



AMCA EUROPEAN CHAPTER NEWSLETTER

"Having fun with old motorcycles"

June 2022

Hello AMCA Europe Members,

This month most of the report is about our fabulous International Meet at Raalte, Netherlands.

European Meet May 27/28

It is three years since our last Meet, and I was looking forward to seeing friends old and new again. Now that the UK has left the EC, I had heard of difficulties with Customs asking for advance payment of duties on vehicles travelling to shows. Fortunately, the FEMA newsletter received just a couple of days before the Meet showed a letter from the European Commission apparently exempting us from such hassle. I printed out the letter and forwarded it to UK members I knew were coming to the show. Other Brits can find it at www.femamotorcycling.eu. I found the registration and insurance papers for my van and the old bike in it, collected my Covid documents, and made my ferry bookings. It seems everyone wants to travel after coming out of lockdown, and the Hook of Holland and Calais ferries were full so I had to go to Dunkirk, and an hour earlier than I cared to. Of course, after all my careful preparation I was just waved through French Customs by the single guy on duty that early in the morning, but, like they say, hope for the best but plan for the worst.

Anyway, four countries before lunchtime and I was in Raalte Netherlands mid-afternoon Thursday. The roads were packed with Ascension Day holiday seekers, and the Dutch now have a more-or-less blanket 100 kph (60 mph) daytime speed limit. This made for good gas mileage, but you need it with prices at \$8-10 per US gallon. I arrived in time to help with the last of the set-up, but our Dutch Directors and members had done most of the work. For those who have not yet attended, the Raalte site is quite different from the big US fairgrounds. I would say half a hectare or a couple of acres of grass and

hard standing, with the American Motorcycle Museum in the middle, the on-site hotel on the left, and a restaurant/pub on the right as you arrive. There is just room to park the vendor vans on site, with a car park about 150 metres away nearly empty because of the holiday and with space for a few hundred vehicles. Because of the smaller area, you will always be closer to other old bike fans than at the US shows, and maybe it is this intimacy and the many nationalities which gives the location some of its special feeling.

My first responsibility was to say hello to long time AMCA member Max Middelbosch, owner of the museum, and I found him sitting outside. 'Hey Steve!' he said, 'Here is something you might like', and a few minutes later I was carrying this out and was underwater on my cash flow before the show had even started:



It is a Harley VL reverse gearbox rescued from the fire at that Austrian museum, which was hot enough to melt the aluminium case. So an easy fix, right? A week in a bucket of diesel, pull it apart, bead blast the parts, re-harden the gears and shafts, find another case, with the result then probably costing only slightly more than buying a restored one...

Next morning it was 07.00 breakfast and another punishing program of relaxation. We racked up what turned out to be 17 pre-1920 bikes in front of the hotel – our theme was Bikes from the Teens – for visitors to admire. There was the 1903 Coventry Eagle which was later to receive our Oldest Bike award, the 1904 Moullart which would get Most Unique, a 1906 FN four cylinder, Harleys from 1910, 1914, 1915, 1916 and 1919, Indians from 1910, 1911, 1912 (two!), a 1912 Excelsior, 1912 Triumph, 1913 Thor, 1914 Douglas and a 1916 Pope.



Here is the 1904 Moullart, which I had not heard of and which we were unable to judge for lack of Marque Specialists - along with the Coventry Eagle and the Douglas:



While Moullart was the designer, the bike was built by L'Energie company in Paris.

And here is the 1916 Pope:



I'm a big fan of these 61 cubic inch (1000 cc) overhead valve V-twins, with both front and rear suspension, and this one looks to be in first paint. Pope turned to making military equipment in WW1, with the motorcycles not reappearing afterwards.

As pre-registered motorcycles for judging arrived, we started them up and checked the paperwork. There were late entries too, but next year all judged bikes will need to be pre-registered. The swap meet was now in full swing, with a good number of stands selling essentially all American parts, plus restored bikes and projects. The weather was a little breezy, but dry with sunny periods and temperatures in the teens C/sixties F, so many were sitting outside at the hotel tables enjoying a refreshing beverage and the bustling atmosphere. During the day big parties of Poles, Italians and French arrived, and I counted twenty different nationalities of our visitors over the weekend. You can decipher the countries from their license plates of A, AUS, B, CZ, D, DK, E, EST, F, FIN, I, IRL, IS, N, NL, PL, S, SZ, UK and USA.

