



Chief Blackhawk

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Things I Think and Why I Think Them

Charley Finney President

I'll do my best to avoid politics here, too many views, rarely thought out, so too dangerous. Politics as applied to the meet and everything that goes on there are unavoidable, so fair game will be things like what is vintage, views on judging, future of the meet, the races, etc., all fair game. Over time I will likely touch on a number of these.

Before I wade into this too far, let it be said that none of this is carved in granite. All it takes for me to alter my views is a well-reasoned argument that makes me aware of the error of my ways. So if you disagree with anything I spout off about – let me know, preferably politely.

Probably the most visible issue that comes up at the meet is “vendor in space X is selling parts that aren't legal”. Sometimes it is technically true. The parts in question are from a model for which the first instance is not 35 years old. So technically and practically true. However, if the bulk of the vendor's wares are legal, let it go. I am of the opinion that anyone who is following the general intent of the rules is good to go. I don't intend to fight this fight.

To use another example, take the Z1 Kawasaki. First introduced in 1973, so legal in 2008, and produced in various forms through 1983, a run of 11 years. Writing today some of these units are legal and some are not. From a fundamentals perspective these units are all alike, differentiation/identification of parts requires model specific knowledge. In my view all these parts are legal, and they have all been legal since the day the first Z1 became legal. It is a practical matter. So again, I'm not going to wade into this fight. Put another way, when it comes to vending parts, all Z1, all SOHC 750, all Shovelhead parts are good.

This brings us to the bikes themselves, are all Z1s, SOHC 750s and Shovelheads OK? The simple answer is no. While I would view it as rude to simply ask a vendor to pack up and leave the premises, I would consider it appropriate to ask the 77 and newer bikes be gotten out of sight or removed from the vending area.

So there you have it, to paraphrase Red Green, “It may not be right or even correct, it's just how I view things!”

Again with credit to Red Green. If you disagree, I'm a man, I can change, if I have to.

Charles E. Finney

**Bring your ideas for the theme
bike for 2012 to the brunch.**

Submitted by Bill Provance, Taken from The Antique Automobile March-April 1967

Motorcycle Period 1902-1908

The April, 1902, issue of "The Dealer & Repair Man", formerly the "Cycling Gazette", listed 13 "Leading American Motor Bicycles". The ORIENT was on this list as well as the Marsh. Several excerpts from this article appear worthy of reprint:

"The Waltham Manufacturing Company was one of the first company's," (editor's note: Metz in some of his advertising states that it was the first), "in the country to put a motor bicycle on the market, and has probably done as much as any other one concern to boost the entire motorcycle trade. The company's work has also always been characterized by a policy of supplying plenty of power for hard and fast riding without attempting to reduce weight to a minimum by also cutting down the power and operating radius. Thus the Orient motor bicycle stands foremost in a class by itself, with what is probably the largest and most powerful motor used on motor bicycles and as a

machine which appears somewhat bulky, but whose motor is so amply able to do the work required of it that the weight of the machine is offset by the actual working result obtained. The machine was designed by Charles H. Metz who was one of the first and most energetic experimenters in this country in the designing and manufacturing of motor tandems for cycle pacing purposes, and it can be said of all products that though they may differ in appearance from many motor bicycles, they always go."

The 1902 Orient motorcycle sported a 2¼ HP engine and sold for \$250. The gasoline tank held 5 quarts which was ample for a run of 75 to 100 miles.

