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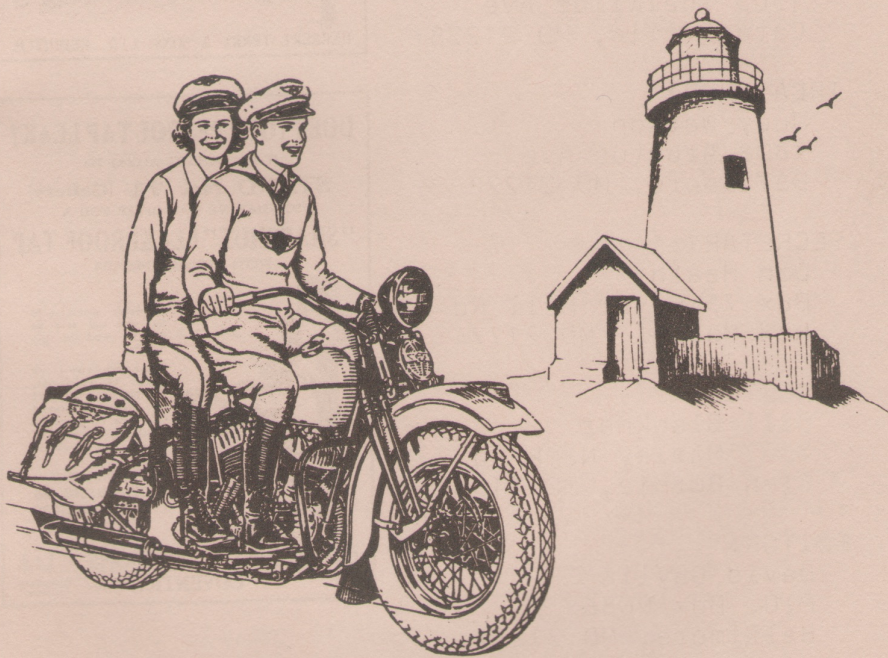
# THE CHESAPEAKE EXHAUST REPORT

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ISSUE 5

SPRING 1986

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

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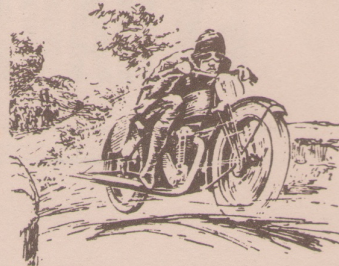
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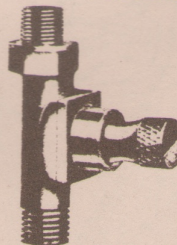
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## SERVICE BULLETIN.....

Yes, we do have a newsletter, but as to a newsletter editor, I'm not so sure. With the downtown bike show, Orlando and Daytona, I've found myself to be very occupied and the timing of this edition to be most inconvenient.

To those of you who actually open this thing up and look inside, you may notice some changes from past newsletters. One difference is the presence of real live discernable photographs. This has become possible because I have taken the liberty to have this issue printed. But as I write this, I'm unsure what the cost will be and can't say whether I'll return to the photocopy machine for the next issue.

The other big change between this and past editions is in its format. Beginning with this issue, each will deal with a central topic, that could range from a specific motorcycle component such as seats or carburetors, to a particular cycle manufacturer. It may outline certain aspects of the hobby such as women riders of the past to general motorcycle safety. By researching each topic and using targeted advertisements and articles, I hope to spotlight some of the forgotten or unknown areas of the interest, as well as expand my knowledge of the motorcycle past.

I will not forget that this is, above all, a newsletter. And because of that, some of the items concerning current events within the club will seem to have lost its way in a "themed" publication. But these pieces will still be vital, to inform those who were unable to attend the meetings and gatherings that are outlined. However I am confident that the overall appearance and topic of each edition will be largely unaffected by these intrusions of pertinence.

MORE ON NEXT PAGE

SERVICE BULLETIN.....

Because there are some subjects that would fill volumes such as Indian, Harley-Davidson, Triumph, etc, they will be featured often. The next edition, by the way, will profile Indian Motorcycles and if anyone has items to submit dealing with this topic, I promise to take good care of them until they are returned to you.

