

The Retarded Spark

The Official Publication of the Omaha Chapter AMCA®

The President's Lowdown

Jarl Rue

Hello to you wonderful motorcycle enthusiasts! I'm excited to say this has been a wonderful summer to ride an antique motorcycle. We've had great weather and great rides! I always say I would rather be lucky than good and we've been lucky this year! The ride to Templeton was better than we expected! Plus, we were able to stop at Dean Foresman's really cool shop. Thanks Dean for the grand tour and the refreshments! Please thank your wife also if for nothing else but for putting up with us and you for all these years! And a special thanks to Nick the Navigator for doing a great job with the ride!

Well, we're not done yet so next up is Kory Varilek's "Spoketember" cycle show on September 7th from 12 to 4 PM. If you have questions, please call Kory (402-719-1640) and he'll help you out. Then on the 21st we have Scott Larson's Waubonsie Dirt Road Run. Yes, it's been moved up from October just so you could attend so be there. Last year was a blast even with the poor weather…I'm sure this year will be twice as fun. Call Scott with questions and he'll straighten you out. I know you haven't had enough fun yet so get over to Butterfield's on the 22nd for Hot Dog Days. Yes, this was our annual picnic weekend but nobody told Breeze so we'll graciously relent and let him have it (in more ways than one). We'll have our picnic on September 29th at Glenwood State Park so please change your calendars so you're not at the wrong place at the right time!

Looks like we have something going on almost every weekend in September…so that brings me to October. We have our annual business meeting Sunday October 20th at 2:00 PM at Famous Dave's (120th and L Street) in the back party room. Please plan on attending and let your voice be heard. We need your input and support for this year and next year because we all know it is all about you!

Thank you and see you on the road! **J.R.**

Notes from the Editor-in-Chief

Bruce (Scoop) Johnson

I hope you all had a great summer and are ready for the fall season. We still have lots of activities planned for this year. Please check the Schedule of Events and join us on as many as you can! Also, to keep our *Name That Antique Motorcycle* section going, please send in past photos of yourself or other members on a motorcycle to OmahaAMCA@gmail.com.

Templeton Rye Ride (July 2019)

It was a near perfect day for a ride…We met for breakfast at the Village Inn on Broadway in Council Bluffs. By the time we were ready to roll we had 25 motorcycles in the group. Nick Hildreth took us on scenic backroads and byways up through Walnut and on to Templeton Iowa. There, we got a very interesting tour of a brand-new distillery built to make Rye Whiskey. We learned that the fine upstanding men of Templeton ran quite a bootlegging enterprise during prohibition! We also learned several ways that they broke the law, including flying whiskey to Chicago to supply Al Capone with booze! They even got the village priest involved in hiding the stuff. In one form or another they have been selling whiskey around those parts until they decided to go legit. The facility we toured was state-of-the-art and was a very impressive operation. The modern place still had some small-town touches, such as naming each vat of fermenting whiskey after one of the town's original bootleggers. At the end of the tour, our group was offered small shots of the finished product and those that partook enjoyed it. On the way home after stopping for a delicious lunch, the group stopped at Dean's Garage to look at his collection (I had to go home so no pics of that). It was a great day and everyone had fun as usual!

For full size pictures from the event, click here:
https://photos.app.goo.gl/zB6cMZXqm8kST5KA9




DOLLAR GENERAL
BOURBON
CORN
WHEAT
SINGLE MALT
BLENDED
RYE
AUSTRALIAN
CANADIAN
AFRICAN
AMERICAN
FINNISH
WELSH
SCOTCH
WHISKEY
GRAIN
SINGLE MALT
BLENDED
ENGLISH
IRISH
JAPANESE
INDIAN
GERMAN

Baxter Cycle Open House (August 2019)

Sunday dawned wet and rainy…news from Atlantic Iowa was that 4 inches of rain had fallen overnight. But, the bravest Omaha Chapter members met at Henry's Diner in Crescent Iowa for a delicious breakfast and BS session. We set out for Marne Iowa and Baxter Cycle's annual bike show and hot dog feed. Jim Crist led the way on his 500 cc Royal Enfield Thumper, taking 2-lane (mostly paved) roads all the way. We arrived dry as a bone without mishap and watched as everyone rolled in. The show was mostly British bikes and I would say at least 30 or 40 bikes braved the elements to come and show off their bikes and enjoy root beer floats, Baxter hot dogs, and beans. All kidding aside, Randy Baxter has always been a great friend to the Omaha Chapter. It was great to see his new showroom and to hear about his new store being constructed in Omaha. I know we all wish him the best of luck! Until next year…

For full size pictures from the event, click here:
https://photos.app.goo.gl/cPGbsJPrFdmYR2cGA



August Chapter Get Together



Cherokee Chapter National Road Run (April 2019)

Last edition, the description of this event was inadvertently left out. Below are more details about the event, followed by the photos from the crew that attended: Ray and Lori Barr, Jarl Rue, and Dave Longcrier.

