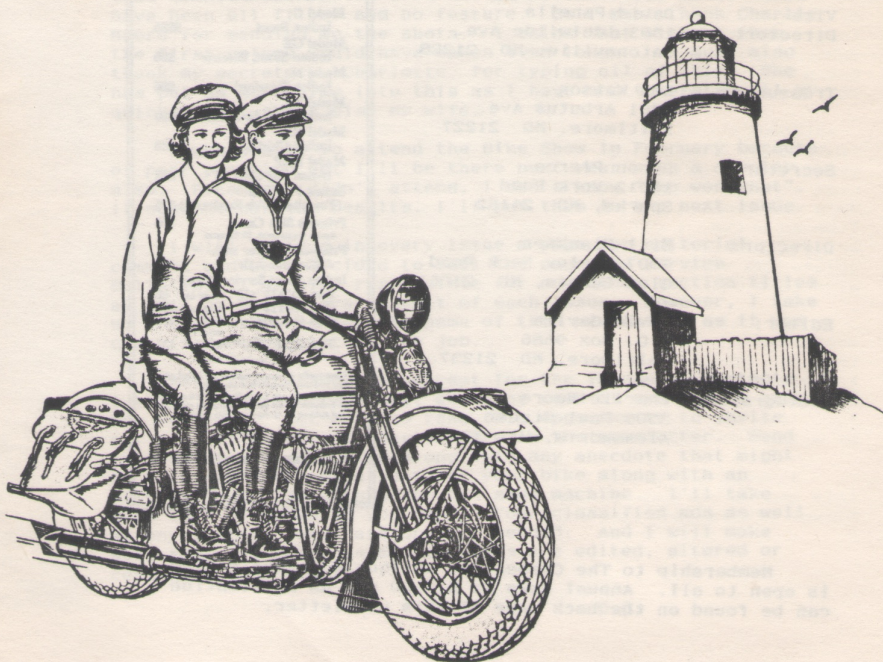




# THE CHESAPEAKE EXHAUST REPORT

ISSUE 1

SPRING 1985





Chesapeake Spring-85

THE CHESAPEAKE EXHAUST REPORT is  
the official quarterly publication  
of the Chesapeake Chapter of the Antique  
Motorcycle Club of America

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Photographs: Charlie Moore  
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Alexandria, VA 22311

## Indian Motocycles

### 1924 Models and Prices

Model G	
Indian Scout	\$255
Model GE	
Indian Scout, Electric	290
Model N	
Indian Standard	285
Model NE	
Indian Standard, Electric	\$320
Model HE	
Indian Chief 61	385
Model HEP	
Indian Big Chief 74	348
Indian Fire Patrol (Foamite-Childs Equipped)	785
Princess Side Car	105
Apron Equipment, \$2.50 extra	
Princess Side Car with Adjustable Axle	110
Indian Scout Service Vans	
Size 55"x18"x15" (Model SA)	85
Size 59"x18"x17" (Model SB)	90
Size 41 1/4"x26 1/4"x18 3/4" (Model SC)	100
Size (Front 37"x18"x15 1/2" (Model SD) Rear 17"x15"x15") (Model SE)	135

Electrically equipped models are fitted with  
the two unit system and generator.  
All prices are net f.o.b. Factory and subject  
to increase by an amount equal to sales tax  
and subject to change without notice.

Indian Motorcycle Co.

Springfield, Mass.

Printed in U.S.A.

Membership to The Chesapeake Antique Motorcycle Club  
is open to all. Annual dues is \$10.00 and an application  
can be found on the back page of this newsletter.



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THE SERVICE BULLETIN.....

With this being the first issue of the newsletter, there is much to say. And as long winded as I am, I could fill the entire edition with observations from the editor. But I'll try to keep my points focused as well as short.

First allow me to apologize for the length of time it has taken to produce this first letter. Circumstances within and beyond my control, coupled with the sheer terror of attempting something I've never done before, worked to slow the effort. I am fully responsible and I'm very sorry.

One of the things that concerned me was how to fill the newsletter. What could I possibly put in it? And I'm afraid that without the photos from the show, the first issue would have been all filler and no feature. So I must thank Charlie Moore for sending me the shots. I think that without them the first volume would have taken even longer. I must also thank my secretary, Charlotte, for typing all of this. She has put as much time into this as I have and tolerates all my quirks. Oh, she's also my wife.

I was unable to attend the Bike Show in February because of poor planning but I'll be there next year with a display also. Because I didn't attend, I don't know "who won what". If someone has the results, I'll put them in the next issue.

