



Chief Blackhawk

The Presidents Corner

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Chief Blackhawk's Response to the Minutes of The Winter 2011 Issue of the AMCA Magazine.

There are two sides to every story, one has been told and now here is the other. For some time now the members who actively attend the CBH monthly business meetings have been discussing what the future of the meet will be. There were three options as we saw it, continue to hold a National meet, hold a regional meet, or have no meet at all.

A committee was made up of volunteers who actively work the meet to discuss the options and to come back with a recommendation for the chapter members to vote on. The recommendation from the committee was to rescind the request for the National meet and to hold a regional meet. A motion was made, seconded and the motion passed with no dissenting votes. It was then decided that Mr. Finney as President of the Chapter would send a certified letter to the National Meet Coordinator stating that we would not be a National Meet. The letter was sent and the National Board was made aware of our intentions. Did we give them specific reasons? The membership voted NO National Meet and that is the reason. According to the National Meet Guidelines, "Decide if you really want to do it all again", and that is what we did. The National Board then invited the committee to come to the board meeting in Davenport. Mr. Finney and his wife were invited to dinner with the board in which they attended. The committee members decided as a group to have the President and Vice President attend to represent the committee as the members were busy putting on the Davenport meet.

Mr. Lash entered into the meeting room as the dinner was finishing up and sat down next to Mr. Finney awaiting the start of the meeting. He sat the recorder on the table, the meeting had not started. Mr. Spagnolli came up to the table and asked Mr. Finney and Mr. Lash to leave the meeting room. No explanation was given. Mr. Finney and Mr. Lash went into the lobby to wait. Mr. Spagnolli AMCA President and Mr. Wendel counsel for the AMCA then came out to speak with them. They were informed that recording of the meeting would not be permitted and there would be no minutes taken. Mr. Lash responded that they did not bring a secretary and that it was felt that recording the meeting would let them accurately take back what transpired at the board meeting to the chapter members. Since the Board would not allow the recording it was decided that the CBH Representatives would not attend the meeting.

At this point Mr. Spagnolli and Mr. Wendel proceeded to return to the meeting room. Mr. Finney was following Mr. Wendel so that he could retrieve his riding gear. As they entered the doorway Mr. Wendel spun around and pushed Mr. Finney backwards. Mr. Finney then grabbed Mr. Wendel. This was not an unprovoked attack as the AMCA Board would have you believe. Mr. Lash observed Mr. Wendel's actions towards Mr. Finney and the ensuing altercation. Mr. Lash and Mr. Olson pulled the two apart.

Mr. Finney states "Two people know what happened next as we were intimately involved, Mr. Wendel and myself. All other views, beliefs, assertions are hear say." According to Mr. Finney, he was following Mr. Wendel into the meeting room while Mr. Wendel was saying something to the effect of "we were not welcome", Mr. Finney stated he was saying something to the effect of "I was just going to come in and get my helmet and leathers", when Mr. Wendel spun and pushed Mr. Finney backwards while exclaiming to the effect of "you're not coming in here". Mr. Finney grabbed Mr. Wendel in self-defense. Mr. Finney did not assault Mr. Wendel, period. The AMCA Board states that 911 were called and that a report was filed with the Davenport Police Department and an investigation was completed. The police did not speak with Mr. Finney or Mr. Lash regarding this incident. CBH has checked with the Davenport Police Department and there is no incident report.

As officers and Directors of the Chief Blackhawk chapter we wanted to respond to Mr. Spagnoli's letter to our membership. To those of you who do not have email, Mr. Spagnoli did circumvent the elected officers and directors of the CBH, by sending an email to all CBH members. In Mr. Spagnoli's email he states that decisions were made by the leadership of CBH Chapter. As always any decisions are made by all members who are present at our regular monthly meetings. Decisions start as a motion, are seconded and voted on by all members present, not solely by officers or directors. This has not changed. Mr. Spagnoli states that the CBH board has made changes to the bylaws to eliminate the references to a National Meet. This is only partially true. The bylaws changes were made. The changes were brought up by a member (not a board member) and a motion was made and seconded and passed with no dissenting votes at one of the highest attended meetings of the membership. The Board did not make this decision itself. That is not the way this chapter is run. This chapter is member driven, not run or dictated by the Officers.

