



Chief Blackhawk

Things I Think and Why I Think Them

Charley Finney President

Chief Blackhawk Officers
and Board of Directors

Charles Finney
President
563-355-7727
finneys@ieee.org

David Lash
Vice President
563-381-4015
ddlbt@gmail.com

Hollie Swain
Treasurer
563-514-4022
K75hollie@gmail.com

Pam Gross
Secretary
815-879-0301
Srp144@verizon.net

Wanda Schumacher
Director
563-323-8643
blackhawkdav@aol.com

Tony Swain
Director
563-650-3226
weirdmotos@gmail.com

Don Curtis
Director
309-797-1832
drdjcurtis@att.net

Bill Provance
Director
815-643-2178

Bruce Coutant
Director
309-737-9627

All over the map

Let's be clear about something, I am not "disgruntled" with the AMCA. Too better understand why I write these columns in the fashion I do, it may help if I make my priorities clear. As I see it my first priority is to the Chief Blackhawk membership, and by extension to the Chief Blackhawk Chapter. To be sure, I came into this position having no sense of the responsibilities, expectations or relationships involved and no experience in how to help the Chapter be relevant and legitimate to those who choose to involve themselves with the Chapter.

Something I think I know is that the creation and existence of the AMCA was a necessary prerequisite to the creation of the Chief Blackhawk Chapter. Without the founders commitment, vision and heavy handed approach to what was to be considered antique, what appropriate activities were to be in the context of the club and clear constraints on what one had to do to participate in club activities it would have come to naught. Meets, judging, chapters and road runs would not exist today, as we understand them, were it not for the founders' foresight. Something might have come into existence had the AMC not existed; but, I can see no reason to speculate that that something would have met our "needs" in comparable measure to what we have in the AMCA, AMCA Chapters and the AMCA membership. Put another way, I think we, meaning all AMCA members and Chapters, need to be very careful about any changes we might propose to the structure and operations of the AMCA, least we break it in such a way that it ceases to have legitimacy and disappears.

I know, I know, for some subset of the membership the National doesn't have any legitimacy today. However, based on my limited conversations to date, I hear three or four kinds of comments. The grievances trend along the lines of misuse of monies, rancor over judging, transparency, and arrogance (probably real in some cases, magnified by poor communications). I presume that, in some measure, each of these areas can be addressed in such a way as to restore some level of legitimacy in the minds of the disenfranchised, while not alienating those who currently grant legitimacy to the National.

Lying in here somewhere is a question of how should this institution/organization be structured. Should the AMCA continue to be driven from the top, in the somewhat dictatorial manner that it has been for its 57 year history? Or, should the AMCA be driven from the bottom by the membership at large, through mechanisms that do not exist today? Or, is there some hybrid structure that might better do a better job of ensuring legitimacy to a larger faction of the membership, while adapting to the world that is coming, rather than becoming an irrelevant antique. These questions will wait for another day. After all, I need something to write about in the future.

So let's talk about transparency that should be fun. Just off the cuff transparency sounds easy, simply tell us what is going on! While doing so will not eliminate conspiracy theories and conjectures of ill intent, it will likely help. Having said this, what do I mean, what is it we are to be told to achieve this transparency? The list of four general grievances points to things like financials available to everyone, fully documented rationale around all aspects of changes in judging and a commitment to such an approach might go a fair distance towards addressing the arrogance questions, thereby bringing a measure of increased transparency and legitimacy.

(Continued on page 3)

Member Profile Richard Kingsley



Dick and Marion Kingsley have been members of Chief Blackhawk since 1989. Dick and Marion served as the Deputy Judge for the chapter for about 4 years until Dick's health declined and he felt he could not do the job justice. Marion still continues on in the judging registration.

Dick's love of motorcycles (especially British) goes way back. Dick got his first bike at the age of 17, a 1948 Simplex. In 1953 he got his first BSA and has always had a bike since.

Kingsley was a lineman for Central Illinois Light Company when he took a job working for Tote Gray of Grayboy Cycles in the evening. He honed his skills to be certified as an American Motorcycle Association Mechanic for BSA professional racers.

Dick joined the Peoria Motorcycle Club in 1956 and had the only British bike in the club. He rode Enduros for several years. He especially enjoyed "Bruce's Turkey Run" put on in the fall by the HD Dealer Bruce Walters. All the trophies had turkeys on the top instead of motorcycles. Dick still has his trophy dated 1957.

Dick also worked for the Bridgestone dealer who talked him into taking the dealership. Dick went to BSA school on the east coast twice and the second time the instructor did not show up so they had Dick teach.

Dick and Marion's oldest son raced flat track and Dick was his mechanic. Dick spent 10 years on the race track and after that says he won't be sleeping in a tent anymore.

