Colorado. We researched different ways to solve the problem, from shipping his bike to adding a trailer hitch to his truck. In the end, Ray chose to install a hitch and rent a motorcycle trailer from U-Haul. Ray had never trailered before and the U-Haul folks helped him learn how to hook everything up as well as strap down his bike. The trip out to my shop went without worry and Ray learned how easy it is to trailer a bike.

Over the next couple of days, I taught him how to service his bike, prepare it for several hundred miles of use, and fixed a few things. We then loaded our Guzzi's on the trailer and headed west. We decided to make a loop of it – heading out via Interstate 80 and heading back via Interstate 70. Road trips are always a favorite of ours and we spent many happy hours staring at the changing face of America.

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A Family Affair: The Rocky Mountain Chapter's Todd Vinzant Memorial Ride

Story and Photos by Steve Strohmeier



We arrived in Cortez, Colorado two days before the road run was set to start. We wanted to get our bikes unloaded and do some riding to settle in. And it was a good thing we did. When we arrived in Cortez, we noticed Ray's dash panel had somehow disappeared! I stopped by Walmart for a pack of markers, double sided tape, and a clear plastic folder. While having a cup of coffee the next morning, we made a new dash cover, colored in the various warning lamps, and stuck it in place.

Our first destination before the road run began was Mesa Verde National Park. The park is beautiful and historic, with one of the best roads in the National Parks. We put a little over 80 miles on our bikes running up to the cliff dwellings. The road through the park has wonderful curvy bits and major elevational changes taking you to just over 8,500 feet. And, because the road is low speed; you get a chance to take it all in. With that in mind; Ray and I headed out to the park and spent an entire day exploring. We had a blast and at every single scenic pull out; our bikes were swamped by curious people. Most people had never heard of a Moto Guzzi and were surprised to see two old, Italian bikes. Little

did our "fans" know things were going to get a lot more exotic in Cortez in the coming days.

When we returned to Cortez, a little over half of the 29 registered riders had arrived. Ray and I bet we were going to be the only family riding together, and we were very wrong. About two-thirds of the riders were family units. We had a grandfather/grandson team; a father/daughter team; several husband/wife teams; one husband/wife/dog team; brothers; and my Uncle and me. It turned out to be a true family affair. While most riders were from Colorado, we also welcomed riders from the Viking, Badger, and Sunflower Chapters.