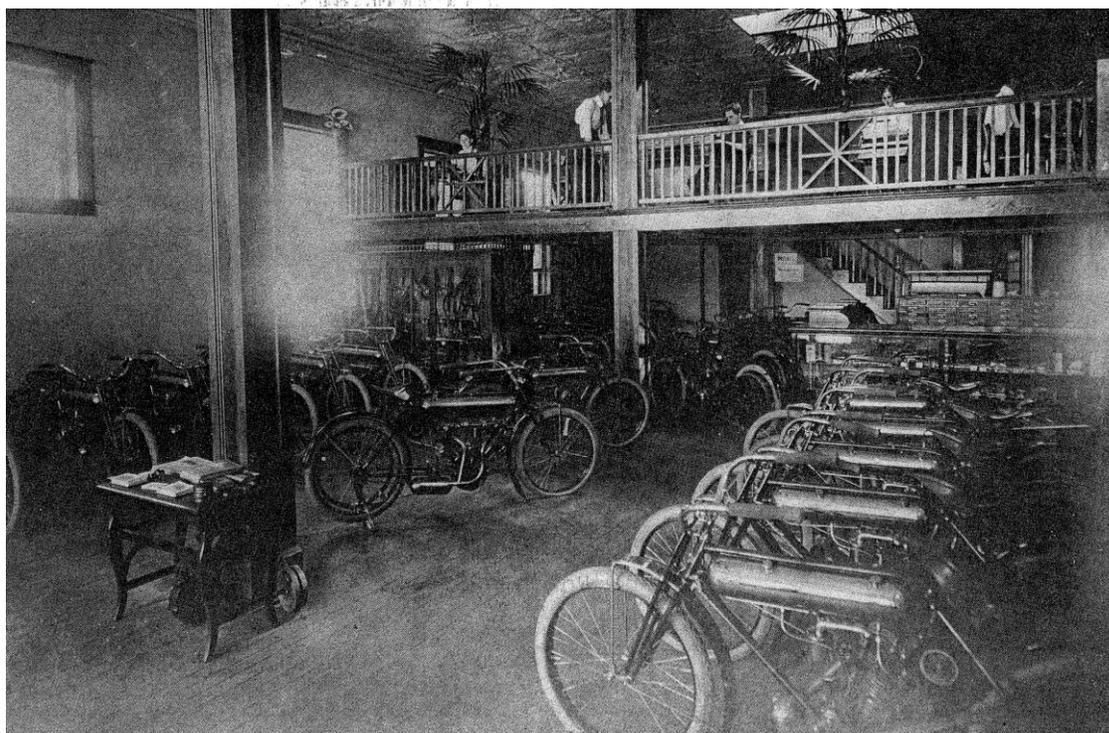
Orient engines became so popular that in 1903 they were sold separately for those who wished to motorize their own equipment. Many early cycle and automotive supply houses carried this line which consisted of three basic engines:

- 2 HP with 3" bore and 3" stroke.
- 3 HP with 3" bore and 3¼" stroke.
- 4 HP with 3" bore and 4¼" stroke.

Regressing to 1901, Charles Coffin and M. P. Clough again purchased large shares of stock in order to pump needed capital into the company. Because they were such large stock holders they endeavored to force their ideas concerning the type of design to be used in the cars manufactured by the company. Metz could see the fallacy of their proposed plans and asked Coffin and Clough to buy him out, which they did in 1902.

Metz severed his connection with the Waltham Manufacturing Company in either late 1901 or early 1902 when he became technical editor on the staff of the famous trade magazine, "CYCLE AND AUTOMOBILE TRADE JOURNAL".

At the same time he proceeded to form the Waltham Development Company which he located on Whitney Avenue, Waltham, behind the P.P.



The showroom and upstairs office inside the M-M Building, 1908. Courtesy Roscoe A. Pickens, Jr.

Adams Department Store. This company is not to be confused with real estate development as it was devoted exclusively to the development of mechanical and transportation ideas. Among the projects on which he experimented was a rotary steam engine. However, nothing further can be learned of this venture.

This experiment in steam completed the cycle for Metz. He had now investigated the three principal methods of automotive power—gasoline, electricity and steam.

The Waltham Manufacturing Company then hired the services of Leonard B. Gaylor, who was vice president and general manager of the Black Manufacturing Company, Erie, Pennsylvania, makers of the Tribune bicycles. In December of 1902, Gaylor applied for a patent on a buckboard type motor car. This patent, #722,224, was granted on March 10, 1903, for an automobile which they proceeded to call the Orient Buckboard. In 1903 Orient Buckboards were anticipated to be a fast selling vehicle

and production was started by the company in lots of 500. This was an optimistic evaluation for an automobile in this period.

