

The Retarded Spark

The Official Publication of the Omaha Chapter AMCA®

The President's Lowdown

Jarl Rue

Hello everyone and I mean everyone! I hope you have had as an enjoyable summer as I have had. Yes, it went too fast but hey when you are having fun that is what happens right? We were able to enjoy some nice rides and road trips this summer from the Pan Head Ride to Milwaukee to the Black hills Road Run just a couple of weeks ago. We have had so much going on we had to postpone the Templeton Rye ride for another year! We promise to make it there this next year for sure! I was not able to make the Drift less Chapter Road Ride but, from talking to people that did, it sure sounded like they were living right and luck was on their side with all the weather issues. I know this has been said before but I am going to say it again…the road rides and meets are the best part of the whole darn thing. So make plans to attend at least one or more and we will hope to see you there!

We have two more events yet this year (other than our wonderful dinner meetings) - the first will be all fun and games with Scott and Nancy graciously hosting his "Waubonise" Dirt Road Run. Now for those of you that are unfamiliar with this, you better call Scott so he can fill you in (yes, it is in the Loess Hills and yes it will be a blast). The second is all business…our annual business meeting being held at our usual spot of Famous Dave's on 120th and L street in Omaha. Last year we had an issue as they double booked us with another event but they promise to make it up to us this year. Sunday is all day happy hour so come for the food and drink and please bring your ideas for next year! Yes, we need you and your ideas…without you this whole thing would not happen. We have a great team of people who donate their time but we can always use more as the more hands the easier the lifting right?

Hope to see you soon! **J.R.**

Notes from the Editor-in-Chief

Bruce (Scoop) Johnson

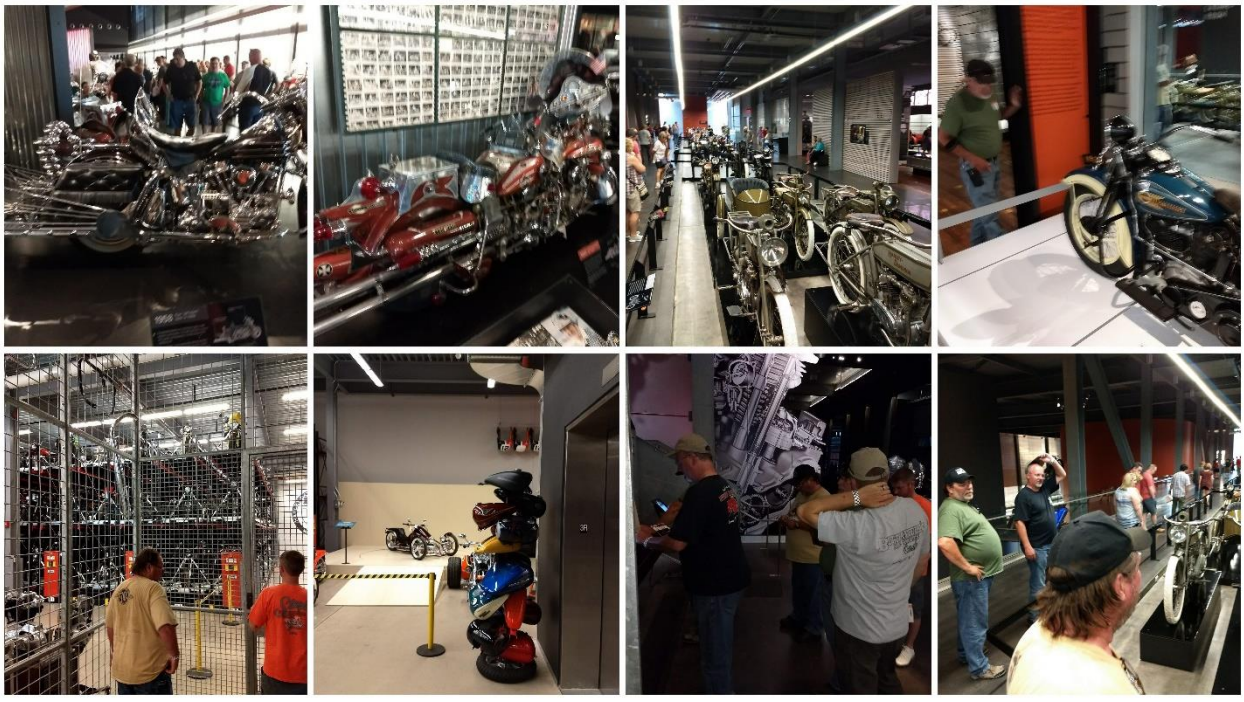
I hope everyone enjoyed the summer riding season! Hopefully we still have some warm days ahead of us so we can continue to ride. Please check the Schedule of Events and join us for our get togethers! We especially hope that you'll join us for the chapter business meeting to provide input on club decisions for 2019. Also, to keep our *Name That Antique Motorcycle* section going, please send in past photos of yourself or other members on a motorcycle.

Wild Ones Vintage Motorcycle Rally (July 2018)

Well, we set off with the best of intentions! The plan was to ride our Panheads to Milwaukee to help celebrate the 70th anniversary of the Panhead. The first (and apparently the most difficult) leg of the journey was to ride from Omaha to Blair NE. Five Panheads were slated to make the trip. The first to bow out was Larry Spence's 1962. The old girl refused to cooperate and was and early scratch. My 1967 "Panhead" was the second to crap out. It is a very rare and finicky model constructed by the factory and Gary Mandolfo. It was sidelined by knocking in the top end. The final straw was Jarl's beautiful 1962 dropping out of the race. At least he got to ride it from his house to Bob Alf's garage. So, that left Wes Scott and Ray Barr. Both of their bikes performed almost flawlessly with only the occasional missing bolt and rare push start. The rest of the crew got there by riding Shovelheads and other more modern machines. The chase truck (provided by Ray) was ably manned by Jarod (Ray's son). We rolled into Milwaukee and were greeted by a huge outdoor party complete with hundreds of old bikes and my favorite thing…food!! The next day we spent time going through the Harley Museum and making new friends and at least one enemy (oops, my fault). We set out the next day for home with Larry Spence riding my 1966 FL. We were about 1/3rd of the way home and the bike started farting out and Larry was "forced" to make the rest of the trip in the air-conditioned chase truck. Coincidence? I don't think so!! We made it the rest of the way with no issues and, as usual, we all had a great time!


BLAIR PAWN SHOP
BLAIR PAWN SHOP







For full size pictures from the event, click here:
https://photos.app.goo.gl/Rgteu2GycbHjMD8Z7

Pioneer Park Road Ride (August 2018)

We left bright and early for Lincoln after a wholesome breakfast at McDonalds (some of us went to the truck stop and neglected to tell the rest of us, I'm sure it was an oversight). Rusty was shoehorned into the sidecar. It was a beautiful day…but as we turned onto Hwy 6 my bike stopped running. Rusty alertly spotted the broken coil wire and after a few minutes we were off and running. We spent several hours mixing it up with other bikers and were treated by the sponsor Great Plains Cycle to hotdogs and chicken. On the trip home, my bike coughed and sputtered, broke the windshield mount, and lost a seat bolt…in other words, It was great!!! If you haven't attended this event, make sure you make it next year as it is a great event and well attended.