For all of you fellow AMCA national road ride participants, you all know how much fun the national road rides are and I have to say that this year's trip to Texas was right up there with the best of them. Although we did not have the biggest entourage (I believe that honor went to Wisconsin?) we had a great time with all of our friends from around the country. If you have never been to this part of Texas you need to put this on your bucket list as even the people from Texas say "this is the best part of Texas" and as a non-Texas person (someone who really doesn't like Texas), I must admit that I was pleasantly surprised by the beauty of the area and terrain. Three days of riding in this part of the country (in the spring) makes you appreciate the diversity of our country.

We were told we were lucky as the spring rains had brought out the best spring flowers in 30 years. It also brought out some water on or over the road ways as down in this part of Texas they believe in culverts to pass water under the roads in most of the back country, this made for some interesting riding especially on the first day. We heard later that day that there were a few eventful water crossing stories to be told. We also did the three sister roads of 335, 337, and 339. If you have a chance you need to run these roads…I highly recommend it. As the "everything is bigger in Texas" theme goes, the Cherokee chapter outdid themselves and the rest of the country. We were told that they had a record number of participants attending this year's event, largest ever for an AMCA National. For more information and pictures please visit the Cherokee chapter website or Facebook page, they have a very nice detailed account and a ton of cool pictures.

For full size pictures from the event, click here:
https://photos.app.goo.gl/GY5NS5GW7VzTLLgp7

