



Chief Blackhawk

Things I Think and Why I Think Them Charley Finney President

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Why? Why did I join the AMCA? That is easy, because I had to!

I had to join the AMCA to join the Chief Blackhawk Chapter. Why did I feel it necessary to join the Chief Blackhawk Chapter? Again, it's easy, I had been attending the Davenport meet for a number of years and enjoying every minute of it, taking my family, buying junk, looking at all the cool stuff people were playing with and socializing. Then one day while sitting there watching it all swirl by it dawned on me, this wouldn't exist if someone didn't make it happen. The rules are joining the AMCA or you cannot help, OK, so be it.

I have attended the monthly meeting religiously ever since. At first it was intimidating, so many things being discussed by people who obviously have been there and done that. People with names like Bill Baird, Bill Tuman, Erwin Smith, Pete Thiakos and Bob McClean. Others, who I've seen about but did not really know. There are discussions about what worked, what didn't, what needs changed, added or dropped to make the Fall National a better meet. Differences are voiced, motions are made, votes are taken, directions are set, and individuals raise their hand and say I will be responsible for this or that, and they are responsible. At first I was completely clueless, now I'm just mostly clueless. What I've learned is the members are passionate. They do this because it gives meaning to their chosen hobby and they like others who share this passion with them.

Now I have been elected president of the Chief Blackhawk Chapter. What have I learned? What I have learned is to trust the members. They will pick me up when I fall over, they will straighten me out when I go awry, they will get the job done, regardless. I have learned that the Chapter cannot keep doing things the way we've been doing things. I have learned the manner in which the fruits of the Chapter's labor may not be being used in ways that sit well with the Chapter membership.

What does it take to put on the Fall meet and what do we have to show for it? To put on the Fall meet 30 or 40 members attend 8 working meetings a year to hash out the details of putting on the next meet. This represents an investment of some place between 750 and 1000 hours in meetings. Those same members, along with a significant number of far flung members, show up the week of the meet and invest 50 or 60 hours each to set up and host the meet. This represents a visible investment of between 2500 and 4000 hours of time to put on the meet and see it through. The individual investments, those efforts to get t-shirts designed, printed and delivered, ads sold, programs lain out, printed and delivered, vendor registration carried out in a courteous manner in spite of persistent procrastination on the part of the vendors, bills collected, paid and accounted for, and the list goes on, are not accounted for in this analysis. Those "remote" members who come to the meet and work add measurably to the investment. It seems to be working, so just what is it the Chapter cannot keep doing? Simply put, the Chapter is backwards approximately \$22,000 over the last 8 years.

The Chapter should not ignore the fact that the principal beneficiary of the one or two man year investment on the part of the Chapter is not local charitable organizations, but rather the non-responsive, opaque, secretive and non-accountable AMCA. Exactly what is it about the AMCA that warrants taking the fruits of the Chapter's labors and exporting the fruits of their labor, to the tune of \$16,000 or \$17,000 to an organization that does who knows what with the fruits, and to who's benefit?

Think about it. I'm not saying the AMCA is not worth supporting, only that the AMCA is not worth supporting as it exists. Promises don't matter, Torque Fours and investments in museums don't matter, accountability and results matter. Think about it. In my view it is time for a membership driven AMCA. An AMCA that is of the members, by the members and for the members.

Dissenting views welcome

Charles E Finney

We spend all year preparing for it and now it has come and gone. We had a great meet again this year and things went pretty smoothly as far as getting vendors in and set up. The weather was beautiful on Wed for space marking and set up only to turn steamy hot on Thursday and Friday. That did not keep the crowd away though. The place was packed. Saturday unfortunately the skies opened up and poured in the afternoon and many vendors packed up. That didn't hinder attendance at the banquet and a good time was had by all. Time to start working on next year!



It truly amazes me every year how quickly we can go from stripping the field in the picture on the left to the field being full as in the picture on the right. Thursday morning at 6 AM is a good hour of organized chaos. It is probably the most fun I have at the meet standing in front of the huge trucks and trailers just daring them to run me over. But seriously I think that Thursday morning went remarkably well and the vendors were very good about waiting their turn in line to get in. We had four lines in the back and alternated them one from each line and everyone was great! We had everyone in with in half an hour.



Lynsey from Kenosha, WI was the winner of the vintage bike raffle that the National put on along with the Kids field games.