For full size pictures from the event, click here:
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Black Hills National Road Run (September 2018)

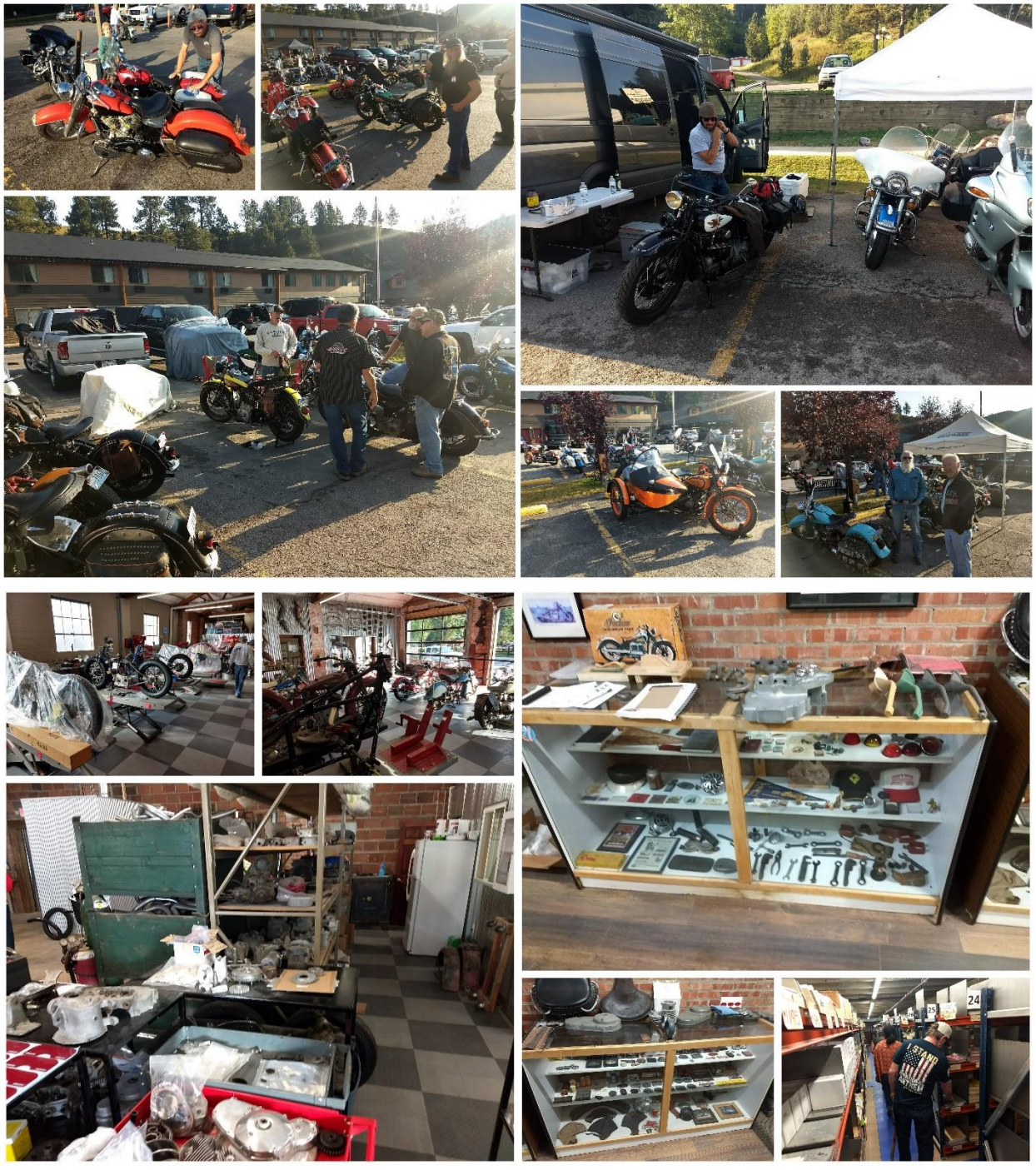
Rusty and I set off for the Black Hills with sidecar in tow. We rented a fish shack and proceeded to try and hook up with Jarl and Dave on the run. We weren't exactly supposed to be there (we applied too late to get an actual invite) but we acted like we knew what we were doing and managed to spend some time with the gang in the parking lot of the host motel.

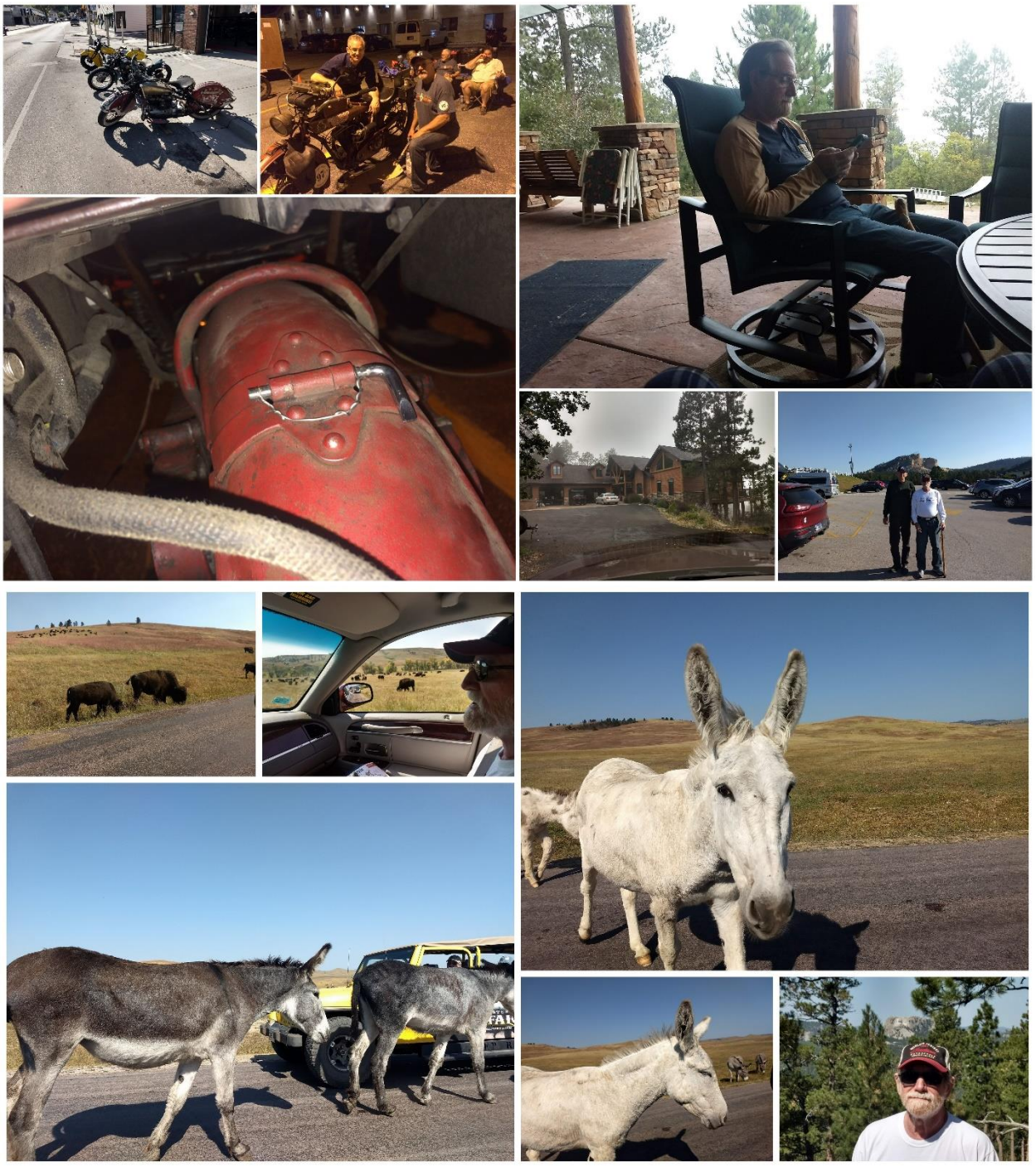
Rusty is going to build another bike so we went down to Jerry Greer's Indian shop in Deadwood for a visit and a parts buying spree. Tood (the owner) was gracious with his time and we used as much as he could spare. He has a first class operation with several bikes on lifts and a basement full of thousands of Indian parts. They even have their own paint booth! We paid up and thanked him for all the support he gives our chapter.

We took in the sights on Saturday and Sunday until the Cannonballers rolled into Sturgis on Sunday around 4 pm. We found out that one of the Nebraska riders (Dave Volnek) got the news that his mother-in-law had passed away so our favorite Moto Guzzi guy Capt. Bob Alf stepped up and took over his riding duties until Dave got back. Steve Andreasen had a breakdown every day of the trip on his 1914 Harley Single. With his wife Robin wrenching by his side he has managed to ride most of the way. I made sure to be helpful by saying "at least it is something different every time" and "you should have it sorted out

by Maine". Steve didn't think my comments were helpful. It's very cool to see how much everyone on the ride pulls together to help each other make it to the end. We managed to visit with Kevin Naser, Bob Alf, and Steve and Robin while they were at the stop. I have to say I am proud to know these guys! It is a wonderful thing that they do.