We would now like to correct a universal, erroneous impression: Charles Metz was never associated with the Orient Buckboard and he has so specifically stated in correspondence with a friend of his in later years. The Buckboard was entirely Gaylor's.

There have been conflicting reports as to just when production was stopped on Orient Bicycles, however, William F. Coye, who joined the Waltham Manufacturing Company in 1903, has stated that he inspected the last bicycle, made by them, in 1903. They also manufactured a less expensive bicycle which they named the "Waltham". The years of its manufacture cannot be specifically determined, but appear to be around 1902 to 1903.

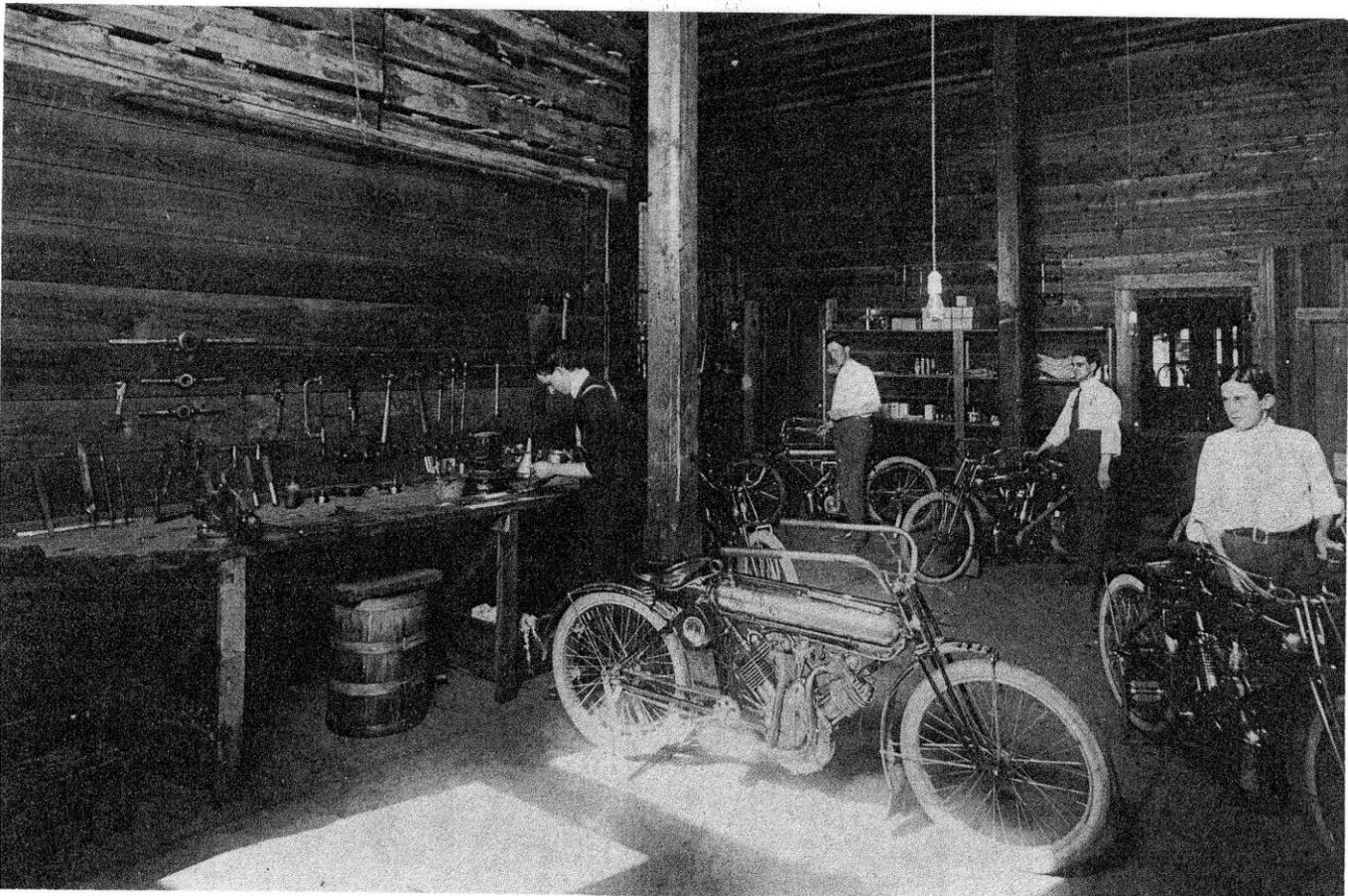
John Robbins remained with the Waltham Manufacturing Company and in 1903, designed a 4 cylinder air cooled engine which he used in a sample car. This engine was composed of