I will include in every issue a page for editorial comment and have decided to call the page The Service Bulletin. I am also responsible for any other section titles as well as the general layout of each issue. However, I take no credit or blame for the name of this newsletter as it was conceived before I took the job.

Well that's about it except for the Inaugural Footnote. I think it's important that everyone read it and let me know how you feel. Let me also take this opportunity to invite any and all members to participate in the newsletter. Send in some photos of a bike along with any anecdote that might go with it. Perhaps a photo of your bike along with an original magazine ad showing the same machine. I'll take good care of anything you send. Your classified ads as well as any letters, etc. are greatly needed. And I will make sure that all opinions and comments are edited, altered or censored. Not really!

D.G.



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INAUGURAL FOOTNOTE.....

I have a few words concerning my appointment as editor of the newsletter. There are many reasons why I shouldn't be the one in charge of this publication. First, I am virtually new to the club and don't know many of its members. This, I hope is a temporary handicap. But I am also one of the youngest, if not the youngest member of the club and sometimes I feel like the young "no-name" among so many distinguished cyclist.

Another reason for my opinion might be that my motorcycle interest have always been British, I must confess to be quite ignorant of Indian and Harley histories, which is the majority interest of the club.

Finally, my profession is seasonal and consumes 100% of my time from April 1 to October 1, each year, leaving no time to attend the various functions for which the club was formed. These differences could only lead to keep me out of touch or at best produce occasional isolations from the main body of the membership.

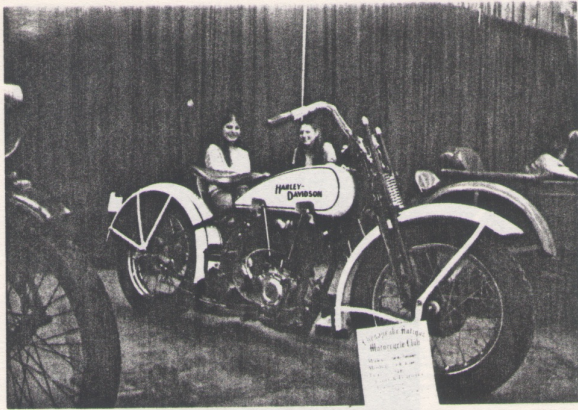
However, after I injected myself into this project, I found myself beginning to enjoy it. I don't think it's just the novelty of editorial autonomy or the scratching of a one-time expressionary itch, as I've been published in Triumph News and Classic Bike Magazine. And while it's true I do like to write, I don't believe this alone is enough to spark my enthusiasm. I think I like doing it for the same reason I joined the club. I like old motorcycles be they British or even foreign!

For this single reason, I think I can take the title seriously enough to do a good job and I should also be able to steal enough time for it during the summer. I realize that the newsletter should be the voice of the club and not just the editor's soap box, so I think I can fairly represent the views and interests of the club. And with a little bit of member participation, this will be your newsletter.

Anyway, the point I want to make is that I'm happy doing this and am willing to continue until no longer wanted. Please let me know how you feel.

D.G.

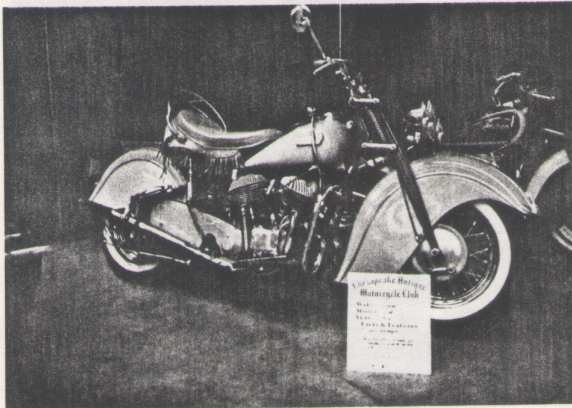




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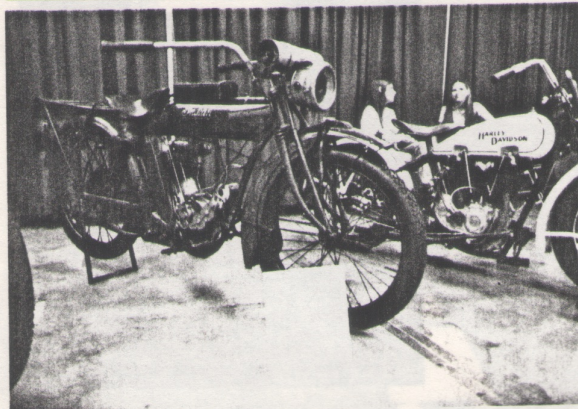
The International Motorcycle Show was held at the Baltimore Civic Center on February 1st thru the 3rd. Since I was unable to attend, I don't know how successful it was or the particulars on any awards. I promise to participate next year.

