



Chief Blackhawk

The Presidents Corner

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Wow, what a whirlwind this past month has been. For those of you who do not have email, I am sure this information is slow getting to you. Brenda tries to pass on all of the email that we are getting but we cannot print out every one and mail. So here is a short update.

In October the members present at the monthly business meeting voted to have a lawyer send a letter to the National stating that we have significant issues with the letter that was sent to Charlie revoking his membership. The letter was sent on Oct 14th. Charlie, after much consideration, decided that he would step down as President of the chapter. In November, a letter was received from the national stating that this was a private organization and that as such they are not obligated to recognize that a member of the AMCA is entitled to counsel in AMCA business. There was to be a teleconference on Nov. 6th and Charlie could send any written documentation to them by the 4th. At this point Charlie and the rest of members pretty much decided to drop the issue and continue on as before. We would have our meet and continue it in the same standard as always. We would not have any reason to have contact with the National and just go on about our business. The elections were held and the officers were reelected with the addition of Tim Schumacher as Vice President and myself as President. Things were looking up. Nobody had answered the untruths that were posted on the forum and just let it go.

Then the winter issue of the national magazine came out. The minutes in this magazine were so slanderous and misquoted that the chapter had no recourse but to respond with the CBC side of the events that took place. You all saw that in the Dec. Newsletter. As the newsletter was being completed and sent out to the membership, someone else was reading the minutes in the national magazine and questioning what was really going. This person is Scott Lange. Scott is not a member of CBC and did not know any of our membership personally. He has been a vender at our meet for quite some time. Mr. Lange wrote a letter to the board questioning the minutes and the revoking of Charlie's membership. When he got no response from the national BOD, he forwarded his email to me. Brenda called Scott and told him our side of what had happened. He read our newsletter and other correspondence that we had received. He then continued to send letters to the National BOD and, when he got no response, he then sent them out to other people. Once he sent out his letters, people started to respond. Scott has had an overwhelming response from the membership across the country. Brenda and I continue to get emails and phone calls every day. It seems the same issues that CBC is having are spread far and wide. We did get an email from one chapter who states that everything is good with their chapter and the AMCA national. This is great news and we are pleased that they are happy, but there are way more negative comments.

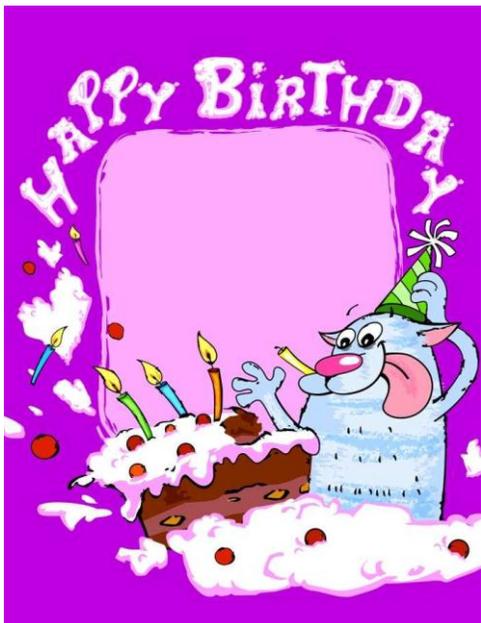
The next thing to come from the National was the new bylaws. The bylaws clearly demonstrate that the club is run by the board, and the board is the only ones that have any authority to do anything including electing themselves.

Scott's last letter to the President presented a solution to start working on the issues going on in the club. Scott has suggested that the board accept a group of individuals from around the country who are well known and respected members of the club. They would rewrite the bylaws to include input from the rank and file membership. The officers would be elected by the membership.

This proposal was given only to the President so that he could use it to start to mend some of the broken fences. The offer was rejected. Again, I repeat that Scott Lange is not a member of CBC, (we would like for him to be) but just a concerned member who took the time to read between the lines and see an injustice being done. We appreciate all of his time and effort for our chapter.

At the January meeting, a motion was put on the table from a longstanding member (29 years and counting) to disassociate from the National. The motion was seconded. Discussion was heard. A motion was made to table the vote until such time that a letter could be written to the national and other chapters to see how the other chapters felt and to see if the national would listen to our concerns. The letter is in final revision and will be presented to the membership at the Feb. meeting. If anyone has concerns or issues that they want to discuss please feel to call me at any time. David

Happy Birthday to the Following Members with Birthdays in January.



