



# 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](mailto:finneys@ieee.org)

David Lash  
Vice President  
563-381-4015  
[ddlbt@gmail.com](mailto:ddlbt@gmail.com)

Hollie Swain  
Treasurer  
563-514-4022  
[K75hollie@gmail.com](mailto:K75hollie@gmail.com)

Pam Gross  
Secretary  
815-879-0301  
[Srp144@verizon.net](mailto:Srp144@verizon.net)

Wanda Schumacher  
Director  
563-323-8643  
[blackhawkdav@aol.com](mailto:blackhawkdav@aol.com)

Tony Swain  
Director  
563-650-3226  
[weirdmotos@gmail.com](mailto:weirdmotos@gmail.com)

Don Curtis  
Director  
309-797-1832  
[drdjcurtis@att.net](mailto:drdjcurtis@att.net)

Bill Provance  
Director  
815-643-2178

Bruce Coutant  
Director  
309-737-9627

40 years, it doesn't seem possible, yet here we are. I am too young to have had the pleasure of knowing all the Chief Blackhawk Chapter members who got us here. I don't think I'm too old to know all the Chapter members going forward. Though I must admit I am truly terrible at the name thing, I think I will benefit greatly as a person if I can meet all of you.

One of the goals I set for myself when I accepted the role of president for the Chapter was to meet and get to know all of the Chapter members. It seems to me that if I know you, learn more about what your interests are, what works for you and what does not, or what could just use some tweaking, I can do a better job of making the Chapter work for you.

I have the idea that while antique motorcycles bring us together, we all have our particular passions that motivate us to consume our lives in this way. I am seriously interested in what passions motivate you. Is it the social aspects of the Chapter, the challenge of bringing a bygone unit back to life, the thrill of getting an antique from A to B and managing all the problems that pop up, judging or just being part of something bigger than you are, what is it that makes you do this?

Given what I have put in print in the last couple of newsletters, if you are so inclined, tell me about how feel about how these pieces reflect on you.

The real motivation is to meet you. For some of us the meet is the best opportunity for that to happen. I am not too busy; you are not interrupting something more important, so please take the time to introduce yourself. I will be a better person for having the opportunity to know each and every one of you.

Looking forward to making your acquaintance.

Charles E. Finney

**Its meet time! We ask that all members please schedule at least a two hour shift to help out somewhere. The signup sheet will be in the Keppy building. If you don't know what an assignment means such as where the gate is or what to do ask a board member. Each Director and Officer is in charge of an area at the meet. Hope to see everyone there!**

**We will be at the fairgrounds on Sat August 27<sup>th</sup> to put down the initial stripping for the spaces. Meet at 9AM if you can help.**

Wow has this been a busy past 30 days. We had our annual picnic in July at the Moto Dome in Colona, Il on July 10. The weather was steamy outside but we were inside in the air conditioning due to courtesy of Tom Reese. Many Thanks to Tom for that and to Ray Sterns for being there to show us around.