For full size pictures from the event, click here:
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Butterfield's Hot Dog Days/Chapter Picnic (September 2018)

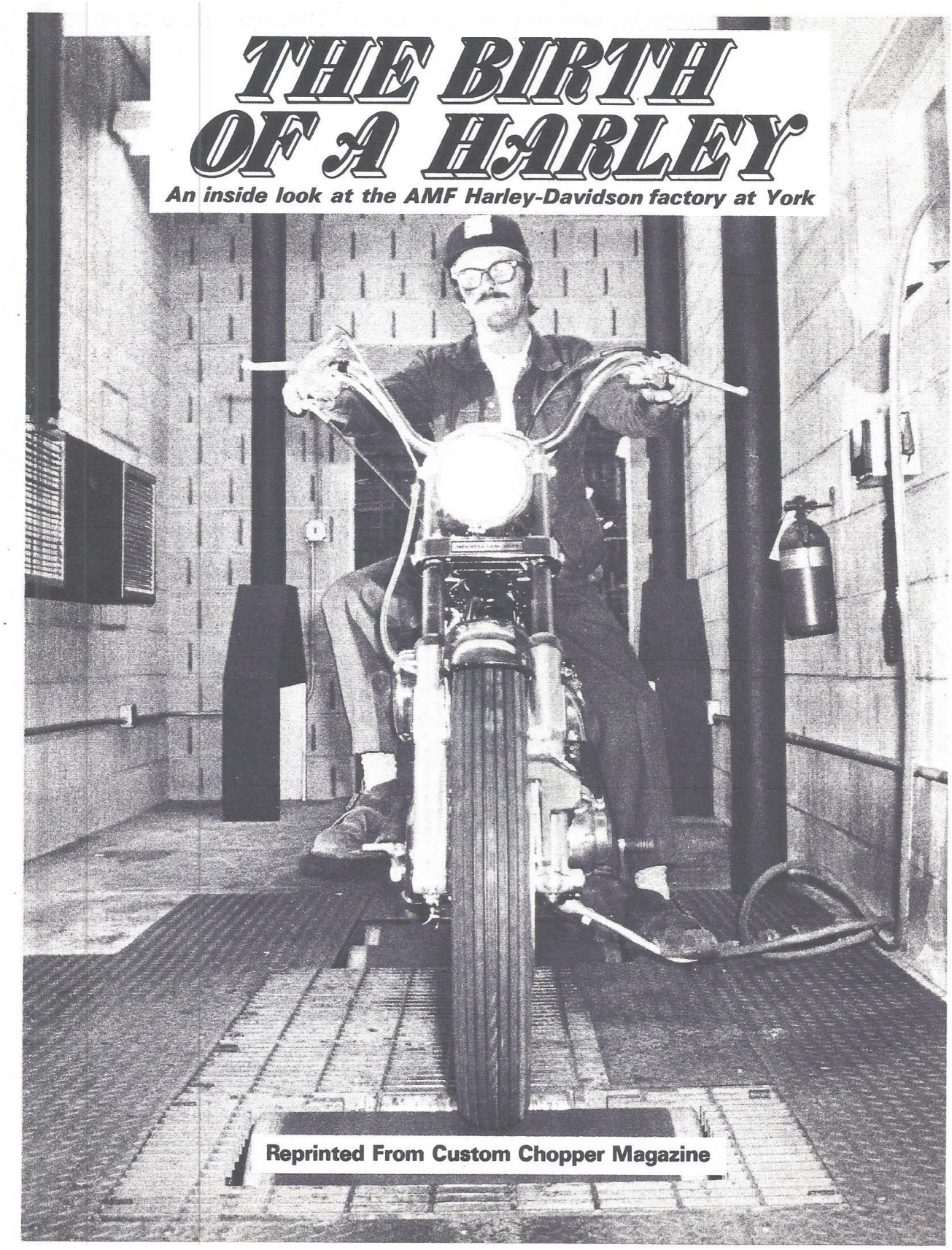
We had our annual picnic in association with the annual Butterfield's Hot Dog Days and it was a success! We hung our banner and mingled with prospective members. We even picked up 2 new accounts to advertise in our swap meet book. It was great exposure and much thanks to Breese, Vivian, Becky, and Vanessa for putting on a great event.



For full size pictures from the event, click here:
https://photos.app.goo.gl/1eKuTrbDFFkBUPRm7

Blast from the Past

Materials from the Bob Butterfield Vault



THE BIRTH OF A HARLEY

An inside look at the AMF Harley-Davidson factory at York

By Bud Wiser (Contributing Editor)

Here's big news for the theologians—Seventh Heaven is divided into two parts, at least for us Harley nuts. I am still blessed with fond memories of a trip through the Milwaukee part, a little over a year ago, and now, a trip to York. Please don't tell me there is an eighth heaven, I don't think I could stand it.

To be immersed in all of those parts, to be totally surrounded by the machinery that produces them, and to talk with the people who put their lives and personalities into my favorite product is a little overwhelming.

Although the Milwaukee plant is no longer open to the public, tours of the York plant are conducted twice a day, at 10 a.m. and 2 p.m., five days a week. Let me tell you some of the things you can expect to see at York—things that go into the birth of a Harley.

The factory is located on a sprawling 232 acres, in the heart of the beautiful Pennsylvania Dutch country. Wooded, rolling hills, fast flowing, rapid strewn creeks, winding roads, quaint towns, and the weathered barns of the surrounding farmlands, make this area an exhilarating place in which to ride.

Aside from the industrial area, the factory grounds include many acres which are set aside for vast company picnics, Easter egg hunts and the like. For, you see, this is a company which goes beyond collecting time cards and compiling statistics. AMF Harley-Davidson is a way of life for most of the employees, not merely a job.

Factory employees get involved in company sponsored teams—basketball (wanna bet they're AMF Voit balls), bowling (guess what brand of equipment is used) and all sorts of after-work activities.

The plant itself is huge, with about 800,000 square feet of manufacturing and warehousing facilities. The York plant used to belong to the Navy. During and after WWII it was geared to bomb production and such things. In 1964, AMF purchased it, taking advantage of the area's large skilled labor pool, and began building the leisure-time products which have made AMF famous.

By 1972, some three years after the Harley-Davidson merger, a decision was made to make use of the York plant's production capabilities in order to better cope with the increased demand for motorcycles.

A highly complex, efficiency oriented floor plan was devised, and in only six months, the Harley-Davidson assembly line was a reality—spewing forth a maximum of 305 Sportsters, Super Glides, and full-dressers for each eight hour shift. That's one completed machine about every 90 seconds.

The manufacturing and assembly is housed in a building 1000 feet in length, comprising approximately half a million square feet in area. There are two assembly lines, one for heavyweights and one for lightweights. Although, at the time of my visit, the lightweight line was not in operation.

The heavyweight line, with its 66 work stations is a masterpiece of efficiency. Just prior to station one a painted but bare frame is delivered via an overhead conveyor (more about this later). The swing arm, bushings, and bearing races are installed and the frame is delivered to the assembly line for its trip down Harley's birth canal.

Harley-Davidson has never stock piled motorcycles. Each and every machine is pre-ordered before it is assembled. The orders, of course, come from authorized dealers throughout the world. Each bike is accompanied with an order designation sheet on its journey. The sheet spells out the model, color, and muffler configuration, so that it conforms with the order.

Four inspectors man the line at strategic stations, ever watchful for assembly errors.

Various feeder conveyors connect to the line from manufacturing departments located throughout the plant. The feeders dip down from above, ladened with components which are required at its particular station. Brightly colored tanks and fenders, engines, wheels, and numerous other goodies are carried on endless conveyors, high above the machinery until they are needed.

The monorail conveyor is an amazing three miles in length, carrying a half a million pounds of finished Harley parts. The entire system is computerized, eliminating the possibility of, let's say, a 74 engine circling forever.

Each part, or subassembly, dips down at its appropriate assembly station, its quality and finish preserved due to a minimum of material handling.