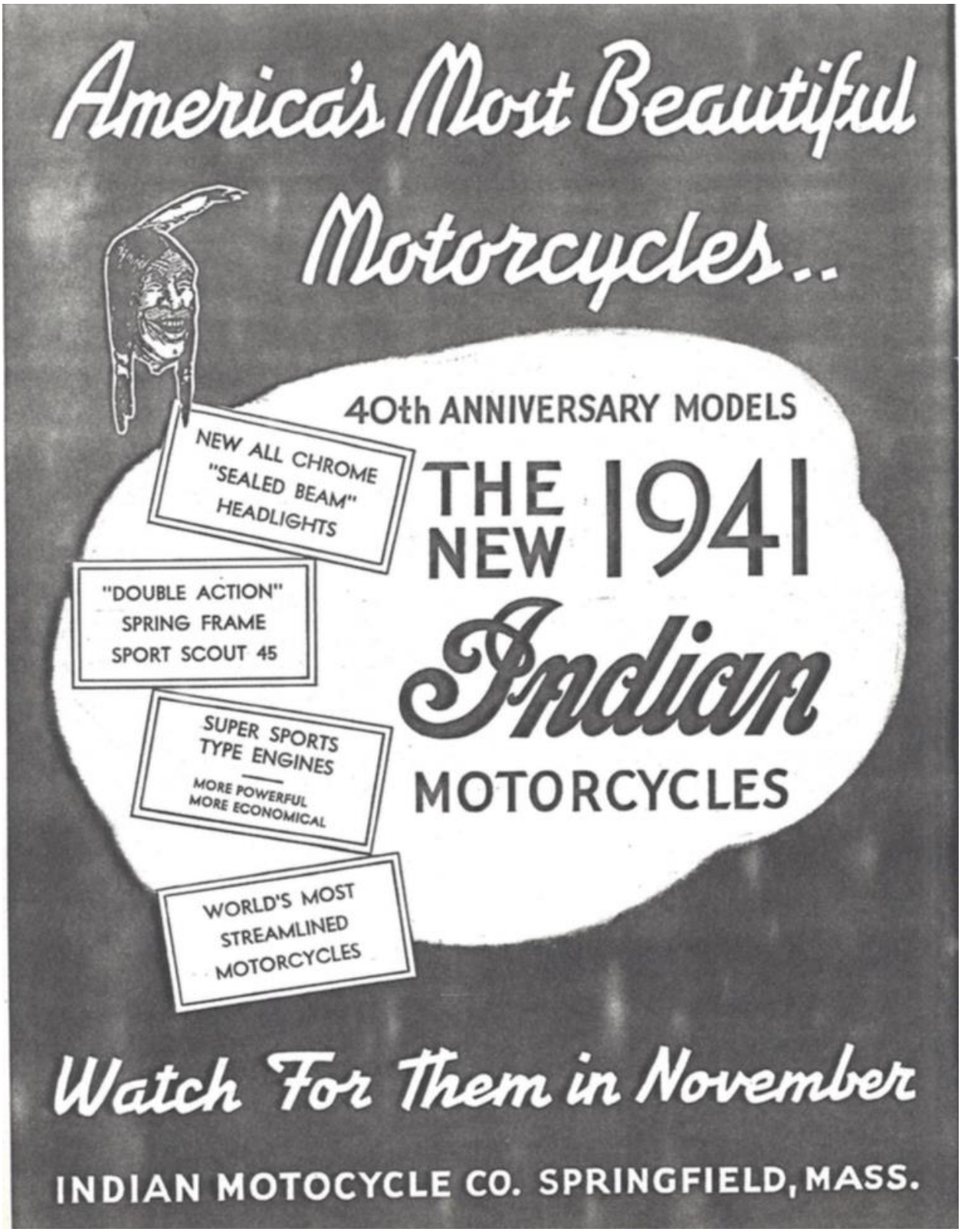



MORGAN
MORGAN


WELCOME!
DANCEHALL

Blast from the Past

Materials from the Bob Butterfield Vault

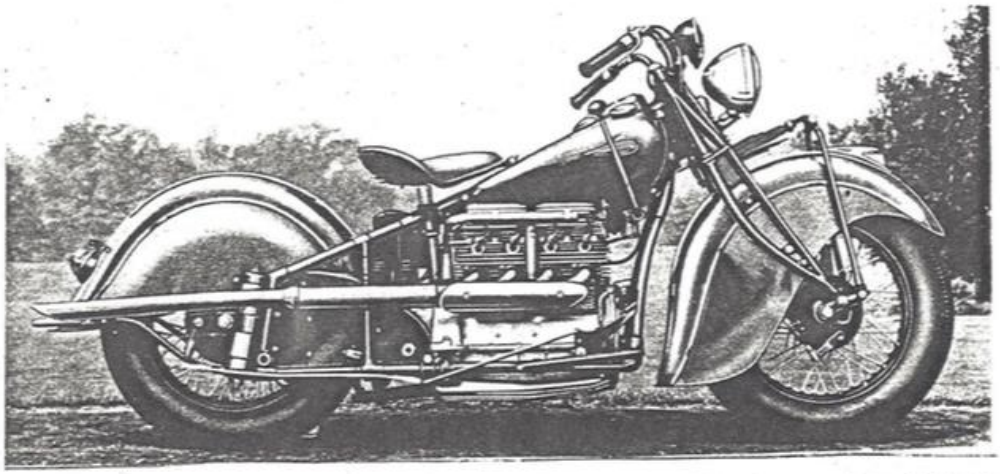


The Indian FOUR CYLINDER NEWS

THE INDIAN FOUR CYLINDER CLUB INC.

VOLUME 12, NO. 3 AMA No. 2135 FALL 1977

Announcing The New 1941 Four!!



NOVEMBER 1940: This month the Indian Motocycle Company unveiled its new Four Cylinder model for 1941. This being the fortieth anniversary of the Company, Indian has spared nothing in producing the best Four Cylinder yet.

Some of the new features on the 1941 Four are:

LARGER CLUTCH: Improvements in clutch construction have been made that add greatly to its efficiency and smoother operation. Larger diameter clutch discs are used to amply accommodate the increased power developed by this 4 cylinder engine. At the same time a marked lessening in the amount of foot pedal pressure necessary to operate the clutch has been achieved.

IMPROVED WIRING: As an added protection for Indian owners, the wiring design on the new '41's has been redesigned to eliminate any possibility of light failure or burning out of the circuit, by keeping the lighting circuit separate from the generator circuit. The lighting circuit is equipped with a regulation "fuse" to prevent excess voltage from being passed on into the new sealed beam headlamp.

