



Chief Blackhawk

2010, No. 1

AMCA Chapter Newsletter

Seven decades with 'the bug'

By Harry Dawson

Just after my 16th birthday, 71 years ago, a notice appeared in the local newspaper that caught my attention. A 1929 JD Harley-Davidson was for sale in Charlotte, Iowa, for \$15. I bought it and had my friend pull me home using his 1934 Harley. I never did get it running real good, but rode about a year anyway.



The author on his Indian, circa 1942.

I had a job while in high school. It was a 1937 Indian located in Welton, Iowa. My brother and I rode it home after paying

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The bug bit me real hard for a better bike and the next opportunity came after

In memoriam: Lexia J. Cedillo

Chief Blackhawk Chapter is very saddened by the loss of our chapter member Lexia J. Cedillo.

Lexia passed away Thursday, April 8, 2010, at her home. She was well known among her family and friends (which was many) for her love of fun and her playful antics and stories. Lexia's smile, laughter, kind heart and sense of humor will always be in our hearts.

Our thoughts and prayers go out to Jerry and family.



'Precious in the sight of the Lord is the death of His saints.'



President's letter

Blackhawk's 39th annual meet is almost here

Spring is here. I am sure everyone is as ready as

I am! In January, Wanda and I went to what was supposed to be sunny Arizona. However, we had five days of rain, rain and more rain. Temperature-wise it was still better than the Midwest.

We came home for six days and then were off to Florida for the Eustis Meet and the National board meeting. Winter coats weren't even the answer in Florida! Rain. Wind. Cold. We arrived on a Monday, driving in the rain all the way to Florida. It rained so much in Florida that the Sunshine Chapter had to scramble to find vendor spots that were not mud puddles. Some vendors wound up in the parking lot area. Friday, the first day of the Eustis meet, was a sunny but chilly day. Saturday was cold and rainy. The meet had good attendance and a lot more vendors. This meet is bigger ever year. JoAnn Keller and The Sunshine Chapter have done a great job as usual. It was nice to see several Chief Blackhawk members in attendance.

Dave, Brenda, and Norma made a trip to Fremont to assist the Omaha Chapter with the judging. They had fun and enjoyed helping out. This meet is also growing and fun to attend to see friends after a long



Del and Wanda Schumacher in Arizona.

winter. Great job Omaha Chapter!

Now we are getting ready for our 39th annual meet. It's hard to believe our meet is only a few months away. A few more meetings and our meet will be underway, so try to make each meeting; everyone's input is important.

Ride safe.

**Del Schumacher, President
AMCA Blackhawk Chapter**

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Stolen Indians recovered, but in pieces

By Dan Myers

I got a call from the NY State Police to come and identify pieces that they thought might have come from my two stolen antique Indian motorcycles. I had been working with NY State Police Senior Investigator Jan Golding since the bikes were stolen in late August 2009 and we had a great deal of help from the local newspaper, the Blackhawk Chapter of AMCA, the Antique Auto Club of America, local collectors and a few local informants who all helped close this thing out. Senior Detective Golding was like a dog with a bone on this and he wouldn't let go—he is to be commended for his outstanding effort.

Malgorzata “Andrew” Potocka and Richard Ostner have been charged with the theft of my bikes and are currently in the Orange County Jail. Potocka is a self-described Indian collector who was evidently using his expensive river-front home in Newburgh, N.Y., as an Indian motorcycle chop shop. He has been selling parts on George's Antique Motorcycle Trader website and, in fact, advertised Indian parts on January 15 of this year—my birthday! Ostner is best known for an active case in Newburgh where he was arrested for stealing large



From these ...



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... to this. Please protect and document your bikes.

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\$150 for it. The weather was freezing; we had to stop several times to get warm.

Shortly after that, other enthusiasts and I formed a club called the “Lucky Devils.” We took trips around the area to hill climbs, flat tracks and TT races. During one of my foolish experiences, I tore up a tranny hill climbing ad had “Smitty” install a new one. That was my first experience with Erwin Smith. This was 1941, and I shortly enlisted in the Air Corps. Just before leaving, I bought an Indian board tracker (1926 type) for \$15.

During my service, the War Department sold excess motorcycles, and, of course, I bought one: a 1941 Indian 741. Two friends and I rode them in California, mostly off road, every weekend.

After the war, my brother admitted he had sold my board tracker for \$15. Several years later, a friend of mine procured it and kept it for many years, finally selling it for several thousand dollars. It is still in Clinton.

My favorite bikes have always been Indians; there have been many. Most of them I have restored and eventually sold. They include four 1949 vertical twins, 1946, 1948 and 1938 Chiefs, a 1941 Indian Four, three 1941 741s, an Indian with sidecar, and, most recently, a 1941 Scout, plus more.

For many years, my favorite has been a 1941 741 Scout bobber with some engine modifications. The last 10 years, it has been the only bike I’ve taken on the DJ runs. Actually, it was “made by me.” The major parts came from many areas. We were returning from a Tahoe run and a man flagged us down — he had noticed my bike on the trailer. He asked if we were interested in a frame. So the first part was from the Nevada desert, \$150.

The Indian Four was the most beautiful and valu-



Harry and Mildred Dawson in 1983.

able bike I owned, but the 741 bobber has to be my favorite all-time, mostly because it is so easy to handle.

The DJ runs have been the most memorable times of my riding experiences. The areas have been beautiful. The friends have been priceless, but the time spent has been too short. It would be difficult to name a favorite riding story because there are so many, but the run in Texas in the Big Bend Country is probably my favorite riding story. Everything about the entire time in the area; the outdoor breakfast in the dark, the Rio Grande, wonderful weather, being with my friends and having no accidents are memorable!

I joined the Blackhawk in about 1975; at that time there were probably fewer than 10 members. Reminiscing about the early years of Blackhawk comes to mind in small bits and pieces. We were just a handful of faithful hard-working antique motorcycle enthusiasts.

Our monthly meetings were attended by members, which averaged eight to 10 people. Our first meetings were at different restaurants. A nice touch to our early meetings was the fun and games we had. We had good entertainment and fellowship. We slowly got more members and had big dreams about having a national

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AMCA unveils new ‘Custom Culture’ class



By Bill Wood
Editor, *The Antique Motorcycle*

Motorcycles have always been a form of personal expression. And that’s something the Antique Motorcycle Club of America is celebrating with a new exhibition class of bike judging at a pair of National meets this year.