The ramifications of not having a National meet were thoroughly discussed at several business meetings of the membership. The membership voted and unanimously passed the motion of not being a National meet. The National only seems to be concerned about the financial aspects of CBH not being a National Meet. "With 880 vendor spots at Davenport, the Chief Blackhawk Chapter Meet has contributed approximately \$17,000 in revenue to the Club each year. That revenue loss is significant to the Club, and if other Chapters were to take this same action, it would have a definite impact on our ability to deliver all those services."

One of the goals of having a National meet was providing funds for CBH to donate to local charities. That is the reason that so many of us put in all the hours and hard work that we do. With rising cost but no increase in revenue from our meet, those donations have been curtailed to a severe degree. Our "contribution" of 17,000 dollars to the National far exceeds what we have to donate to our charities and funding for the following years meet and we have been going in the red for several years.

Mr. Spagnoli's repeated mention of Del Schumacher seems to imply that he is a close associate of Del. Del denies this implied relationship.

In reading Mr. Spagnoli's letter one would think that the CBH has refused to engage in any dialogue with the National. A letter was sent to the National Board, signed by the directors and officers of CBH, requesting a meeting. The National has chosen to not to discuss the matter and has presented the one sided scenario of events to the National membership.

Please make every effort to attend the January meeting so that we can discuss the chapter's future. All input from the chapter membership is requested and is vital to the future of the chapter. If you are unable to physically attend this meeting please call David Lash Chapter President at 563-381-4015 home or cell 309-269-0180.

David Lash CBH President

Chief Blackhawk**Business Meetings**

January 3rd Monthly meeting begin gathering around 5:30 PM and meeting starts at 7:00 PM at the Welcome Inn in Milan, IL. Very Important please attend if at all possible.

Special Events of Chief Blackhawk

Looking for suggestions from members

In Our Backyard and Around the Country

Wisconsin Swap Meets LLC

Sunday, Jan 8, 2012 Waukesha Expo Center Waukesha, WI 9 AM to 4 PM

Abate District 14 27th Southern Iowa Swap Meet

Saturday Jan 14, 2012

Norris Asphalt Paving Company Ottumwa, IA 8 AM to 4 PM

Parts Girl Promotions 32 Annual Swap Meet

Sunday February 5, 2012 QCCQ Expo Center

2621 4th Ave, Rock Island, IL

Wisconsin Swap Meets LLC

Sunday February 12, 2012 Fon du Lac Fair Grounds, WI 9 AM to 4 PM

Chicago Progressive International Motorcycle Show

Where: Donald E. Stephens Convention Center

5555 North River Road

Rosemont, IL 60018

When: February 10-12, 2012

Friday 3pm to 9pm

Saturday 9am to 9pm

Sunday 9am to 5pm

Wisconsin Swap Meets LLC

Sunday, February 26, 2012 Jefferson Fair Grounds, WI 9 AM to 4 PM

The website for the Wisconsin Swap meets is

www.wisconsinswapmeets.com

See the last page for the meet in Eustis put on by the Antique Motorcycle Alliance

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

5/11-5/13

European Chapter

Netherlands

5/25-5/27

Rhinebeck National

Rhinebeck, NY

6/9-6/10

Viking Chapter

St. Paul, MN

6/15-6/17

Fort Sutter Chapter

Dixon, CA

6/15-6/16

Wauseon National

Wauseon, OH

7/20-7/22

Yankee Chapter

Hebron, CT

7/27-7/29

Chesapeake Chapter

Jefferson, PA

10/5-10/6

Chief Blackhawk held its annual Christmas Party on November 19, at the beautiful CASI Building in Davenport, IA. Good food and fellowship was had by all. The kids were even surprised by a visit from Santa. Past President Charles Finney hands over the Presidential Plaque to New President David Lash.