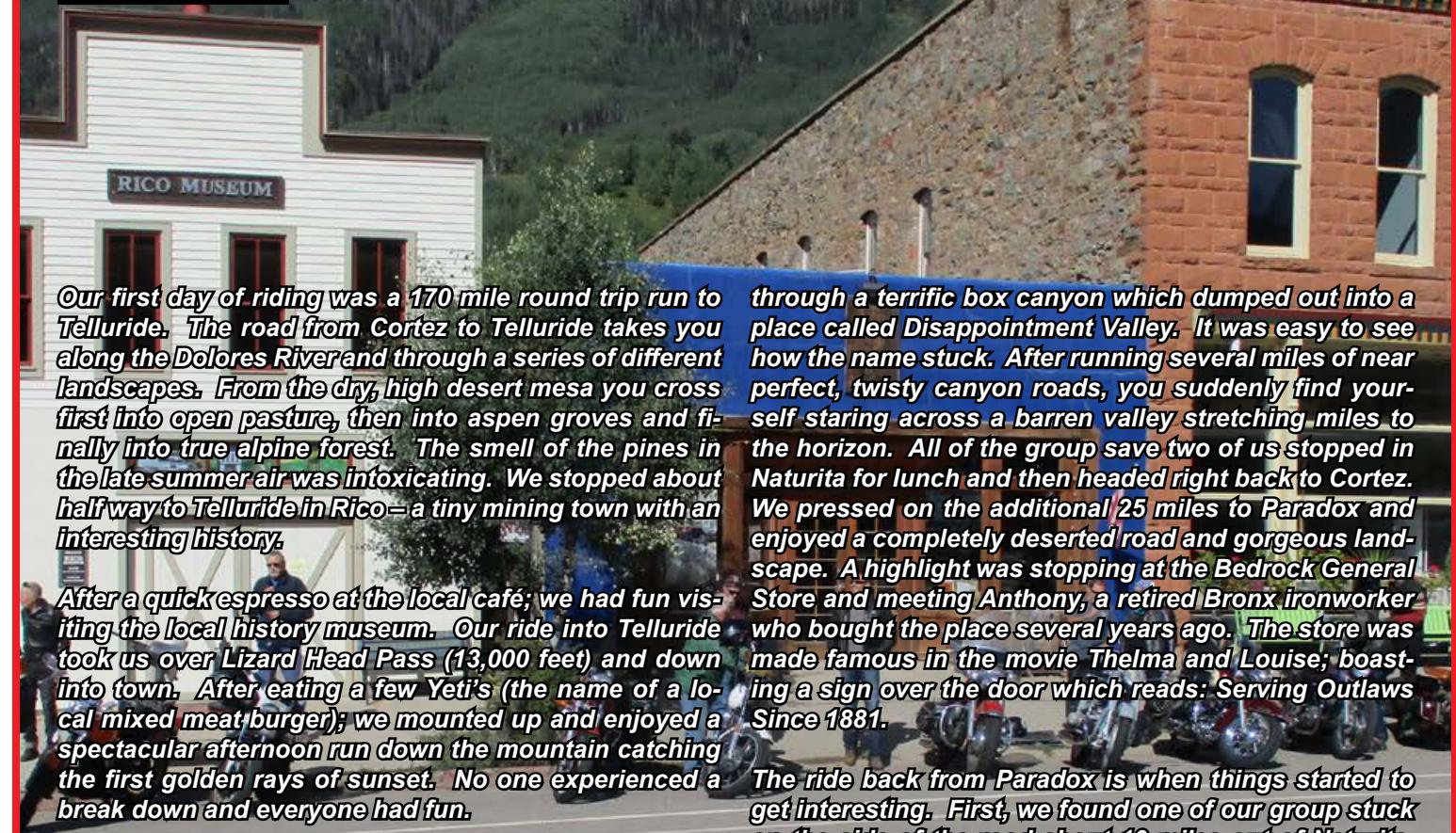
The diversity of bikes was impressive. A total of 34 bikes were on hand. The oldest was a 1930 Indian Scout and the newest was Ray's 1989 Moto Guzzi Mille GT. The smallest capacity bike was a 250 Honda Rebel. In between we had Indians, Vincents, Nimbus, BMW, Honda, Harley, and Norton. It was delightful to hear all the different motors starting each morning. Even more important, every bike that started the run finished the run.

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A Family Affair: The Rocky Mountain Chapter's Todd Vinzant Memorial Ride

Story and Photos by Steve Strohmeier



Our first day of riding was a 170 mile round trip run to Telluride. The road from Cortez to Telluride takes you along the Dolores River and through a series of different landscapes. From the dry, high desert mesa you cross first into open pasture, then into aspen groves and finally into true alpine forest. The smell of the pines in the late summer air was intoxicating. We stopped about half way to Telluride in Rico—a tiny mining town with an interesting history.

After a quick espresso at the local café; we had fun visiting the local history museum. Our ride into Telluride took us over Lizard Head Pass (13,000 feet) and down into town. After eating a few Yeti's (the name of a local mixed meat/burger); we mounted up and enjoyed a spectacular afternoon run down the mountain catching the first golden rays of sunset. No one experienced a break down and everyone had fun.

Our second day of riding was a 200 mile loop to Paradox, Colorado. The town is so named because it one of the few places on earth where a river crosses a valley in the opposite direction! The route to Paradox took us

*through a terrific box canyon which dumped out into a place called Disappointment Valley. It was easy to see how the name stuck. After running several miles of near perfect, twisty canyon roads, you suddenly find yourself staring across a barren valley stretching miles to the horizon. All of the group save two of us stopped in Naturita for lunch and then headed right back to Cortez. We pressed on the additional 25 miles to Paradox and enjoyed a completely deserted road and gorgeous landscape. A highlight was stopping at the Bedrock General Store and meeting Anthony, a retired Bronx ironworker who bought the place several years ago. The store was made famous in the movie *Thelma and Louise*; boasting a sign over the door which reads: Serving Outlaws Since 1881.*

The ride back from Paradox is when things started to get interesting. First, we found one of our group stuck on the side of the road about 10 miles out of Naturita. They had run out of fuel and we wound up draining a few bottles out of my Guzzi to get them back to town.

