The Confederate Chapter Newsletter

2012 - Fall / Winter Issue

A Publication of the Confederate Chapter of

The Antique Motorcycle Club of America

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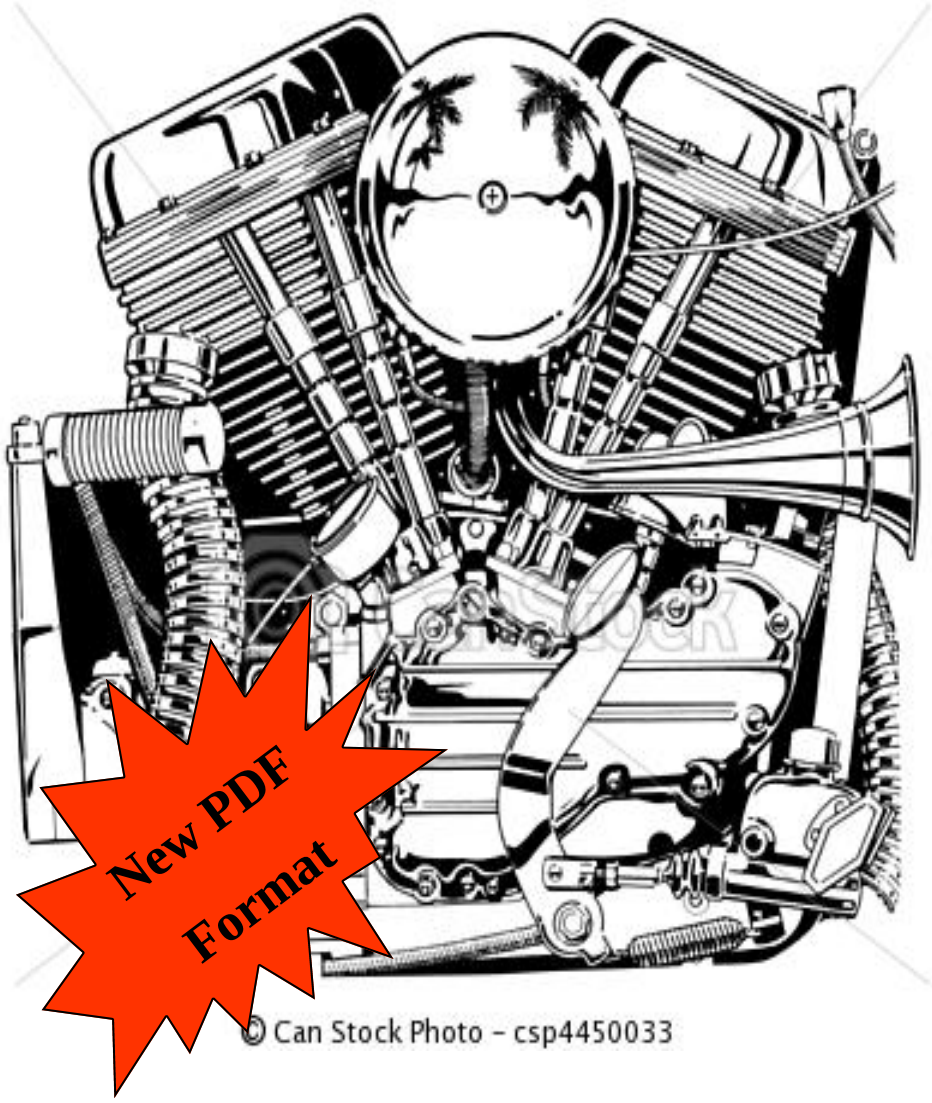


The Colonel Speaks

Colonel Bob

Well, here we are at the end of another great year planning the Christmas party for this year and electing officers for next year. They seem to go by faster and faster each year.

We had another fun filled calendar with lots of rides and runs, too many to list and I know there will be other articles in this issue that will be much more informative and interesting. I, however, will make the greatest effort not to bore you.

I do need to address an issue that you may or may not be familiar with. That is the issue of the club status as a not-for-profit entity. This is something I have been working on and with the National office for the last 5 months. It seems as though the National, when chartered in Florida and a Non-Profit org, they did not meet all the criteria. It is now apparent they have lost the status. Our club, however, does NOT have a problem. We are in full compliance and file our own tax reports. I will not go into it here but if anyone is interested please see me one on one and I will be happy to explain it to you.