The hotel is U-shaped, and we had installed a big tarp over the enclosed courtyard to protect against any rain showers, and this became our relaxation and meeting area. At 19.30 I gave a short introduction to AMCA Judging, noting that we judged only production motorcycles over 35 years old; restored or unrestored; reproduction frames or crankcases and bad numbers were not allowed; and bikes should have the engine

and frame with which they left the factory. We then had an interesting talk from Jan Gerben Verzijl on a three month 'trip of a lifetime' from Alaska to southern Chile which ended up taking two years. The journey was made on a 1943 Harley WLC flathead 45 (750 cc), which made the trip despite mechanical problems, but the memories were made by the rugged terrain and the people met on the journey. Jan wrote a book on the trip in Dutch and is considering an English version. After this the audience talked and told lies until late to background music, while the more adventurous retreated to the pub restaurant and a noisy rock band.

Saturday morning we had judges breakfast from 07.00 then racked up the bikes to be judged from 09.00 to 12.30. A dozen eager judges and apprentices fell on the bikes, this time checking for matching engine and frame numbers on the Indians and headstock forging die numbers appropriate to the engine numbers on the older Harleys. Here is Grahame Maker (left), who drove in 427 miles from the UK on his 1964 ex-Boston Police Harley Panhead, explaining the intricacies of his one-year 6 volt Motorola radio to Norwegian Kim Jarre.



The following year would be the ElectraGlide with 12 volt electrics, so many of the 1964 Police accessories were only used that year.

This 1940 Indian sidecar outfit from the French Army caught my eye, and may be the only one left in first paint showing its military markings:



We had several groups of late model motorcycles ride in to see the old stuff, and of course those interested may become future AMCA members.

Among a number of Italian visitors was Fabio Costamagna with Harley 74 flathead 30V8795C:



This bike used to be owned by a UK member and I have worked on the machine. The owner was born in 1917, bought the bike in 1941, remembered it getting stuck in the tram lines in Bristol where he lived, ran a

tank repair depot in Alexandria in WW2, lost the bike on his return and spent years recovering and restoring it, then sold it at Bonhams when he went into a nursing home. That makes Fabio just the third owner of this piece, and the sharp-eyed will see it still has the 'early 1930' two piece valve covers and the front stand fitted to export bikes. Fabio told me it is the most fun Harley he has ridden, and it should be returning to the US for the 2023 Cannonball Run.

Fabio and partner Cristiano Pelganta own Patina Garage and are organising a Meet later this year; forming an Italian AMCA Chapter in the Cuneo/Turin area; then a 2023 Road Run from there over the Alps to St Tropez in France. Details from amca.europe@aol.de

Around 16.00 the swap meet came to an end, the stands were taken down by our volunteers, and bikes and parts loaded into the vendor vehicles. Soon after we enjoyed a barbecue at the hotel, then it was time for Chapter business and judging awards in the meeting area. I was able to report 340 European members in 20 countries, an increase on 2019 thanks to our Country Ambassadors and the Club magazine, and we took 11 new memberships at the Meet and renewed nine more. Claudia, Petra and Mieka were thanked for selling Tee shirts and obtaining donations for our goody bags, while Manfred worked hard moving bikes and parts. Dominique and sister Nicole, the new owners of the hotel, were thanked for making us so welcome, and told me later that we were a good crowd to have staying. Cees Visser and Dave van der Linden were confirmed as Directors by acclamation, and our next Meet was set as 19/20 May 2023 – also Ascension Day holiday – with the theme of War Bikes. Motorcycles can be restored to factory original, but not so the owners, and we paid our respects to long time members Ferdy van Rijn and Uwe Illgner whose presence will be missed. The Chapter has a few copies of Uwe's great book on Enrico Pontolillo, the Lima Peru Harley dealer, which I can recommend to all armchair travellers. Contact Claudia Krause for details.

The judging awards then followed, with the Chapter awards for Oldest and Most Unique already mentioned.

Here is picture of the 1903 Coventry Eagle which was oldest on the field:



Period modified went to Hans Devos and this outrageous 1932 Harley VL overhead valve conversion:



And yes, that is an Indian 750 cc ohv conversion right behind.