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

- | | |
|--------------------|-----------------|
| Jere Ales | Mike Millay |
| Jeff Carstensen | Christine Kuntz |
| Tom Christianson | Hollie Swain |
| Ed Glassmeyer | Lorna Teel |
| Van Mefford | Lyndi Starling |
| Michael Schumacher | |

Happy Anniversary Wishes to the following couples:

- Jeff and Marcy Dietz
- Merle and Janet Keppy
- Doug and Robin Stein
- Mark and Lorna Teel

By Tim Schumacher

I love motorcycles, everything about them, especially riding, but what is it that sparked that passion?

Recently I spoke to my dad, Del Schumacher about his first motorcycle. It was a 1947 Harley 45 and he was 16 years old when he bought it. That would have been about 1951. Unfortunately he was in an accident on that bike and didn't own another until the early 1970's. He did try out a Harley in the early 1960's but decided not to buy it. Sometime in the late 60's he bought me my first bike. It was a Bonanza 5 hp mini-bike. I loved it and it wasn't long before he moved me up to a Honda 50, then a CT70, an ATC90 and finally a SL125. There were trails and a creek close by. I had several friends who rode so there were lots of riding buddies. I had gotten into a bit of trouble with the law on that 125 by the time I was 15, my dad had caught me sneaking out his Honda CB450, my mom had concerns and I recall being bribed into selling it and she got me a Schwinn Continental 10-speed bicycle. I don't recall the specific details of that whole deal, but I do remember it wasn't long before I turned 16, got my first car and was dating girls so I quickly forgot about motorcycles for a time.

A few years past and while I was serving in the Army at Ft. Carson, CO I bought a Honda CL360. I had a friend in the service who rode a CB360 and another who rode a XL350. Sometimes we swapped bikes. I often rode that bike back and forth to the base in Colorado and I'll never forget pulling up next to a fellow soldier I worked with and carefully checked out that Harley he was on. At that moment I decided that as soon as I got out of the service I'd have one. I sold the Honda before leaving Colorado and I had only been out of the service four months when I bought my first Harley in April 1979. It was a brand new 1979 H-D Sportster Hugger in Chestnut Brown.

By this time my dad had had a couple of Honda's, but had sold them. After buying that Sportster I took it over to my parent's house, put it in the garage and waited for my dad to come home. When he opened the garage door and saw the bike I can only imagine what went through his mind. I do remember him taking it out for a ride and it seemed like he was gone forever. Less than one month later he bought a new 1979 H-D Low Rider. For those who know my dad well enough to know something of his motorcycle collection I'm going to tell you that it is my belief that I reignited his passion.

Our family was growing, didn't get much riding time and decided to sell that Sportster in 1984. In the early 1990's I'd found a very clean 1971 Honda SL70. It needed a little work, got it running and later rebuilt the top end along with replacing the entire lower end with one I'd found at my dad's scrap yard. I was keeping my eye out for similar bikes. There were co-workers, friends and family looking too. Before long I had one XL70, two SL70's, four CT70's, one SL100 and one CB400 plus lots of spare parts. I had everything running except two of the CT70's and the SL100 when life problems hit home and I sold everything I had.

By 1996 the kids were grown and I was ready to get back into riding. I spoke to a friend of my dad's who had ordered three Sportsters from a dealer in southern Illinois and he told me I could have my pick between the three models, but he didn't know when they were coming or in what order. It was in August 1996 when I got a call from him. He was in Sturgis with my dad when the dealer called him and he just wanted to let me know the first one had arrived if I wanted it. I called the dealer and found out it was a 1997 H-D Sportster XL1200C. They told me the price, I confirmed I'd take it, went to the bank, got a check and a friend took me to pick it up. I didn't even know what color it was until I got it and at that point I really didn't care. My friend and I took turns riding it home. In the spring of 1999 I sold that bike. I had some problems with the law and it was going to be awhile before I could ride again. The temptation would have been too great to have it around.