For those of you who missed the November meeting which is election of Officers month, It was agreed and passed that most all of the present officers would remain in the post as elected except for our Treasurer. Pam has been working as the treasurer for six years. And when I say working I mean it. This is where a lot of the work is done. After all the planning and schmoosing and partying and having fun and it's time to pay the fiddler, the Treasurer goes to work. Pam has also been helping with a lot of the administrative duties as well. Her job and personal life however has also been very demanding and she need to step back and take a little time for herself. I want to thank Pam for all her hard work and diligence in helping with all of the clubs financial and membership needs. She has work with me on every front to help keep the National Club demands satisfied and all the bills paid, as well as anything else she was ask to help with. Pam never said NO to anything. She will remain an active member and we wish her the best as she relaxes some from having too much to do. THANK YOU PAM!!! That being said, I would like you all to welcome and offer your assistance whenever you can to our new treasurer ROX SPENCER. Rox has a Financial background and is looking forward to bringing her talents to the table. All other officers were happy to carry on to the next year and agreed to stay.

Thank you very much, Les Cooper, Vice President Ed Dacus, Secretary, and Pam Cooper, Treasurer. You have been a great team to work with and I am proud to remain as your President.

For all the members, friends and families I want to say thank you for making the a fun year for me and I hope to help you enjoy next year just as much.

Merry Christmas and Happy New Year to all, See you at the Party.

Till next time, Ride safe

Colonel Bob

Bob Kenney

Confederate Chapter Antique Motorcycle - Active members and In-Active members

In an effort to continue serving our local AMCA chapter known as the "Confederate Chapter Antique Motorcycle Club", we have implemented some changes that will help benefit our entire membership base and streamline the ease of clerical work done by the Secretary and Treasurer. Below you will see a series of changes that have been deeply discussed by the core membership leadership team of our club.

Our plan was to start the 2012-year off with a January – December fiscal year for membership dues. It is entirely too painful for the Treasurer / Secretary to track and keep up with everyone's membership dues, when they are spread out over 12 different months. With over 135 memberships, we must evolve in standard fiscal year dues for ease and simplicity.

As of January 2012, all members began a $20 per year for a single or double membership for a new 2012 fiscal year. At the end of December 31, that will be the close of the yearly membership.

Any member can opt to pay multiple year memberships – We will offer a special 3-year membership for $50. This will ensure your special membership cost for years 2013, 2014, & 2015.

The Antique Motorcycle Club of America requires any local antique motorcycle chapter member to also be a National AMCA member. It is our club's desire that all local members adhere to the National AMCA requirements and keep that national membership up to date. AMCA members receive 4 quarterly Magazines, access to the AMCA Forum, and 100's of free downloadable old documents and parts and service manuals from the Virtual library. The 4 high quality AMCA magazines far out weight the yearly $30 membership cost.

As of January 2013, only paid membership base will receive the local chapter newsletters and e-mail updates. About 75% of our Confederate Chapter membership pays their yearly dues. We have always included <u>everyone</u> in our club information updates and newsletters. We tried the concept of "catching more flies with honey", in hopes that, non-paying members would eventually pay their dues and stay involved with the club. It is really un-fair to the paying membership, if the non-paying members receive the same benefits. It only leads them to ask, "Why should I pay if I get the benefits"?

Again, it is my hope that anyone who wishes to be part of our Confederate Chapter Antique Motorcycle club, will join in, pay the required membership and support us. We ask all members to keep up to date with the national and local dues beginning in 2013.

There is nothing more successful than 135 members paying their membership dues, involving themselves with others who enjoy the same activities, and spreading the knowledge and wealth of Antique Motorcycles and fellowship.

If you have any questions, call me – 901-487-7168 – bob.kenney@raymondjames.com

Bob Kenney – The Colonel

Letter from the Editor—David Lloyd

Confederate Chapter Antique Motorcycle Club,

Seems like every time I address our Confederate Chapter Club membership concerning events and schedules, we are always reading behind. Sure guess I need to just get adjusted to being late. Anyone who knows me, will tell you, I hate being late for anything! Just ask Sonja. Starting my 4th year as the Newsletter Editor / Webmaster and again, behind the eight ball.

With my apologies done, let's do the next thing I can do well. Look for positive things about this newsletter.

Member Rusty McFarland shares with us about all the going on's at the 2012 Barber Vintage Weekend. Club member Jeanie Tidwell shares an Awesome story about Billy and her Northern Rockies Road Run to Canada back in July 2012. Then, fellow club member David Morrill of Birmingham has been blogging some great early days American motorcycle racing stories. I added one of them this quarter about Atlanta's Black Streak's. There are many good stories on his blog site. I have added the web address in his story to check them out. Then Calvin Burnett will woe us with "Original vs Restored" .Really good pictures from Barber Vintage Weekend and our Christmas Party.

This new year is really shaping up for some great antique motorcycle rides. I can currently think of 8 or 9 antique winter projects that are just about ready to see sunshine this spring. I hope we can put some great antique motorcycles out there on the roads in 2013. Finalize those projects!

Then of course, everyone is fully anticipating the spring 2013 Scooter ride. Hopefully, a ride date will appear soon. Really looking forward to some enjoyable rides with everyone and hope you like the Fall / Winter 2012 newsletter.