Dick and Marion have been married for 60 years and have 5 children. They have all grown up on motorcycles and the boys have several of their own including BSA's.

Dick states that they do not get to many meetings now but they enjoy the ones they do get to attend. They especially enjoy the meet where Dick vends and Marion works in the expo building doing judging registration. They are looking forward to the next meet as they miss seeing all the friends they have made through the years.

In closing Dick states "Life and Motorcycling has been good to me. My wife is my 1st love but have to admit motorcycles sure do run a close second".

Things I Think and Why I Think Them (continued from page 1)

Do I believe the above to be what should be being done and do I think these steps would restore/ensure legitimacy? Not a chance. I'd like to think there are myriad ways to approach these grievances. For me there is the open question of what are the real challenges to legitimacy and how to answer those challenges. Once a definitive list is identified, how do the items on the list relate to each other and what on the list will simply not be addressed and why. For what remains, what priorities should be assigned to each item and what does the solution space look like.

This is going to get murky. There is too much I do not know and I'm fairly certain some of the information is not readily available. Over time I will come back to questions of things I would like to know and how to get that information, money, who it belongs to, how it is used, judging, transparency, and more. Meanwhile, I'd like to hear from you:

finneys@ieee.org or 563-355-7727

Charles E. Finney

Vintage Days in Anamosa

Brenda Teel-Lash

David and I attended the Vintage Days in Anamosa the first weekend in June. Being that it was a vintage ride I felt I should ride, well something "vintage". Knowing for weeks that we were going to do this and that all the bikes in the garage 35 yrs. old and older were all hand shift I thought I should get some practice. Well I got out there maybe two times. The day arrives that we leave. David thought it might rain so he wasn't sure about riding the 50 chopper. No front fender. So I thought well maybe I will ride my little Hondamatic. As we get the bikes out of the garage I was thinking to myself "come on you ride a big girl bike every day you can do this". So the Honda goes back in the garage and David has to ride his fender less chopper, really it's not going to rain. So I push out the 68 Shovel. You can do this I tell myself. So we are packed up and David kicks his bike and we are off, or so I thought. I kept trying to go and would kill the bike every time. David gets off his bike and comes back to see what's going on. I show him. "Dear, you are in 4th gear. Remember knee first" Oh let me tell you that works better and I bet I don't forget again. So once again we are off and this time we really were. So I do pretty well with first gear now but second and third gears they were not the least bit friendly to me. Fourth and I were pals though so the ride from Montpelier to Muscatine wasn't too bad. Yep I can do this. Then panic sets in. We are in Muscatine and have to stop for traffic lights. Well it was nerve racking but I made it. So we are off again and still second and third gears were not playing nice. We stop in Tipton for a snack and I tell David my battle with second and third, (like he couldn't hear it going down the road). Anyway he explains how to just push straight up from first and it pops right in. Wow that works! Still third gear was a bear. We finally made it to Anamosa, but first a stop for David to put on some rain gear, but really it was only some sprinkles. Ha Ha! We saw Steve and Jack right inside the gate. David had to take both bikes in as we had entered them in the show. I wasn't up to the task of driving slow with lots of people around. Jack gave me some more pointers like how when I step on the clutch to count to 5 before I try to change gears. Worked well for me too Thanks Jack!

We were a little late for the judging, but met up with Steve and Sandee Dawdy and helped finish up. David did get an award for his 68 Shovel. Yeah! David sat on the panel for the discussion, while I waited outside and chatted with Sandee. Several Blackhawk members were present. Bruce rode up on his Indian very pretty bike. Tony was helping at the sign in booth. It was nice to see John Parham out and about. Meter Maids from around the country were there to join the fun.

Day two was the road run. Nice ride on some of the same roads we will be taking for our road run in September. I had hoped to stay in the back of the line with David close by, but that didn't work out. David was three bikes ahead of me. I am sure the guy behind me was getting frustrated but I killed the bike at a stop sign and he passed me and the other two guys just kept their distance. We all made it back safe and sound and had a great lunch waiting for us. After lunch we spent the rest of the day going through the museum. It was the first time that we had been there since it moved and it is nice. Heading home was a much better ride. Third gear and I are on speaking terms most of the time so I think I will be ready for the road run in September just please let me be at the back of the line! If we have to stop on a hill I am getting off and walking while David moves both bikes. HA HA



Pictures from Vintage days. Top left Jack and Steve . Top Right David and Steve on the judging field. Center left John and Mark presenting awards. Center right David getting the award for his shovelhead. Bottom left Steve and Sandee, David and Brenda. Bottom right Bruce and his nice Indian.