NEW HORN: A new electric horn with a streamlined rear cover plate to match the graceful streamlines of the Four has been added this year.

MORE FLEXIBLE SPRING SEAT POST ARRANGEMENT: Greater comfort is also assured owners on the Indian "4" model through the use of an entirely new spring combination in the seat post.

5.00 x 16 TIRES-WHEELS: For those who lean toward tires larger in size than the standard 18 x 4.50 -- a new 5.00 by 16 tire and wheel size is made optional at a slight increase in cost. These are available in either the Firestone Champion design — Goodyear or United States Royal with white sidewalls.

NEW SEALED BEAM HEADLIGHT: A chromium sealed beam headlight is used on the new Four. The lighting unit is of the very latest General Electric design with "all glass" reflector and lens sealed into one piece. Moisture, dust or condensation cannot break the seal or tarnish the reflector surface. The glass construction is very heavy and will withstand a terrific impact, reducing breakage to a minimum. The lighting filament is very heavily held by supporting contacts so that vibration will not prematurely weaken it. In extra brilliance and safety for night driving, this new sealed beam light throws a much brighter beam than the ordinary headlamp. Replacement "all glass" lighting elements are very inexpensively priced at not much more than twice the cost of a standard bulb.

NEW SPEEDOMETER DIAL: On the new speedometer dial the calibrations have been changed from 130 m.p.h. to 110 m.p.h. so that more accurate reading can be obtained. All numerals are in white on a solid black pattern with a white indicator hand. Illumination is provided indirectly from a light underneath the dial that casts a mirrored reflection over the speedo face.

DEEP CUSHIONED SADDLE: A full inch and a half of soft spongy rubber "airtex" is used as a saddle cushion. Vented with air holes, this rubber cushion, covered with a genuine leather top, not only makes a smart looking seat for the rider, but a more comfortable seat as well. The construction of the "airtex" cushion cannot "mat" with constant use or lose its resilient soft comfort.

SPECIAL HARD ALLOY VALVE GUIDES: The new Four features a new design of valve guide made of special hard alloy metal that reduces wear to a minimum and allows extremely close fit for quieter operation and better performance with less wear and longer valve guide life.

NEW CARBURATION — FASTER ACCELERATION: Improved acceleration through the use of a new Indian Linkert carburetor carried on the new Four. In this new carburetor, the body is of solid brass while the bowl is of heat treated aluminum. Scientifically compensated jets are used to insure a "perfect" combustible mixture at all speeds from idling to wide open throttle. Through this scientific calibration in the original setting — more miles to the gallon of gasoline and increased performance with faster acceleration are claimed.

NEW PALM FITTING HANDLEBAR GRIPS: The new Four model features a new type handlebar grip of soft rubber of smaller diameter that reieves grip fatigue to a minimum. The surface of this new grip is "ringed" with very narrow soft rings to prevent slipping and marks a decided improvement in controlling the machine.

NEW TOOL BOX: Adding still more to the beauty and practicability, a newly designed tool box compartment is used on the Indian "4". Larger capacity, rounded corners, full sized door with waterproofing inside rubber molding, nicely shaped, — the tool compartment is mounted directly to the fender skirt on the Indian "4", just ahead of the rear spring frame assembly. This keeps it out of the way and at the same time handy to ready use.

NEW CHROMIUM MOLDING-SKIRTED FENDERS RETAINED: The graceful, streamlines of full skirted fenders, as introduced by Indian last year have been retained with all thier youthful, sweeping beauty. New flat surfaced chromium molding offset and accentuate this streamlined grace and add to the overall cleanliness of line. All molding is bolted directly to the fenders and cannot snap up or pull off.

NEW COLORS: Beautifully striking, Indian's 40th anniversary model Four is available in a brilliant array of rich and luxurious colors and combinations. Solid colors include a luxurious Black with chrome trim — Brilliant Red with chrome trim and Seafoam Blue with chrome trim.

SPECIFICATIONS

MOTOR: Four cylinder air-cooled high compression. Bore 2 3/4", stroke 3½", 77.21 cubic inch displacement. Overhead intake, side exhaust. Cylinders cast in pairs. Removable aluminum heads. Cam ground pistons. All tappets and rocker arms fully enclosed and operating in oil bath. Heated intake manifold. Chrome air cleaner.