## Review of the Bluegrass Road Run by Tim Schumacher

Although the Bluegrass Road Run didn't start until sign-in on Tuesday, July 19th Sandy and I started our vacation early. We left on Saturday July 16th and arrived late that evening. I'd called ahead while on the road to see if we could get a room at the host hotel since we didn't have reservations for that night and they were full. We went to the hotel anyway, spoke with the night manager and he hooked us up in a room that was out of service for a minor maintenance issue. On Sunday afternoon we moved into the room we'd reserved for the week. One of our first stops was at the Man O' War Harley dealership in Lexington, KY. We arrived just in time to see a large group of motorcyclists along with police escort arrive at the dealership for a local benefit ride. Unfortunately for all concerned the rain came in hard just as most were dismounting their bikes. I guess it could have been much worse, they could have still been out on their ride. Over the next couple days the weather was a bit unpredictable, rain, no rain so I took Sandy shopping at the Hamburg Place shopping center. We visited other stores in Lexington and ate at restaurants suggested by the road run committee as well as local residents (Billy's BBQ, Parkette Drive-In, Wallace Station, Hall's on the River, Copper River, etc.). I believe Sandy was in Heaven! I had taken 2 bikes and we did manage to log about 200 miles on the Road King between rains and prior to the road run. We enjoyed great riding, shopping and dining. Sign-in for the road run went very well. They had a barbeque at a local park/campground which was excellent. We didn't experience any rain during the 3 days of the road run, but it was exceptionally hot. Sandy decided to skip the ride on Thursday. I noted some minor difficulties during the road run, however the Bluegrass Chapter did an outstanding job with this event. Kudo's to Brian, Laura and the rest of the chapter! We had a great time with lots of riders we'd previously met and made some new friends. The 1st day was a ride to the Natural Bridge. Rain the night before caused a mudslide and the main roads were closed to the bridge. The group we rode with that day attempted to reach it from both sides on main roads, but the roads were blocked off and we hadn't gotten word that there were other ways in so we missed out on the bridge, pictures and lunch at the recommended location. Tom from Ohio led the group we rode with. He did a great job getting us around, but keeping up with him reminded me of riding with Charlie Finney (every day is race day). Even with some extra riding we put on about 200 miles which was only about 10 miles over the scheduled run. We did make it through the Nada Tunnel, it was awesome, however our lead rider went down when he caught the wall with his Indian. He survived with relatively minor injuries to himself and light damage to his bike. On the 2nd day we rode to a distillery. Along the way there was a ferry crossing that was supposed to take us across the river. Early groups made it across, but the ferry closed for a few hours around 9:30 and our group just missed it so we backtracked around that section. Greg and Kay from Colorado took the lead and did a great job getting us to our destination. Later that same day an older local man intentionally drove his car off the landing and into the river. Attempts to rescue him failed. Since we did a little extra riding trying to find a way around the ferry crossing we put on about 200 miles which was only about 50 miles over the scheduled ride, no problem. The distillery tour was interesting, free samples were available and the Bluegrass Chapter had a very good prepared luncheon waiting for us. On the 3rd and final day of the road run we toured Clairborne Farm which is a horse farm well known for Secretariat. Joe and Karen from New Jersey led the way and it was the only day we didn't make a wrong turn so we completed the 85 miles on target. We put about 500 miles on the '68 H-D Electra Glide. It ran flawlessly except for minor battery issues on the last day. Thanks to all who gave me jumps along the way! I learned a lot while at the farm such as the studs bite the mares on the back of the neck during their mating process, they complete mating consummation in 15 seconds and after their racing days they get fat quick. That explains a lot! We had a chance to speak with Lavera and her family. This was her first opportunity to ride since having health related issues at the Allegany road run last year. The road run ended with an awesome banquet, guest speaker, awards and recognition of AMCA National officers as well as contributions made by various Bluegrass Chapter members. I put in a plug for our road run, Rick put in a plug for theirs. If you've never been on one you don't know what you've been missing! Lots of regulars on these events. Bikes were packed or loaded, addresses and numbers exchanged (that reminds me I've got to call Wayne about MC parts), good-byes were said and everyone parted until the next event!

Tim  
AMCA #151



CBH members Pam, Brenda, David, Tony, Charlie, and Jerry with the Fox family and Pat and Lisa Oberg.

Several Members from Chief Blackhawk had the honor to escort a 90+ year old Couple on a surprise motorcycle ride on Sat. July 23. We had a scheduled ride to Peoria that day and got notice on Thur. that the ride for this couple was scheduled. We delayed our trip to escort the couple as Pat and Lisa Oberg from Moline took the couple for their motorcycle ride. The weather looked as if we were in for a storm but held out as we took the ride from Heartland nursing home around behind the airport and back. Art Fox is 99 and his wife Lillian is 96. The CNA asked Art that morning what he would do if he had a million dollars and his response was "Buy a Harley Davidson Motorcycle". Lillian was in on the surprise but Art had no idea he would be riding that day!



Look at the smile on Lillian's Face!



Art wanted to know where the door to the Sidecar was!



Art and Lillian in their younger years. They were long time members of the Tri City Motorcycle club.

Ride to the Wheels O Time Museum July 23<sup>rd</sup>.

After we escorted the Fox's on their ride members Charlie, Brenda, David, Jerry, Pam and Tony headed to Geneseo. Our first stop was the gas station to see if anyone else had decided to join us. Our apologizes for being late, but we did have an important mission to fulfill before we could leave town. Tony left our group there and we headed to the Beach Pub in Chillicothe to have lunch with Dick Kingsley and his sons. Dave Booth joined our group there. It was nice to see Dick and he even rode a pretty little Honda Rebel to come meet us. After lunch off we went to the museum. The day was VERY hot and steamy and much to our dismay the museum was not air conditioned except for the front lobby and the library, but we like antiques so we stayed and took a look around.