Some pictures from Smitty's Auction. I must apologize when I went to the website I only seen one day and I guess there was a second day I failed to post.



Dave, David and Jerry checking out some parts.

I wanted to start adding some information about the Antique Motorcycle Foundation. Some of you may not know that along with being the newsletter editor for Chief Blackhawk I am also the Secretary for the Foundation. I believe there are a lot of misconceptions out there about the Foundation and would like to start introducing some of the activities the Foundation is working on. Brenda Teel-Lash

About the Antique Motorcycle Foundation

(Taken from the website www.antiquemotorcyclefoundation.org)

History of the Foundation

In 2007, a non-profit, tax-exempt educational foundation—now called the Antique Motorcycle Foundation—was created during the process of restructuring the Antique Motorcycle Club of America. Part of the purpose of this foundation is to tell to the public at large the important story the motorcycle has played in the evolution of technology and culture in the industrialized world.

The Antique Motorcycle Foundation's first significant effort to fulfill this mission was the creation of motorcycle exhibits at the Antique Automobile Club of America Museum in Hershey, Pennsylvania. This is one of the most significant motor museums in the nation, and the only one that is affiliated with the Smithsonian Institution.



The first exhibit, opened in June 2008, was titled "Motorcycles 1884—1973," featuring vehicles ranging from an 1884 steam motorcycle replica to the first ultra-high performance street machines that appeared in 1973. This exhibit has since been documented by the Foundation in a book titled "Two-Wheeled Treasures of Members of the Antique Motorcycle Club of America." For more information on "Two-Wheeled Treasures," visit www.antiquemotorcyclefoundation.org.

In June 2009, a second exhibit was installed at the AACA Museum in Hershey titled "Fast From the Past: Competition Motorcycles of Yesteryear." Like the inaugural display, this exhibit, featuring racing motorcycles from 1905 to the present, was extremely popular with museum visitors.

In May 2010, the "Fast from the Past" exhibit was relocated to a new, larger facility in Newburgh, New York, that will soon open under the name of Motorcyclepedia.

In cooperation with the Gerald A. Doering Foundation, this facility, located just north of New York City in a densely populated sector of the United States, will become the permanent home of the Antique Motorcycle Foundation's museum exhibits. To improve its outreach, the Foundation is also exploring the possibility of developing a traveling version of "Fast From the Past" to be marketed to major museum and galleries throughout North America.



The Antique Motorcycle Foundation has also supported the Antique Motorcycle Club of America's Youth Outreach Program by assisting with funding for an essay contest and custom motorcycle build designed to expose more young people to antique motorcycle collecting and preservation. Through this and similar projects, the Antique Motorcycle Foundation remains in close partnership with its founding organization, the AMCA.

News from the National Board

AMCA DIRECTOR POSITIONS OPEN: We want your help and we want to make it interesting for a volunteer. Volunteers can make a significant contribution as a Director. A Director shall be willing to accept specific assignments and perform other duties as required by the President. Directors must possess personal and professional integrity, interact honorable and ethically with others, maintain a mailing address, telephone number and email address and be able to communicate effectively. Directors shall be reasonably available to attend Board meetings and to participate in other meetings.

Although not specifically required, the following attributes are desirable: (a) leadership experience, through positions of authority, management, training, etc. whereby the candidate has directed or guided the efforts and actions of others; (b) business management experience (c) a working knowledge of the history and makeup of the AMCA; (d) a general knowledge of and interest in antique motorcycling and its history and (e) formal education beyond high school.

Send your resume to Richard Spagnolli, President at rspagnolli@aol.com or call 724-861-4681 and Trudi Johnson-Richards, Acting Secretary, trudijr@visi.com. Applications are due no later than July 15, 2011.

See Job Description on page 7

AMCA Accepting Bids for Club Trailer

The AMCA is accepting sealed bids for the purchase of the Club trailer. Bids will be accepted through August 24, and will be opened at the Board of Directors Annual Meeting September 1 in Davenport, Iowa. The winning bidder can arrange to pick up the trailer in Ohio at a later date.

Here are the specifications of the trailer:

2009 MVP Razor Trailer

Twin 3500-lb. axles (Dexter)

Trailer weight: 2,800 lbs.

ST225-75R15 load-range D tires

Spring-assisted rear ramp door

Electric brakes (4 wheels)

12 Volt interior lights

Electric converter w/12-volt, 50 amp/hour battery

Exterior 110-volt outlet

Heavy-duty 30-amp hook-up cable

Fan-Tastic ceiling fan (Reversible)

Wizard Industries retractable screen door (side door)

Carefree of Colorado manual patio awning (left side)

15' x 7' interior (not including "V" nose)

6-1/2' ceiling height

2 Pingel movable wheel chocks (three mounting positions)

7 fixed D rings

E-track and movable D rings

10-Heavy-duty straps for E-track

2 5/16" Hitch

The AMCA reserves the right to accept or reject any bid in its sole and absolute discretion. Bids should be submitted to: Trudi Johnson-Richards, AMCA Vice President, 3295 Victoria St., Shoreview, MN 55126; trudijr@visi.com.