In addition to the club’s normal classes for beautifully restored classics, perfectly preserved original-condition machines and period-correct modified bikes, two of this year’s AMCA Nationals will feature a special Custom Culture class, designed to highlight ways that motorcyclists express themselves through their machines.

The class will focus specifically on the era of the 1960s and early ’70s, when the custom-bike movement blossomed across the United States. And it was prompted by the Club’s successful Basket-Case Contest, in which young riders wrote essays in an effort to win a collection of parts from an authentic 1942 Harley-Davidson WLA model—the bike used by U.S. armed forces in World War II—plus the chance to assemble those parts into a bobber-style custom under the guidance of experts.

“One of the things we learned from the 90 entries we got in that contest,” said Matt Olsen, AMCA youth director, “is that there’s a lot of interest in older motorcycles among young people who may not

have the financial ability to own a true classic. They’re out there, buying up machines from the past that they can afford, and turning them into their personal vision of a cool motorcycle.”

The Custom Culture class recalls the era when the custom-bike culture really took off, culminating in the development of the American-style chopper and the European cafe racer. The only eligibility rule is that bikes must have an engine that was sold in a production motorcycle sometime between 1960 and 1975, the most recent machines that fit the AMCA’s 35-year rule for antique designation. And although choppers and cafe racers were the major trends in custom machines during that time, entrants are free to take the concept in any direction they choose.

The Custom Culture class will be sponsored by prominent motorcycle publications at two of the AMCA’s premiere National Meets this season. *Hot Bike* magazine will sponsor the class at the AMCA Fort Sutter Chapter National Meet June 18-19 in Dixon, Calif., and *Cycle Source* magazine will sponsor the class at the AMCA Chief Blackhawk Chapter National Meet Sept. 2-5 in Davenport, Iowa.

Entry in the Custom Culture class is free, and entrants do not need to be members of the AMCA. Best of all, the winning bike at each event, as judged by magazine editors, will be the subject of a feature story in the sponsoring publication.

“Rare and expensive machines from the distant past get the most attention in the antique-motorcycle world,” said Olsen. “But we know that a lot of today’s classic-bike experts got their start messing around in

the garage with whatever old motorcycles they could afford. We want to help develop the next generation of enthusiasts by recognizing the bikes they’re building now.”

Do you have a bike that fits the definition of the Custom Culture class? Why not roll it out to one of these AMCA meets during the 2010 season. You could find your creation featured in the pages of a major motorcycle magazine.



Big money at Las Vegas auction

By Roger Smith

AMCA Foundation Secretary

On January 7-9, the South Point Hotel complex in Las Vegas again hosted the MidAmerica Auctions' annual vintage motorcycle auction. After 19 years in Las Vegas, this event has become the world's largest antique motorcycle auction. I watched the MidAmerica team smoothly process more than 400 beautiful bikes that crossed the auction stage this year.

After three days, it was evident that beautiful vintage motorcycles have kept their value even in these depressed economic times. Mid-America helps keep the energy and interest at a high level from the time you register as a buyer or seller, months before the actual auction. MidAmerica deserves high praise for the information they heap on attendees, including a 90-page glossy color catalog showing what bikes will be for sale. Their website is nice too, but there is something about having the bikes that will be auctioned off presented in color in print. They treat their customers very well.



MidAmerica's Ron Christenson keeps the bidding going during the annual Las Vegas vintage motorcycle auction.

For more information

MidAmerica Auctions

www.midamericaauctions.com

800-473-2324

"The European motorcycles appear to be holding their value, whereas some American machines have slipped in price the past year," said Ron Christenson, MidAmerica's director of operations. "We've noticed the collector is looking for a pristine restoration or an excellent original to upgrade their collection.

"We noticed spectator attendance was down, but bidder registration was up from last year with over 1,200 registered bidders, especially Internet bidding

which doubled from last year, a sign of the economy," he said.

The following list of results is for pre-1975 bikes that sold at the auction; there is no doubt that bikes like this year's 1950 Vincent Black Shadow (that did not sell with a top bid of \$240,000) are still where the big dollars are.

Next up for MidAmerica is their 21st Annual Minnesota Auction on May 8. A new event this year is an auction on June 12 at the Rhinebeck AMCA Grand National Meet (June 11-13) in Rhinebeck, N.Y. They will also return to Pebble Beach, Calif., on Aug. 13-15.

Auction results

The listed auction results are top bids for bikes and whether or not they sold (sold prices do not include any buyer or seller fees). Condition rating is the company's own 1-6 scale (one as best, six as basket case); bikes were not independently confirmed for condition by AMCA. Pictures by Roger Smith.

Year Make Model Condition High bid Sold?

1951	Adler	M100	4	3,000	Y
1954	Adler	MB250	2	5,800	Y
1954	Adler	MB250	2	6,000	Y
1966	Aermacchi/H-D	M50 Sport	3	2,800	Y
1929	AJS	Brooklands Racer	2	21,000	Y
1948	AJS	18S	4	6,500	Y
1953	AJS	20	5	4,250	Y
1956	AJS	16MS	4	5,750	Y
1959	AJS	16M	4	5,000	N
1956	Allstate	8-1130	5	1,600	Y
1948	Ariel	Square Four	2	24,000	Y
1949	Ariel	Red Hunter	4	7,600	Y
1949	Ariel	Red Hunter	4	7,250	Y
1950	Ariel	Square Four	4	11,500	Y
1951	Ariel	Square Four	3	16,250	Y
1952	Ariel	Square Four	4	11,750	Y
1953	Ariel	Square 4 MK II	4	13,750	Y
1954	Ariel	Red Hunter NH	3	5,750	Y
1956	Ariel	MKII Square Four	3	16,500	N
1957	Ariel	Red Hunter	4	9,300	N
1957	Ariel	Square Four	4	16,250	Y
1958	Ariel	Square Four MKII	3	18,000	Y
1963	Ariel	Leader	3	7,500	Y
1964	Ariel	Golden Arrow	3	11,750	Y
1971	Benelli	250 Cafe Racer	4	5,500	Y
1974	Benelli	500/4 Quattro	3	10,000	N
1951	Bianchi	Stelvio	2	6,800	Y
1960	BMW	R69/2	4	8,250	Y
1963	BMW	R50/2	4	6,000	N
1964	BMW	R50/2	3	9,000	N
1965	BMW	R50	4	6,250	Y
1965	BMW	R50/2	4	5,750	Y
1966	BMW	R50/2	5	19,000	Y
1966	BMW	R50/2	4	6,750	Y
1967	BMW	R60/2	4	4,500	Y
1968	BMW	R60/2	3	13,500	Y
1969	BMW	R60/2	2	17,000	N
1969	BMW	R60-US	3	10,000	N
1971	BMW	R60/5	3	7,000	Y
1973	BMW	R60/5	5	2,000	Y
1975	BMW	R90/S	3	7,000	Y
1939	BSA	Gold Star	3	11,000	Y
1943	BSA	M20	3	6,000	Y
1950	BSA	B31 Plunger	4	7,000	Y
1952	BSA	A7	4	7,500	N
1954	BSA	BB32 Gold Star Clubman	3	11,000	N