09/03/2011



Sunday Morning Judging went off smoothly. Thank you to all the judges that got up early and were on the job by 8 AM. We judged 59 bikes. National Recognition Awards were as follows:

Period Modified #3	1966 Harley Davidson XLCH	Dan Bean
Period Modified #2	1937 Harley Davidson EL Hill Climber	Darell Jordan
Period Modified #1	1942 Harley Davidson XA	Art Madajaski
Long Distance Ridden #3	1964 Harley Davidson FLH (317 Miles)	Larry Scheibelhut
Long Distance Ridden #2	1944 Harley Davidson (361)	Don Dzurick
Long Distance Ridden #1	1966 Harley Davidson XLCH (390 Miles)	Dan Bean
Most Unique	1943 BMW R75 M (pictured above)	Steve Puntillo
Oldest	1911 Indian Model C	Richard Schultz
Century Medallion	1911 Indian Model C	Richard Schultz
Saar Award	1972 Gina Macho 175	Mike Bowlin
Smitty Award		Mike Anselmi



Mike Anselmi with David as he receives the Smitty Award. Mike was the perfect choice for this award. Thanks to Mike, Smitty was able to continue to come to the meetings and the meet in his final years. Mike was always there to help him and take him where he needed to go and to be a good friend. Congratulations Mike!

Richard Schultz speaking at the banquet. Richard is one of the founders of the Chief Blackhawk Chapter and has attended and vended at every meet for the last 40 years! Thanks for the history Richard. Really enjoyed your talk!



09/03/2011

Chief Blackhawk's First Road Run! (Brenda Teel-Lash)

This was our first road run and hopefully not our last! Several of us have not attended a road run before and were very pleased. How relaxing and not nearly as much work as the meet! Tim and the committee did a wonderful job picking the host hotel/resort Chestnut Mountain and the rides. The scenery was beautiful and some of the best twisting and winding roads in Illinois and with Savannah close by for the whole motorcycle friendly town experience. I think everyone came home with great tales to tell and new friendships formed. The first night Monday we headed down the trail by the resort towards the river where a fire pit was set for us. There was a man strumming his guitar and singing old tunes. Tuesday morning bright and early we were up for breakfast and headed out to get the bikes going. Our first day trip was to Anamosa to the museum. David was having trouble getting both of his bikes to start so we ended up being the last ones out before the chase truck. (We being, David and I, Pam, Charlie, and Tim and Barb from Florida.) I was riding the hand shift 68 Shovelhead and was getting pretty comfortable on it. In fact I had got out my camera and had started to take pictures when we were about 30 miles out when all of the sudden I lost my forward motion. I steered off to the side of the road and told David I was pretty sure the primary belt had just broke. So my bike got to be the first on the trailer. ☹ Well after we got the bike loaded, we were off again and I rode behind Charlie the rest of the way to the museum. We arrived in time to have a nice lunch and then we were off again. This time I rode in the side car on Bruce's Indian. We rode to Bellevue and stopped at the shop of fellow Blackhawk member Jim Long. He has a great old building on the river front. When we got back to Chestnut that night I jumped in my truck and headed home to get a new belt for the bike and tools to put it in with. I made it back at 11 that night. David was willing to get up and work on the bike, but I was too tired so we agreed to get up and fix it in the morning. By 9 AM the belt was changed the bike back together and we were ready to go again. This time our group was Del, Wanda, Tim, Sandy, Pam, Tim, Barb, Bruce, Mike, David and I. We had Vicki, Karen, Don and Donna and our new friend Robbi in the van following. We stopped in Galena to get gas and headed out. We did not get too far when Del's bike started giving him trouble. So we sat on the side of the road again waiting for the chase vehicle. Once Del's bike was loaded Wanda got on my bike with me, Del rode hers and we were off again. Tim took us on a short cut so that we could get to the Ferry on time. We were sailing on down the road when I all of a sudden was getting stung by something. I was yelling "ouch, ouch bee, bee" and Wanda was reaching up trying to help pull up my jacket and shirt. I thought it was gone but a few miles down the road I felt something crawling and pulled out the top of my shirt and out flies the bee. On the way to the ferry we saw Charlie's bike on the side of the road but no Charlie, seems he had caught a ride on a passing sidecar. Next stop was the ferry ride out of Wisconsin into Iowa. We had a great lunch at Balltown and started the trek back to Chestnut Mountain. We made a wrong turn so we all were making a U turn. David was in front of me and I saw the familiar site of his primary belt breaking and flying into the air. So once again we are on the side of the road waiting for the chase vehicle which was full and had to go back and unload before they could come get the bike. After about an hour David and Tim waited while the rest of us headed back. The last day our same group headed out plus Charlie riding on Pam's sportster. It was a great day for riding and nobody broke down that day! Unfortunately when we arrived back we were told that Stanley had hit a deer and had been life-flighted to Rockford. That night was the banquet. Dinner was good but note to us don't forget desert next time though I think we were the only ones to complain. By Friday morning everyone was loaded up and heading home with great memories