David Lloyd

Rusty McFarland

2012—Barber Vintage Weekend

As I drove into the main gate at the Barber Motorsports Park early Thursday, I could tell this year's event was going to be bigger than ever. The spectator areas were already bustling and the vendor areas were jam packed with displays of vintage and custom bikes. Triumph was the featured brand at this years event and their giant tent was stocked with all the current and upcoming 2013 models as well as a nice display of classic bikes that included some really cool '50's and '60's style bobbers, café bikes, and American style early customs. Daytona 200 champion, Jason DiSalvo and the rest of the Triumph team, which competes in the AMA National Road Race Series were there to do a meet and greet, and show off the race bikes. Buell and Motus were also on hand to display their gorgeous, high end American made superbikes. The swap meet was already in full swing too as deals were being made everywhere you looked. I've been to every Barber vintage event since it's inception and have seen it grow roughly 20% each year. This year's event proved no different.

The Confederate Chapter of the AMCA had our usual prime spot just down from the main gate. By Friday, we had a great turn out of members and there was a steady stream of guests milling about. That evening, we had a great home cooked meal that was provided by some of the club members. I have really been impressed with the way our bunch interacts. Everyone is eager to jump in and help with everything from set-up, to cooking and serving the meals, to manning the membership tent, and putting on the bike show. It's obvious everyone genuinely enjoys each other's company, as there was non-stop laughter and good times had by everyone throughout the weekend. A couple of my Nashville buddies, brothers Bill and Tim Sinks showed up and they were warmly invited to be a part of Friday evening's meal and entertainment (a thorough roasting of David and his 1919 Harley). After which, the only words out of Colonel Bob's mouth were "Let's eat!" And the herd lined up for Coop's secret gumbo. Kinda reminded me of a scene from 'Rawhide'. Bill and Tim decided to join the club on the spot.

Saturday's bike show was a big success as each category had lots of great examples of some really nice bikes. A wide range of British, Italian, German, Japanese, and American iron was on display. I would be proud to have any of them in my garage. There was also a really cool home built oddity that looked like it had been built in the '50s and was powered by a car engine of some type. The judging was done by the public and trophies were handed out that afternoon.

The auction, which also took place on Saturday, was chaotic this year. The format was somewhat tedious, with the throngs of prospective bidders having to follow the auctioneer around to each bike. I believe Jerry Wood puts on the best motorcycle auctions I've been to but I'm hoping he'll return to the big auction tent with seating for buyers next year. I made a run at a few pieces but was outbid by more enthusiastic bidders. I'm still licking my wounds over the little Bultaco street bike and the Suzuki T500 that got away. Still, a few of my pals grabbed some really nice bikes at some good prices

Over in the swap meet, the "Critter Bike" crew (Bob Collie. Wally Wages, brothers Pat and Kenny Jones, Dwayne McLemore, and others) were doing their thing as well as displaying some of their immaculately restored rare old Hondas. I had been looking for a Honda CB77 Superhawk for a few years and finally found a nice, un-molested blue example from 1966 right next to their display. Dwayne was selling it for a friend and worked me a great deal on it. I have since done a major 'love-rub' on it and it I'm looking at it now as I type this. Coolness. Also, Collie scored the remains of a 1949 CZ 150. Fortunately for him, I was there to admire it as there was probably nobody else at Barber that weekend that really appreciates those things. I gave him plenty of ooh's and ahh's as he proudly showed her off to me. And my pal, Eddie Wilbanks snagged an old Honda CL77 scrambler too. He has been dreaming about one for a few years, now. I think he has conned Joe Anderson into getting it running for him, so maybe we'll see it at our next scooter run. I didn't get to witness the "Race Of The Century", which David co-ordinates, but I heard it was a big success.

And then there is the steady stream of "strays" like Lin, Fletcher and his crew, and guys like myself who get the benefits of all the hard work put in by the club members. I can speak for us all in offering my sincerest thanks to all the members who put in so much time and effort to make the AMCA presence there second to none. Thank you all! And as the weekend raged on, I got to meet up with old friends, make new ones, check out the other bike shows, snag some more jewels from the swap meet, and see thousands of old bikes, some of which, I had previously never heard of. In addition, there was a non-stop schedule of vintage racing going on all weekend. There were some really fast guys thrashing some irreplaceable machinery out there on the track. You gotta love it. And I got a huge kick out of the Wall Of Death.