By 2002 I was close to being eligible to get my full driving privileges back, started looking and bought a 2003 H-D Sportster XL883R. Smaller than Sportsters I'd had in the past, but I loved that orange and black retro color scheme. After a couple years my wife and I decided that we'd outgrown Sportsters so in late 2004 I bought a 2005 H-D Road King Classic. During that time my dad invited me on my first AMCA National road run in Gunnison, CO. I borrowed his '62 BMW and had a blast. I was hooked. Dad had some old bikes at his scrap yard and I took home three junk H-D Sprints. One was a '67 250SS and the other two were '71 350SX models. I was able to buy three more parts bikes along with parts from various sources and after a couple years I had two nice riders. Then I bought a '42 H-D WLA45 basket case that I'm still working on, a '47 H-D U model, a '72 Honda SL125 and a '73 Honda CB350F. Neither the '47 H-D U or the '73 Honda worked out too well for riding two up on road runs so I started looking for a late 60's to early 70's H-D Electra Glide. I sold the two Honda's and my pickup to raise some cash and my dad found me a very nice '68 H-D FLH. It's been a very good road run bike and works very well for two up riding. My wife says it is just as comfortable as our Road King. I've participated in seven road runs to date, been to Sturgis a couple of times and lots of rallies and bike fests. I have lots of friends who ride and we've been all over the US. I belong to the HOG Illowa Chapter and the AMCA Chief Blackhawk Chapter.

I love to ride, new bikes or old bikes, American, European or Asian. I have a passion sparked by my dad with that little mini-bike over 40 years ago. I'd love to hear your story and I hope as you've read mine it will spark an interest for all of you to share yours too!

Tim Schumacher

Announcing

"Eustis, Florida" 2012 Vintage Motorcycle Swap Meet and Antique Motorcycle Show at the Lake County Fairgrounds 3/9-10/ 2012

During the summer and fall of 2011, the VINTAGE MOTORCYCLE ALLIANCE, LLC heard many concerned vendor comments pertaining to the relocation of the previous Eustis Florida swap meet. As respected vendors we voiced our opinions nationally with no response. We were perplexed and decided to avoid the apparent negative issues of Volusia County politics and take action immediately.

We are not an AMCA sanctioned venue but respect and appreciate their ideals and their diligence to the preservation of vintage machines.

Our mission: "To promote a true enthusiasts' swap meet with access to resources for the education and preservation of antique, vintage and classic motorcycles. Our goal is to provide a valuable opportunity for vendors of parts and machines to display and offer their products to builders, collectors and restorers."

At this time we invite all vendors of antique motorcycle parts to continue with the "status quo", in Eustis at your old spaces. We have acquired the lease to the Lake County Fairgrounds from 4 pm Thursday, March 8, 2012 until Saturday night, March 10, 2012 for a gathering of antique, vintage and classic motorcycle enthusiasts and parts vendors for a "GRANDDADDY" of a swap meet. We will honor all previous vendor locations if paid in full before 12/31/11 and are willing to accept applications and payment from new vendors prior to that time. We will assign new locations on a first paid, first choice basis after 1/1/2012. All previous amenities will be available for this event.

Vendor 20X20 spaces are still \$50 each. Admission is still FREE to this public event, ample parking will be available for a suggested donation and camping sites in a designated area can be reserved for a minimal fee on a limited basis.

Advertising, marketing and promotion plans are established for high visibility in local and national media. Sponsorship opportunities for this premier event are available in corporate, business and enthusiast levels.

For more information please go to; www.vintagemotorcyclealliance.com

Make checks payable to: Vintage Motorcycle Alliance / P O BOX 607 / Ephrata, Pa 17522
Please include all the following information with your response.

Vendor name:
address:
email:
telephone:
previous vendor: (please provide previous space numbers)
new vendor: number of spaces requested

"VINTAGE MOTORCYCLE ALLIANCE, LLC" is the sole promoter of the 2012 Eustis Vintage Motorcycle Event.