Road Run Pictures Day One



First Breakdown



First stop the Museum



Jim Long's in Bellevue



Day 2



Broken Belt



Waiting for Chase Vehicle again!



Trailer is full! Many Thanks to Bruce's Dad!



Loading the Ferry! Dog was enjoying the ride!



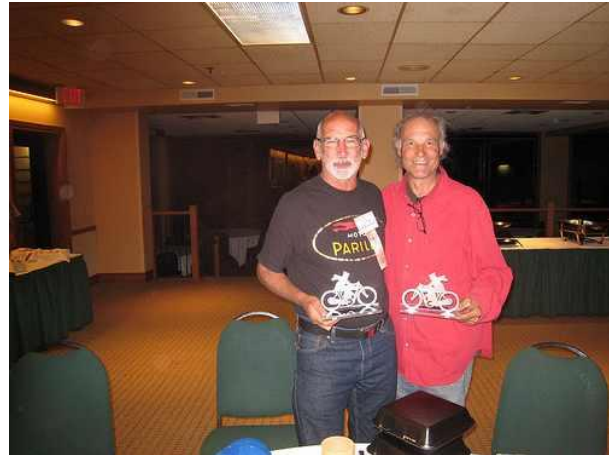
Ferry Ride



Group Picture by Balltown



And once again sitting on the side of the road



Charlie received the award for most unique bike
Richard Watson received award for the Longest Distance Ridden.



Bruce received the youngest rider award.



Leonard Miller received the award for the Oldest Motorcycle and oldest motorcycle and rider combined.

Other awards went to:
Reed Rothschild for Longest Distance Hauled
Stanley Miller Hard Luck Award
David and Brenda Lash Hard Luck Award
Carl Olsen Hard Luck Award

We still have shirts left from the Road Run that you can purchase for 10.00. They can be delivered at the Christmas party coming up next month! Sizes available are: Small 3, Medium 12, Large 9, X Large 2, and 2 XL 2.



Road Run Review by Tim Schumacher

First I want to thank all of the Chief Blackhawk members who participated in helping to put on a great road run. Road Run Committee: Jerry Cedillo, Craig Dayton, Charlie Finney, Pam Gross, Dave Lash and myself. Road Run Volunteers: Karen Anselmi, Mike Anselmi, Joyce Corken, Bruce Coutant, Bill Coutant, Don Curtis, Donna Curtis, Jack Gross, Vicki Hahn, Brenda Lash, Sandy Schumacher, Wanda Schumacher, Hollie Swain and Tony Swain. It's challenging and time consuming putting on an event like this and it did strain the resources of the club to host a road run in conjunction with a meet. There are pro's and con's to doing it, but I'm very happy we did it. Although I've already mentioned all who participated in helping to put this road run on I want to give a special thanks to Charlie Finney and Hollie Swain. Their contributions toward making this road run successful were huge and greatly appreciated.

Personally I was a little disappointed in the turnout. I had hopes that we would reach our goal of 125 riders and we were prepared to go a bit higher if necessary, but we only had 71 registered riders. We kept registration open until the last minute and that added to the level of difficulty. I must admit that the lower turnout was probably more manageable and from the feedback I heard everyone in attendance had a great time.

After the riders meeting the first night we had bonfire. One of the riders had brought his guitar. He played and sang very well. Others joined in and it was a great evening around the fire.