Jim Burkhalter	Tommy Caldwell
Sherrill Finney	Cathy Gott
Pam Gross	Jack Gross
Norma McClean	Don Richhart
Dale Awbrey	Sandy Schumacher
Greg McFarland	Sandee Dawdy

Happy Anniversary to Doug and Lyndi Starling



Chief Blackhawk Business Meetings

Feb 3rd Monthly 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

March 18 Bruch at Thunder Bay Grill, Davenport, IA see page 6

In Our Backyard and Around the Country

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 Fond 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

Parts Girl Promotions 32 Annual Swap Meet
Sunday March 4, 2012 Hawkeye Dome
Cedar Rapids, IA (Watch out for speed camera on highway in Cedar Rapids)

VMA Swap Meet
Lake County Fairgrounds, Eustis, Florida
Friday and Saturday, March 9 and 10

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

What: March Brunch

Date: Sunday, March 18

Time: 9 am-11 am

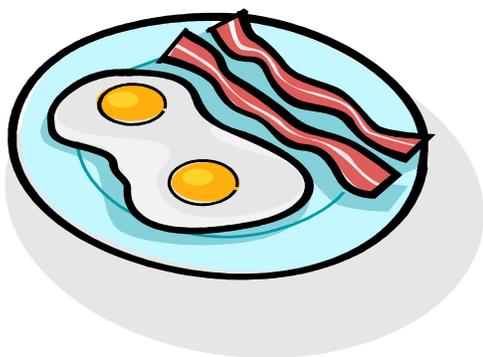
Where: Thunder Bay Grill

Cost: \$20/person. Check must be made out to Chief Blackhawk. Check will not be cashed unless you do not show up. Your check will be given back when you get there.

RSVP: Please send the slip for how many and your check by **March 11**

Brunch Menu Includes

- Smoked Salmon
- Made to Order Omelets
- Waffles with all the toppings



- Salad Bar
- Pastries
- Carved Turkey and Ham
- Grits and Oatmeal Station with toppings
- Much More!

Cut here and return form to Hollie.

I/we plan to attend _____
 (names)

the brunch. Enclosed is our check to Chief Blackhawk for \$20 per person.

Return to: Hollie Swain, Treasurer
 611 Wisconsin Ave.
 Davenport, IA 52804

For Questions: Call Hollie at 563-514-4022



Del and Wanda Schumacher: Recyclers for job and hobby. Article by Ed Youngblood on MotoHistory site. Printed with the permission of Author. Thanks Ed!

(10/31/2011)



When Del Schumacher started his business in 1960, he was called a "scrap collector," and it wasn't considered a very prestigious profession. A lot has changed in the last half-century, not the least of which is our attitude toward the Earth's limited resources. Today, Del and Wanda Schumacher (pictured left) are "recyclers," and their work—and that of others like them—has become vital to the national economy and the future of our environment. Del and Wanda also recycle antique motorcycles, a hobby through which they have given countless hours of service to the Antique Motorcycle Club of America on both the local and national levels.

Del Schumacher was born in Iowa City in 1935. He was an only child, and jokes, "My mom took one look at me and said, 'That's it!'" In truth, Schumacher's mother was disabled, as a victim of polio, and was not able to manage a large family. Del recalls, "I used to get her around on the handlebars of my bicycle because she could not drive and had difficulty walking."

At 16, Schumacher decided it was time to graduate from his bicycle to motorized transportation, and he bought a 1947 side-valve Harley (pictured right) from Bob Boots, the local Harley-Davidson dealer. Schumacher explains, "I had never ridden and had no idea how to ride a motorcycle. Boots took me and the bike out to a country road and showed me how to ride it." He adds, "He told me something that I would learn



is so important and true. He said to me, 'A motorcycle

becomes dangerous when you start thinking you know everything about how to ride one. When you start thinking like that, you'll get in trouble.'" Six months later, Schumacher was hit by a car, and it gave him a fright that kept him away from motorcycles more than 20 years.

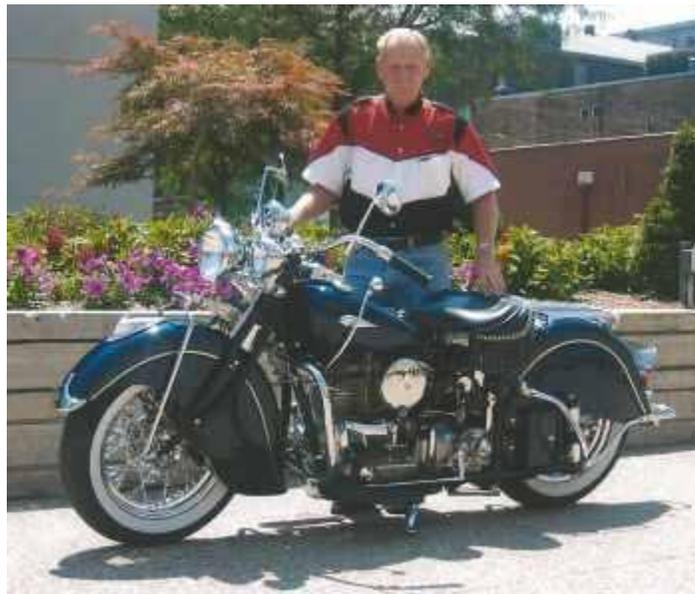
Schumacher quit school in the ninth grade and took a factory job for a company that built burners for furnaces. In February, 1956 he joined the Air Force, which posted him at Andrews AFB, at Parks AFB in California (pictured left), on Okinawa, and



at Kunsan, Korea. During this time, he completed his GED and mustered out in February, 1960. He says, "When I got out of the Air Force, I was as poor as you could get. I returned to the Quad Cities area where my dad was a city employee for Davenport, and I started a scrap business."