In this way I hope to give our newsletter a unique identity among others in the A.M.C.A. and if I have succeeded with this first one, it should be obvious to all as to the theme I've chosen to use.

D.G.

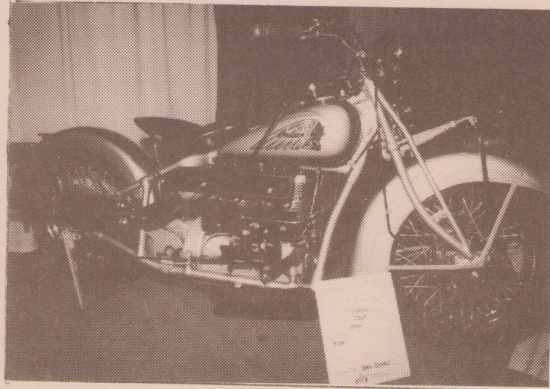
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HISTORIC MOTORCYCLES DISCOVERED IN BALTIMORE

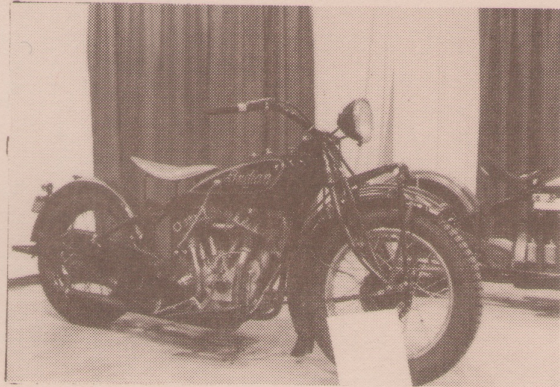
The 3rd annual International Motorcycle Show was moved this year to the Baltimore Festival Hall because of renovation at the Civic Center. More than 60 antique motorcycles were fielded by organized as well as private sources. New to the show was a display of bikes by the Classic and Vintage Motorcycle Association. Based around the D.C. metro area, it's interests are primarily European, according to founding member Scott Seagers.

The Chesapeake Chapter of the AMCA provide a majority of machines and is responsible, in my opinion, for making the antique section THE attraction at the show. Thanks to all who participated. D.G.

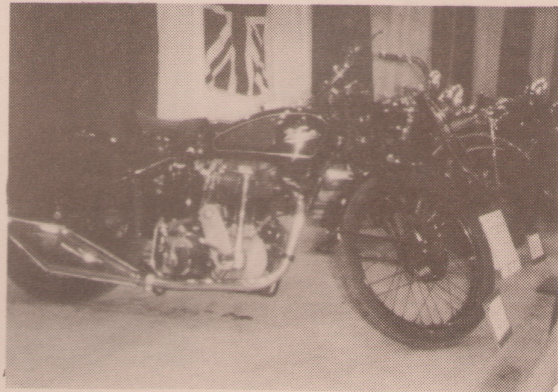
John Chester's 1936 Indian Chief. Engine was nick-named "upside down 4" and was manufactured only in 1936 and 37. Photo by Charlie Moore



Mort Wood's Indian Chief was new in 1930 and sports an aluminum fuel tank. Photo by John Gaylin



This 1936 Velocette KSS belongs to Paul Rochmis and is powered by a 350cc OHC engine. Photo by David Gaylin.