four one cylinder Orient buckboard engines and this sample car was the progenitor of the Orient Model F and G cars which were manufactured in 1904-1905.

William Coye was hired as an assistant to Robbins, who was the shop superintendent at that time. John Robbins left the Waltham Manufacturing Company in 1904 and was replaced by a new general manager, a bearded Russian, who was noted for smoking nothing but obnoxious Russian cigarettes, named Malinovsky. (A possible relation to the present day Soviet Defense Minister Rodian Y. Malinovsky?) Nothing further is known of Malinovsky but Robbins continued to keep in touch with Charles Metz.

So much for the ORIENT—now back to Charles Metz and his new, independent venture.

He produced about two dozen motorcycles in 1902 and early 1903 under the name of "C. H. Metz", known as the "Metz" motorcycles and he established, on Staten Island, New York, the American record for a one mile



The Marsh-Metz repair shop and shipping department. Sales manager Roscoe A. Pickens 2nd from right. Note shipping cases stacked above workbench, 1908. Photo courtesy Roscoe A. Pickens Jr.

run of 1 minute 10 $\frac{2}{5}$ seconds, or almost a mile a minute.

In 1903 he introduced, on his approximately 100 lb. machine, a single lever grip control, flexible grip chain drive, band brake and larger gas tank. The following year he introduced a two speed device contained in the rear wheel hub which was long needed in the trade and extremely successful. This machine had a 2 HP motor and still weighed about 100 lbs. An 80 lb. machine was also manufactured for racing purposes, without the two speed rear hub. Tires were 28" x 2 $\frac{1}{4}$ " and the wheelbase was 50".

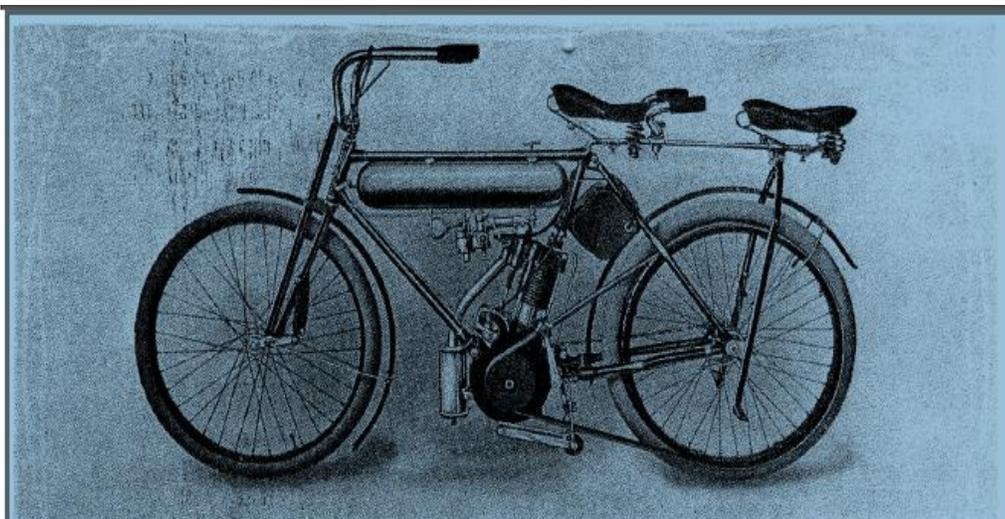
Metz Motorcycles were adopted by the National Cycling Association, the controlling organization for racing in America, as the recognized official design and were used by all of the then prominent professional riders.