The assembly line empties, with a completed bike ready for final inspection. After the inspectors' final acceptance, it is released for a final test.

The test department is manned by much experienced riders. One test rider, Tom Baymon, goes on a kind of busman's holiday on the weekend. He spends his off time working on, or racing, his bike at the local drags.

The reason that riding experience is an asset in the test department is because the seasoned rider will be more aware if anything is amiss. The riders no longer have to brave the chill of winter, for at York, all testing is done in special booths.

The test booths are equipped with rollers, spaced apart so that the bike's rear wheel turn a pair of them, which in turn, spins a roller under the front wheel.

The idea is not new, but it is unique. In the old days, when motorcycle drone shows traveled with the carnivals, the front of the show always included one or two sets of similar

rollers. As the carny barker roped in the bumpkins with phrases like "death defying," and "mile a minute thrills and chills," one of the performers would crank up one of the Indian Scouts, on the rollers, and go through a few bike tricks on the motionless but speeding bike.

A bike will stabilize if the wheels are turning, forward motion is unnecessary. The test booths are better in more ways than being able to provide weatherless riding. They make possible laboratory like conditions, complete with instrumentation, while simulating real road conditions.

The riders put the bikes through a series of required tests—28 in all, as they cover the miles, feet up, in one spot. The bikes are all shifted through the gears, the brakes are used, and the lights and the horn are okayed. The suspension is cycled vigorously when the brakes are tested, and if any misalignment is present, it will be apparent on the rollers. Instruments scrutinize several items, such as transmission vacuum, on the FL and FX, and the sound level is recorded.

Even in the best of inspection systems errors sometimes slip past the watch dogs. It is rare for one to make it by the test riders. When something wrong is detected, the bike is diverted to a repair area, where the problem is corrected. The bike is retested, and if given the stamp of approval, passes on to the crating department, where any ordered accessories are included before shipment to the dealer is begun.

All 1000 and 1200 cc engines and transmissions are built and tested in Milwaukee (CC Jan 75), and shipped to York. Except for such items as tires etc., which are bought from outside vendors, the rest of the Sportsters and big twins originate at York.

Frames begin as rough forgings and stacks of tubing. The machined parts are welded into sub-assemblies in jigs. The sub-assemblies are then mig welded, in other jigs, into a completed frame. Finally the frame is checked in an acceptance fixture, where any needed minute corrections in alignment are performed. The approved frame is then transported via conveyor to the phosphatizing and painting department.

Tanks and fenders are blanked and formed from sheet steel. The York plant is equipped with about 60 stamping and draw presses for these and other purposes, ranging in capacity from 60 to 1000 tons. Some of the other parts formed in the press department include oil tanks, various housings and covers, brake rotors, and sprockets.

Gas and oil tanks are tested hydrostatically at eight psi after welding.

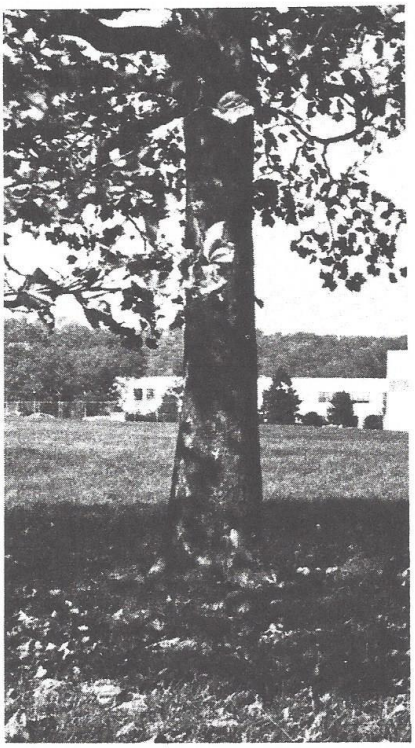
The wheel assembly department is responsible for lacing and truing the wheels, mounting the tires, and static and dynamic balancing. The wheels are first laced, finger tight, by hand. Then they are clamped in holding fixtures, where the spokes are tightened. Finally they are passed to other workers and the wheels are brought within tolerance in indicator equipped truing stands.

Next the tires are mounted, using equipment similar to the automotive tire changing machines found at many gas stations. After balancing, the mounted wheels join thousands of other completed parts in the overhead conveyor system.

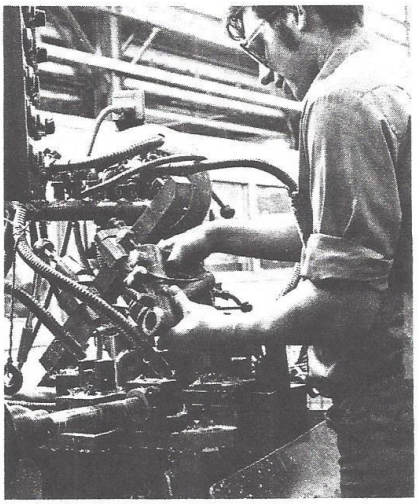
York's chrome plating department is as modern as any in the world. The raw parts are buffed to a high polish on automatic as well as manual polishing machines before plating.

After loading the parts on fixtures, automation fully takes over until, about one hour later, the sparkling chromed goodies are ready to remove and direct to their various destinations.

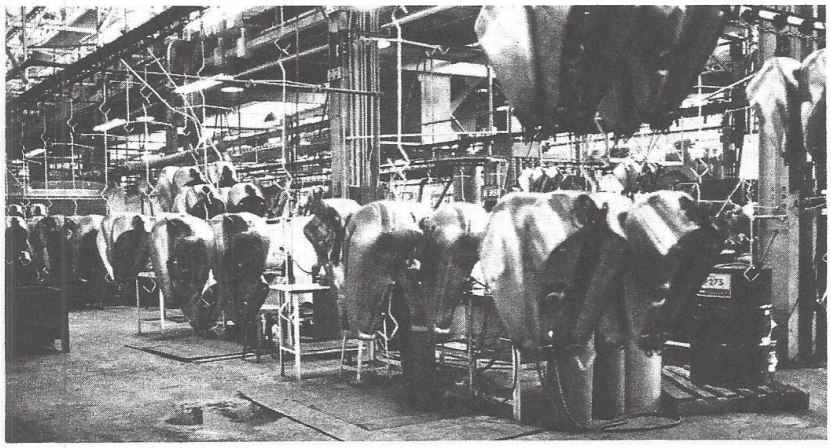
Harley parts are plated by a duplex



The AMF Harley-Davidson plant at York, Pa. in its beautiful picnic grounds setting.



A 74 frame head casting is bored on this programmed, multi-spindle machine.



Gas tanks, hanging on a conveyor like bunches of grapes, leave a welding department, heading for paint. They have all passed a hydrostatic pressure test.

nickel-chrome process. Following the automated system through, you will see the parts ladened jigs immersed in a series of cleaning tanks before they enter a semi-bright nickel tank, a rinse, and a second plating treatment, this time bright nickel.

After another rinse, the parts are immersed in a chrome tank, after which they are again rinsed and transported through a drying oven. All of these sequenced operations are programmed to be completely automatic, the parts traveling on a conveyor—moving up and down from tank to tank with perfect prescribed timing.

Most of the parts that are not plated are painted. The paint department too, is mostly automated, using the Ransburg electrostatic system. The department facilities include a five-stage phosphatizer which cleans and preps the bare metal parts for painting.

As the prepared parts enter the painting area, on a conveyor, they are negatively charged. They then enter semi-circular enclosures, traveling along close to the enclosure walls. As they travel, they are rotated 180 degrees on their hangers, exposing every surface to the center of the enclosure.

At the center, a hydraulically operated column is suspended, to the base of which is a rotating disc. The spinning disc is cycled continuously in a reciprocating, or up and down motion. Positively charged paint is contrifugally deposited from the edge of the disc to the negatively charged part. The coverage is even and complete.

The parts receive a primer coat first. It is then conveyed to an oven, where it is baked for 20 minutes at 300 degree Fahrenheit. A color coat is applied in the same manner and baked again.