Jerry and Charlie cooling off in the library. Pam wondering what she can cook with that. Brenda checking out the old washing machines and the boys to the right?? Group shot with the train.

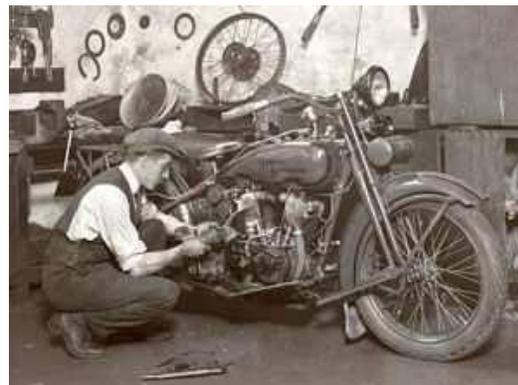


## The Antique Motorcycle Foundation Mission

(Taken from the website [www.antiquemotorcyclefoundation.org](http://www.antiquemotorcyclefoundation.org))

The Antique Motorcycle Foundation is an autonomous, non-profit organization created to tell the story of antique motorcycling to the public, so that the role and influence of two-wheeled transportation in our history and technological development can be better understood and appreciated. The Foundation pursues that mission in the following ways:

- Creating a public platform for the ongoing display of important motorcycles and artifacts for enjoyment of all ages and generations.
- Acquiring and preserving valuable motorcycle collections that are a significant part of our cultural heritage and transportation history.
- Educating the public about the history of motorcycle development and the role of the motorcycle in our culture through activities such as seminars, forums, meetings, panel discussions, lectures, audio-visual presentations and other avenues.
- Providing ongoing communications and information about the role of the motorcycle in our heritage.
- Building a strong understanding and enthusiasm for antique motorcycles among multi-generational audiences.
- Inspiring excitement and enthusiasm in younger generations to explore and continue the art of antique motorcycle collecting.
- Raising the funding necessary to sustain an endowment that will enable the Foundation to carrying out these programs.



- **The Mission in Action**

- As one of its first educational endeavors, in June 2008 the Foundation entered into a partnership with the Antique Automobile Club of America Museum in Hershey, Pennsylvania. This resulted in the development and display of two successful antique motorcycle exhibits in a 2,700-square-foot gallery at the Hershey site. These exhibits were viewed by more than 50,000 visitors annually. The first of these two exhibits has been documented in a book.
- Recently, the Foundation has embarked on a new venture and opportunity that will take it to the next level in its evolution. Its motorcycle exhibit projects have been relocated to a new 3,600-square-foot gallery space at a site in Newburgh, New York. This gallery is located in a 85,000-square-foot facility managed by the Gerald A. Doering Foundation that currently houses more than 300 antique, classic and period-custom motorcycles, along with related memorabilia owned by the Doering family. This move allows the AMF to significantly expand the scope of its exhibit efforts and programs to more fully realize its educational mission.
- The site's location—in a densely populated region of the country along the beautiful Hudson River Valley, with New York City, New Jersey, New England, Pennsylvania and Eastern Canada all within driving distance—gives the Foundation access to new and larger audiences.
- The AMF's goal is to make the Newburgh facility its permanent home for the continued display of antique motorcycle exhibits, coupled with educational programs and activities. In addition, the Foundation is exploring the development of a traveling exhibit that will allow its story to be told at other strategic locations across North America.



## News from the National Board

Dear Chapter Presidents and Newsletter Editors,

I apologize for the delay in sending the latest newsletter but many things have happened since sending my last one. The Club has a new Treasurer and Advertising Manager. Jim Grauly was appointed Treasurer by the Board at the Board meeting in Eustis. Jim has extensive financial service experience having specialized in management and tax counseling services for small businesses and professionals. He has been the treasurer of several organizations and is currently the Treasurer of the Pennsylvania Interscholastic Hockey League. The Club's finances are in good hands and we very happy to have Jim on board.