Year Make Model Condition High bid Sold?



1955	BSA	Gold Star	3	11,000	N
1955	BSA	Golden Flash	2	7,000	Y
1956	BSA	B33 Racer	4	6,000	N
1956	BSA	DBD34 Gold Star Clubman	3	12,000	Y
1957	BSA	A10	4	6,900	Y
1959	BSA	B33	3	5,600	Y
1959	BSA	Gold Star	3	13,000	Y
1959-'60	BSA	Twin Engine Custom Drag	2	16,250	Y
1960	BSA	Gold Star	3	11,500	Y
1961	BSA	A10 Spitfire Scrambler	2	15,000	Y
1962	BSA	A10 Super Rocket	2	15,250	Y
1962	BSA	Catalina	3	11,500	Y
1963	BSA	RGS Spitfire Scrambler	3	13,000	N
1965	BSA	Lightning	4	5,000	Y
1966	BSA	A65S Spitfire	2	14,000	Y
1967	BSA	B44GP Victor GP	3	6,500	N
1967	BSA	Lightning A65	4	4,500	Y
1967	BSA	Shooting Star	3	4,500	Y
1967	BSA	Spitfire	4	6,900	N
1968	BSA	441 Victor Special	3	6,000	Y
1968	BSA	B44B	3	3,750	Y
1968	BSA	Spitfire	3	6,000	Y
1969	BSA	441 Victor	4	2,250	Y
1969	BSA	Rocket 3	2	18,000	Y
1970	BSA	441 Victor	4	5,500	Y
1970	BSA	Lightning	4	3,750	Y
1970	BSA	Rickman 441 Victor	3	8,500	Y
1971	BSA	B50T	3	4,000	Y
1973	BSA	B50MX Hindall	3	6,100	Y
1968	Bultaco	Pursang MK II	2	8,600	Y
1972	Bultaco	Astro	3	4,750	Y
1920	Cleveland		3	15,000	N
1936	Coventry Eagle	Silent Superb	3	5,000	N
1942	Cushman	US Navy Patrol	3	4,500	Y
1944	Cushman	Militarys - PAIR	3	8,500	Y
1948	Cushman	Airborne	5	2,200	Y
1953	Cushman	Series 60 with Sidecar	3	5,400	Y
1954	Cushman	Eagle	3	6,000	Y
1956	Cushman	Eagle	4	5,600	Y
1957	Cushman	Easy Rider Custom	4	5,000	Y
1958	Cushman	"Arlen Ness"	3	7,700	Y
1958	Cushman	721 Highlander	4	2,500	Y
1958	Cushman	721 Highlander	4	1,800	Y



Year Make Model Condition High bid Sold?

1959.....	Cushman	Super Eagle	3 ..	6,500	Y
1960.....	Cushman	Model 720.....	4 ..	3,000	Y
1960.....	Cushman ..	Pink Highlander	4 ..	2,800	Y
1963.....	Cushman	Eagle	3 ..	5,000	Y
1963.....	Cushman	MP	4 ..	3,700	Y
1963.....	Cushman	Trailster.....	4 ..	2,500	Y
1957.....	Douglas.....	Dragonfly	2 ..	10,000	Y
1973.....	Ducati	350	5 ..	4,750	Y
1974.....	Ducati	750 GT	2 ..	23,000	N
1975.....	Ducati	900 GT	2 ..	13,000	Y
1954.....	EMW	R35.....	4 ..	5,500	Y
1910.....	Excelsior	Single	3 ..	50,000	N
1914.....	Excelsior	Autocycle	3 ..	19,500	Y
1953.....	Excelsior.....	Talisman	3 ..	3,750	Y
1913.....	Flying Merkel	Board Track racer	2 ..	57,500	N
1913.....	Flying Merkel	Single Board Track racer ..	2 ..	55,000	N
1950.....	FN	M13.....	4 ..	6,500	Y
1959.....	Fuji	Rabbit	3 ..	5,750	Y
1958.....	Gilera	125 Racer	3 ..	8,000	N
1958.....	Gilera	150 Rossa Sport.....	3 ..	5,000	Y
1960.....	Gilera	202 Racer w/Sidecar	3 ..	7,750	Y
1969.....	Greeves	Ranger	2 ..	4,600	Y
1903.....	H-D	Timeless Dream replica	2 ..	29,000	Y
1915.....	H-D	Twin	3 ..	39,500	N
1916.....	H-D	Board Track Racer replica ..	3 ..	32,000	Y
1922.....	H-D	J	3 ..	19,500	Y
1926.....	H-D	FHAC	2 ..	49,000	Y
1926.....	H-D	Peashooter Racer.....	2 ..	25,500	Y
1928.....	H-D	JDH.....	3 ..	28,000	N
1931.....	H-D	Peashooter Racer replica ..	2 ..	21,000	Y
1932.....	H-D	Hillclimber.....	2 ..	23,000	N
1934.....	H-D	Servi Car	5 ..	18,000	Y
1936.....	H-D	EL with Sidecar	2 ..	83,000	N
1936.....	H-D	VLD.....	3 ..	19,500	Y
1937.....	H-D	G Servi-Car.....	2 ..	56,000	N
1937.....	H-D	UH	4 ..	15,000	Y
1937.....	H-D	WLD	4 ..	9,500	Y
1940.....	H-D	EL	2 ..	35,000	Y
1940.....	H-D	EL	2 ..	29,000	Y
1942.....	H-D	WLA Type VII	2 ..	18,000	Y
1945.....	H-D	EL Chopper.....	4 ..	9,500	Y
1946.....	H-D	WL	3 ..	13,500	Y
1947.....	H-D	FL	2 ..	33,500	Y
1948.....	H-D	FL	2 ..	23,000	Y
1948.....	H-D	Hummer	3 ..	3,000	Y
1948.....	H-D	UL	2 ..	22,000	Y