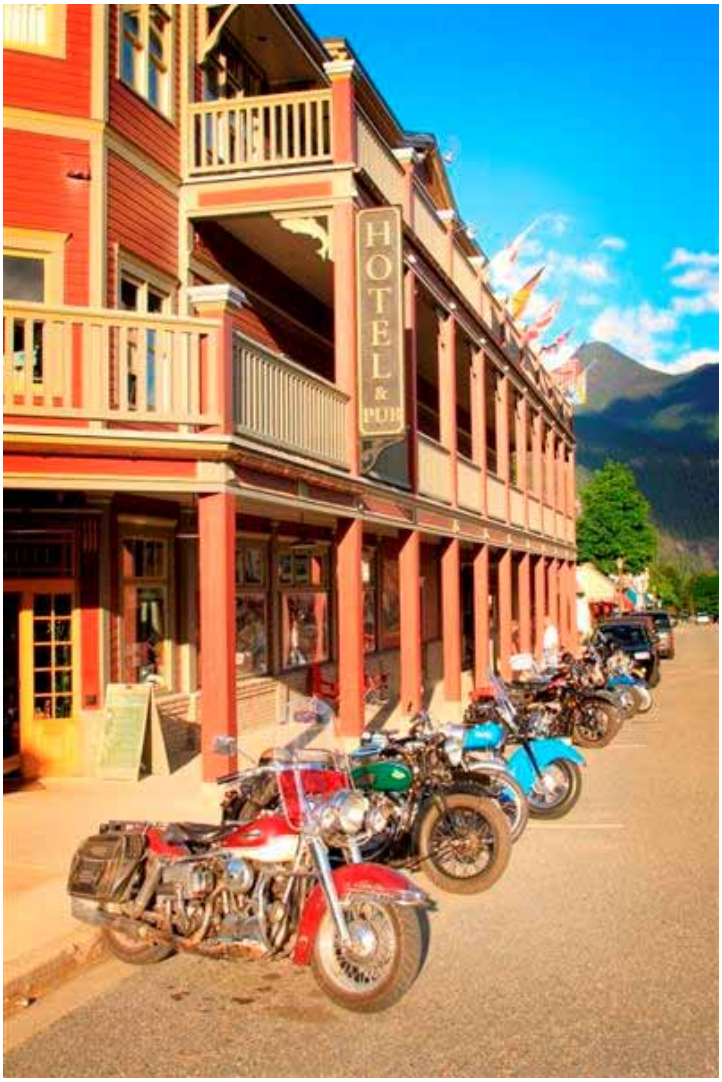
I'm really glad George Barber decided to build this place. It is truly one of the world's premier racing facilities and the Barber Vintage Museum is without question, the nicest on Earth. And it's right down the road... Sorta. Big thanks go out to George and his staff for allowing our club to be a part of this great event every year. I already have my rooms reserved for next year. See you then!

2012—Annual Christmas Party

NORTHERN ROCKIES ROAD RUN, JULY 19-21, 2012, IN KASLO, BRITISH COLUMBIA, CANADA

When Billy and I read that the Northern Rockies Road Run would be just before our 50th wedding anniversary and my 70th birthday, we knew that we would attend. We prepped the van and our 1975 Norton Commando, "Nellie", which we bought new in Cherry Hill, NJ. We e-mailed Gary and Barbe Breylinger of Bigfork, MT who are long time AMCA friends and members of the host chapter. They furnished us with border crossing info and invited us to overnight with them before going up to Kaslo, which we did. Their mountainside home overlooks a beautiful valley with snow topped mountains on the other side.

We left for Kaslo early the next morning and Gary left to meet up with his friends to load their bikes before heading up. The scenery all the way up was beautiful with mountains, passes, streams and valleys. Crossing the Canadian border from Idaho was no problem and we arrived at the Lake Kootenay ferry about noon for the 45 minute crossing of the beautiful lake. Kaslo is located on the lake's west side, 75 miles north of the Idaho border. Arriving at the Kaslo Motel about 2:00PM, we said," who in their right mind would drive 3000 miles to ride an old motorcycle for 400 miles and then drive 3000 miles back home?"



On the 1st day, we had free time in the morning so we rode "Nellie" around the area. Kaslo is the oldest village in the Kootenays with a rich and colorful history of silver mining. The Kaslo Hotel is our host hotel for the event and the old bikes were parked out front for display.

We gathered at the city park for the day one ride which took us west to New Denver and on to Nakusp. The route was really beautiful with, waterfalls, roadside Canadian wildflowers of all colors and a creek cascading alongside the road for most of the way. At the first pull-over area, there was a small pond where two Loons were swimming. Soon, they started making their beautiful but uniquely eerie calls. What a treat! We stopped at the old mining ghost town of Sandon and visited the museum which was filled with pictures and items from the 1800's. It had once been a booming mining town but now only a few buildings remain.

In the evening we gathered again at the city park to display our bikes for the locals and for a welcoming BBQ which offered a choice of several grilled items and side dishes. Since we don't get a chance to eat grilled fresh Sockeye Salmon back home, salmon it was and it was delicious.

Early morning of the second day's ride was cool at about 48 degrees, but by 9:00AM it was comfortable with a jacket. A group picture was made by Joe and Katrina Stark who would be traveling our routes each day making pictures for a CD to be sent to us later. The day's ride took us on a 120 mile loop. Shortly after departing, it began to rain and the additional rain suit was quite comfortable in the cool rain. We rode through several villages stopping at a small cafe for lunch. The roads were good, the scenery was good, and the ole Norton ran good. What more can I say!