The Metz Shop employed but 6 men by 1904, including John Hay, who had been in charge of brazing with Metz for almost 10 years, and his 16 year old son, John F. Hay, who joined Metz that year, in his motorcycle shop, as a general machine shop apprentice. John F. Hay remained with Metz until 1922 in various capacities in production control.

The 1905 Metz Motorcycles were equipped with a 'Thor' engine and carburetor and a 'Thor' yielding disc drive on the rear wheel. Metz discontinued using his own engine and began using the 'ready-made' Thor in order to save money as he was again financially depressed. These engines cost him much less than it had been costing to manufacture his own in the small quantity he required. Also, the Thor engine was an extremely popular engine in its day and was used by many motorcycle manufacturers on their machines.

The 1906 motorcycle sported a 2 cylinder 4 HP engine and retained its usual stout chain drive at a time when most other cycle manufacturers were using belt drive.

Lack of adequate finances again became a factor shaping Metz's destiny. In order to remain in the motorcycle business he began negotiations with the Marsh Brothers and in September of 1905 Charles Metz consolidated his motorcycle business with the American Motor Company, (manufacturers of



A 1908 Marsh-Metz Roadster (motorcycle), with tandem attachment. This model was equipped with a 3 $\frac{1}{4}$ " x 3 $\frac{3}{4}$ ", 3 hp engine, 28" wheels with 3 $\frac{1}{4}$ " tires, weighing 150 pounds. It was black with nickel trim. Price \$175 plus \$20 for the tandem attachment. F. B. Tucker Collection.

the Marsh motorcycle), of Brockton, Massachusetts, to which town he also moved. Metz was to be in charge of the mechanical end of the business and Alonzo Marsh, who was the more dominant of the two Marsh brothers, headed the business and sales end. However, the Marsh Motorcycle and the Metz Motorcycle were still sold as separate machines until as late as the middle of 1906.

The first Marsh-Metz motorcycles were advertised the latter part of 1906. The combining of these two successful "pioneer" motorcycle manufacturers yielded one of the best machines on the market.

During Metz's association with this company he struck up a close friendship with its sales manager, Roscoe A. Pickens.

Metz was evidently convinced to discontinue his preference for chain drive as the M-M motorcycles used belt drive. The two single cylinder models, the "Roadster" and the "Special", had the following respective specifications: Weight—150 lbs. and 135 lbs.; wheels—28" and 26"; tires—2 $\frac{1}{4}$ " on both with 2 $\frac{1}{4}$ " optional on the Roadster

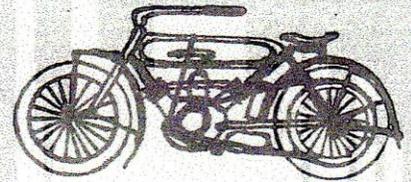
only; wheelbase—51" and 53"; color—black and vermillion. The same 3 HP, 3 $\frac{1}{4}$ " bore and 3 $\frac{3}{4}$ " stroke engine was used on both. Nickel trim was also used on both. Price—Roadster, \$175 and the Special, \$200. A twin-cylinder, 150 lb., 26" wheeled, 2 $\frac{1}{4}$ " tired cycle was introduced in 1908 for \$250.

In the meantime, the Waltham Manufacturing Company was being managed by William Little, who was from Detroit and later manufactured the Little Automobile. Bill Little and a German draftsman by the name of Dietrich developed the big Waltham-Orient with the 20 HP air cooled engine from that originally designed by Robbins.