All tanks and fenders receive a baked clear acrylic coat as well. The gas tanks are then transported to a decal section for trim. The decals are applied by hand, by a small group of women. These gals must be equipped with the proverbial micrometer eyeballs, because no measurements or markings are used, yet in every case their placement is perfect. This year's Liberty model's decals would be enough to drive most of us to drink, but they are taken in stride and perfectly aligned.

From the decal section, the tanks and fenders re-enter the paint department for another full go 'round with another coat of clear acrylic and baking. The final clear coat serves as a sealer.

Some parts, such as frames, stubbornly resist the electrostatic process. Parts which sometimes pass through the booths, still bearing patches of unpainted metal are conveyed to a large waterfall filtrated area. Here the parts are touched up manually by more conventional methods.

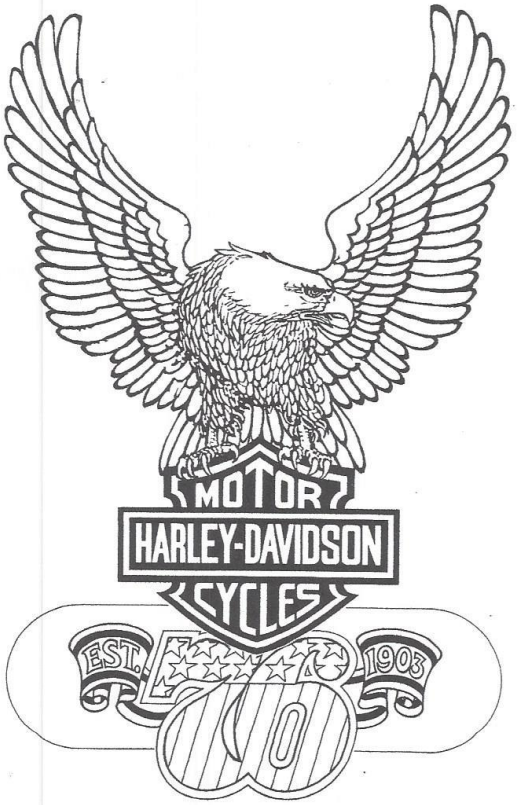
I think anyone who looks closely at the finishes on new Harleys will agree that York can be proud of its paint department.

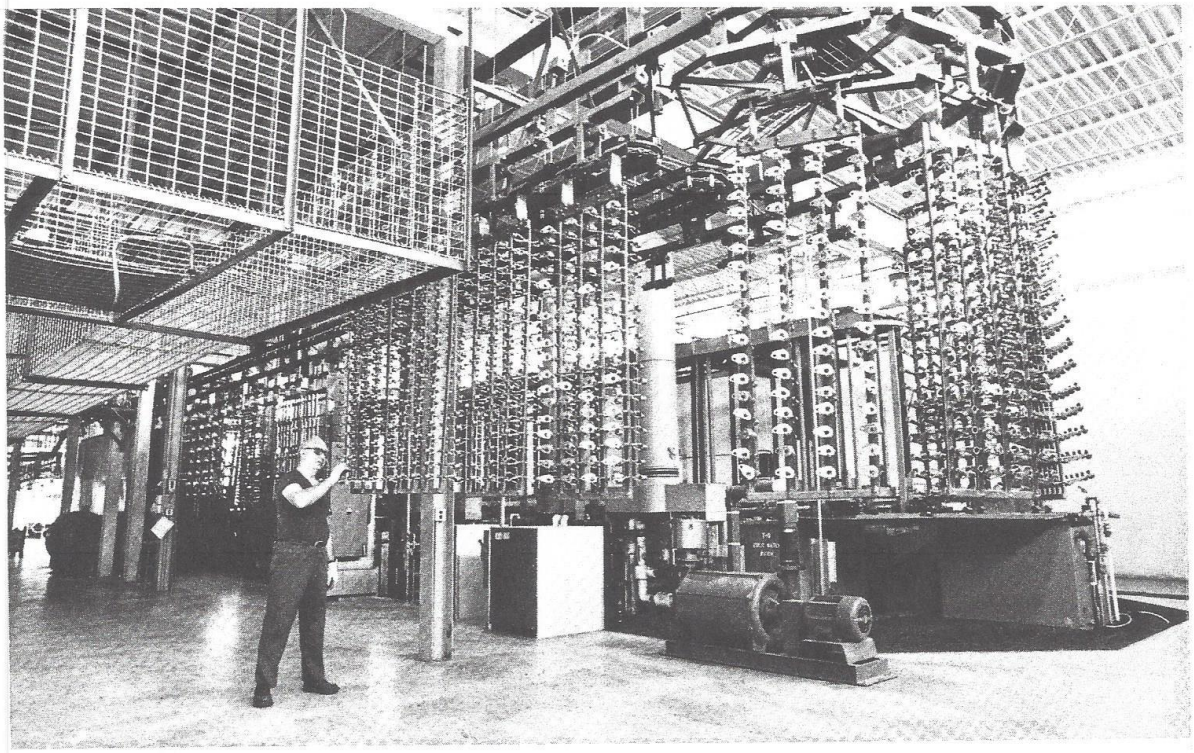
After reflectors and such are added, the colorful parts enter and add a bit of sparkle to the overhead conveyor. All conveyors are eventually directed to the final assembly line, awaiting their turn to be pressed into service.

Inventory control, manufacturing priority, purchasing, and hundreds of other categories are computerized, smoothing the flow, and eliminating costly errors, but Harleys are built by people—happy people, who are proud of their work and secure in the fact that the product they build cannot be duplicated or, in my opinion, bettered anywhere in the world.

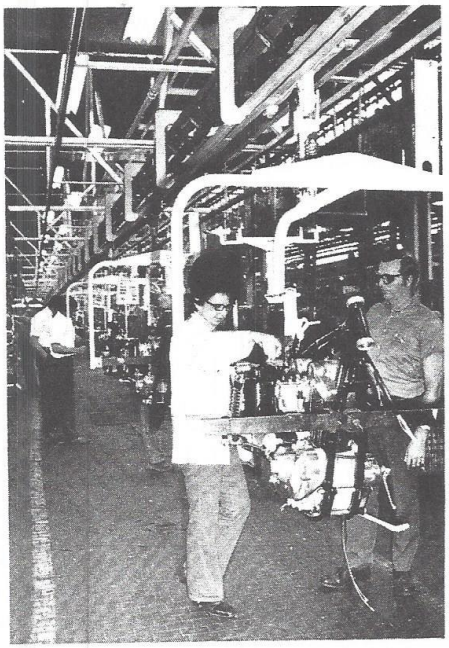
I feel the Harleys now rolling off the end of the York assembly line are shaping up as the best in a long, long series of the finest motorcycles man can create.