If you participated in our road run then you definitely had an opportunity to see corn, cows and country (farms & farm land). Maybe some thought that's all you see in our part of the country, but I can tell you from comments I heard that those who weren't familiar with the area were pleasantly surprised. Hills, valleys, bluffs, winding roads, woods, river crossings, Mississippi River valley, small towns, biker bars, great restaurants, etc. On the first day we visited the National Museum in Anamosa, IA where they hosted a luncheon as part of the package and riders were greeted by John Parham. A special thanks to Jeff Carstensen for helping to coordinate the museum tour and luncheon. We traveled thru three states in one day as we looped from Illinois up to Wisconsin down to Iowa and back around into Illinois. How many road runs have you ever been on where you travel thru three states? Most of the time we crossed the river by bridges. Pam wasn't particularly fond of the iron grate deck on the bridge from Savanna, IL to Sabula, IA.

On one of the rides we went thru Bellevue, IA home of James Long Motorcycles.

Fortunately for me David Monahan had contacted Jim prior to our ride and gave him a heads up about the ride. Jim graciously opened his shop to the riders, gave tours and provided refreshments. Thanks Jim! Also, thanks to David for taking care of my oversight!

We had a chartered ferry crossing planned for the second day ride and the day before I got a call from them informing me it was broke down. Now keep in mind that they just commissioned a new ferry in July 2011 and the weather was great so what could go wrong? I learned a valuable lesson about ferries earlier this year while on the road run in Kentucky. Are you reading this Brian? LMAO! Have a backup plan and make sure everyone is informed. Thanks to lessons learned in Kentucky we did have a plan, everyone was informed, but I'm thankful we didn't have to use it since they were able to get the ferry operational in time for our crossing. Many thanks to the folks in Cassville, WI, the Harbor Commission, the Corp of Engineers, pilot and deck hand who gave us an excellent river crossing experience! As we travelled thru Balltown, IA that second day Breitbach's Country Dining provided their well-known hospitality and wow, what a view!

On the third day we rode back up into Wisconsin then looped back down into Illinois where many had lunch at the Iron Horse in Savanna, IL. A great biker bar in western Illinois with lots of old bikes and neat old stuff on display. Owner Jerry Gendreau greeted the bikers and offered discounts. Thanks Jerry!

They say location is everything and for those who missed out I want to tell you that our host hotel, Chestnut Mountain Resort, was absolutely awesome. Just ask someone who was there. The view was breathtaking. Breakfast buffet, all you can eat was part of the package. Parking was excellent. Plenty of room for the big rigs, special parking for the bikes and plenty of room left over for other guests. Charlie had reserved one of those big ski lodge bunk rooms with sleeping for 10-12 in an effort to make sure every rider had a place to stay. The facilities and staff were exceptional!

Karen Anselmi brought her van and was kind enough to chauffeur some members who weren't riding. Thanks Karen!

The event concluded with the typical banquet. Three meat choices were served at the meal and it was very good. Some were disappointed because we didn't have dessert. There were a number of hard luck stories in addition to two injured riders. If we had had more than four hard luck trophies I'd guess we could have given out close to a dozen. There were flat tires, battery problems, wiring issues, motors locked up, shirts pulled into drive chains and broken primary belts. Dave and Brenda Lash each had a broken primary belt on separate bikes. It was most unfortunate. Brenda's broke the first day, she drove home that evening to get parts and additional tools, then Dave had it repaired early the next morning only to have it happen to him later that day on his bike. On the second day our chase vehicle had four bikes on the trailer before we reached the halfway point and had to return to the lodge and unload. Before the trailer was unloaded there was a call for another pickup from a rider who had broken down. Chase vehicle and gas were donated to the event by Del Schumacher. Thanks Dad! A special thanks to our chase vehicle driver, Bill Coutant, for a job well done!

Unfortunately we had some losses and a couple of injured riders. Richard Shultz signed up to ride with us and speak at our banquet, but was called away due to the loss of a close friend. Richard is a charter member of the Chief Blackhawk Chapter, has attended all 40 Davenport meets and was on the first AMCA road run. Thanks Richard for being willing to share at our road run! One rider's bike slid out from underneath him while negotiating a U-turn resulting in a broken thumb and middle finger. He returned home early. I've spoken with him and he's doing well. Another less fortunate rider had a couple deer run out in front of him. The second deer hit the front end of his bike which caused the rider and bike to hit the pavement and the rider was airlifted to the hospital with serious injuries. He was with four other riders who took good care of him until EMS arrived on the scene. AMCA members took care of gathering up his belongs and bike which have been transported to Rockford, IL where he's currently recovering at the hospital there. He has been released from ICU, recovering well and is expected to be transported down to Dallas, TX in the near future.