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A Family Affair: The Rocky Mountain Chapter's Todd Vinzant Memorial Ride

Story and Photos by Steve Strohmeier



Then, we made a wrong turn and instead of heading back towards Cortez, we found ourselves on an extended ride. We discovered the mistake after about 40 miles when we saw a sign saying Telluride was 40 miles away. At that point we were equidistant to home base and so we just pushed on. It was a wonderful ride across the ridges to Telluride and then back down the mountain. In all, the two of us rolled an extra 100 miles compared to the rest of the group – clocking up a total of 304 miles and a little over eight hours in the saddle. It was worth it and the ride is seared in my memory.

Day Three dawned bright and sunny for our “short” day of 146 miles round trip to Bayfield. We rode over via Durango and series of backroads through the pine forests. It had rained just prior to our riding through and you could smell the forest in a very vivid way. Unfortunately, it was a very windy day with a 20-25mph headwind. This stopped a few of the older bikes in their tracks, with several smaller capacity bikes struggling to reach 40 mph. A few folks gave up and met us at lunch, but most carried on and arrived at our first stop about an hour after the main group.

Our first stop was Indian Motor Works. We toured the shop taking in 40 or so Indians in various states of restoration. It was a real treat and enjoyed by all. After our stop; most of the group headed out on a scenic loop before stopping at a brewery just outside Durango for lunch. They were thoroughly tired from three days of riding and fighting wind all morning – but the smiles said it all. No one was having a bad day and our celebration carried on into the evening.

As Ray and I started making our way back east the next morning, I asked him if traveling 4,000 miles to ride old bikes in unfamiliar territory with new friends was worth it. Without missing a beat he replied: “this might be the best vacation I have had in a long time – and certainly the best road trip we have taken; when can we do it again?!” For someone who had not ridden much in recent years and is brand new to the AMCA to have such high praise says a lot. In total, we put just over 700 miles on our bikes over four days of riding and clocked up 3200 miles driving.

Speed Safely – Steve Strohmeier



From the Desk of the Newsletter Editor

Indian Dispatch-Tow History by Steve Peters and the National Motorcycle Museum



Hey Badgers!

With all of our recent rides for Pok-ey or 45ci only rides we have been seeing many three wheelers lately, so I thought a little history of them might be nice. In the last Spokesman I had the history of the Harley-Davidson Ser-

easy one-man ride. Harley-Davidson's Servi-Car came a year later and was sold for decades.



The Dispatch Tow was a mix of motorcycle and car with the major car component being the rear axle and differential supported on a single leaf spring. The box was typically sheet steel. The tow bar was a hefty device that would be "bolted" to the rear bumper of the targeted car, the car pulling the Dispatch-Tow both ways to and from the garage.

vi-Car, so I have in this issue the history of the Indian version - the Dispatch -Tow.

Motorcycle manufacturers have always sought to expand their markets, and special designs for commercial use can add to sales. Decades ago, author Harry Sucher related a great story on how Indian solved a car dealer's problem, and got themselves into the "three-wheeler" business.



From the outset some 400-odd machines were sold within 12 months. Production then stopped until 1935/36 when for two or three more years a new version was built alongside the Sport Scout using a low compression, "commercial" engine with low gear ratios. Two box sizes were apparently available.

Today, these gems are extremely rare. Harley-Davidson went on to create a much bigger success with their Servi-Car well past the end of WWII.

Take care and stay safe!

Steve Peters

"The Springfield, Massachusetts dealer Packard Motor Service of Allen Street wanted to find a simple way of ferrying customer cars back and forth from the customer's home to the garage. The owner talked with Indian's senior management...the Dispatch-Tow was the solution..." as reported by Harry V. Sucher, author of *The Iron Redskin*.

Indian took the local Packard dealer seriously... In 1931, Indian designer Charles Franklin beat Harley-Davidson to the punch and based his three-wheel Dispatch-Tow on the current, then popular Indian 101 Scout chassis fitted with either a 37- or 45-cubic inch v-twin engine. Springfield Packard was fed up with using two men for collecting and dispatching; the Dispatch-Tow was an



The Necessity of Brake Fluid Maintenance

Story and Photos by Kevin Klatt

When rebuilding my brake system on my 1974 FLH I began a journey into brake fluids. The importance of keeping the fluids up to date and in perfect working conditions is for the safety of the machine and ultimately my passengers and everyone around me. Let's face it, most riders' mindset is if the brakes are working don't mess with them! Here are some fun facts on brake fluid and how it functions.