CLUTCH: Multiple disc, operating in oil.

TRANSMISSION: Three speed.

DRIVE: Primary drive, helical gears. Final drive, 5/8" pitch, 3/8" wide roller chain.

LUBRICATION: Pressure feed oil pump with visible oil gauge. All oil in motor base. Capacity 3 quarts. Hydraulic chassis lubrication fittings.

ELECTRIC AND IGNITION SYSTEM: Auto-lite generator, Indian 29 ampere hour battery, outside fill type with "Fill-Rite" vents. Distributor ignition standard, Splitdorf magneto ignition available at extra cost. New all chrome "Sealed Beam" headlight with General Electric all glass unit. Parking light on front fender. New streamline horn. Fuse block. Stop light.

INSTRUMENTS: Corbin 110 mile, lighted speedometer, ammeter and switch set in instrument panel. Tumbler type lock in switch. Maximum hand or electric stop hand speedometer optional at extra cost.

FRAME: Indian double action spring frame. Double tube cradle type. Both front and rear wheels sprung. Center stand and jiffy stand.

FORK: Indian triple stem. Soft action, pick-up type leaf spring.

FENDERS: Full skirted fornt and rear fenders. Chrome rear bumper and new chrome trim.

TANKS: Main and reserve tanks. Capacity 4.2 gallons of gasoline. Chrome tank insignia.

FINISH: DuPont Dulux enamel. Three colors optional. Special colors at extra cost.

MUFFLER: All chrome silent muffler. Extended muffler tail pipe.

SADDLE: Seat post type. Softer spring action. Large "Airtex" rubber cushioned saddle. Leather top.

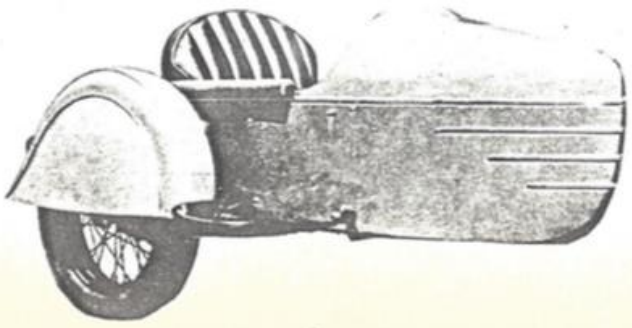
FOOTBOARDS: Bonded rubber and steel footboards and kick starter pedal.

BRAKES: Internal expanding, front and rear wheel. Formed brake linings.

WHEELS AND TIRES: Interchangeable wire wheels. 18" drop center rims. 18" x 4.50 Goodyear or Firestone tires. 16" x 5.00" tires optional at extra cost.

WHEELBASE: 62".

WEIGHT: 568 lbs.



FIVE COLOR COMBINATIONS OFFERED

Because of the beautiful effect made possible by the use of two-color combinations on the 1941 Four with its skirted fenders, two color finishes will be made available as follows:

COMBINATION NO.	FENDERS, SKIRTS, CHAIN GUARD AND TOOL BOX	TANKS AND FENDER TOPS
4	Black	Brilliant Red With Chrome Trim
5	Black	Seafoam Blue With Chrome Trim
6	Black	White With Chrome Trim
7	Brillinat Red	White With Chrome Trim
8	Seafoam Blue	White with Chrome Trim

Price on application any colors or combinations other than those given above.

