



## AMCA EUROPEAN CHAPTER NEWSLETTER

June 2017

Hello AMCA Europe Members,

This month we have reports on the Oley Meet and our own International Meet at Raalte, then an invitation to the Italian Chapter's first Meet in Rimini in September.

### Oley Meet

The Perkiomen Chapter held their annual meet in this small Pennsylvania town on April 28/29, and I flew in to Newark on the previous Wednesday evening and drove down with my restorer pal John Cullere the next morning. I now have a collection of 17 of the Chapter coffee mugs dating back to the Indian centenary celebration in 2001. The early ones have the writing erased in the dishwasher, but Chapter President Barry Algeo tells me they are now out of warranty... The weather has been all over the place in previous years, but this time it hit the low eighties Fahrenheit in the daytimes, with just a thunderstorm late Friday night to interrupt proceedings.

Early on at the show I heard a clattering noise as this hill climber was driven up the street:



It seems to have been made from a much modified Harley WL small twin, and is a testament to the engineering skills we have in our Club.

Work fascinates me, and I can watch it all day, so here is a snap of Steve Barber kneeling to do some wrenching on a Panhead on his stand at The 74 Shop:



The Cannonball Run was the theme of the Oley Meet this year, and here's a tidy Indian twin racked up as part of the display:



Friday evening we drove a mile down the road to the Reading Motorcycle Club to watch the vintage drag racing. This is one of the oldest bike clubs in the country, with a fine clubhouse and a one-eighth mile drag strip. For \$20 you can sign in, wear a helmet, jacket and boots, and thrash your old bike down the strip after being waved off by flag girls in period dress. Eric Mathieu, who runs the French 'Beauty of Speed' Website, was there for the first time and couldn't believe his eyes.

We enjoyed some very competitive runs between hand-shift bikes, including this 'big inch' knucklehead ridden by Matt Walksler:



I had seen Matt ride at Wheels Through Time in NC in 2012 when we were breaking in my five 1936 Harley VLH Police bikes, and know he is a fine rider. I watched him win the hand shift race at Wauseon in July 2016 and he did not disappoint at Reading.

John and I had two VLs in the van for judging the next morning, and I could feel the red mist coming and wanted to race. Eventually we told ourselves we didn't have boots past our ankles as required, so common sense prevailed and we put the bikes in for judging on Saturday morning.

Don Dzurick got us off to a nine a.m. start, and I had the pleasure of giving Tom Payne's orange and black 1934 VL its ninetieth Winners Circle judging. Bruce Lindsay and I judged 1932 and 1934 VLs, then the 1902 Clement and the 1915 Pope, followed by an apprenticeship for me on a 1939 knucklehead and a session on a 1931 Henderson, with photos taken to help with my own 1929 restoration.

It wasn't all American bikes, and this pretty 'bacon-slicer' Moto Guzzi caught my eye:



Saturday judging integrates this specialist activity with the swap meet, and gives visitors the chance to see world class motorcycles and mingle with the Club experts on the various marques. I'm a big fan.

### Motorcyclepedia

John and I left Oley around 3 pm Saturday and were back in New Jersey by evening. My plane didn't leave until Sunday evening, so there was time to drive up to Newburgh, New York, to see the Motorcyclepedia museum again. I'd seen owner Ted of V-Twin at Oley, and met him and his Dad at the museum during a previous visit. His main interest is Indians, and the 1901-53 collection is now complete, with examples from every year. There is also a collection of 1970s Ed Roth custom bikes and movie posters on the ground floor, with space donated for the AMCA Foundation exhibition of Winners Circle bikes. Here's a 1929 Cleveland Tornado, from the last year the company was in business:



The Harleys and other makes are in the basement, and Ted's collection is nothing if not eclectic. There is a Wall of Death installed in the basement annex, and even early Italian scooters get a showing:



There is also a fine collection of Pioneer motorcycles downstairs, including this attractive and rare early Iver Johnson twin:



That concluded another great visit to one of the best US shows.