We arrived back in Kaslo to find the power was out for the entire village. High winds and rain had downed some major power lines which might not be repaired for days. Our motel furnished us with battery lanterns and we still had hot water. It's things like this that make a memorable antique road run.

The last day's ride began at the city park with an update on the gas situation since there was still no power. We were reminded that there was only one petrol station with a generator in town that would pump until they ran out. So, "GET GAS" before leaving. The days run would be long but gas would be available in Trout Lake at a unique gas station.

The ride north to Galena Bay on Hwy23 was spectacular with snow topped mountain ranges reflecting into the large deep blue-green lakes like a picture postcard. We then headed east crossing over a high mountain range along remote curvy roads with many waterfalls. Arriving in Trout Lake, the gas station we had been told about, did have gas! This station did not need electricity, since they had two visible gas pumps from the early 1900s. Gas was manually pumped up into the top glass and then gravity fed into your gas tank.

From that point, we had a good unpaved road for many miles with some storm debris still on the road. We were at high elevations with deep drop-offs, no guard rails, and tops of tall fir trees even with the road. Billy commented that if we should go over the edge, we wouldn't be found for years, IF EVER. Riders were stopping along the way for pictures, and somehow we ended up travelling alone for most of the unpaved road. At one point, we had to stop while a female moose walked across the road and stopped to take a look at us. The day's ride was beautiful and I'm glad we opted to ride the entire 173 miles.

Back at Kaslo, chapter members had been busy planning our meal without power. Grills had been placed on the lakeside patio for cooking our food. While in the serving line, the power came on to a loud "hurrah" from all. After some great food, the awards were given and we received a glass mug etched with the road run logo and "longest distance hauled". We also received an anniversary card signed by all the run participants. What a very special surprise!

The next morning, we departed Kaslo. At the return US border crossing they did a walk around inspection of the van. Billy wondered why the inspection, and I told him, "After 3 days of riding that old Norton in the back, it was probably that silly looking grin on your face." We then headed for Yellowstone National Park to meet our son and his family who were treating us to three days there for our anniversary. We saw the most spectacular scenery throughout the northwest US and in Canada. What struck us most about the area was the lack of fast food restaurants, few gas stations, and absolutely no litter along the roads.

The Northern Rockies Chapter planned and hosted a great road run despite all that nature threw at them and they seemed to be on top of the situation at all times. We met many new riders and had one of the most memorable and exciting road runs that we have ever attended.

Jeanie Tidwell

Confederate Chapter

2013 AMCA Nationals

February 22-23

Omaha Chapter National Meet—Fremont, NE

March 8-10 S

Sunshine Chapter National Meet—

New Smyrna Beach, FL

April 19-21

European Chapter Meet—Geldrop, The Netherlands

April 26-27 P

Perkiomen Chapter National Meet—Oley, PA

May 17-19

Southern National Meet—Denton, NC

June 14-15

Rhinebeck Coalition National Meet—Rhinebeck, NY

June 14-15

Fort Sutter Chapter National Meet- Dixon, CA

June 14-16

Viking Chapter National Meet—St. Paul, MN

July 19-21

Wauseon National Meet—Wauseon, OH

August 2-3

Yankee Chapter National Meet—Hebron, CT

October 4-5

Chesapeake Chapter National Meet—Jefferson, PA

2013 National Road Runs

June 19-21—

Rocky Mountain Chapter National Road Run—Ouray, CO

August 5-7—

Evergreen Chapter National Road Run—White Pass, WA

August 12-15—

Empire Chapter National Road Run—Vernon, NY

September 22-25—

Fort Sutter Chapter National Road Run—Sacramento, CA

October 7-9—

Neshaminy Valley & Seaboard Chapters National Road Run—

New Hope, PA

Confederate Chapter Events

Lake Hill Motors Bike Day —? TBA

Scooter Ride —? TBA

Cooper Fest —? TBA

Mystery Ride —? TBA

Bob Ward Memorial Ride —? TBA

22th Ride to Work Day —June 17, 2013

42th Davenport Swap Meet —Aug 29—31, 2013

(non AMCA Event)