Highest judging score went to Kevin Waters' 1970 first paint Harley FLH which our judges could not take below 98 ¾ points. Longest distance was 850 km to Arek Zblewski from Poland, whose well-used 1947 Harley WL suffered broken handlebars, changed on the grass at the Meet on Saturday afternoon. This is not a five minute job, as the control cables and horn/dip wiring run inside the bars and the spirals need reconnecting. He then left for Sweden and the Harley Superrally next week, so respect is due to another hard core Club rider. Second longest distance

went to UK member Grahame Maker with 427 miles on the aforementioned Boston Police 1964 Panhead. Grahame took a big hit in the judging for a worn seat, so was pleased to receive a new one as a prize, courtesy of our friends at W&W Cycles in Germany.

For the National awards, we had 11 new entries – and you know how time-consuming these are to judge – with three receiving Junior Second and eight Junior First awards. As to the glacial progress when you have just one Meet a year, we had one bike make Senior and three Winners Circle for the first time. The entry was old-school, with 12 1910-70 Harleys, two Indians from 1940 and '41, both in original paint, and one 1974 unrestored Honda making Winners Circle.

We had 17 motorcycles eligible for their Century Medallions, not all of which were collected. Please contact me if you are an AMCA member and the machine has not previously earned the award.

We then drew the raffle, enjoyed more socialising, or listened to the rockabilly band in the pub. Next morning it was breakfast, good wishes for a safe trip to all, then some long trips home across Europe.

Our mission at the top of this newsletter is 'Having fun with old motorcycles', and our early Club literature talks about 'the fellowship of a common interest'. We certainly had plenty of that after a long dry spell, and our visitors are surely looking forward to a repeat performance next year.

2022 Events

Below is our latest timetable for the year. The AMCA events are firm, but some of the others are provisional, and will be updated as more information is received. Please advise me of any corrections, or additional events you would like to see included. Any events cancelled or postponed are marked with an asterisk (*). Please check with the organisers before travelling any distance.

2022 AMCA National Meets

February 25-26, Omaha Chapter, Fremont, NE
March 3-5, Sunshine Meet, New Smyrna Beach, FL
April 22-23, Perkiomen Chapter, Oley, PA
May 27-28, European Meet, Raalte, NL
*June 03-05, Empire Chapter, Trumansburg, NY
June 10-11, Viking Chapter, St Paul, MN
June 17-18, Fort Sutter Chapter, Dixon, CA
June 24-25, Colonial Chapter, Harmony, NJ
July 15-17, Wauseon Meet, Wauseon, OH
July 30-31, Yankee Chapter, Greenfield, MA
August 27-28, Australian Chapter, Sydney, AUS
October 01-02, Chesapeake Chapter, Upperco, MD
October 14-16, Southern National, Denton, NC

2022 AMCA National Road Runs

September 06-08 Driftless Chapter, La Crosse, WI
September 14-16 Music City Chapter, Dickson, TN
September 19-21 Evergreen Chapter, Colville, WA
September 26-28 Fort Sutter Chapter, Tahoe, CA

European 2022 Events

Austria

September 06-11 European Bike Week, Faaker See
www.europeanbikeweek.com

Belgium

May 07. Tour for pre-1966 American Motorcycles.
Commijn 43A , B-1547 Bever 1-5 pm
acme.pajol@gmail.com

Denmark

May 26-28, Skagen Run, this time Copenhagen to Skagen, for pre-1935 bikes. Details from
michael_pedersen76@hotmail.com

July 22-24 34th Windmill Rally, Hobro for pre-1941 bikes. www.windmillrally.eu

Aug 29 Laholm Beach Jutland, pre-1947 beach racing and partying www.romomotorfestival.dk (provisional)

Finland

April 16 Oldtimer Swapmeet, Tampere, about 180 km from Helsinki

France

Linkert Attacks – *cancelled for 2022**

24-26 September, beach racing pre-1947 cars and bikes in Ouistreham, Normandy*
www.normandybeachrace.com moved to 2023

Croatia/Slovenia/Italy

to be announced FIVA World Motorcycle Run,
www.fiva.org

Germany

March 12/13 Technorama Kassel www.technorama.de

April 23/24 Technorama Ulm www.technorama.de

April 21-24 May Retro Classics Stuttgart
www.retro-classics.de

April 29-May 01 Veterama Hockenheim
www.veterama.de

May 21/22 Technorama Hildesheim
www.technorama.de

June 10-12 Pre-1966 Meet Thuringia
amca.europe@aol.de

June 18 Velodrom Racetrack Darmstadt, board track racing www.vollgas-rennspeess.de

Oct 07-09 Veterama, Mannheim. Biggest European swap meet. www.veterama.de Our AMCA stand is open to all members who want to sell their own parts.