Whether vintage car or motorcycle: Brakes are among the most important components in vehicles. In order to function properly, they should be protected and maintained. The brake fluid plays an important role in this. High-quality products are essential.

Most importantly: Brake fluids are safety-critical components. The specifications of the respective manufacturers must be strictly observed and complied with.

What is brake fluid and what are its tasks?

The brake fluid is a special mixture used in hydraulic brake systems. It plays an important role in ROAD SAFETY. When the brake pedal is depressed, the pressure is transmitted via the brake fluid to the brake cylinders on the brake caliper these then press the brake pads against the brake discs or drums. Ultimately reducing the speed of the vehicle, brake fluid must withstand extreme conditions, this includes high temperatures and pressures.

Ten facts about brake fluids

1. A high boiling point for safety under extreme operating conditions is that the brake fluid does not start to boil prematurely and reduces the braking effect due to the formation of steam bubbles.
2. The so-called boiling point depression caused by the absorption of water into the brake fluid must be kept as low as possible; the main parameter is referred to as the wet boiling point.
3. The brake fluid should also ensure corrosion protection. However, because brake fluid also has the property of absorbing water "hygroscopic effect", operational reliability is only limited to only a certain amount of time. Another argument in favor of strictly complying with the manufacturer's specs for changing the brake fluids.
4. Brake fluid should contribute to optimum lubrication of the entire brake system and thus also protect mechanically stressed components in the brake system from wear.
5. It is very important for brake fluids to be completely compatible with all system materials as well as all installed rubber and plastic materials.
6. Brake fluids should not encounter paint due to their dissolving effect.
7. Brake fluids are based on polyglycol ether, boric

acid ester and polyglycols in varying proportions. Silicone-based brake fluids are an exception.

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The Necessity of Brake Fluid Maintenance

Story and Photos by Kevin Klatt

8. Brake fluids also contain necessary additives that protect surfaces and products.

9. Performance classes and specifications are essentially defined by the following standards institutes:
DOT=Department Of Transportation (USA Standards)
FMVSS= Federal Motor Vehicle Safety Standards (USA Standards)

ISO=4925 Class X= International Organization for Standardization (European Standards)

JIS K 2233 Class X = Japanese Industrial Standard (Japanese Standards)

10. Important factors of all brake fluids are the dry boiling point and the wet boiling point. This determines the temperature at which steam bubbles are formed.

Why and how often do brake fluids have to be changed?
Brake fluids attract water-attracting (Hygroscopic). This means that they absorb water from the ambient air over time. This can cause problems and become dangerous. When the brake fluid contains water and heats up, the water can evaporate, and small steam bubbles can form in the brake system. These steam bubbles are compressible. This means that they can no longer efficiently transfer the hydraulic pressure of the brake pedal. The result is a spongy feeling when braking and reduced braking performance.

Another problem can be caused by contaminated or outdated brake fluid, which loses its protective properties. This can promote corrosion within the entire brake system and result in expensive repairs. It is therefore important to check brake fluids regularly and to replace them at the intervals specified by the vehicle manufacturer. As a rule of thumb: The brake fluid should be changed every two years. If a problem with the braking performance is noticed, the brake fluid and the entire brake system should be checked immediately.

Where does the term DOT come from?

Originally, the USA started to standardize brake fluids. Initially designed for the requirements of the military, they were introduced under the designation "DOT" Department of Transportation.

Types of Brake Fluids:(check your owner's manual for proper brake fluid for your vehicle)

DOT 3

DOT 4

DOT 5

DOT 5.1

DOT 5.1 EV

The importance of keeping our brake fluid up to date is such an easy and inexpensive way to ensure our motorcycles are safe on the road for the upcoming riding season. Let's all add it to our Winter to do list!