Barber Vintage Festival —October 11—13, 2013

Blast from the Past

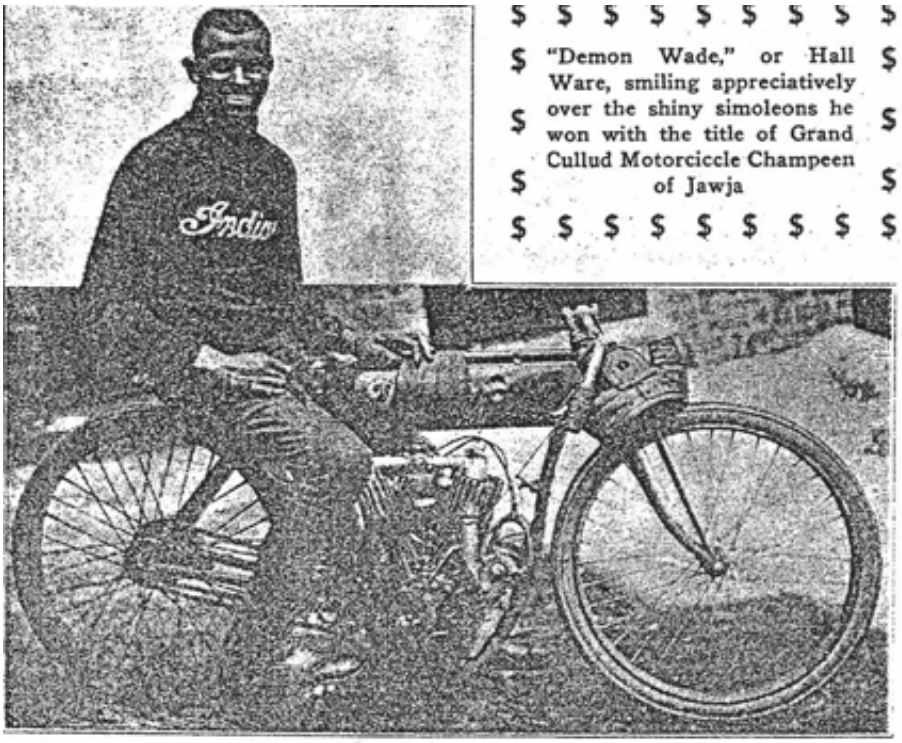
Atlanta's Black Streaks - The Other Harley and Indian War

Atlanta's Black Streaks on their Indian Racers

Beginning in the mid-teens, factory racing teams from both Indian and Harley-Davidson fought a hard battle for dominance on the board and dirt tracks around the country. Great riders like, Gene Walker, Shrimp Burns, Otto Walker, and many others made their names riding for either the Indian Wigwam or the Harley Wrecking Crew. The bikes they rode were little more than bicycles, with powerful V twin engines, and no brakes. Motorcycle racing was a major spectator sport and drew tens of thousands of spectators across the country.

In Atlanta, there was another group of racers seeking fame and fortune. These black riders had colorful nicknames like, Hall "Demon Wade" Ware, Horace "Midnight" Blanton, and "Bones the Outlaw," who raced each other at Atlanta's Lakewood Speedway from 1917-1924. They did not have the latest factory racing bikes, and their racers were often cobbled together with obsolete parts from the scrap piles of the local Harley and Indian dealers. They were known as Atlanta's 'Black Streaks' and while their races were covered by the national motorcycle press, the articles reflected the racial prejudice of the day, with a 1919 Motorcycling and Bicycling article titled "When Dinge Met Dinge in Georgia"; the text was even worse.

Beginning in 1917 talented black riders from around the south, would gather annually at Atlanta's Lakewood Speedway to compete on the one mile dirt oval in the "Grand Colored Motorcycle Championship Race." The event drew large crowds from Atlanta's black community, and wagers were often placed on the favorites. While the Harley and Indian factories had no involvement in these races, the local white Harley and Indian dealers gave limited assistance to their chosen racers. They also often placed large wagers between themselves on the outcome of the race.



Hal "Demon Wade" Ware 1918 Champion

In June of 1918, a South Carolina racer Tom Reese, who called himself the “Champion of South Carolina” arrived in Atlanta for the Championship Race. Reese’s manager began to brag that Reese could beat any Atlanta rider and he was prepared to place a large cash wager to back up his claim. At the local Indian dealer, Hal “Demon Wade” Ware saw an opportunity. Already an accomplished local racer, Ware worked for the dealer as a mechanic. He convinced his boss, Nemo Lancaster, to lend him a competitive bike to race against Reese. While Lancaster recognized Ware’s talent, the rumor was he had a very large side bet with Reese’s manager. At the start of the race, Reese on a Harley-Davidson jumped out to an early lead. Reese’s manager was already looking forward to winning the wager. Ware, on the loaned Indian, soon caught the Carolina Champion, and passed him winning the race. Ware claimed the $150 first prize, and Lancaster collected on large side bet with Reese’s manager.

Horace "Midnight" Blanton—1924 Champion

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The race in August 1919, was another hard fought battle between Demon Wade, and Bones the Outlaw. Midnight Blanton won several of the preliminary races, and had a shot at winning the championship race. The night before the race, Atlanta board track racer Hammond Springs (who was white) helped Wade install Springs new Indian racing engine into Wade's older Indian frame. The competitive engine allowed Wade the edge he needed to leave Blanton in his dust. On the final lap, he and Bones the Outlaw, crossed the line in a tie. This required a rematch, which Wade won hands down, claiming the 1919 championship.