Greece

Italy

March 11, Harley and Snow Hillclimb, VALS, Ski Resort Gitschberg Jochtal
www.harley.bz.it/de/harley-snow

May 06-08 ASI Motorcycle Meet, Parma

June 24-26 Oil Leakers Party, Maria delle Surie.
Amca.europe@aol.de

Jan 26-29 2023 Motor Bike Expo Verona, custom bikes www.motorbikeexpo.it

Netherlands

June 10-12 Silent Gray Fellows Meet, Oosterhout. 17th meet for pre-1966 American bikes.
www.silentgrayfellows.nl

August. No Old Timers Club International Rally this year.*

July 29-31 International Indian Rally, Borculo.
https://www.indian.nl/evenement-registratie/?action=evrplusegister&event_id=37

Norway

Poland

All events pending

Romania

July 14-18 FIVA World Motorcycle Rally, Bucharest
<https://retromobil.ro/fiva-moto-2022>

Slovenia

June 10-13, HOG International Rally, Portoroz
Harley-Davidson HOG Rally, Portoroz, Slovenia, 2022 | Tour1

Sweden

June 1-5 Harley Superrally, Oland. www.superrally.se

Switzerland

April 23/24 Swiss Historic Vehicle Days
<https://shvf.ch/de/>

April 29 – 01 May Goudron Bike Days
<https://www.goudron.ch>

May 01 GP Mutschellen www.gpmutschellen.ch

May 21/22 Arbon Classics www.arbon-classics.ch
May 27-29 Swiss Classic World
<https://www.swissclassicworld.ch>

June 10–12 Motor Classics Lenzerheide
www.lenzerheide-motorclassics.ch

June 10-12 Harley Davidson Mountain 4StarWeekend
Arosa <https://www.waldhotel.ch/de/harley-davidson-mountain-weekend>

June 17–19 Kerenzerberg Race Mollis
www.kerenzerbergrennen.ch

July 01/02 Hangar Rocking in St. Stephan
www.hangarrockin.com

August 06 Klausenmemorial
<https://www.diavolomotorclassic.ch>

United Kingdom

April 23-24 Stafford classic bike show and auction
www.staffordclassicbikeshows.com

June 19 Banbury Run, Gaydon, 450 pre-1931 bikes
www.vmcc.net

July 16-17 Festival of 1000 bikes, Mallory Park
www.vmcc.net

Aug 04-08 International West Kent Run, 310 runners
at The Friars, Aylesford, ME20 7BX www.vmcc.net

September 10-11 Beaulieu International
Autojumble/Netley Marsh motorcycle jumble

Oct 09. Pioneer Run, 350 pre-1915 bikes, Epsom
Downs to Brighton.

Oct 15-16 Stafford classic bike show and auction
www.staffordclassicbikeshows.com

European Chapter Directors 2022

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Cees Visser, Director, ceesvisser57@hotmail.com

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Country Ambassadors

In addition to those Directors marked with asterisks (*) above, we also have the following country ambassadors:

Denmark. Michael Pedersen, elleham07@gmail.com

Finland. Fiskis Ekman, fiskis@kolumbus.fi

France. Stuart Graham, harleyman3@wanadoo.fr

Latvia. Juris Ramba, ramoto1992@gmail.com

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Sweden. Stefan Olovsson, stefan.indian@telia.com

Switzerland. Sandra Froehlich, sandra@mcsands.ch

Bobbers. Paul Jung, pjung@wwag.com

Please volunteer if you would like to be representative for a country not mentioned. You just need to know what bike-related events take place in your country, and answer occasional Email questions.

Don't forget to renew your subscriptions at www.antiquemotorcycle.org

And keep me up to date if you change Email address.

The next newsletter will probably be in September, so please keep sending me articles and photos on bike related items, and safe riding until then.

Stay safe, wishing you happy riding, and best regards,

Steve Slocombe,
President AMCA European Chapter