Year Make Model Condition High bid Sold?

1948.....	H-D	UL	3 ..	20,000	Y
1948.....	H-D	WR Dirt Track racer	2 ..	36,000	N
1950.....	H-D	EL replica	3 ..	26,000	N
1952.....	H-D	G Servi-Car.....	4 ..	11,500	Y
1953.....	H-D	Topper	3 ..	5,600	Y
1955.....	H-D	FLE w/Sidecar	3 ..	15,000	N
1957.....	H-D	FL Police.....	3 ..	26,000	Y
1958.....	H-D	FL	3 ..	9,000	Y
1959.....	H-D	Sprint	3 ..	3,400	Y
1960.....	H-D	FLH.....	3 ..	16,500	N
1961.....	H-D	FLHF.....	3 ..	17,250	Y
1963.....	H-D	KRTT.....	3 ..	23,500	Y
1965.....	H-D	FL Police.....	3 ..	15,000	Y
1966.....	H-D	CRS	3 ..	7,500	Y
1966.....	H-D	M-50 with Sidecar.....	4 ..	3,000	Y
1967.....	H-D	XLH Sportster.....	2 ..	10,500	Y
1968.....	H-D	FLH Electra Glide	3 ..	18,000	Y
1968.....	H-D	KRTT	3 ..	29,250	Y
1968.....	H-D	Servi Car	2 ..	13,500	Y
1968.....	H-D	XLCH Sportster.....	3 ..	6,500	Y
1969.....	H-D	FLH	3 ..	19,000	N
1969.....	H-D	XLCH	2 ..	9,000	N
1970.....	H-D	XR 750	2 ..	38,500	N
1972.....	H-D	Shovelhead.....	3 ..	10,000	Y
1972.....	H-D	XLCH Sportster.....	2 ..	9,250	Y
1975.....	H-D	24K XLCH Custom	3 ..	5,000	Y
1928.....	Henderson	K-Deluxe.....	3 ..	32,710	Y
1963.....	Honda	Step Thru	3 ..	2,500	Y
1966.....	Honda	CL160 Scrambler	4 ..	4,500	Y
1967.....	Honda	CB450K0 Black Bomber	3 ..	7,100	Y
1968.....	Honda	Super Hawk	3 ..	4,250	Y
1968.....	Honda ..	Z50AK0 Minitrail 50	3 ..	3,250	Y
1969.....	Honda	Z50 A K0	2 ..	4,600	Y
1969.....	Honda ..	Z50 K1 Minitrail 50	4 ..	2,000	Y
1969.....	Honda ..	Z50A K1 Minitrail 50	2 ..	4,900	Y
1970.....	Honda	ATC 90	5 ..	600	Y
1970.....	Honda	CB750	3 ..	5,750	N
1971.....	Honda	CT70 K0 Trail 70.....	2 ..	4,000	Y
1972.....	Honda	CL450	3 ..	3,600	Y
1974.....	Honda	CB450.....	3 ..	2,400	Y
1971.....	Husqvarna	CR	3 ..	5,750	Y
1973.....	Husqvarna	CR125.....	4 ..	1,250	Y
1907.....	Indian ...	Board Track racer	2 ..	55,000	Y
1913.....	Indian 8-valve	Board Track racer	2 ..	48,000	N
1914.....	Indian ...	Board Track racer	3 ..	19,000	Y
1914.....	Indian ...	Board Track racer	3 ..	17,500	N



Year Make Model Condition High bid Sold?

1916	Indian	Board Track racer Replica	3	21,500	Y
1917	Indian	Powerplus	3	24,000	Y
1922	Indian	Scout	3	19,500	Y
1925	Indian	Prince Replica	2	20,000	N
1926	Indian	Daytona Factory Hillclimber	2	102,500	N
1929	Indian	Four Cylinder	3	40,000	N
1932	Indian	403 F	2	55,000	Y
1936	Indian	Chief	3	29,500	N
1936	Indian	Junior Scout	2	17,000	Y
1936	Indian	Sport Scout	2	24,000	N
1937	Indian	Junior Scout	2	17,500	Y
1941	Indian	741	3	16,000	Y
1941	Indian	441 Four Cylinder	2	65,000	N
1941	Indian	Bobber	3	18,000	N
1942	Indian	Sport Scout	3	21,000	N
1946	Indian	Chief	3	23,000	N
1946	Indian	Chief Custom	4	15,500	Y
1947	Indian	Chief	4	16,500	Y
1947	Indian	Chief	3	25,500	N
1947	Indian	Chief	4	19,000	N
1947	Indian	Chief	3	24,000	Y
1948	Indian	Chief 348	4	16,000	N
1948	Indian	Chief Custom	4	16,000	Y
1948	Indian	Daytona Scout 648	2	47,000	N
1949	Indian	Arrow	2	11,000	Y
1949	Indian	Super Scout	4	7,250	Y
1951	Indian	Chief	4	17,000	Y
1953	Indian	Chief Roadmaster	3	27,000	Y
1953	Indian	Chief Roadmaster	2	33,000	Y
1968	Indian	Sam Pierce Super Scout	3	21,250	N
1970	Indian	Enduro	3	1,800	Y
1961	Iso	Scooter	3	3,500	Y
1956	James	Comet	3	4,750	Y
1914	Jefferson	Twin	2	70,000	N
1970	Kawasaki	G31-M	2	6,200	Y
1971	Kawasaki	H1	3	4,250	Y
1973	Kawasaki	Z1	3	9,750	N
1974	Kawasaki	Mach IV	3	7,250	Y
1974	Kawasaki	Z1	2	9,112	Y
1974	Kawasaki	Z1	3	7,500	Y
1919	Lake	Twin	2	39,000	N
1959	Lambretta	150	4	4,000	Y
1955	Maico	Mobil	3	16,250	Y
1974	Maico	250 MX	2	5,000	N
1974	Maico	400 GP	2	5,500	Y
1936	Matchless	G3C Trials	3	8,250	Y
1949	Matchless	G80S	3	6,000	Y

Year Make Model Condition High bid Sold?