NOVEMBER 1st, 1934

MOTORCYCLE

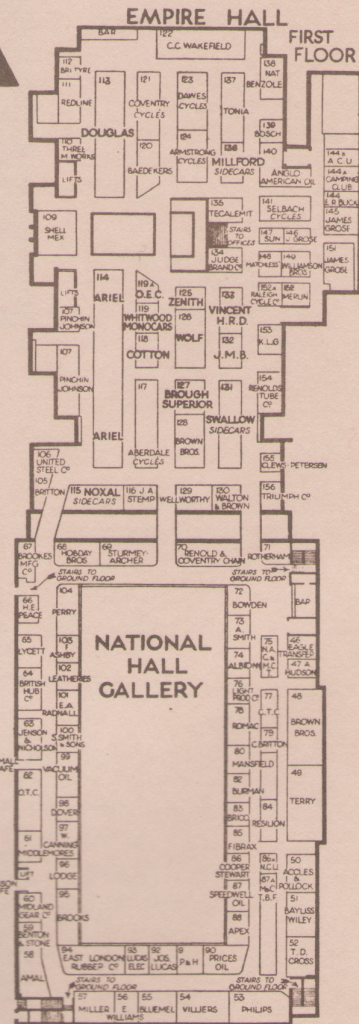
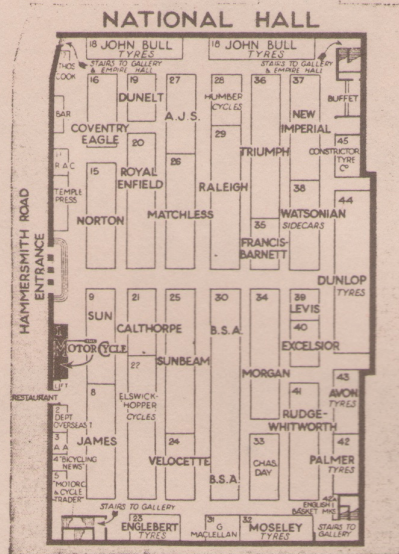
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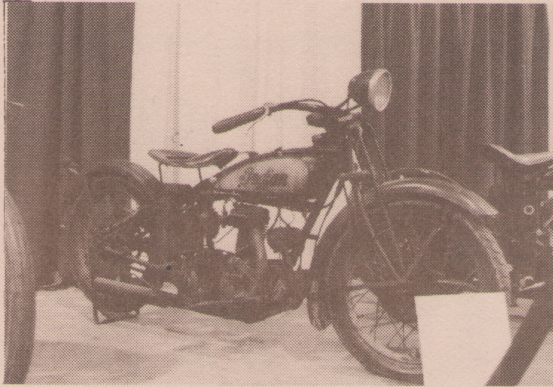
# OLYMPIA

NOV. 5<sup>TH</sup> - NOV. 10<sup>TH</sup>

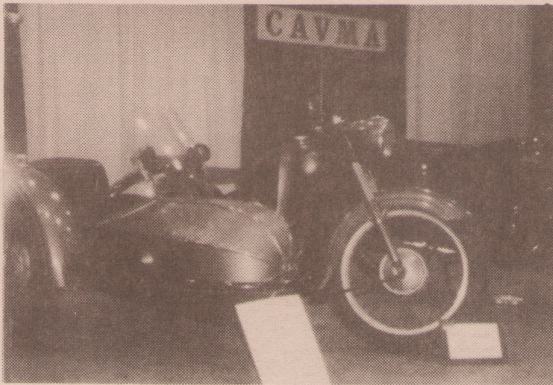
How the Exhibits Will be Arranged in the National and Empire Halls and National Hall Gallery: A Useful Guide to Take With You

## 1934

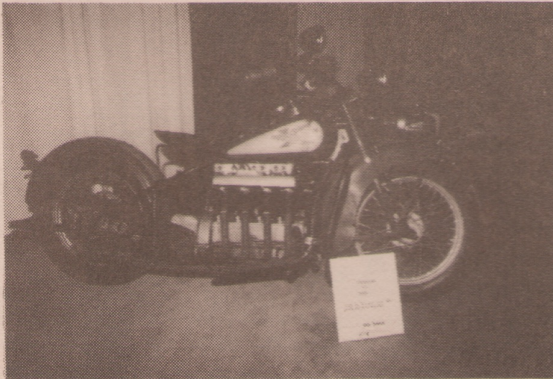




A 1928 Indian Prince with a front brake. This machine is valued very highly by it's owner Dave Panella. Photo by John Gaylin.



A German combination offered by George Merchant. The bike is a 1954 Triumph and car is a Steib. Photo by David Gaylin



Another Dave Panella machine, a slightly less than concours KJ Henderson, year-1930. Photo by Charlie Moore.