Hard work paid off, the business grew, and Del's personal finances improved. By 1979, he was again thinking about owning a motorcycle. Schumacher relates, "I bought a 450 Honda, then a 750, and finally a Harley Low Rider. But I still didn't do much with them. I found that I was still afraid of them."

Schumacher's comfort level with motorcycles improved



after he met Erwin "Smitty" Smith, who was a BSA and former Indian dealer in Rock Island. He recalls, "Smitty had antique motorcycles, and they really fascinated me. I think I started to understand and appreciate motorcycles more when I got around the old ones and the people who knew all about them." Schumacher continues, "One day my wife Wanda and I went to a car auction in Las Vegas where there was a 1947 Indian Chief (pictured above right). The buyers were car guys and had no interest in it. It did not sell, so I went to the

owner after the auction and bought it for a good price." Schumacher ponders in silence a moment, then smiles and says, "It was the beginning of my disease."

Earlier, in 1976, Schumacher hired Wanda Kleppe (pictured above) to help with administration of his growing business, and on March 16, 1981, they were married. Wanda shares Del's love for antique motorcycles, but she suffers from her own disease—old bicycles. Wanda laughs, "The employees at work sometimes get upset about my bicycles taking up space. But I can't help it. We get in a lot of them in loads of scrap, and I recognize rare models or bikes I remember when I was a kid, and I say 'Take that off the load and put it aside.'" Wanda won't even hazard a guess as to how many bicycles she has stashed away.

In 1990, Del went with Smitty to a brunch hosted by

the Chief Blackhawk Chapter of the Antique Motorcycle Club of America. He says, "I met Bob McClean and Harry Dawson, and I joined the AMCA and the Blackhawk



Chapter right away." Del and Wanda got deeply involved in the organization, especially as workers at its Davenport meet. They took on responsibility for vender registration in 1995, and continued until 2010. During this time, the meet grew to become the largest in the nation, and Wanda relates, "Finally, it took not only our evenings, but I was spending time at work on it every day, taking phone calls and answering questions. The business had also grown to the point that we had 30 employees, and something had to give." She concludes, "Fifteen years was long enough, and we thought it was time to let some younger club members step up."

In addition to functioning as worker bees for the Davenport meet, Del accepted leadership positions in the chapter and the national club. He became a director of the Chief Blackhawk Chapter, and was elected its president in 1999, where he remained in service for the next twelve years. In 2002, he was elected to the national board of the AMCA, and served there until 2010.

Del tried vintage open-wheel car racing for a while. He still owns several vintage racing cars, but no longer drives them. The pride of his collection is a 1969 Edmunds sprint car with a 350 Chevy engine (pictured above), which he drove himself and sponsored through his business. He explains, "A car like that can really bite you. Vintage car races are supposed to be more like exhibitions. We were supposed to be careful and



lay off the throttle, but there were lots of guys out there who thought they were racers. It could get downright dangerous, and I decided I didn't need to be out there." In 2000, Del hung up his driving suit. As collectors, the Schumachers show a broad range of interests, and they do not collect motorcycles to show off wealth or status. Modestly, Del dodges questions about the number of bikes in his collection, and he rarely allows other than close friends into the several warehouses where they are stored. It is the nature of the collection—rather than its considerable size—that is most interesting. Though his collection is abundant with magnificent Harleys, Indians, and Hendersons, as one

might expect for a long-time member of the AMCA, one also finds many Japanese, British, and European machines, in addition to scooters and mopeds. There are gorgeous restorations and untouched originals; great classic marques and obscure brands. As the whole, the collection speaks of people who simply love old motorcycles, period

As recyclers, Del and Wanda Schumacher see their hobby differently than they see their business. Whereas they make a good living buying, processing, and selling scrap metal, about their large collection of motorcycles, Del says, "Nothing is for sale. I'm a collector, not a dealer. It's a trust, not a trade." It's an attitude of stewardship. Owning them is important, but not as important as preserving them for the future.





Pictures from the ABATE swap meet in Rock Falls on Sunday the 8th. The meet was small but the weather was great and there were a lot of CBC members there to enjoy the fellowship.