1954	Matchless	G80	3	8,000	N
1957	Matchless	Trials	3	8,000	N
1964	Matchless	G12CSR Monarch Twin	3	7,600	Y
1965	Matchless	G12 CSR	4	4,500	N
1965	Matchless	G15 Mark II	4	4,600	Y
1966	Matchless	G15CS	3	6,000	N
1967	Matchless	G15	2	12,500	Y
1967	Matchless	G80CS	2	10,500	Y
1949	Monark	Motorbike	3	3,500	Y
1954	Mondial	Turismo Veloce	2	8,500	Y
1954	Moto Guzzi	500 Falcone Turismo	2	12,500	N
1957	Moto Guzzi	Lodola Sport	3	7,500	Y
1967	Moto Guzzi	125 Stornello	2	3,700	Y
1968	Moto Guzzi	V 700	3	6,500	Y
1968	Moto Guzzi	V7	4	3,750	Y
1973	Moto Guzzi	V7 Sport	2	11,000	Y
1953	Moto Morini	175N	3	5,000	Y
1968	Motobi	125 Road Racer	3	5,700	N
1969	Munch	Mammoth	2	78,000	Y
1947	Mustang	Model 2	3	5,000	Y
1947	Mustang	Two	2	6,500	Y
1950	Mustang	Bronco	2	6,750	Y
1950	Mustang	Model 3 Delivery Cycle	2	9,500	N
1955	Mustang	Pony	2	5,500	Y
1956	Mustang	Colt	3	5,500	Y
1956	Mustang	Police	3	6,100	Y
1958	Mustang	Model 8	3	7,500	Y
1959	Mustang	Pony	2	6,000	Y
1956	MV Agusta	CSTL	3	5,000	N
1922	Ner-A-Car		3	16,000	Y
1936	New Imperial	30	4	5,250	Y
1929	Norton	18	3	10,500	Y
1948	Norton	ES2	2	12,000	Y
1949	Norton	Manx SOHC Racer	3	16,000	Y
1953	Norton	Manx DOHC Racer	3	17,250	Y
1954	Norton	International	3	18,500	N
1954	Norton	International	3	10,000	Y
1960s	Norton	Dunstall low-boy GP racer	3	9,250	N
1962	Norton	Jubilee	4	3,500	N
1962	Norton	Navigator	3	5,000	Y
1966	Norton	Cafe Racer	3	9,000	Y
1967	Norton	P11	2	10,000	Y
1968	Norton	P11A	2	10,500	Y
1969	Norton	650 SS	3	10,250	Y
1969	Norton	Commando S	2	8,200	Y
1970	Norton	Custom Commando	3	6,500	Y
1970	Norton	SS	3	5,000	Y



Year Make Model Condition High bid Sold?

Year Make Model Condition High bid Sold?



1958.....	Triumph.....	Speed Twin.....	3..	7,500	.....	N
1958.....	Triumph.....	TR5B Trophy Bird.....	2..	13,000	.....	Y
1958.....	Triumph.....	TR6B Trophy.....	2..	19,000	.....	Y
1959.....	Triumph.....	TR6 Trophy.....	3..	7,750	.....	N
1960.....	Triumph.....	T100 Tiger.....	3..	6,250	.....	Y
1960.....	Triumph.....	T120 Bonneville.....	2..	13,000	.....	Y
1961.....	Triumph.....	3TA Twenty One.....	3..	7,200	.....	Y
1961.....	Triumph.....	T120 Bonneville Scrambler.....	2..	13,500	.....	Y
1963.....	Triumph.....	6T Thunderbird.....	3..	9,500	.....	Y
1963.....	Triumph.....	T120 Bonneville.....	3..	9,700	.....	Y
1963.....	Triumph.....	TR6 SS Trophy.....	2..	14,000	.....	Y
1964.....	Triumph.....	T120 Bonneville.....	3..	8,000	.....	Y
1964.....	Triumph.....	TR6SC Trophy.....	4..	5,000	.....	Y
1965.....	Triumph.....	6T Thunderbird.....	3..	11,000	.....	Y
1965.....	Triumph.....	T120C TT Bonneville.....	3..	11,000	.....	Y
1965.....	Triumph.....	T120R Bonneville.....	2..	12,000	.....	Y
1966.....	Triumph.....	T120 Bonneville.....	4..	6,250	.....	Y
1966.....	Triumph.....	T120C Bonneville TT Spec.....	2..	13,500	.....	Y
1966.....	Triumph.....	T120R Bonneville.....	2..	16,500	.....	Y
1966.....	Triumph.....	T120R Bonneville.....	3..	10,500	.....	Y
1966.....	Triumph.....	T120R Bonneville bobber.....	3..	4,600	.....	Y
1966.....	Triumph.....	T20M Tiger Cub.....	3..	5,000	.....	Y
1966.....	Triumph.....	Tiger Mountain Cub.....	3..	5,000	.....	Y
1966.....	Triumph.....	TR6R Trophy.....	3..	8,500	.....	Y
1967.....	Triumph.....	Half-Mile Racer.....	3..	8,000	.....	Y
1967.....	Triumph.....	T100C Trophy.....	2..	10,500	.....	Y
1967.....	Triumph.....	T120 Bonneville.....	2..	13,000	.....	Y
1967.....	Triumph.....	T120R Bonneville.....	2..	16,750	.....	Y
1967.....	Triumph.....	T120R Bonneville.....	3..	11,400	.....	Y
1967.....	Triumph.....	Bonneville TT Special.....	2..	13,000	.....	Y
1967.....	Triumph.....	Bonneville TT Special.....	3..	12,500	.....	Y
1968.....	Triumph.....	T120R Bonneville.....	3..	10,750	.....	Y
1968.....	Triumph.....	T120R Bonneville.....	3..	7,500	.....	N
1968.....	Triumph.....	TR25W Trophy.....	3..	3,500	.....	Y
1968.....	Triumph.....	TR6C Trophy.....	3..	8,000	.....	Y
1969.....	Triumph.....	Bonneville.....	3..	8,250	.....	Y
1969.....	Triumph.....	T100R Daytona.....	2..	7,250	.....	Y
1969.....	Triumph.....	T120R Bonneville.....	2..	16,500	.....	Y
1969.....	Triumph.....	T120R Bonneville.....	4..	6,500	.....	Y
1969.....	Triumph.....	T120R Bonneville.....	3..	8,250	.....	Y
1969.....	Triumph.....	Trident Romero Tribute.....	2..	20,000	.....	Y
1969.....	Triumph.....	TR6R Tiger.....	3..	5,500	.....	Y
1970.....	Triumph.....	Daytona.....	3..	6,700	.....	Y
1970.....	Triumph.....	T100R Daytona.....	2..	7,500	.....	Y
1970.....	Triumph.....	T120R Bonneville.....	4..	6,250	.....	Y
1970.....	Triumph.....	T120R Bonneville.....	4..	5,800	.....	Y