Drop in to York and see for yourself sometime. Tell 'em Bud sent you. ***CC***

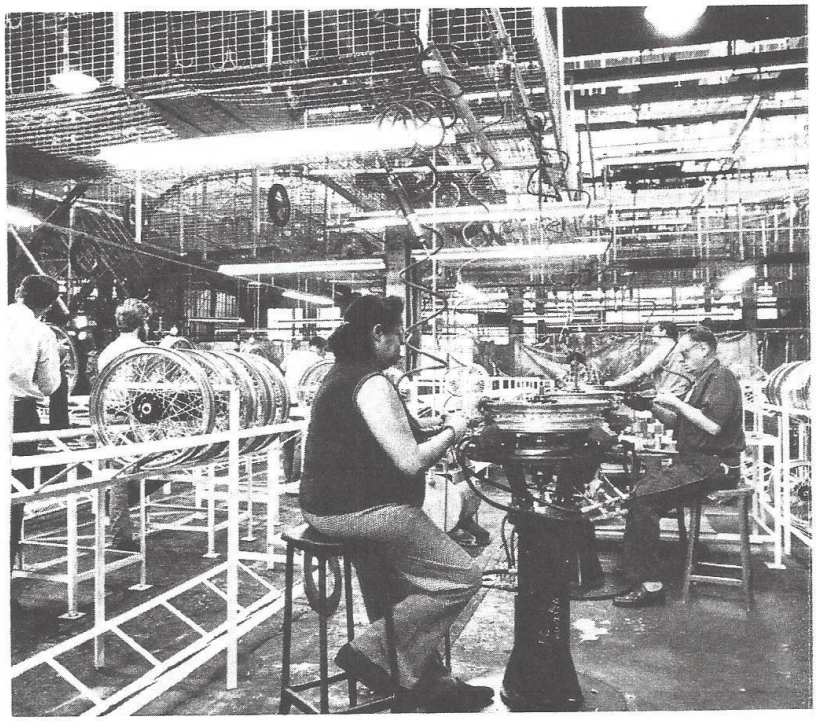




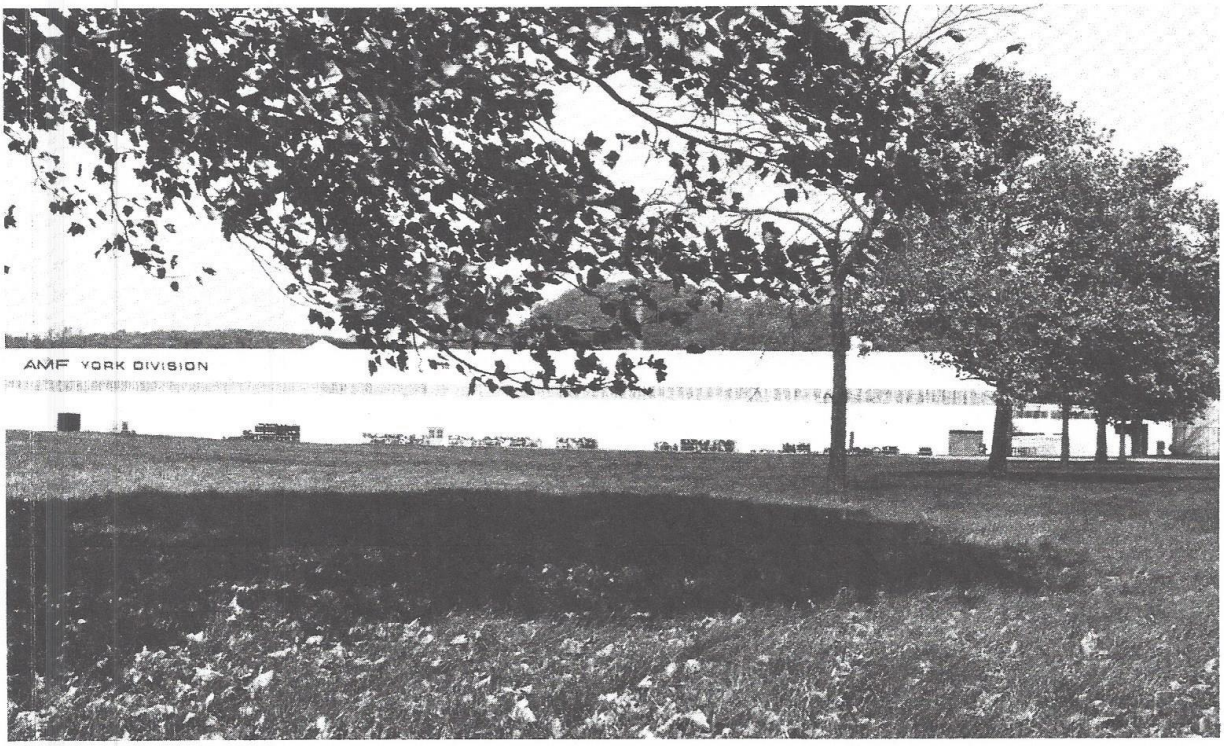
The York plant makes excellent use of a duplex-nickel chrome plating process. The parts you see will be shining bright in about an hour, automatically.

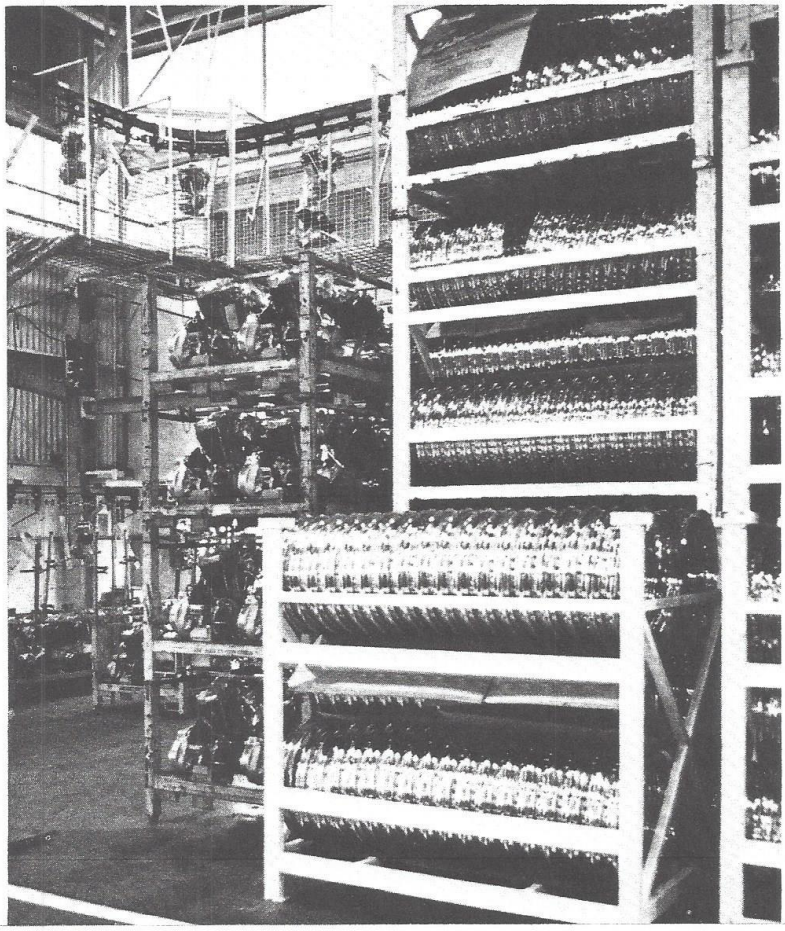


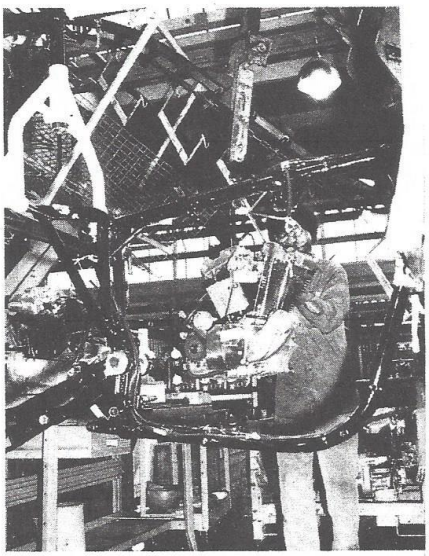
Four on line inspectors, in white coats, keep everything up to standard.



After lacing, truing, tire mounting, and balancing, the finished wheels get airborne on the assembly line bound conveyor.