It was now the Waltham Manufacturing Company's turn at financial embarrassment and the Waltham National Bank began pressing the company for payment of past due notes. When the money was not forthcoming, the bank president, P. P. Adams, an old friend of Metz's, asked him if he could possibly take the "white elephant", (The Waltham Manufacturing Company), off of his hands and make it pay. This was in the summer of 1908.

The Very First Newsletter of Chief Blackhawk.

ANTIQUE MOTORCYCLE CLUB



CHIEF BLACKHAWK CHAPTER

NEWSLETTER

February 1972

A number of antique motorcycle buffs in this immediate area have been discussing the formation of a local chapter for several months. The nearest local chapter, up to now, has been in St. Louis, Missouri. The next closest is in Ohio and then on to still greater distances. We felt that all might be in a better position to enjoy our indulgence in old motorcycles if a local chapter were formed to provide a center of interest wherein we can plan and attend various functions, discuss our problems of restoration, expound on our successes, swap parts, pick each others brains, and generally enjoy our hobby to a greater extent.

To this end, Richard Schultz, Glen McDougall, Neil Dawes, and Louis Bartley have laid the necessary ground work with the American Motorcycle Club and are now a local chapter bearing the name "Chief Blackhawk Chapter". At our first official meeting, we agreed on a few necessary organizational designations so that the business of the chapter could proceed. Mr. Schultz agreed to perform the duties of president; Mr. McDougall to assist as Vice-President; and Mr. Dawes to handle the Secretary-Treasurer business.

Enclosed please find a list of the monthly meetings and the three events planned locally for this season. As the club gains members and experience, we hope to expand the activities to some degree and perhaps to introduce some competitive events.

Most of you who receive this invitation to join the new Chief Blackhawk Chapter of the Antique Motorcycle Club are probably already a member of the national club. For those who are not presently members of the AMC, it is a requirement that this national membership be acquired at or before becoming a member of a local chapter. AMC publishes a quarterly magazine with articles of interest along with a "for sale" and "wanted" section. This publication is included in the national dues which are \$6.00 per year.

Please consider this to be the first newsletter from your new chapter and my personal invitation to join the "antique Motorcycle" nuts. Since this a comparatively new area for AMC, we hope that you will extend an invitation to any of your friends who may be interested and not aware of such an organization as AMC.

Photos from the First Meet of the Year!

Omaha Chapter in Fremont, NE

What a great start to the year of swap meets. Scott Swaney and his chapter put on a good time. This meet seems to get bigger every year. There were about 26 bikes there for judging this year most of those new to judging. There were a lot of Chief Blackhawk members to be seen at this meet. The banquet dinner was delicious. Rich Schultz was there and inducted a couple of fellows into his "Brown Cotton Glove Club". Howard Wagner received a 100 year Medallion for his Winners Circle 1911 Wagner from Chief Judge Steve Dawdy. Steve also gave two seminars which were very informative about the new judging process. Gary Landeen made history in the judging system. Gary had the first bike to be judged in the new competition class.

Howard Wagner receives 100 year Medallion.



02/25/2011



02/25/2011

Tony and Charlie (left)

David and Paul checking out the competition bike (below)



02/26/2011



02/26/2011

Judging on Sat. Morning. Judges meeting had to be in the dark, luckily the power came back on when it was time to start!

The National AMCA Has the Following Positions Open

THE ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC. JOB DESCRIPTION TREASURER

RESPONSIBILITIES:

1. The Treasurer shall collect and disburse the funds of the organization as may be directed by the Board of Directors.
2. The Treasurer shall render a financial report of the organization at the annual and semi-annual Board of Directors meetings and at such other times as the President or the Board of Directors may require the same.
3. The Treasurer shall have charge and custody of the financial records of the organization and shall be responsible for depositing in its name in one or more state banks or Incorporated trust companies designated as depositories by the Board of Directors, all monies received.
4. The Treasurer shall have the authority to sign such papers as may be required in the sale of securities or other assets belonging to the organization or in connection with the settlement of estates or trusts in which the organization has an interest.
5. The Treasurer shall have authority to withdraw funds from any depository as may be necessary to conduct business.
6. The Treasurer will coordinate and monitor tax reports.