1972.....	Norton.....	Commando.....	3..	5,250	.....	Y
1972.....	Norton.....	Commando.....	4..	4,400	.....	Y
1972.....	Norton.....	Commando.....	3..	6,500	.....	Y
1974.....	Norton.....	Commando.....	2..	8,500	.....	Y
1974.....	Norton.....	Roadster.....	3..	7,000	.....	N
1975.....	Norton.....	Commando.....	2..	10,000	.....	N
1975.....	Norton.....	Commando MKIII Roadster.....	2..	9,200	.....	Y
1975.....	Norton.....	Commando race replica.....	2..	9,000	.....	Y
1975.....	Norton.....	John Player Special.....	3..	10,000	.....	Y
1939.....	NSU.....	Pony 98.....	3..	4,750	.....	Y
1934.....	OEC/JAP.....	TT Racer.....	3..	14,000	.....	N
1959.....	Panther.....	Single.....	3..	8,750	.....	N
1954.....	Parilla.....	Turismo Speciale.....	2..	14,000	.....	Y
1956.....	Parilla.....	Lusso Veloce.....	3..	6,500	.....	Y
1962 circa.....	Parilla.....	Wildcat Scrambler.....	4..	6,750	.....	Y
1971.....	Penton.....	Six Day.....	3..	4,800	.....	Y
1963.....	Pigeon.....	Scooter.....	3..	3,000	.....	Y
1918.....	Pope.....	'Steve McQueen' 18L.....	2..	100,000	.....	Y
1950.....	Powell.....	P81.....	3..	7,600	.....	Y
1953.....	Powerbike.....	.....	3..	6,000	.....	Y
1965.....	Quarter Horse.....	.....	2..	4,750	.....	Y
1964.....	Rickman.....	Matchless Metisse.....	2..	11,000	.....	Y
1950.....	Riedel Motoren.....	R100.....	3..	7,800	.....	Y
1967.....	Royal Enfield.....	Interceptor.....	3..	8,500	.....	N
1946.....	Salsbury.....	85.....	3..	16,750	.....	Y
1942.....	Sarolea.....	Magmotor.....	5..	7,000	.....	Y
1955.....	Simplex.....	Automatic.....	3..	5,500	.....	Y
1959.....	Simson.....	425 T Gespann w/sidecar.....	3..	6,750	.....	Y
1975.....	SPCNS.....	XLH Custom.....	3..	5,500	.....	Y
1962.....	Steyr-Daimler-Puch.....	250 Road Racer.....	3..	10,000	.....	N
1935.....	Sunbeam.....	16.....	4..	7,000	.....	Y
1926.....	Super X.....	Board Track replica.....	2..	26,500	.....	Y
1970.....	Suzuki.....	T500.....	3..	2,000	.....	Y
1973.....	Suzuki.....	GT380.....	3..	1,750	.....	Y
1947.....	Triumph.....	T100 Tiger.....	2..	15,000	.....	Y
1948.....	Triumph.....	5T Speed Twin.....	2..	20,000	.....	N
1948.....	Triumph.....	5T Speed Twin.....	2..	16,500	.....	Y
1948.....	Triumph.....	T100 Tiger.....	2..	12,000	.....	Y
1949.....	Triumph.....	T100 Tiger.....	3..	10,500	.....	Y
1951.....	Triumph.....	6T Thunderbird.....	3..	11,000	.....	Y
1951.....	Triumph.....	T100 Tiger.....	3..	7,750	.....	Y
1952.....	Triumph.....	6T Thunderbird.....	3..	8,000	.....	Y
1954.....	Triumph.....	T110 Tiger.....	2..	12,500	.....	N
1954.....	Triumph.....	T110 Tiger.....	2..	10,250	.....	Y
1956.....	Triumph.....	T110 Pitty Tink Replica.....	3..	11,500	.....	N
1957.....	Triumph.....	T110 Tiger.....	3..	8,750	.....	Y
1957.....	Triumph.....	TR6B Trophy Bird.....	2..	19,000	.....	Y



Year Make Model Condition High bid Sold?