CLASSIFIED.....

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

FOR SALE: 1948 Triumph T-100, rusty but running, low miles, completely original; 1972 Triumph T25 SS, BMX trim, with parts bike; Parts for rigid frame models 1937-54. 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. Harry Crook (301) 265-8288

FOR SALE: 1959 Ariel SQ.4 MKII, S.N.-CNML 1980, new paint/silencers, Exc. Cond. \$6500.00. Bob McKeever (301)774-9655

FOR SALE: 1969 BSA Rocket III All original, Needs only tires and paint, offers. Keith Murphy Home (301)652-7138 Work (202) 244-6975

FOR SALE: 1949 Mustang Pony complete restoration, needs minor electrical work, spare transmission, piston, magneto, manual, parts book. Terry Mann . (301)644-2888 or 644-7830

FOR SALE: 1949 -249-440 Indian Scout V.T. fully stock \$2750.00; Dryer Sidecar with hook ups for Indian \$750.00; 1961 Harley Topper, all complete \$750.00. Bill Newhouse 3788 Valley Forge Dr, Stow, Ohio 44224 Phone (216)686-9914

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

WANT, WANT, WANT: Genuine Triumph Motorcycle literature, memorabilia, signs, clocks, etc. Willing to pay ridiculous prices or trade what you need. David Gaylin (301)866-1685

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

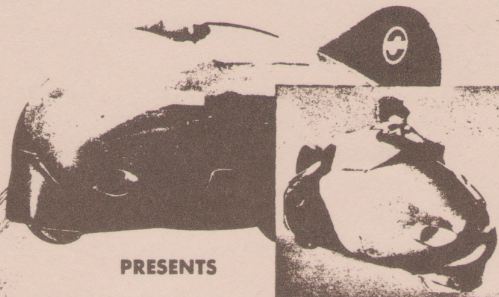
WANTED: Your classified ads. Turn your unwanted spares into cash or needed parts. Send them to: Chesapeake Exhaust Report, P.O. Box 9686, Baltimore, MD 21237

Classified ads are free to all AMCA members, non-members pay 10¢ a word (20 word minimum). Business card size ads \$5.00 an issue and full pages are \$10.00 each. Send your wants and needs now for print in the next issue. Chesapeake Exhaust Report, P.O. Box 9686, Baltimore, MD 21237.



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PRESENTS

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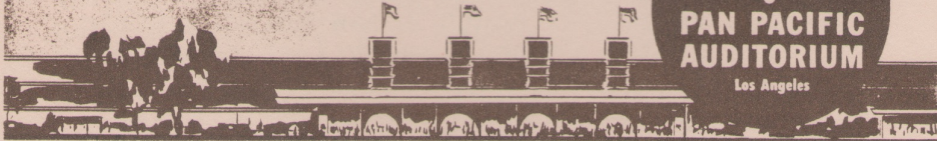
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## 7 TROPHIES AND A SUNBURN

The initial outlook for the Florida Chapter's national meet of the A.M.C.A. looked pretty gloomy. Since these events are held outdoors and require only 2 days, a little meteorological misfortune can destroy even the most elaborate schedule. On February 28th, the day before, the temperature hung around 50 degrees and with the on-and-off rain, it was a miserable day no matter where it was. The temperature was expected to stay low throughout the weekend as was the possibility of more showers. The fact that we were in Florida only made it worse. (Incidentally, had this affair been held somewhere else, perhaps a fairgrounds with less asphalt, a sunny Saturday wouldn't have made up for a muddy field. This is something the Florida Chapter should consider if looking for a new location.)

But salvation burned through early Saturday morning in the form of sunlight and people found the courage to set up their flea-market tables as well as pull their machines from the shelter of their vans. Although the wind persisted, Saturday turned out nice enough to provide me with a slightly sunburned face.