The weather was absolutely beautiful. Sunshine, no rain, cool, but not cold, warm, but not hot. We were blessed. I'm looking forward to participating in a road run or two next year, hope to see you there!

Tim Schumacher

Steve Dahl rode his 1947 Harley Davidson Knuckle to the Chief Blackhawk meet from North Mankato, MN. Steve says his bike runs at highway speeds with no trouble. (over 300 plus miles) He rode in with friends and his wife, Melva Dahl. Melva rode in on a BMW with a sidecar. (she also owns a 1948 Harley Davidson Panhead, but says it is in need of repairs.



Steve bought the Knuckle right after he got out of the service in 1973, for \$750.00 He had to do a lot of work on it, and when done, took it out on a short test run-when he got hit by a 1964 Ford Galaxie. This almost totaled his 1947 Knuckle. But, he rebuilt it again and is still enjoying riding it.

Story submitted by: Pete and Connie Bachman AMCA Members Lexington, IL 61753



The invitation features a background with a purple-to-orange gradient. At the top left, a large yellow full moon is surrounded by several black bat silhouettes. The text is written in a mix of cursive and block fonts. At the bottom, there are silhouettes of a haunted house, a skeleton, pumpkins, a spiderweb, and a tree. A small 'ramscan' logo is in the bottom right corner.

Your Invited
to the Caldwell's
HALLOWEEN PARTY
When: Saturday, October 29th
Time: 6 p.m. - 10 p.m.
Where: 4322 W. Kimberly Rd, Davenport IA
Questions: Christina 563-529-4945
Talent Show • Music • Karaoke
Wear your Costume • Maid-rites & Hot Dogs
Bring a dish to share • Bring your own drinks
• Bring your whole family
Pick a song or a dance
and show us what you got!
* I need to know the song ahead of time
to make sure we have it or bring your CD

ramscan®

Events Near and Far

**Chief Blackhawk
Business Meetings**

November 1 meeting begin gathering around 5:30 PM and meeting starts at 7:00 PM at the Welcome Inn in Milan, IL.

December 4 meeting begin gathering around 5:30 PM and meeting starts at 7:00 PM at the Welcome Inn in Milan, IL.

Special Events of Chief Blackhawk

Looking for suggestions from members

October 22 Halloween Party at Tommy and Christina Caldwell's house
Costumes requested, theme is the 50's! See page 10 for more information

November 19 Chief Blackhawk Christmas Party 6 PM at CASI 1035 West
Kimberly Road, Davenport, IA.

In Our Backyard

**Upcoming
2012 National Meets**

Omaha Chapter
Fremont, NE
2/24-2/25

Sunshine Chapter
New Smyrna Beach, FL
3/9-3/11

Perkiomen Chapter
Oley, PA
4/27-4/29

Southern National
Denton, NC
5/18-5/20

European Chapter
Den Haag, Netherlands
5/25-5/27

Rhinebeck National
Rhinebeck, NY
6/8-6/10

Viking Chapter
St. Paul, MN
6/15-6/17

September and October Birthdays and Anniversaries

Happy Birthday Wishes to the following members with birthdays in September and October:

Ed Ahlf	Marlene Allison	Sylvestor Beckendorf
Ella Butler	Nels Carlson	Jean Cogdall
Don Curtis	Craig Dayton	Jeff Dietz
Roger Duffey	Kay Edleman	Karen Gross
Morse Goodell	Renee Hauser	Brad Hood
Tom Kayson	Richard Kingsley	Marion Kingsley
Jeanette Kuntz	Art McCannan	Arnold Palmer
Elaine Palmer	Jon Parham	Marsha Payne
Bill Provance	Kevin Schwenk	Mary Schwenk
Pete Thiakos	Kent Welty	Joan Welty

Happy Anniversary Wishes to the following couples:

Bill and Millie Baird
Jerry and Cathy Gott
Jack and Karen Gross
Scott and Christine Kuntz
Mike and Christine Millay
Arnold and Elaine Palmer
Dave and Tracy Rowland
Micheal and Deb Schumacher