1970.....	Triumph.....	T120R Bonneville.....	3	9,000	Y
1970.....	Triumph.....	T120R Bonneville.....	2	10,750	Y
1970.....	Triumph.....	T120R Bonneville.....	2	10,500	N
1970.....	Triumph.....	TR6C Trophy.....	2	10,500	Y
1970.....	Triumph.....	TR6R.....	3	6,000	N
1970.....	Triumph.....	TR6R Trophy.....	3	8,000	Y
1971.....	Triumph.....	T100 Daytona.....	3	4,250	Y
1971.....	Triumph.....	T120 RV Bonneville.....	3	5,000	Y
1971.....	Triumph.....	T120R Bonneville custom.....	2	9,600	Y
1971.....	Triumph.....	T150 Trident.....	3	4,500	Y
1972.....	Triumph.....	T150 Trident.....	3	4,750	Y
1973.....	Triumph.....	TR7RV Tiger.....	3	5,000	Y
1973.....	Triumph.....	X75 Hurricane.....	3	19,000	Y
1973.....	Triumph.....	X75 Hurricane.....	3	17,500	Y
1973.....	Triumph.....	X75 Hurricane.....	3	20,000	Y
1952.....	Universal.....	600 w/Sidecar.....	4	7,750	N
1949.....	Velocette.....	MAC.....	3	7,500	N
1955.....	Victoria Burgmeister ...	V-35.....	4	8,000	Y
1950.....	Vincent.....	Black Lightning.....	3	240,000	N
1950.....	Vincent.....	Comet.....	2	26,000	N
1952.....	Vincent.....	Black Shadow/Rapide.....	3	52,000	Y
1952.....	Vincent.....	Comet.....	3	21,500	Y
1952.....	Vincent.....	Comet.....	2	26,000	Y
1955.....	Vincent.....	Rapide.....	3	45,000	Y
1951.....	Whizzer.....	Ambassador.....	3	5,000	Y
1953.....	Whizzer.....	British Tandem.....	3	7,500	Y
1955.....	Whizzer.....	Road Runner.....	2	8,500	Y
1956.....	Whizzer.....	Pacer Racer Custom.....	3	4,200	Y
1956.....	Whizzer.....	Red Ryder.....	3	6,100	Y
1956.....	Whizzer.....	Sportsman.....	3	6,500	Y
1957.....	Whizzer.....	Delivery Cycle.....	3	3,500	Y
1957.....	Whizzer.....	Mickey Mouse.....	3	4,100	Y
1957.....	Whizzer.....	Zorro.....	3	4,500	Y
1960.....	Whizzer.....	'Batwhiz'.....	3	4,800	Y
1963.....	Yamaha.....	TD1-A.....	2	19,500	Y
1972.....	Yamaha.....	650.....	3	6,750	Y

Year Make Model Condition High bid Sold?

1972.....	Yamaha.....	XS 650.....	3	4,000	Y
1974.....	Yamaha.....	MX250.....	3	4,100	N
1974.....	Yamaha.....	TZ700A.....	2	14,500	Y
1974.....	Yamaha.....	XSR Street Tracker.....	2	8,300	Y
1975.....	Yamaha.....	Flat Tracker.....	3	5,750	Y
1975.....	Yamaha.....	Flat Tracker replica.....	2	40,000	Y
1937.....	Zundapp.....	DBK 200.....	3	9,000	Y



... continued from page 4

meet someday. Each year we got bigger and bigger.

Preceding the annual meets, we would meet at Bob McClean's cabinet shop and make our own meet trophies. We started from scratch with a piece of walnut. We would enjoy pizza and pop later. The meets in the early days were quite small. The actual site was at the rear of the park, separated from the track by a high fence. The motor homes and trailers were first and then a few vendors. At first, we worked out of a tent for our "office," mainly to keep out of the sun or rain.

At first, we had about 10-12 vendors. Some tables, pick-up tail gates, and some blankets on the ground. The girls operated the "office" out of the tent. They checked everyone in, as regards to membership, numbers, sold banquet tickets and any field problems related to parking, etc. We soon moved in a larger building on the fairgrounds for our Blackhawk office for registrations and show bikes. In these days, we had Blackhawk members as judges. In the early days judging was quite different, not real good, but, still judged. It actually was a contest between motorcycles. They would be judged against each other... but, actually... the choice of the judges. Not everyone went home happy. Later, we went to the point system which is fairer. Doc Pat and his crew came on the scene shortly thereafter. By 1984, we had 78 show bikes. The show bikes were getting in great numbers now.

Initially, the meet banquet was held at the Clayton House in Davenport. Eventually, as we outgrew it, we had to move to the Starlight Ballroom on the fairgrounds. It cost us more, but the move proved to be a good one. We added speakers. We had some elaborate decorations for the ballroom, but, the best was one year when Gayla Saar bought a tank of helium and we had probably 100 balloons dangling from a weight on the tables – about 8 feet in the air – quite a sight.

Mildred and I were Secretary and Treasurer for several terms, after Skeffington, after Erma, and after Helen McClean, but mainly because nobody else wanted the job. Then we nominated Bill and Millie and the rest is history.

The improvements over the years have been steady and everyone has a wonderful time due to a dedicated club of Blackhawk members. Through efforts of all of us, we have the largest and best meet in the U.S. Whoever would have thought our Blackhawk, from such a small beginning, would end up the largest meet in the U.S.?

Motorcycles have been a wonderful part of my life, from the DJ runs to meeting my friends each year at the meets.

We at Blackhawk have grown into the biggest and best meet of the year. We have friends gathering and enthusiasts from all over the world and the best membership too. No changes are necessary. Why mess with success?

New judging rules for competition modified bikes

By Steve Dawdy
AMCA Chief Judge

Competition modified (nonfactory, period) race motorcycles will be judged in a separate class with rules and awards unique to the class. The protocol for judging these important motorcycles is under development. Competition motorcycles restored to factory specifications will continue to be judged within their regular class as defined by year of manufacture.

The previously established requirement that all judged motorcycles must have original motors is more clearly defined. Specifically, all judged motorcycles must have original engine cases. An initiative to more carefully verify originality of engine cases was implemented. Two new accompanying rules were introduced. First, if it can be clearly established that the cylinders and/or heads are reproduction, a 6-point

deduction is applied. Second, if it can be clearly established that the frame is reproduction, a 6-point deduction is applied.

The changes represent a long-held opinion within the AMCA judging program that the heart of the motorcycle is the engine and frame, and for a motorcycle to be considered a true antique and accurately judged, the engine and frame should be correct for the year and appear original. The 6-point deduction for reproduction engine top end and frame serve to avoid disqualification while prohibiting such examples from achieving senior/winner's circle status, which requires 95 points or better.