Being my first time at the Orlando meet, I had to depend on other accounts of attendance. Everyone I spoke with said that there were more vendors than ever before, with one coming all the way from Colorado. And on Sunday I was told that the amount of machines entered into judging had doubled from the previous year. Although I saw more historic vehicles at the Colonial meet last Spring, I haven't seen a more diverse selection of machinery to date. The parking lots were filled with bikes like Sly Boyachek's spectacular 1929 Cleveland 4, W.H. Scott's 1914

MORE

## 7 TROPHIES AND A SUNBURN

'Hendee Special' and Richard Shank's sterile 1953 Vincent.

The sun did shine on Saturday but Sunday was even brighter, bringing what must be an unprecedented 7 trophies to a visiting chapter (Chesapeake) and an even worse burn on my face. D.G.

## ANTIQUUE:

Best Restored 1: Bob McClean (1914 Sears), 2: Sylvester Boyachek (1929 Cleveland 4), 3: Carl J. Berry (1919 Cleveland single), Most Unique: W.H. Scott (1914 Indian 'Hendee Special'), Best Runner Restored: RJ Brennan (1914 New Hudson), Best Runner Unrestored: Doc Patt (1929 Indian 101), Most Original: Andy Batsleer (1924 Ner-A-Car), Longest Distance: George Twine (1902 Thor-1365 miles), Oldest: Andy Anderson (1902 Indian).

## POST-ANTIQUUE:

Best Restored 1: Dave Clemons (1937 H-D), 2: John Chester (1936 Indian 4), 3: Edwin Aucott (1931 Indian 101), Most Unique: John McMillan (1941 Indian 3 whl.), Best Runner Restored: John Chester (1936 Indian 4), Best Runner Unrestored: Larry Feece (1937 Rudge), Most Original: Bruce Baker (1936 H-D), Longest Distance: Lloyd Washburn (1939 Scott).

## POST-WAR:

Best Restored 1: Richard Shank (1953 Vincent), 2: John Conner (1950 Indian 80), 3: David Gaylin (1950 Triumph 650), Most Unique: Eric Vontillys (1945 Nimbus/Bender Combo.), Best Runner Restored: Bob Markey (1953 Indian 80), Best Runner Unrestored: Chas. Ayers (1946 Indian Chief), Most Original: Chas. Hatley (1948 Indian Chief), Longest Distance: Kert Bunce (1950 Indian-643 miles).

MORE ON NEXT PAGE

CHESAPEAKE SPRING-86 \_\_\_\_\_

7 TROPHIES AND A SUNBURN

COMPETITION:

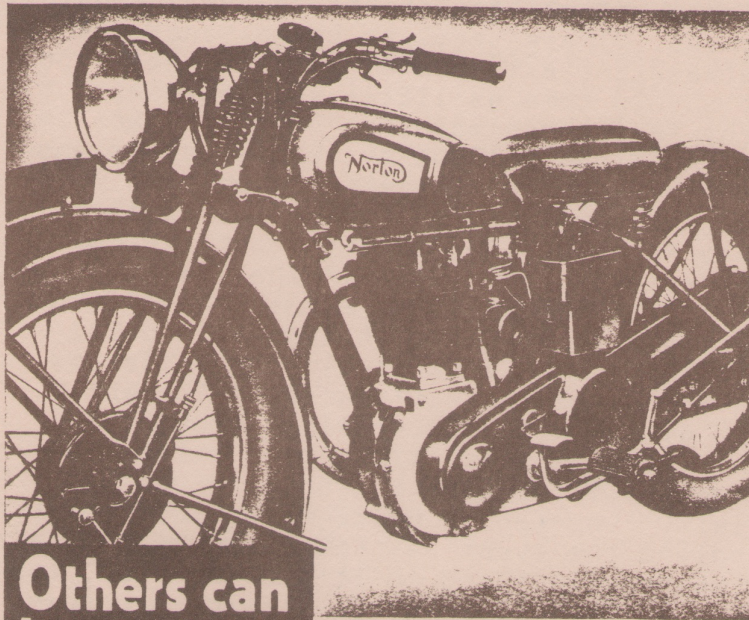
Best Restored: Al Knapp (1926 H-D Peashotter),  
Most Original: Bob McKeever (1947 Norton  
Manx), Most Unique: Mort Wood (1928 Indian  
Speedway Racer).