Eventually, Bones the Outlaw switched to racing automobiles, and Demon Wade had sold his machine and moved north. For the 1924 races, Bones the Outlaw made a demonstration run in his racing car, blasting around the dirt oval and putting on quite a show, narrowly avoiding crashing several times. In the motorcycle race, Horace Blanton had no real competition, his two chief rivals having moved on, and he easily claimed the championship over a field of less experienced riders.

Atlanta's Lakewood Speedway

The Indy of the South

In November of 1924, the owners of the Lakewood Speedway (The Bonita Theater Company) filed for bankruptcy with C.F. Morris the receiver. An article announcing the bankruptcy stated "This motordrome which earned an unsavory reputation by pulling off a race with negro riders, in defiance of F.A.M. regulations, thereby becoming outlawed as long as the present management exists." With the track's bankruptcy, the races came to an end. Still, for seven years a group of black motorcycle created a unique story in the Jim Crow south, and had a moment in the lime light.

Author's Note:

This August 27, 1919 article from Motorcycling and Bicycling Magazine about Atlanta's Black Streak Racers uses language that reflects the racist attitudes of the time. It is included for historical context and to show the prejudice these young men endured during their racing careers.

David Morrill and Murphy

David Morrill has written many antique motorcycle racing stories on his blog

Deadly Dave's Blog

http://dlmracing.blogspot.com

Deadly Dave Morrill

Daytona International Speedway

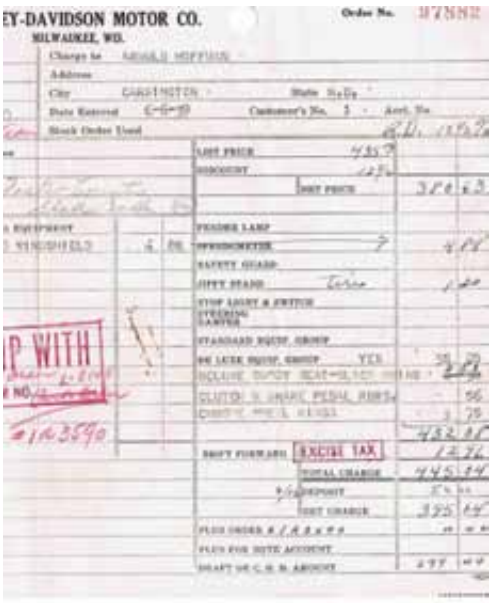
1939 Harley Knucklehead in Original Paint

Save original or Restore?

Norm from Indianola, Iowa, United States made available these photos of his dad's 1939 Harley EL Knucklehead motorcycle. This truly extraordinary motorbike is still very much in its original shape as it was when delivered in 1939 to the brothers Arnold and Louis Hoffman in Carrington, North Dakota. The bike is original, it is complete, and it is authentic, including the original paint which looks like still in very good condition!

Norm wrote: "Thank you for your interest in the EL61. This is a family treasure I know for a fact that my dad would want to share it with as many people as possible, so I am very pleased that you want to show it on your article."

"When Dad ordered the UHS he ordered chrome wheels and swapped his for the chrome 16" front wheel, which is on the bike now. Aside from that I believe everything else to be correct original or correct replicable parts. All original paint.


EY-DAVIDSON MOTOR CO.
MILWAUKEE, WIS.
Order No.
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Date Entered
Customer's No.
Acct. No.
Stock Order Used
LIST PRICE
DISCOUNT
NET PRICE
FENDER LAMP
SPEEDOMETER
SAFETY GUARD
SIFT STAND
STOP LIGHT & SWITCH
STEERING DAMPER
STANDARD EQUIP. GROUP
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DELUXE SUPER SEAT-BLACK
CLUTCH & BRAKE PEDAL RUBBER
CHROME PEDAL RINGS
SHIPPED FORWARD
EXCISE TAX
TOTAL CHARGE
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PLUS ORDER #
PLUS FOR NOTE ACCOUNT
DRAFT OR C. O. D. AMOUNT

Ok … got your attention? The bike every collector has always dreamed about. Well, it hasn't been too many years ago that if someone found a bike like that, the first thing they wanted to do was "spiffy it up a bit". A little paint, touch up the muffler, new seat etc. Well pretty quick you wind up here:

>>>>>>>>>>>>>>>>>>>>>>>

Ok, we got carried away with the spiffy job, but - Wow. Gorgeous bike right. All the right finishes, all the "right" '39 only, hard to find parts. Heck, this thing would probably pull a senior at an AMCA meet. You get that credential for a 1939 Knucklehead and now you're looking at a $50 - $60 bike … not bad.