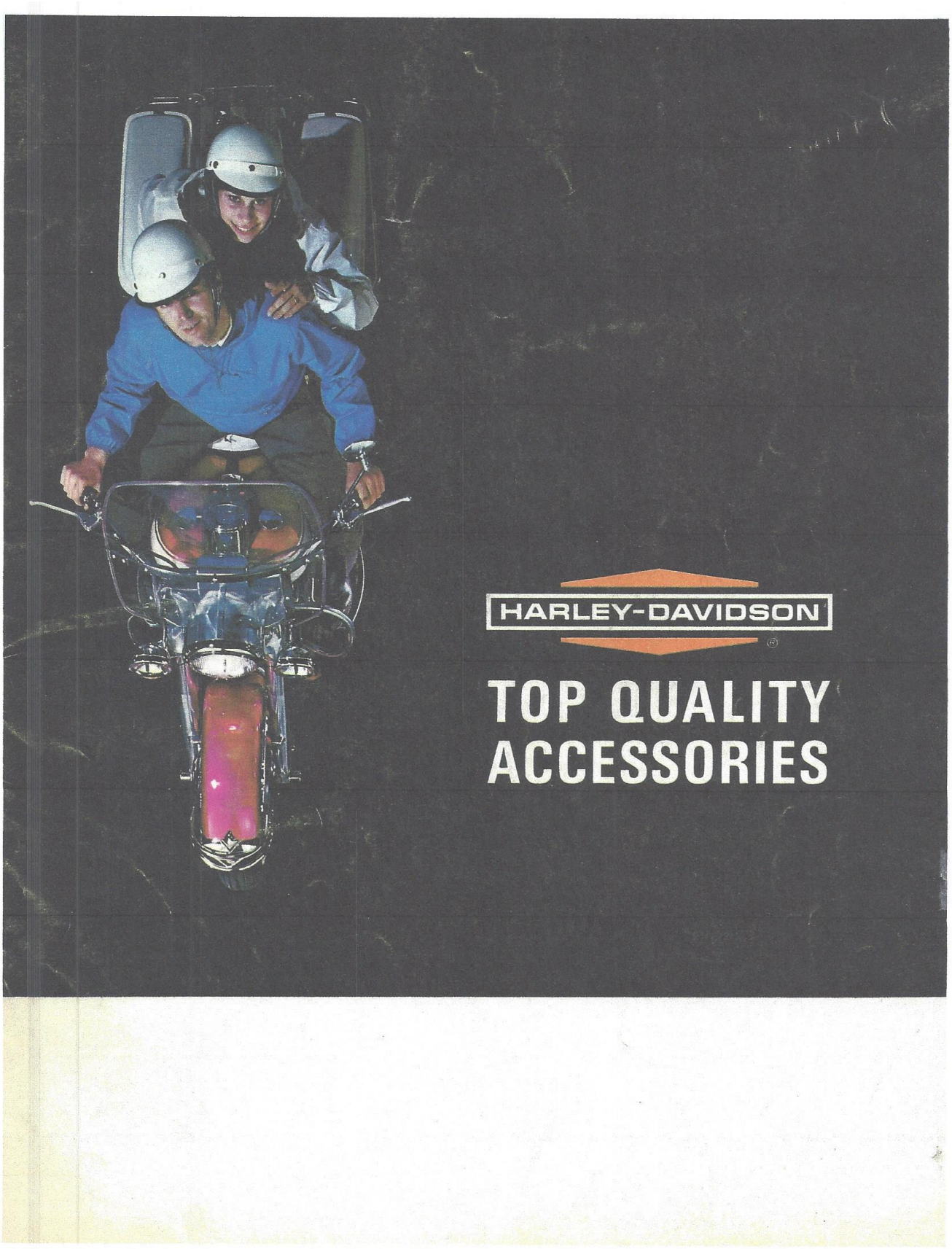




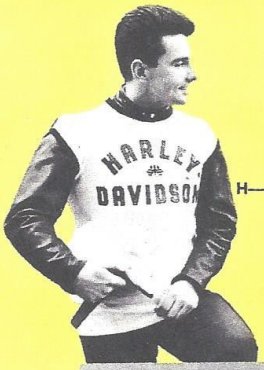


A Sportster motor, plucked from the dipping overhead conveyor is about to find a home in a frame moving down the assembly line.

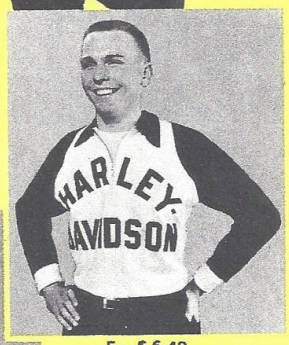
Engines can be seen (upper left) on the overhead conveyor, as they begin their long journey to the final assembly line, as other parts await their turn.


HARLEY-DAVIDSON
TOP QUALITY
ACCESSORIES

Foul Weather Gear

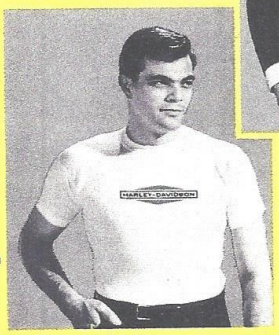


H— $3.20



E—$ 6.40

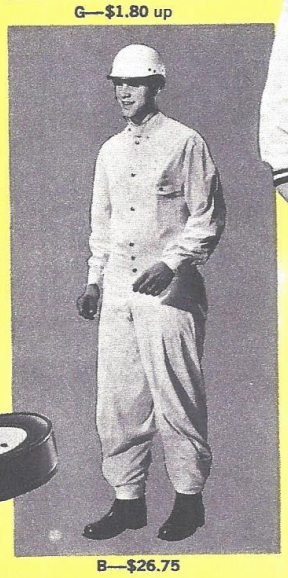

C—$23.50



G—$1.80 up


F—$7.80


D—$3.30


B—$26.75


A—$3.00

A RAIN HOOD
Large, waterproof rubber hood fits over cap or helmet — keeps your head and neck dry. One size fits all.
98351-60V $3.00

B NEW WHITE EVER-DRY RAINSUIT
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98350-60V Pants, Jacket and Pouch $26.75
98352-60V Jacket Only 15.95
98353-60V Pants Only 11.20
98354-60V Pouch Only 1.60

C ARCTIC SUIT
Neoprene-coated nylon outer shell and quilted dacron lining let you ride warm and dry in any weather. Knit wristlets on the jacket and snap take-up cuffs on the pants keep wind out, heat in. Sizes XS-S-M-L-XL in deep-tone charcoal gray.
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D ELECTRA GLIDE DRESS BELT
Made from handsome, black, top grain bridle leather. Electra Glide buckle lets 'em know you ride. Belt fits any size waist.
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Made from long-wearing washable rayon. Black sleeves and collar with white body.
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F CLUB JACKET
Trim poplin jacket with cycling emblem on chest features knit wristlets, collar and waist. Comes in white, red, maroon, kelly, oyster and gray. Choice of blue and gold, red and white, maroon and white, green and white, or blue and white trim. Available with lettering or emblem on back. Minimum order, 6 (except on unlettered white jacket with blue and white trim). Sizes S-M-L-XL.
98120-60V Plain Black $7.80
98121-60V Lettered Back $8.40
Specify colors and trim.

G T-SHIRTS — WHITE — COLORS
Supplied in white, scarlet, navy, royal purple, gold, kelly, dark green, maroon, orange, black, gray. Your choice of lettering on back (club names, etc.). Minimum quantity 2 doz.
Available in all sizes ..... $1.80 up

H RACING VEST
Black and white washable rayon vest with "Harley-Davidson" in 3-inch letters.
98250-60V S-M-L (Plain Back) $3.20

Always Look for this Label



NEWEST SYMBOL OF QUALITY

Always insist on genuine Harley-Davidson parts and accessories. The familiar orange and black label *is your guarantee* of original "factory" quality backed by over 60 years of *precision* manufacturing experience. The new Harley-Davidson trademark stands for your *best* brand.

Now Zodiac is here



ZODIAC FOR SPARKLING SEAT COVERS, SEAT SKIRTS AND BACK RESTS

It shines . . . it sparkles . . . it glitters like a Christmas tree. Riders love it. Covers available in attractive combinations of Red top/silver sides — Blue top/silver sides — or all silver. Back rests and seat skirts come in solid Red, Blue or Silver. Zodiac material won't fade. Easy to keep clean.