I selected only the photos that I thought would copy well and that I had room for. It is no reflection on your bike if I left out it's photograph.



(Top) Bill Potter's 1928 Harley FHB 2-Cam.

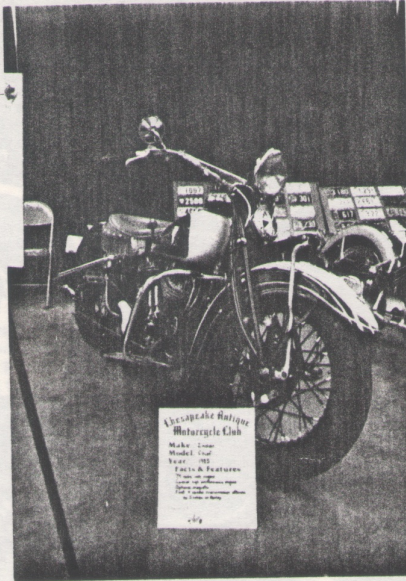
(Middle) How they looked in 1946 Dan Rice's Indian Chief.



(Bottom) Mort Wood's 1913 Indian Single. Very original.

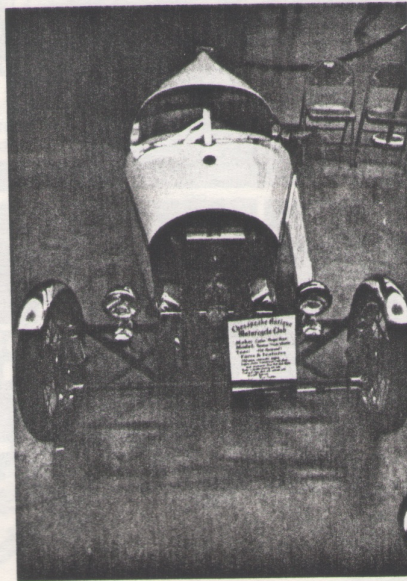


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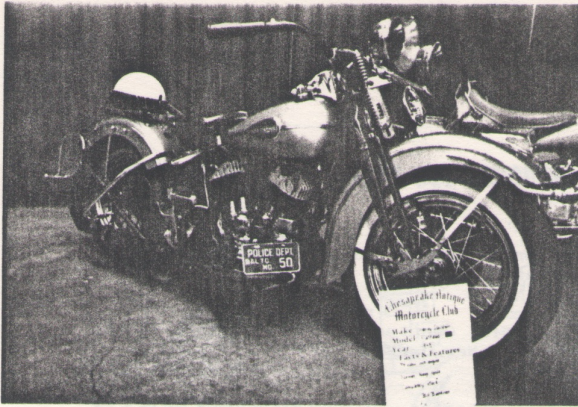


(Above) Ken Watson's pre-war Indian Chief the year, 1935.

(Below) Rod Coate's Italian powered Morgan. Recognize the engine configuration? It's MotoGuzzi.

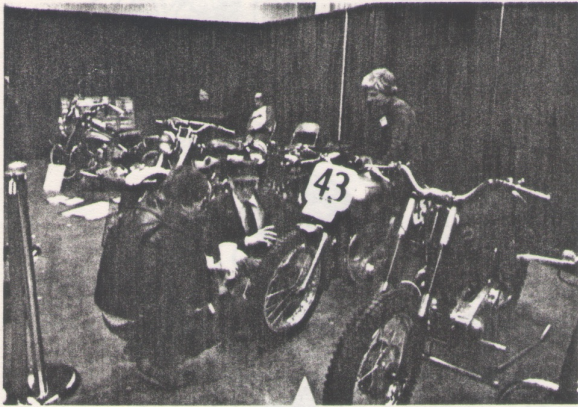




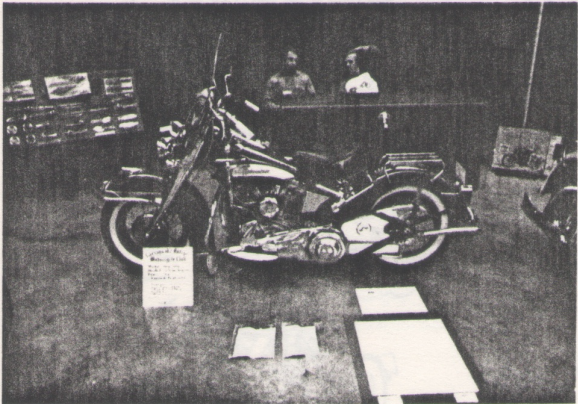


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(Top) A very nice and very blue 1945 Harley-Davidson flathead by Bill Blankner.