POWER CYCLE:

Best Restored: RJ Brennan (1911 Merkel Motor-  
wheel), Most Original: Hayden Shepley (1953  
NSU Quickley), Best Runner Restored: Joe  
Hostetter (1945 Cushman).



Chesapeake's subdued  
trophy winners but  
Chester's trophy went  
to Conner's head.  
Photo by Polaroid.



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THE INTERNATIONAL CLASSIC BIKE SHOW  
By David Gaylin

We americans have never been able to hide our feelings concerning foreign motorcycles. There seems to be no sanctuary between the extremes of love or hate. So it should come as little surprise that many feel these machines have no place in the American antique cycle scene. If you are one who feels this way then read no further and color me treason, because this is a story on the greatest gathering of unamerican motorcycles in the world.

The International Classic Bike Show was held on October 5th and 6th and is billed by it's organizer, Alan Whitehead, as the largest of it's kind in the world. And although the uncertain weather for this time of year forces the entire show indoors, I found no reason to doubt his claim. Located in Belle Vue, Manachester England the event was sponsored by 'Classic Bike Magazine' and in it's sixth year, the show by my judgement has already outgrown the venue. With 47 different motorcycle clubs from all over Great Britain as well as the 300-plus professional and fleamarket stands, "the old zepplin hanger" as Mr. Whitehead calls it, fills up fast. Add to that the Sotheby auction with it's 100 or more machines and related paraphernalia as well as the bike show itself with more than 600 cycles and you begin to sense the size of this thing. Every possible corner seemed to be filled.

When first entering the show through the main door you are met by a gauntlet of cycle club booths. With all the gaint size marque logos and original factory sectioned engines, some of the groups had very impressive displays, possibly rivalling the factory stalls during the Earl's Court days. A group from North Lanchashire even

had their backdrop painted to make the exhibit look as if the bikes were on the central pier in Blackpool. Many hours of work were reflected as well as a lot of planning.

Two of the featured machines this year were Nortons and could be found at the organizer's stand in the center part of the show. These however were not your "everyday, seen at the supermarket" roadholders. The first one, a 1951 was an aero-styled twin designed by Rex McCandless of featherbed fame. The other was a very race-ready looking horizontal engined Manx of 1956. Both prototypes were from the Sammy Miller Museum. Another featured part of the event was the auction. Handled by Sothebys it occupied the better part of another hall and has apparently become a permanent part of the annual festivities. Many and diverse were the machines offered. Anything from a 1909 JAP to a very exotic looking Suzuki RG 500 racer could be had for a price.

The fleamarket or autojumble as it's called, filled yet another hall by itself. I suspect that for every vendor who found a location at the show another was turned down. It was a british part seeker's paradise and where I spent most of my time and money. From fittings to frontends just about anything could be found. You have to see it to believe it. And throughout the show in every hall there are the machines themselves. Always bikes, lined up and polished, everywhere you looked. Row after row of sterile motorcycles awaiting the judges inspection. Classes from competition to prototypes were represented by Red Hunters, Blackshadows, Featherbeds, Goldstars and more, always more.

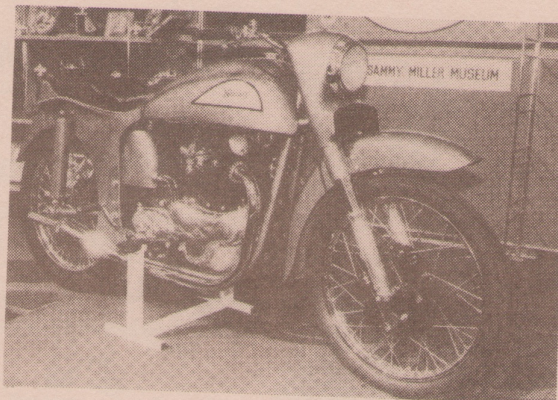
However there is one aspect of this meet which makes it so different from anything in America. There were quite a few