A SEAT COVER KIT — SUPER SOFT BUDDY SEAT

52783-66 — Red Top/Silver Sides	$17.90
52784-66 — All Silver	17.90
52785-66 — Blue Top/Silver Sides	17.90

B SEAT COVER KIT — ALL MODEL BUDDY SEAT

52780-66 — Blue Top/Silver Sides	$15.80
52781-66 — Red Top/Silver Sides	15.80
52782-66 — All Silver	15.80

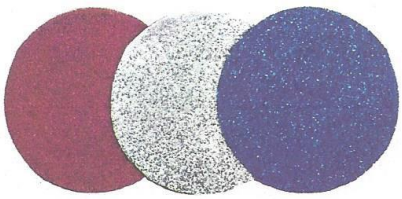
C SEAT SKIRT — SUPER SOFT

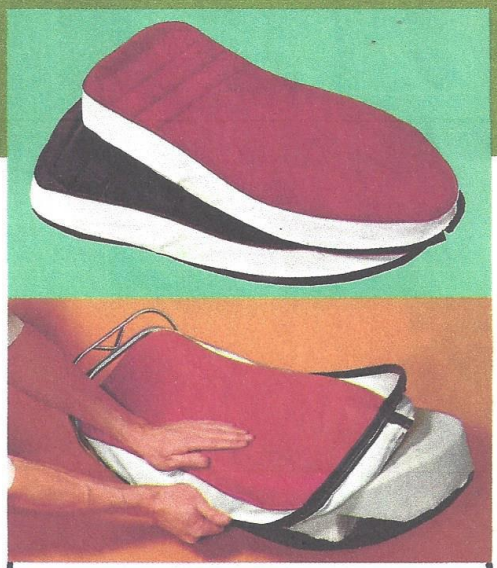
52786-66 — Red	$8.50
52787-66 — Blue	8.50
52788-66 — Silver	8.50

D BACK REST

52789-66 — Red	$17.50
52790-66 — Blue	17.50
52791-66 — Silver	17.50

Close-up view of Zodiac material





Vinyl Seat Covers

JIFFY SEAT COVERS — For "Late" Seats
When your seat is old, worn or torn you can replace the top and have a buddy seat that looks like new again. Easy to change, in your choice of colors.

ALL-MODEL BUDDY SEAT

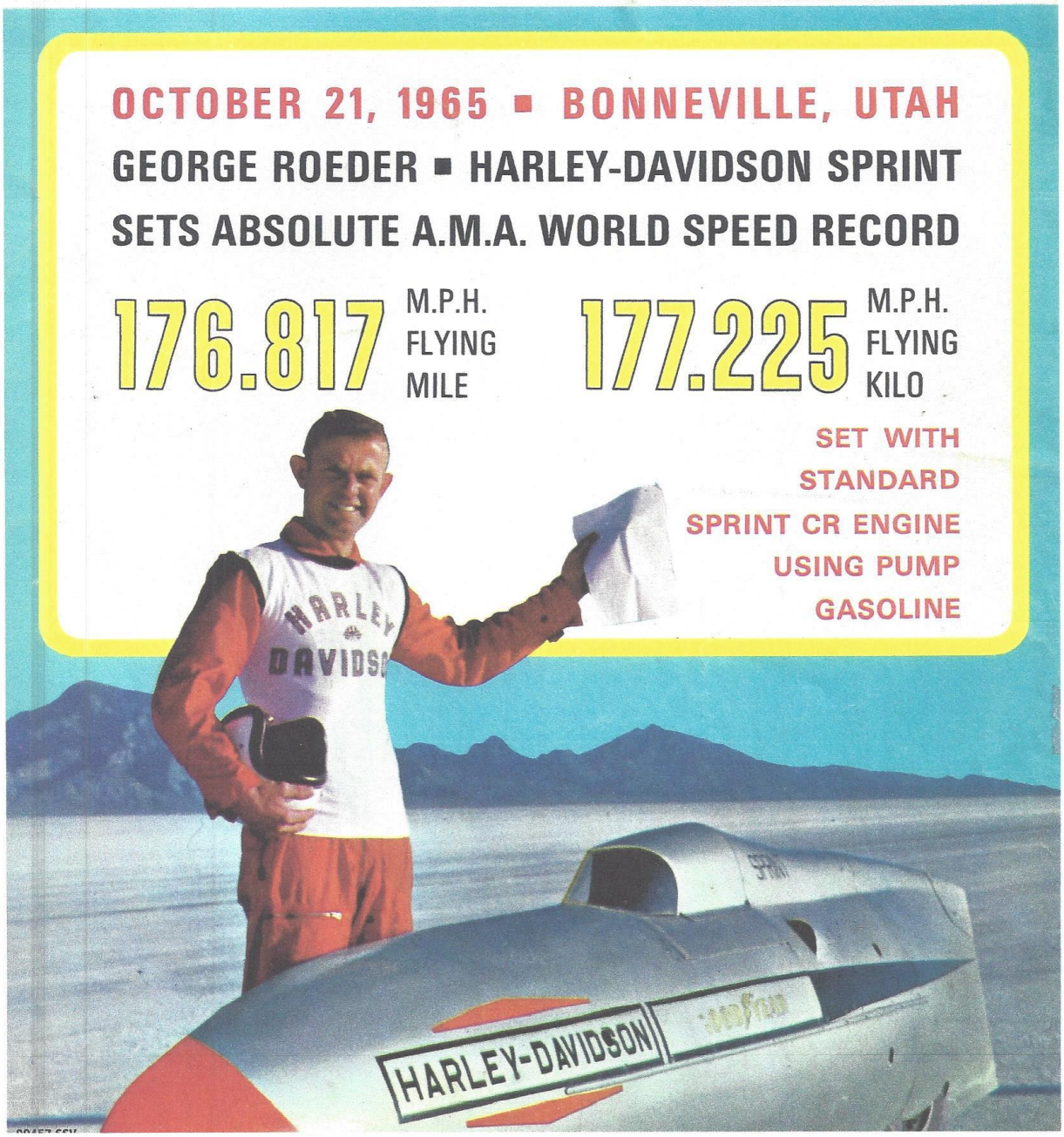
52467-65	Black and white cover	$12.90
52468-65	Red and white cover	12.90
52469-65	All white cover	12.90

SUPER SOFT BUDDY SEAT

52471-65	Black and white cover	$15.80
52472-65	Red and white cover	15.80
52473-65	All white cover	15.80

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ALL PRICES IN THIS CATALOG SUBJECT TO CHANGE WITHOUT NOTICE.
F.O.B. MILWAUKEE, WIS., U.S.A.
ALL DUTIES, TAXES, TRANSPORTATION EXTRA.



Name That Antique Motorcyclist

Who Am I? Stay tuned to the next edition for the answer.

Please submit your photos to OmahaAMCA@gmail.com to be included in future newsletters.



Name That Antique Motorcyclist



June's Motorcyclist
Jeff Lauritsen

Classifieds

PARTS WANTED: Shovelhead 2 into 1 w/ kicker headpipe/exhaust. 66-71 tank emblems. Pogo seat t-bar. Runner/rider condition. Contact Kory Varilek at (402) 719-1640.

FOR SALE: Heather's Leathers is coming to the Fremont meet and is taking orders for custom seats. Order online at http://heathersleathers.com/

WANTED: 1947 Nebraska Motorcycle License Plate, Linkert M51 Carburetor, and 1947 Harley speedometer. Contact Dale Gammell (402-214-0839).

Please send classified ad requests to OmahaAMCA@gmail.com

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Newsletter and Membership Information

This newsletter is published quarterly and distributed to Omaha Chapter members, the editors of other AMCA® Chapters, the Directors and Officers of the Antique Motorcycle Club of America®, as well as individuals and businesses that support the Omaha Chapter, AMCA®, Inc. Membership in the Omaha Chapter of the AMCA® is open to all National AMCA® members in good standing. Omaha Chapter dues are $15 per year, which entitles each member to an annual subscription to the chapter newsletter, all chapter announcements, and an Omaha Chapter membership card. The membership year begins January 1st and ends December 31st. Please see the website (www.omahachapteramca.org) to join online, or mail dues and membership applications to Omaha Chapter AMCA® (PO Box 1712 Bellevue NE 68005).

2018 AMCA® Remaining Events		
Sept 28-29	**Chesapeake Chapter National Meet** www.ccamca.org	Jefferson, PA
Oct 6	**Waubonsie Dirt Road Run** Meet at Scott's at 9 AM (61333 Levi Rd Glenwood IA)	Tabor, IA
Oct 16	**Chapter Get Together – 6:00 PM** Stumble Inn (15409 S. 2nd Street)	Bennington, NE
Oct 21	**Chapter Business Meeting – 2:00 PM** Famous Dave's (12020 Anne Street)	Omaha, NE
Nov 20	**Chapter Get Together – 6:00 PM** Stumble Inn (15409 S. 2nd Street)	Bennington, NE
Dec 18	**Chapter Christmas Party** TBD	Omaha, NE