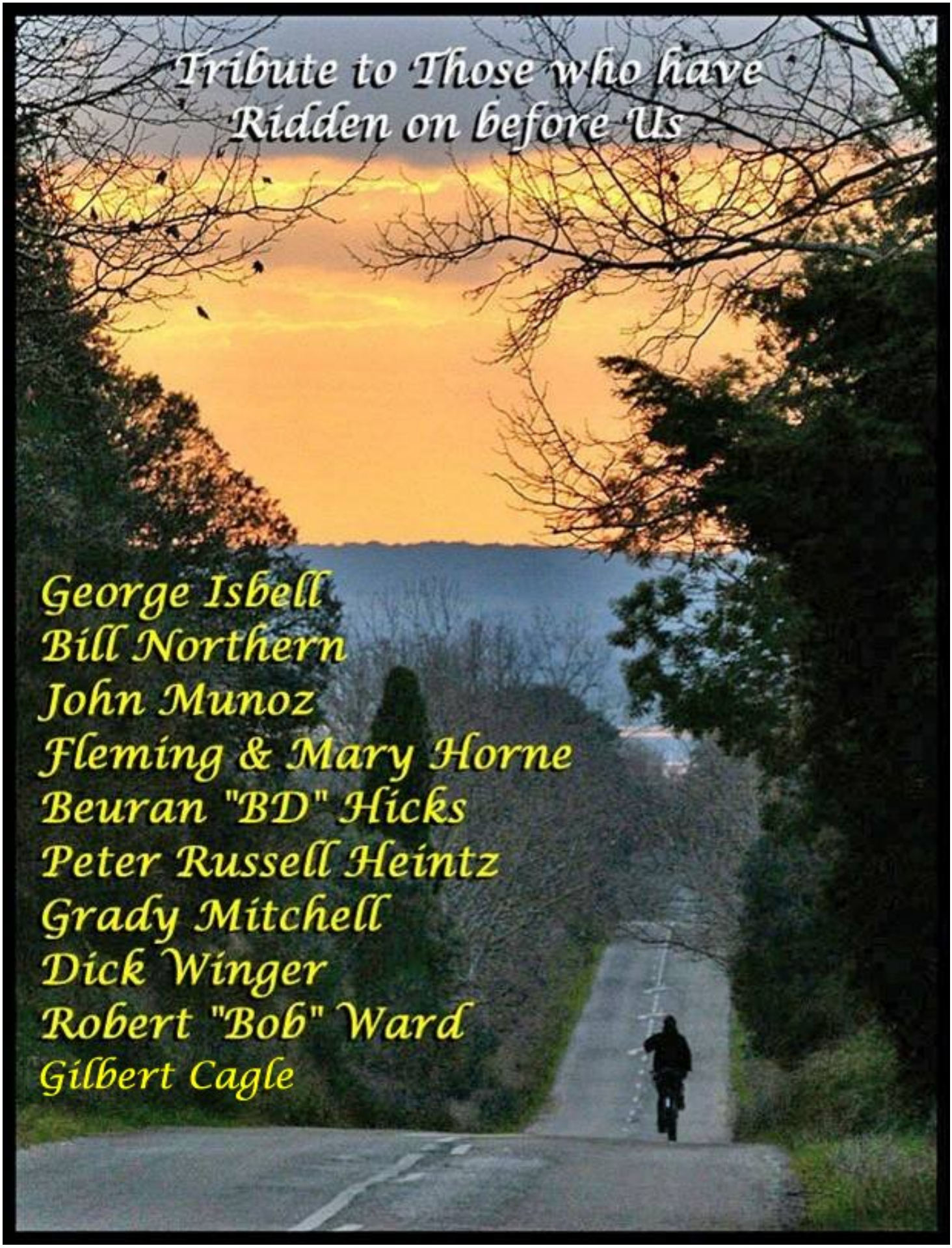
Well, for all of you old enough to remember Paul Harvey, "Here's the rest of the story". That old original blue '39 that needed spiffying up a bit sold for $110,000 on eBay 2 years ago. The world has really come to value the original bikes. This one is in unbelievable condition for a '39, but I've seen all original bikes that you could hardly read the writing on the tanks go for $40k.

They are a special part of our history and should be treasured and maintained. When you have to restore a bike because there is nothing original left to save, what's the target? Go look at other restored bikes? That's just someone else's best guess. Unless you have the opportunity to study and document an original piece, you really don't know if you are doing it right.

Ok, I'm using a '39 Harley as the example. Everyone knows those are worth big bucks and wouldn't mess with it but what about that really cool '65 Honda Dream you just found? Should you really restore it? Are you destroying a piece of history? Look really close at those original bikes before you make the plunge. It can only be original once.

Calvin

2012—Barber Vintage Weekend


Tribute to Those who have
Ridden on before Us
George Isbell
Bill Northern
John Munoz
Fleming & Mary Horne
Beuran "BD" Hicks
Peter Russell Heintz
Grady Mitchell
Dick Winger
Robert "Bob" Ward
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