MORE ON NEXT PAGE

trade stands present but it was the range of services they offered that separates not only this show, but the entire British antique bike movement from anything going on in the U.S. Belle Vue offered anything from a front wheel rebuild by Reg Mills to an entire Robin James restoration. You could have your type 6 carburettor overhauled by Arrow Components or a complete motorcycle from British Only of Detroit. Paint matching services, gas tank restoration and cycle literature specialists, the extent of services available at the show alone reveals how far ahead the antique cycle "industry" in Great Britain may be. Last year more than 20,000 people payed to see this show and there appeared to be that many on Sunday alone, this year. I can't think of any cycle meet or promotion in the states that is so well attended.

No matter how you feel about European or Japanese machinery, no one will deny that they have dominated the American cycle market since World War II. And to those who might be saying to themselves that nothing compares to the fleamarkets in Hershey or Carlisle, I will agree that they are much bigger. But the International Classic Bike Show is completely motorcycle oriented, while Hershey has been known to allow in a car or two.





The Rex McCandless designed Featherbed prototype. Photo by Classic Bike Magazine.

CALENDAR 1986.....

- April 10-13-Hershey Flea Market, Hershey, PA
- April 17-20-Carlisle Flea Market, Carlisle, PA
- April 19,20-Colonial Chapter, Warren County Fairgrounds, Harmony, New Jersey
- June 6,7,8-BMW Bikers of Metro. Washington, Square Route Rally, Thurmont, MD
- June 7,8-Viking Chapter, Farmington Fairgrounds, Farmington, Minn.
- June 28,29-Perkiomen Chapter, Oley Fairgrounds, Oley, PA
- July 19,20-Maumee Valley Chapter, Fairgrounds, Wauseon, Ohio
- July 26,27-Yankee Chapter-AMC National Road Run, White Mt., N.H.
- August 16,17-Empire Chapter, Electric City M/C Club, Schnectady, New York
- September 6,7-Chief Blackhawk Chapter, Mississippi Valley Fairgrounds, Davenport, Iowa
- October 4,5-International Classic Bike Show, Belle Vue Hall, Manchester, England

# 'AMONG THOSE PRESENT..'

FROM AN EARLS COURT SKETCH BOOK

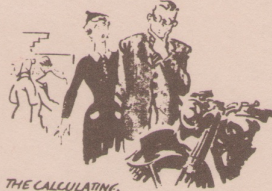
by Gordon Howard



SOMETHING SHOWWORTHY!



SAD CASE OF YANKITS!



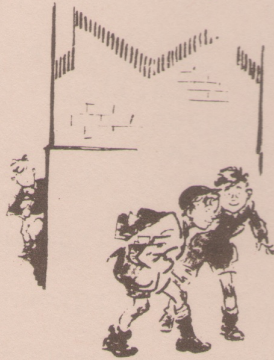
THE CALCULATING,  
- OR CAN'T AFFORD BOTH-TYPE!



ENTER THE MENACE!



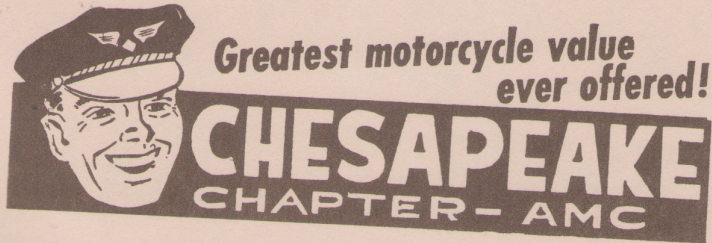
FUGITIVES  
FROM A  
FASHION SHOW?



LEAFLET RAIDERS  
RECCE!



TWO WHO FORGOT TO TRAIN FOR IT



The Chesapeake Chapter of the A.M.C. gathers at The N.C.O. Building on the Pikesville Armory, on the last Thursday of the month. Revenues from dues supports the various function, parties, etc. organized by the club. All paid members are entitled to a membership card, the Chapter Newsletter and participation in all club sponsored activities. Membership is renewable the first of each year.

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