Finally, the long established rule that all judged motorcycles must demonstrate their operational capacity by briefly running was enforced. A few motorcycles that had been asleep for years sputtered to life, much to the enjoyment of all involved.

I look forward to seeing you on the judging field.

Seen at the Sunshine Chapter's 2010 National Meet in Eustis, Fla.

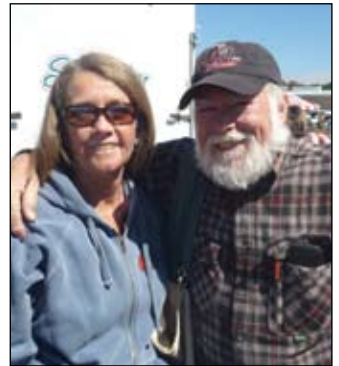
Can you
spot the
judges
at Eustis?



Barbara Roberts before her motorcycle is to be judged.



At J&P's Florida location.



Pam Gross
and Dave Clemons.



Gee, Florida looks awful warm.



Jere Ales
with Wanda
and Del
Schumacher.



Roger Smith
gets intimate
with a Suzuki.



Bill and Millie Baird.

Photos by Wanda Schumacher

Blackhawk Chapter news and notes

Help wanted

We need chapter members to help at the annual meet. Contact one of the Blackhawk Chapter board members (page 1) to do your part at the National Meet.

Keep in your thoughts

In the hospital: Harry Dawson and John Parham.

In sympathy: Steve and Deb Marxen on the death of his mother, Mary Hull.

Get well wishes to Jim Moore, AMCA national board member, and Dick Winger, past AMCA board member.

Spring Preview ride, May 15

On May 15, there will be a Spring Preview ride to the Harold Steele Farm, NE of Princeton, Ill., on Route 34 to Dover. Bill Provance will meet folks riding in at the Purple Onion in Annawan at 8:30ish for breakfast and ride up to the Steele Farm for a 10:30ish start of festivities.

The Bureau Valley Antique Club Spring Preview, one day (10 a.m. to 4 p.m.) antique home and farm implement show at the Harold Steele Farm, Dover, Ill., is sponsored by the Bureau Valley Antique Club. Food will include homemade ice cream and barbeque pork chops; agricultural demonstrations include blacksmithing, rope making and flour milling.

Find more information and directions under “Club Activities” on the Chief Blackhawk website at: www.chiefblackhawk.org.

National road run scout ride on June 27

Brenda Lash and Pam Gross are putting together a ride to scout routes for a Chief Blackhawk National Road Ride in 2011. The ride will start from the BP gas station on the south edge of Savanna, Ill., at 10 a.m. on June 27. There is a link to more info under club activities at www.chiefblackhawk.org.

Summer picnic, July 11

The July Picnic will be on Sunday, July 11, starting at 11 a.m., meal at noon, at Club Mokan, 4227 W. Kimberly Road, Davenport, Iowa. Reservations (\$10 ea) should be sent to Hollie Swain, 611 Wisconsin Ave., Davenport, IA by July 1. Any questions, call Hollie at 563-514-4022.

There will be sign-up sheets to help at the National Meet at the picnic. If you aren't able to attend, but will



be helping, you can contact Charlie Finney, Pam Gross or Hollie Swain. There are always more job spots than helpers – and it's nice to know that there are back-ups and replacements! Also, there will always be the big sign-up posters in the 4-H building next to the coffee and donuts!

Monthly meetings

The next scheduled meetings are May 4 and June 1. The monthly meetings are held at TK's Restaurant, 709 1st St., Colona, Ill. Gathering starts at 5:30 p.m., meeting begins at 7 p.m. and lasts until Smitty adjourns.

Sunbeam engine sought

Wanted: Sunbeam S7/S8 engine. Two or three years ago, a Blackhawk member had the remains of a Sunbeam S7/S8 engine for sale in the “members” area of the Davenport swap meet. If it still available, please contact me at dcr570@copper.net.

Dennis C. Ryan,
Elburn, Ill.

Were you at the chapter brunch in March?



... continued from page 3

quantities of construction equipment. That case is still active.

I've had these bikes since the late '60s and they represented a lifetime of work and enjoyment. All that remains of the bikes today is a washtub of bits and pieces that hadn't been sold. The only good things about this entire situation are that I had kept immaculate records and had many photos of the bikes that positively identified even the smallest bits and pieces. The second good thing is that both of the people appear to have money so at least I should be able to get some kind of compensation from the courts. I can only hope that after the criminal justice system gives these folks a slap on the wrist that the collector community, the associations and websites like George Pardo's trading site will ban them for life from any association with the Indian community.

We chased down a number of dead-end trails to get to this point and it wouldn't have happened without the help and support of my many friends and the collector community.

Thank you for your efforts.

If there is a lesson to be learned here it is to thoroughly document and photograph your machines so that your friends can help you out. You can't absolutely protect your bikes. These bikes hadn't seen the light of day in six years and were stolen from my locked barn on a rainy Friday evening, while we were here!

2010 AMCA Meets and Road Runs

April 23-25

Perkiomen Chapter
Oley, Pa.

May 14-16

Southern National
(Blue Ridge, Catawba Valley
and Dixie Chapters)
Denton, N.C.

May 28-30

European Chapter
Den Haag, Netherlands

June 11-13

Rhinebeck National
(Big Sandbar, Colonial, Empire,
Hudson Valley, Seaboard and
Yankee Chapters)
Rhinebeck, N.Y.

June 11-13

Viking Chapter
St. Paul, Minn.

June 15-17

Big Sandbar Road Run
Long Island, N.Y.

June 18-19

Fort Sutter Chapter
Dixon, Calif.

July 16-18

Wauseon Chapter
Wauseon, Ohio

Sept. 2-5

Chief Blackhawk Chapter
Davenport, Iowa

Sept. 12-15

Fort Sutter Road Run
Lake Tahoe, Calif.

Sept. 13-15

Allegheny Mountain Road Run
Grand Canyon of Pennsylvania

Oct. 1-2

Chesapeake Chapter
Jefferson, Pa.

Be sure to mark your calendars!



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