Paul Holdworth, a professional advertising consultant with extensive experience selling advertising for motorcycle publications, was hired as a contractor to be the Club's advertising manager. Paul's job will be to service existing advertisers and also increase the number of advertisers in the Magazine. We are hoping the increase in advertising will allow the Club to have more pages in the current four issues per year and perhaps increase the number of issues down the road. All this depends on increased advertising revenues. I'm sure Paul will do his best in this regard.

I made the decision when elected President to attend all national meets this year and as many Road Runs as possible. So far I have attended every meet except Viking because it conflicted with Rhinebeck. I can say without reservation based on my attendance so far this year that the Club is alive, enthusiastic as ever and full of people having fun with old motorcycles.

I learned that every National Meet has its own distinct "personality." No two are the same. But one theme prevails: friendship, camaraderie and of course, the search for parts and maybe a few "war stories" about past events on old bikes. Because of the recent Club Survey indicating the average age of our members was 59, I looked around and realized that we are a Club made up of mostly "older" people. However, the older people don't seem to have lost their enthusiasm for old motorcycles and the like. That said, the Board is very conscious of the need to attract younger members. We are sponsoring a pilot program at Wauseon of Children's Field Games where kids will be able to ride bicycles through the same field trials that members ride through on the motorcycles. There will be small bore kick start motorcycles for the kids to start. All done with the hope that our Club's family friendly atmosphere will make an impression on the kids who hopefully will be the future of the Club.

Although National Meets are great, my personal preference are National Road Runs. I just wish more members would try a Road Run. There is no better way to see a part of the country one may never visit other than on a Road Run. And from the seat of an old bike! I appreciate all the Chapters who sponsor Road Runs and encourage other Chapters to do the same. There is a network of help for first time Chapter sponsors. So please give it some thought.

I have read comments in some of the Chapter Newsletters which raised questions about whether Chapters sponsoring National Meets are treated differently. The answer is generally no with the exception of Chapters starting National Meets and one Chapter that charges admission (Rhinebeck). The Board started a policy a few years ago (to which I agree) to lend money to a Chapter to start a National Meet. After application and thorough review with financial analysis, The Board made loans to the Rhinebeck and Southern Coalitions. All loans and fees have been repaid in accordance with the agreements. Once the loan arrangement is complete, these groups will revert back to the normal arrangements applying to all Chapters sponsoring National Meets. The exception is Rhinebeck which will continue to charge admission because of the cost of the facility and other expenses. Currently, there is a request to a group of Chapters to sponsor a National Meet. Once their proposal is received, it will be evaluated like the others. If any Chapter or group of Chapters wants to sponsor a National Meet, please contact me for details.

After a financial analysis, the Board voted to stop selling Club merchandise at National Meets by hauling the Club trailer to meets and having merchandise manager, Susan Brutus travel to each meet. The Club was paying individuals (members) mileage and in some cases lodging to haul the trailer to each meet. Susan Brutus' travel, room and board expenses were also paid. These costs **greatly** outweighed any profit the Club anticipated from the sale of merchandise. Rather than continue the loses, the Board revised the sale of merchandise to the Internet through the Club web site and two National Meets, Wauseon and Davenport. Sending merchandise to Chapters sponsoring National Meets is being considered. The Board will continue to monitor the sale of merchandise. This is an important facet of the Club and the most cost effective method to sell merchandise will be used.

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Because the Club trailer is not going to be used for merchandise sales and the promotional use of it did not materialize, the Board decided to sell the trailer to the highest bidder by a closed bidding procedure. The bids will be opened at the Board meeting in Davenport 2011. Please see the Club web site and Forum for details.

Treasurer Jim Gaulty has been working on the Club's financial records and will have a financial report available at the Board meeting in Davenport. This has not been an easy task for Jim. One thing we have learned from the untimely death of Raymond Dhue: appoint an assistant Treasurer so someone will be familiar with the Club's finances if something happens to the Treasurer. We are working on this appointment. If you know someone with a financial background willing to help, please let me know.

You recently received a revised Policy and Procedures Manual (P&P) from then Secretary Steve Slocombe. After further review of this latest revision, we determined (with the help of some Club members) that the P&P contained several inconsistencies. We then undertook a complete review and revision on this document. Operations Manager Bill Wood was instrumental in the revision which was approved by the Board unanimously at a teleconference on June 26 and a second time by unanimous agreement by Internet vote on July 1. You will be receiving a copy by e mail shortly. Please keep it for future reference. No hard copies will be sent. Only electronic copies.