### Raalte Meet

Thursday May 18<sup>th</sup> I made an early start, drove to the Dover ferry and then made the 450 km drive north-east from Calais through France and Belgium to Raalte in the northern Netherlands, arriving mid-afternoon. We met again at the American Motorcycle Museum owned by member Max Middelbosch, which stands on paved grounds with a hotel to the left and restaurant to the right. The vendor spots were being set up, so all I had to do was greet old friends and then witness the start up of a few bikes, to save time at the Saturday judging.

Next morning the crowds started to arrive in force, and this time we had the administration tent set up at the entry so that visitors could donate for our goodie package, including an excellent tee shirt based on our Meet flyer from Frank Souren. We always have plenty of ridden-in bikes at the European Meet, and here are three Swiss pals who had ridden over from Germany on antique Harleys and Indians:



We all wandered into the Museum shop, which had this 1922 Harley J project bike for sale:



Next to it was parked this rare 1930 FDAH Harley European road racer:



We had quite a few four cylinder bikes as well as the usual crowd of Harleys and Indians. Here's Jan van der Werff's original paint 1919 Henderson:



While Nick Roud arrived on his 1922 ACE:



Nick's brother Simon rode in on his 1928 Henderson which was sounding a bit lumpy, and managed to park between Frank Grahl our Henderson expert, and Manfred Schlottau our Schebler carburettor expert. Sure enough, free advice from these two AMCA members had his bike running sweetly a few minutes later.

Friday evening we had our Annual General Meeting, and I was able to report 306 European members, plus family memberships, from 20 different countries. Over the weekend we received visitors from the Netherlands, Germany, Great Britain, Belgium, Czech Republic, Poland, Estonia, Finland, Spain, Italy, Austria, Switzerland, Denmark, France, Slovakia, and Norway, while Brad Webber from the new Buckeye Chapter in eastern Ohio dropped by on Saturday and helped us with the judging. It's hard to explain the atmosphere when you get all those different nationalities together united by our common interest in old motorcycles.

For our election of directors, Chris Bastiaansen agreed to take on the Vice President role vacated by Adri van Groningen, while Claudia Krause from Germany stepped up from German Country Representative to become a Director. Our next Meet was moved forward a week to 25/26 May 2018 to avoid a clash with the Southern National.

We then had an excellent presentation from Thomas Trapp on his 2016 Cannonball Run with son Eric, with their 1914 and 1915 Harleys up near the stage, along with Andy Kraindl's 1915 Henderson and Kevin Waters' 1915 Sunbeam. Thomas explained the bikes all had to be 100 years old, with no GPS and no assistance while riding. Preparation was important, as 35 bikes out of 100 starters failed to finish on the first day, but 21 entrants finished the Run having done all the miles. Safety improvements were allowed, but his team were Old School and did the run on clincher rims and without disc brakes. A day by day photo diary over the fifteen days showed the varied riding conditions and mechanical

mishaps. A packed full house gave a rousing round of applause on the conclusion of the talk, and then rock/surf band the Buccaneers kept us entertained until the early hours.

Saturday was judging day, and we had 18 bikes entered, all Harleys and Indians this time, which we know how to do. An experienced judging team got down to work:



We had two original paint XLCH Sportsters from Norbert Mattis and Kevin Waters which both ended up around 99 points:



Where do the guys find these bikes?

The weather was not as warm as last year, and we had brief showers both afternoons, but we had more visitors, more bikes and more vendors than last year, and sold out of Tee shirts by midday on Saturday. With a successful raffle on Saturday night - thanks to all who donated prizes - we made a small profit on the weekend.

Here are three 1930 Harleys lined up, all completely different, showing what a transition year that was for the Milwaukee factory:



That's a C single side valve of 500 cc, using the same cycle parts as the early small twin, a 350 cc BAH twin port 350 cc overhead valve, and the 1200 cc flat head VL Big Twin. And here's an original paint 1937 knucklehead, said to be the last bike imported into Austria before it became part of the Third Reich:



What a story that bike must have...