Kevin Klatt



Badger Heritage Chapter Fall Meeting - Bristol, WI - 10/12/24

Story and Photos by Steve Peters



The Fall Meeting was at Karen and Sara Hannanans' place in Bristol, WI. There was the threat of rain for the afternoon, but I took the bike anyway as did many others as there were 37 bikes at the meeting with 58 club members in attendance.

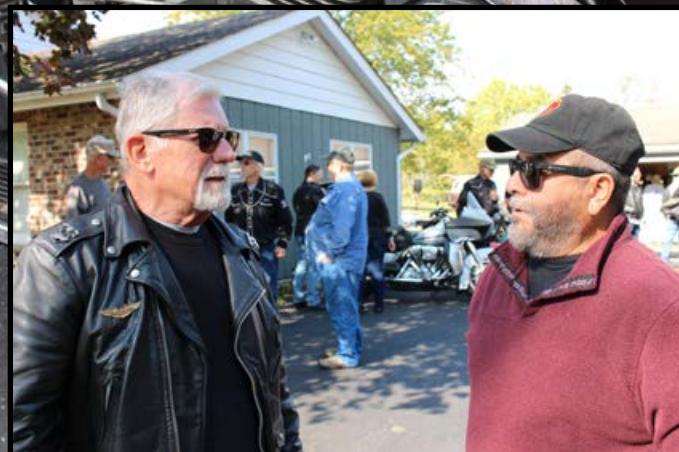
The meeting was host to about 80 of us and we had a full agenda discussing new events to attend as well as having two of our officer elections. Jon D. Oeflein and Tom Hinderholtz will remain as President and Vice President with Ken Bossman as Treasurer and Danielle Werner as secretary. Only President and Treasurer were up for election this time.

The food was very good and I'm sure everyone had their fill as the Goodfellowship was present as well with all of the stories and smiles present throughout the meeting.

On the way home I stayed dry for about 20 minutes as I headed north to Milwaukee. In Union Grove the rain started and did not stop for the rest of the ride. I was thoroughly soaked when I got home.

See you all at the Winter Chill Social in January!

Steve Peters



Badger Heritage Chapter Fall Meeting - Bristol, WI - 10/12/24

Photos by Steve Peters



Many more photos on our club Facebook page

Winter 2024 Spokesman 15

Barber Vintage Festival - Leeds, AL - 10/11-13/24

Story and Photos by Cathy Drexler



With help and encouragement from friends, Wade got a bike ready and qualified to experience American Historic Racing Motorcycle Association (AHRMA) road racing at the Barber Vintage Festival in October. The 19th annual Barber Vintage Festival was different from prior years because it included events in 5 different disciplines: along with the road racing, there was motocross, observed trials, flat track, and cross country. This event is a feast for lovers of vintage bikes.

Along with all the riding events, Barber is known for its amazing motor sports museum, the swap meet, and the distinctive art installations, including the eye-catching woman dangling from a bridge above the track and the sculpture of a giant ant holding up a dangling effigy of a motorcyclist.

Continued on next page



@drex127

Barber Vintage Festival - Leeds, AL - 10/11-13/24

Story and Photos by Cathy Drexler



Wade enjoyed learning the dips, curves, and hairpins of the course on the 1968 Honda CB450 in the Novice Historic Production Lightweight class. What keeps things interesting is that there are multiple classes of bikes on the track at the same time. Along with the great vintage bikes, there are some modern classes too. The sidecars are especially exciting to watch. The start of the Le Mans class is also entertaining: the bikes are held by another person while the riders start across the track from their bikes. At the start, the riders race across the track, start their bikes, and jump on.

The entire weekend was full of choices, with events happening at multiple venues at the same time. The moto-cross course was well designed so that riders could be

seen at multiple points on the course. The big discovery for me was watching the observed trials, which was a new experience. With the bright sunlight and high temperatures, it was nice to be in the shady woods where the trials were going on. Riders were eager to explain the rules of the event and it looks like something that would be fun to try. It was great seeing riders ranging in age from kids to some experts in their 70's.

We are already planning to return to next year's vintage festival, and I would strongly encourage our Badger buddies to put this event on your calendars.

Cathy Drexler



@drex127



@drex127

Barber Vintage Festival - Leeds, AL - 10/11-13/24

Photos by Cathy Drexler



Barber Vintage Festival - Leeds, AL - 10/11-13/24

Photos by Cathy Drexler



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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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