As most of you know, there have been changes in the operation of the judging system. The Chief Judge (CJ) resigned in April 2011. Assistant CJ, Don Dzurick, took over responsibility for the remainder of 2011. In spite of criticism from certain quarters, I can say from being involved in the judging operation in every meet except Viking, Don and all of the Chapter Deputy Judges and the volunteer judges did an excellent job considering the circumstances. Those circumstances being that certain long standing qualified judges refused to volunteer to judge motorcycles. At one meet in particular, more judges could have been used but some chose to stand by and watch the volunteer judges on the field do the best they could. Since judging depends on volunteers, the system can't force experienced member judges to judge bikes at National Meets if these judges refuse to do so. I'm not here to argue the reasons for their refusal. I'm just pointing out a fact.

The members involved in having their bikes judged for the most part (not different from judging over the years) were satisfied. Is the system perfect? Of course not, but it never was. And it never will be. But the Club must always strive for improvement but improvement will always be slower if qualified judges refuse to judge. The Club just has to move on. I have met and have spoken with all interested parties in the judging community on several occasions. It may be time to move on with the judging system with those who are on the field and truly interested in making the system better for the membership. I welcome constructive comment on this subject.

Regarding communications with the membership, the Board's discussion about a web cast of Board meetings has been placed on hold for lack of interest from the membership. It will be revived if interest is shown. We are still exploring a Facebook page and that may become a reality soon. Group e mail to the membership is still being explored.

There are three openings on the Board. You previously received notice from Acting Secretary, Trudi Johnson-Richards. The deadline for applications is July 15. Applications can be sent to me and Trudi by e mail. Voting will be in Davenport. All applicants may be interviewed. We are considering extending the deadline for applications. So please apply after the deadline if you or others are so inclined.

I think I have said enough for now. I welcome your comments, thoughts, ideas, criticisms etc. But let's keep it civil. If anyone wants to discuss the above subjects in more detail, please feel to call. I welcome your calls. I am on EST.

Thanks for listening.

Richard

724-861-4681

#### Correction to website:

The bio for Jerry Hatfield published on the Chief Blackhawk website in 2008 indicated Mr. Hatfield had written for "...American Heritage," the journal of the Smithsonian Institution." Mr. Hatfield indicates this is incorrect, "American Heritage" has never been associated with the Smithsonian.

A party was held on August 6<sup>th</sup> to Celebrate Bill Tuman's 90<sup>th</sup> Birthday at the American Legion Hall in Colona, IL. Picture is Bill with Mike Anselmi at the party.



## Events Near and Far

### Chief Blackhawk

#### Business Meetings

September no meeting Meet month

October 4 Meeting at Welcome Inn in Milan start gathering around 5:30 meeting at 7.

#### Special Events of Chief Blackhawk

Looking for suggestions from members

8/21/11 Ride to the National Motorcycle Museum in Anamosa. We will meet at 10 AM at the Flying J gas station off Interstate 80. We will plan to leave at 10:15 AM and head to the museum. We will possibly be taking the return route home that we will be doing on the road run time permitting. Jeff has offered free admission to the museum, so let's get a good crowd to show our appreciation. There is a subway and McDonald in the parking lot so we can have lunch at one of those places before heading back.

8/27/11 9 AM Stripping the field.

#### 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

Chief Blackhawk  
Sept. 1-4  
Davenport, IA

Chesapeake Chapter  
Sept. 30- Oct 1  
Jefferson, PA

#### Upcoming National Road Runs

Chief Blackhawk  
Sept. 5 – 8  
Galena, IL

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

## August Birthday and Anniversaries

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

Bill Beaulieu	Coreen Beaulieu	Millie Baird	
Robert Beenenga	Christina Beckendorf		
Bruce Coutant	Jean Cogdall	Jerry Gott	
Kris Hilles	Vicki Hahn	Clark Johnston	
Jill Parham	Robin Stein	Mark Teel	Linda Zanetti
Bill Tuman	Steve VanMeter	Luann VanMeter	

Happy Anniversary Wishes to the following couples:

Bill and Coreen Beaulieu  
Jean and Judy Cogdall  
Don and Donna Curtis  
Don and Therece Richhart  
Tony and Hollie Swain