ANTIQUÉ MOTORCYCLE CLUB OF AMERICA, INC
JOB DESCRIPTION

DIRECTOR, AMCA

RESPONSIBILITIES:

A Director, AMCA, shall have general management responsibility and control over of the affairs and property of the Club. All Directors shall perform all duties as assigned by the President of the Board and all other duties not specifically designated by the AMCA constitution.

QUALIFICATIONS:

1. Directors shall be members in good standing in the AMCA for a period of at least three (3) consecutive years prior to appointment to office.
 2. Directors must possess personal and professional integrity and interact honorable and ethically with others.
 3. Directors shall maintain a mailing address, telephone number and email address and be able to communicate through any and all of these systems in a timely manner.
 4. Directors shall be reasonably available to attend Board meetings and to participate in other meetings as directed by the President. A Director who is absent from two consecutive Board of Directors meetings may be removed from the Board by a majority vote of those present at the next regularly scheduled or special meeting.
 5. Directors shall possess effective communication skills, including the ability to explain a particular position and defend it and to negotiate reasonably without anger. Directors must be able to support the official position of the Board whether or not the Director personally agrees with that position.
 6. Directors shall be willing to accept specific assignments as delegated by the President, and to perform other duties as required by the President or the AMCA Bylaws including, but not limited to, representing the AMCA to the membership and the public.
 7. Directors shall adhere to all established AMCA Policies and Procedures and respect the need for confidentiality in certain limited subjects such as personnel issues.
 8. Any director may be removed by two-thirds of the remaining members of the board of directors, whether or not a quorum is present, whenever, in the judgment of the board of directors, the best interests of the corporation will be served thereby.
 9. Although not specifically required, the following attributes are desirable:
 - a. Leadership experience, through positions of authority, management, training etc., whereby the candidate has directed or guided the efforts and actions of others.
 - b. Business management experience, through positions which require a working knowledge of basic finances, budgeting and taxation rules.
 - c. A working knowledge of the history and makeup of the AMCA.
 - d. A general knowledge of and interest in antique motorcycling and its history.
 - e. Formal education beyond high school.
-

Events Near and Far

Chief Blackhawk Business Meetings

July no meeting Picnic month

August 2nd Meeting at Welcome Inn in Milan start gathering around 5:30 meeting at 7.

Special Events of Chief Blackhawk

Looking for suggestions from members

7/23/11 Ride to the Wheels o Time Museum in Dunlap, IL more details to follow. Quad Cities area folks meet at McDonalds by the airport at 9 AM plan to leave around 9:15 to go to the gas station off the interstate in Geneseo to meet up with Princeton area people. Leave by 10 AM head to the Beach Pub in Chillicothe on the Illinois River for lunch. Leave there at 1:30 head to Dunlap to the museum. We can leave museum as a group and split up later. <http://wheelsotime.org/>
<http://riverbeachpub.com/>

8/21/11 Ride to the National Motorcycle Museum in Anamosa more details to follow

In Our Backyard

Sidecar Rally at the National Motorcycle Museum Sept 10 from 10AM to 4 PM. A special seminar by "Slider" Gilmore, Blue Haired Old Ladies, Tar Snakes and Road Alligators what every street smart rider should know begins at 1:00 PM. You won't want to miss that. Slider is one fun person to be around.

Upcoming 2011 National Meets

Wauseon Jul. 15-17
Wauseon, OH

Chief Blackhawk
Sept. 1-4
Davenport, IA

Chesapeake Chapter
Sept. 30- Oct 1
Jefferson, PA

Upcoming National Road Runs

Bluegrass Chapter RR
Jul 19-22
Richmond, KY

Chief Blackhawk
Sept. 5 – 8
Galena, IL

Yerba Buena Chapter
Sept. 25 – 28
Napa Valley, CA

July Birthday and Anniversaries

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

Marcy Dietz

Robbi Ford

Gary Gill

Christine Millay

Robert Mounce

Herb Palmer

Happy Anniversary Wishes to the following couples:

Dave and Jone Booth

Pete and Judy Thiakos

Steve and Pam Gross

Ken and Joan Welty

Dave and Teri Hollingsworth

David and Brenda Lash

Robert and Bonnie Mounce

Kevin and Mary Schwenk