Qualified candidates apply for this position by sending a resume to rspagnoli@aol.com . Applicants should have accounting or bookkeeping experience and although tax preparation experience would be a plus, it is not a necessary requirement for the position.

With AMCA Advertising Manager Bob Couboin's resignation, there is an opening for this position. Although there is not an official job description, the manager's job is to process the orders for advertising in the Club magazine, facilitate the transfer of advertising copy to the magazine editor, collect the advertising fees and send them to the Treasurer for deposit and record them on a computer program and sell new advertising to prospective advertisers. This has been a paying position in the past based on a salary/commission. The Board hasn't decided whether to continue the current compensation arrangement or adopt a new one.

We would like to attract someone from the membership for this position, preferably someone with experience in selling advertising for publications. We are also looking for someone to sell additional advertising beyond what appears in the current magazine with the idea of possibly increasing the number of magazine issues and /or pages. A personality and a desire to "beat the bushes" and sell advertising is important.

March Birthday and Anniversaries

Happy Birthday Wishes to the following members with birthdays in March:

Terry Afreon	Fred Kaufman	Beth Payne
Dave Booth	Dave Hollingsworth	Joni Swanson
Erma Cleek	Otis Leach	Dave Rowland
Kevin Duffey	Debbie Marxen	Tim Schumacher
Tracey Fitzgerald	Becky Nelson	
Don Kames		

Happy Anniversary Wishes to the following couple:

Dick and Marion Kingsley

What: March Brunch

Date: Sunday, March 13

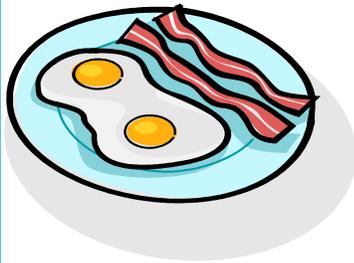
Time: 9 am-11 am (Don't forget to turn your clocks ahead that day!)

Where: Thunder Bay Grill

Cost: \$20/person. Check must be made out to Chief Blackhawk. Check will not be cashed unless you do not show up. Your check will be given back when you get there.

RSVP: by **March 7**: Hollie Swain, Treasurer
611 Wisconsin Ave.
Davenport, IA 52804

For Questions: Call Hollie at 563-514-4022

**Brunch Menu Includes**

- Smoked Salmon
- Made to Order Omelets
- Waffles with all the toppings
- Salad Bar
- Pastries
- Carved Turkey and Ham
- Grits and Oatmeal Station with toppings
- Much More!

January 4, 2011 Meeting Minutes

Meeting called to order by President Charlie Finney. There were 33 members and guests present, January birthdays, Jack Gross, Sandy Schumacher and Pam Gross.

Minutes read, correction made then accepted.

Hollie Swain, Reminder that dues need to be paid. Treasurer's report read and accepted. December expenses, income reported, as were end of year totals. Many thanks to Hollie for her hard work and diligence with the treasurer's duties.

The brunch is scheduled for March 13, 2011, 0900-1100, at Thunder Bay Grill, Davenport, IA/ Reservations are \$20.00 per person, to be refunded upon attendance. There is a question about whether that is the weekend for the daylight saving's time change.

Old business; In regard to the bank accounts, Charlie's name needs to be added to the accounts.

There will be a meeting with Bob Fox regarding the fairgrounds. Charlie, Tony, and Dave Lash will be attending.

Brenda Lash has secured permission for us to use the National logo for this year.

From Tony Swain, poster will be ready next month; the art work has not been finalized as yet. Hopefully, the posters will be ready for the Omaha meet.

From Tim Schumacher, an update was given on the Road Run. The flier is ready for the Spring issue of the magazine. April 1st is the deadline for the summer issue. Tim related the jobs that have been assigned, and the remaining jobs. Participants need to be reminded to make their own reservations for lodging. (cont. pg 9)

Events Near and Far

Chief Blackhawk Business Meetings

March -No Business meeting see special events.