Saturday evening we had a barbecue and then I gave out the judging awards. Most Unique went to Johan Wijers' original paint 1925 Harley Dutch TT factory racer, once ridden by van Hamersveldt:



I think wow! is the word you're looking for. Most Unique 2 went to Frank Grahl with his 1914 Henderson, shown here with our new Director Claudia Krause:



Oldest bike was Manfred Schlottau's 1912 Emblem:



Thanks to all our judges, including Fiskis Ekman, Harry Hacker, Paul Jung, Peter Kroon, David Loeb, Norbert Mattis, Kris Pedryc, Steve Slocombe, Jurgen Sundberg, Piet Valkenburg, Kevin Waters, Jan van der Werff and Johan Wijers. If I have missed anyone out, please let me know before the report appears in the AMCA magazine.

Fritz Martin took prizes for each of his four judged bikes, and took 'best restored' with 100 points on the amazing unrestored 1973 Harley FLH.

We had six bikes over 100 years old on the judging field, with Thomas and Eric Trapp having already received Century Medallions for their two Cannonball Harleys. This left me the pleasant duty of giving fresh one-time

awards to Manfred Schlottau, Frank Grahl, Nick Pearce for his 1915 Indian Little Twin, and Kevin Waters for the 1915 Sunbeam – oldest British bike to cross the USA.

Bruno Senn took longest distance, with 850 km from Zurich on his 1947 knucklehead:



The full judging results will be printed in the Club magazine, but all our owners showed awesome restoration skills, and/or the ability to find stunning unrestored motorcycles.

Saturday night we kept going until the early hours listening to music, drinking beer, bench racing and telling lies, then it was breakfast in the hotel and farewells on Sunday morning, as many had a long way to go to get home. What a great Meet! See you next time...

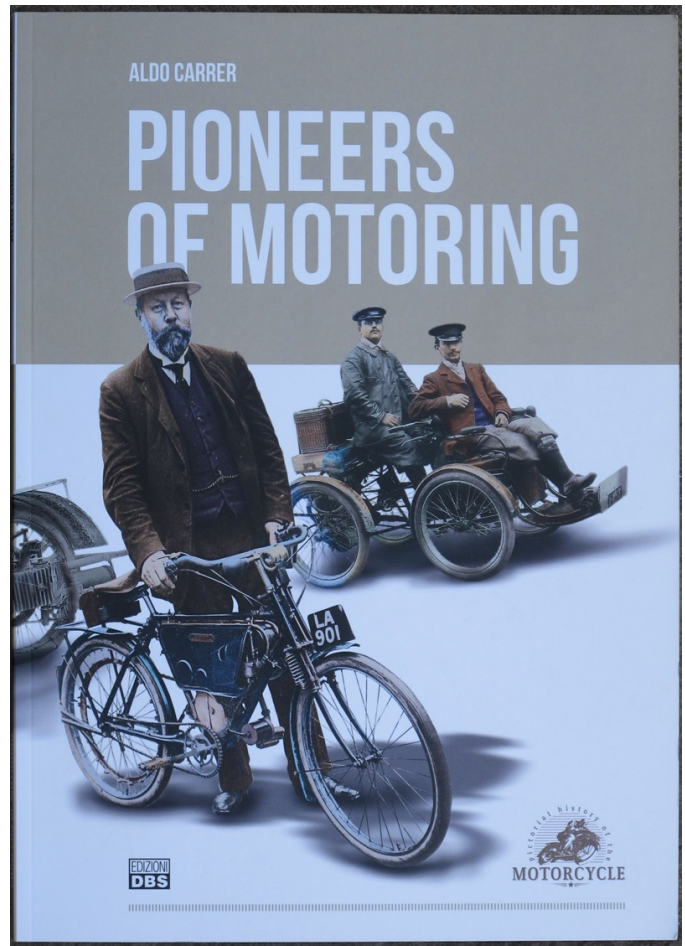
### Italian Chapter Rimini Meet

Aldo Carrer, Sante Mazza and Claudia Ganzaroli drove up to Raalte again from Italy on Saturday, this time to give us details of their first National Meet. It on on 2/3 September at the National Motorcycle Museum in Rimini. The address is Via Casaleccio 58/n in Rimini, and you can find more details at [www.museomotociclo.it](http://www.museomotociclo.it).