(Middle) The British section including Rod Coate's 1949 Triumph G.P. 500 which he rode to victory in the 1950 Daytona 200.



(Bottom) Carl Basset's 1956 combination. The package car is also of Harley manufacture.



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WHAT'S ON (Knownst to me).....

MARCH 2,3:

National Meet, Florida Chapter, Howard Johnsons, I-4  
and Lee Road, Orlando, Florida

APRIL 27,28:

National Meet, Colonial Chapter, Warren County  
Fairgrounds, Harmony, New Jersey

MAY 25,26:

National Meet, Omaha Chapter, Plymouth County  
Fairgrounds, Lemars, Iowa

JUNE 22,23:

Cycle Meet and Flea Market sponsored by The Springfield  
Indian M/C Club, Whiterose Club Grounds

JUNE 29,30:

National Meet, Yankee Chapter, Acton Fairgrounds,  
Acton, Maine

JULY 20,21:

National Meet, Maumee Valley Chapter, Fulton County  
Fairgrounds, Wauseon, Ohio

JULY 28,29,30:

M/C Run, Rocky Mountain Chapter, Denver to Grand  
Junction Run, Denver, Colorado

AUGUST 17,18:

National Meet, Perkiomen Chapter, Reading M/C Club  
Grounds, Reading, Pennsylvania

SEPTEMBER 7,8:

National Meet, Chief Blackhawk Chapter, Mississippi  
Valley Fairgrounds, Davenport, Iowa

Have I missed anything? Contact me and I'll get it in the  
next issue.



"A DOORABLE BLONDE"

"FLAT OUT" SNODGRASS

CYCLE  
BY MEDLEY





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CLASSIFIED.....

FOR SALE: 3 wheel Morgan, 750 MotoGuzzi engine, must see to be appreciated Rod Coates 2516 Laurelbrook Road, Fallston, MD (301)877-1695

FOR SALE: Triumph parts for rigid frame twins (1938-54), Sheetmetal, eng. and elec. parts, some literature. Contact David Gaylin (301)866-1685

FOR SALE: Assrt. N.O.S. pistons for British bikes, Ariel SQ.4, Douglas, Velocette. 69 BSA Triple 95% complete, needs restore Contact Harry Crook (301)265-8288

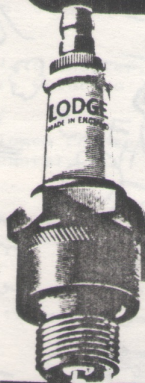
WANTED: Old cycle license plates, will buy or have early tags to trade, Call Bill Blankner (301)789-7027

WANTED: Your classified ads. Turn your unwanted spares into cash or needed parts. Send them to: Chesapeake Exhaust Report, P.O. Box 9686, Baltimore, MD 21237

WANTED: Original "Willard" battery as fitted on Indian cycles from late 20's to mid 30's. Also 1934 Maryland cycle tag. Kent Thompson 4817 R.I. Ave., Hyattsville, MD 20781, (301)927-2628

Classified ads are free to all Chesapeake Chapter Members. There is a small fee for Commercial ads. Send your wants and needs now for print in the next issue. Chesapeake Exhaust Report P.O. Box 9686 Baltimore, MD 21237

**LODGE**



- for sure-fire starts

- maximum power ...

**BUY  
WORLD-  
FAMOUS**

**LODGE**

**QUALITY  
SPARK  
PLUGS**

See your  
**TRIUMPH**  
DEALER





**Greatest motorcycle value  
ever offered!**

**CHESAPEAKE  
ANTIQUE M/C CLUB**

MEMBERSHIP APPLICATION

Please print all information

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zipcode \_\_\_\_\_

National AMC number \_\_\_\_\_ Telephone \_\_\_\_\_  
area code-

Please enclose your check or money order for annual Chapter dues of \$10.  
Mail application to Chesapeake Treasurers: Ken and Judy Watson  
1801 Arbutus Avenue  
Baltimore, Md. 21227

Dues and membership in the Chesapeake Chapter include your membership  
card, the Chapter Newsletter and participation in all Club sponsored  
activities. Membership is renewable the first of each year.