April 5- meeting at the Welcome Inn in Milan Meeting starts at 7PM come earlier to eat.

Special Events of Chief Blackhawk

March 13- Brunch at the Thunder Bay Grille in Davenport Iowa
9 AM to 11 AM don't forget to turn your clocks ahead.

In Our Backyard

March 19 – Starved Rock Harley Davidson Open House in Ottawa, IL
Member Bob Mounce is a mechanic there and states that the Dealership would like to have some old bikes for display. There will be food, demo rides and music.

That Was Then, This is Now
Keels and Wheels May 13-14- Muscatine, Iowa For more information contact Dave Mortiz at MoritzDavid@stanleygroup.com or call 563 260 1970
Dave also is a member of CBH and would like some old bikes there to display.

Upcoming 2011 National Meets

Sunshine Chapter
Eustis, FL
March 4-6

Perkiomen Chapter
Oley, PA
April 29- May 1

Upcoming National Road Runs

Everglades Chapter
Road Run
Palatka, FL
February 28 - March 2

Smitty is being moved to a healthcare facility in Moline.

He is at:

Heartland Healthcare Center
833 16th Ave.
Moline, IL 61265
(309) 764-6744

If you write or send a card use the above address. Attn: Erwin Smith

Minutes cont.

Thanks to Del Schumacher, all the costs and equipment for the chase vehicle and trailer will be provided. Thanks again to Del and Wanda for their generosity.

From Brenda Lash, Karen Michels would like an increase of her fee from \$300.00 to \$350.00. Discussion heard. Brenda Lash made a motion for the increase; the motion was seconded by Dave Booth. The motion was passed by a majority of members present.

From Brenda Lash; the past newsletter editor had some personal issues, and is no longer able to continue. Brenda would like to do a monthly newsletter, at a lower cost to the club. Discussion heard on the subject. Dave Lash reported on the cost for printing, both sending it out and doing it within the club. With the current equipment, printing the newsletter took several hours. Discussion was heard on whether to buy updated printing equipment or to subcontract the work. Discussion included the need to print vendor packets and packets for the road run. Pros and cons heard for both positions, with cost being a factor. Decision was made to table the discussion until the February meeting.

New Business; Bill Provance announced that the ABATE chapter in our area will again put on a small swap meet at the American Legion hall on Rte. 40 in Rock Falls, IL, on January 16, with vendor set up from 0900-1030, and open to the public at 1030. The meet is usually about 15 to 20 Vendors, and is a fund raiser for ABATE.

From Jack Gross; Regarding meet and participation pins, for the past few years, we have had lots of meet pins left over. The number of meet pins will be reduced this year.

Tim Schumacher; Pins for the Road Run will be specific to the road run, and will be ordered from a US manufacturer.

Jack Gross; The committee for 2012 will meet for a few minutes after the meeting. (A meeting was set for Tuesday, January 11, in Geneseo at 1800.)

A motion to adjourn was made by Smitty, and passed by a majority of members present.

Respectfully submitted,

Pam Gross Secretary

Newsletter Editor

Wanted:

Ideas for other activities or rides we can do outside of just having a business meeting. Bring any ideas with you to the meeting or email to Brenda. Anyone interested in having a garage party at your house, please let us know and we will get it on the schedule.

This is your newsletter and our means of communicating with members who cannot attend a local meeting. If anyone has anything that they would like to include in the newsletter please sent it to me via email at bteellash@gmail.com or you can mail it to PO Box 514, Buffalo, Iowa 52728,

or just give me a call at 563-381-4015. *I do request that if you want to include something to please have it to me by the 10th so that it will appear in the following month's newsletter.*

Thanks Brenda Lash

We're on the Web!

See us at:

www.chiefblackhawk.org

CHIEF BLACKHAWK

PO Box 514
Buffalo, IA 52728