They promised free vendor spots, and I handed out flyers to our Raalte vendors and announced the Meet after our judging prize-giving. There was plenty of enthusiasm among our members, and I shall try to be there to support our sister Chapter in Europe.

### Book Review – Pioneers of Motoring

I bought a copy of Aldo Carrer's new book at the Raalte Meet. ISBN 9788899369774, 15 euros plus postage from the author at [oldbike135@gmail.com](mailto:oldbike135@gmail.com).



The book contains 146 black and white photographs in its 110 A4 pages. These are worldwide from 1895-1915, and mostly show pioneer motorcycles in service, with captions in English and Italian. Many of these early makes are almost forgotten, but if you own or are interested in any of the following then there should be a picture of interest to you: Adler, Ariel, Anzani, Austral, Auto Fauteaul, Brennabor, Bowden, Bucher, Cito Koln, Clement, Curtiss, De Dion Bouton, Excelsior, FN, Goericke, Greyhound, Griffon, Harley-Davidson, Hildebrand and Wolfmueller, Holden, Indian, Laurin and Klement, Leon Bollee, Marsh Metz, Merkel, Minerva, Moto Borgo, Moto Reve, Motosacoche, NSU, Orient, Pennington, Perfekte, Peugeot, Phanomobile, Phebus, Prinetti, Puch, Quadrant, Quentin, Red Star, Reliance, Rex, ROC, Rochet, Singer, Stayer, Stucchi, Terrot, Thor, Tri Contal, Triumph, Vindec, Walter, Wanderer, or Yale.

## 2017 AMCA National Meets

June 16-17, Viking Chapter, St. Paul, MN  
June 16-17, Fort Sutter Chapter, Dixon, CA  
June 30-July 01, Rhinebeck Meet, Rhinebeck, NY  
July 21-23, Wauseon Meet, Wauseon, OH  
August 04-05, Yankee Chapter, Hebron, CT  
August 25-27, Australian Chapter, Sydney, AUS  
September 02-03, Italian Chapter, Rimini, Italy  
September 29-Oct 01 Chesapeake, Jefferson, PA

## 2017 AMCA National Road Runs

June 20-22 Rocky Mountain, Black Hawk, CO  
July 24-25, Evergreen, Sequim, WA  
September 11-13, Fort Sutter, Lake Tahoe, CA  
September 20-23, Smoky Mountain, Chattanooga, TN

## Other 2017 Events

### Germany

Oct 06-08, Veterama, Mannheim. Biggest European swap meet. [www.veterama.de](http://www.veterama.de).

### Latvia

July 13-16, Kurland Rally. A 60 bike limit this year, so book early at [www.kurlandround.lv](http://www.kurlandround.lv).

### Netherlands

June 9-11, Silent Gray Fellows Meet, Ulicoten.

Aug 11-13, Old Timers Run, Den Haag. Pre-1966 bikes for the 51<sup>st</sup> time.

Sep 01-03, Alemite Run, Beuningen. [www.alemite-motoren.nl](http://www.alemite-motoren.nl).

### United Kingdom

June 18 Banbury Run, 600 pre-1931 bikes

Oct 14-15. Stafford show and auction

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## Country Representatives

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

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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](http://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 words and photos on bike related items.

Wishing you safe and happy riding, and best regards,

Steve Slocombe,  
President AMCA European Chapter