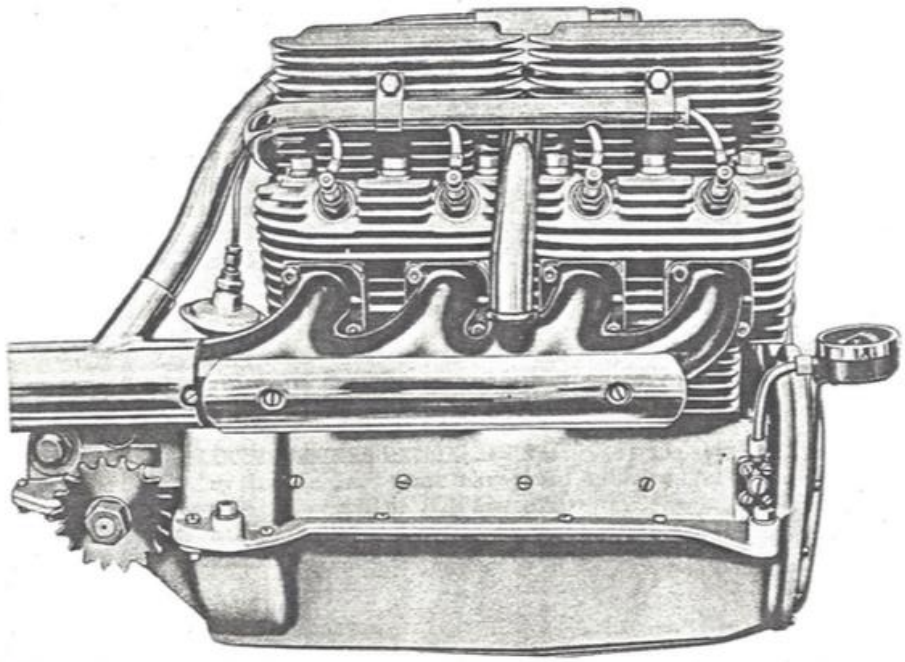
PRICE LIST 1941 INDIAN FOUR MOTORCYCLES

441-B	Indian "4" Distributor Ignition	$460.00
441-M	Indian "4" Magneto Ignition	$475.00

Complete with combination Jiffy and Center Stand, Front Fender Light, Chrome Fender Strips, Stop Light, Air Cleaner and Aluminum Heads.

SIDE CARS (COMPLETE WITH CHASSIS)

SCB-3	Side car (standard)	$130.00
SCB-4	Side car (sport) with full chrome trim	$135.00

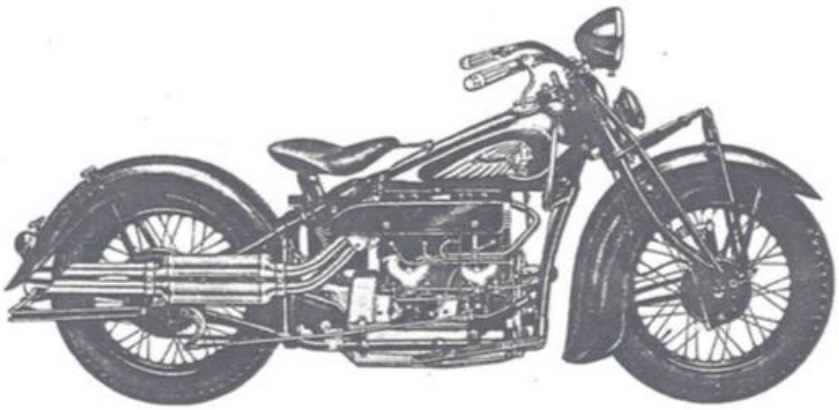


The Indian FOUR CYLINDER NEWS

THE INDIAN FOUR CYLINDER CLUB INC.

VOLUME 13, No. 3 AMA No. 2135 FALL 1978

The New 1937 Indian Sport Four



MODEL 437--SPORT INDIAN FOUR...The new features for 1937 include; new hi-low headlight with prefocus bulb, three way chromium plated control switch on left handlebar, chromium plated saddle connection, aluminum heads, chromium plated exhaust pipes and mufflers, chromium plated ignition cable tube, chromium plated shift lever in forward position, skirted rear fender, interchangeable wheels with cast brake drums, dual aluminum intake manifolds, and dual Zenith carburetors.

SPECIFICATIONS

BRAKES: Front and rear wheel brakes, internal expanding. Front hand operated; rear, foot operated. Cast brake drums.

CLUTCH: Multiple steel disc, operating in oil. Full automatic centrifugal clutch weights.

DRIVE: Helical bevel gears between motor and transmission. Final drive, 3/8" x 5/8" roller chain. Gear ratios: Solo 4.17 to 1; Sidecar 4.72 to 1.

ELECTRIC AND IGNITION SYSTEM: Auto-Lite Generator; Auto-Lite Distributor; Willard 6-volt, 24-ampere hour battery, outside fill type. Splitdorf Magneto optional at extra cost. Combination tail and stop light standard. Hi-Lo beam headlight with beam control switch on handlebar, standard.

FINISH: DuPont Dulux, Indian Red, standard. A new variety of other color combinations optional. Special colors at extra cost. Triple chromium-plated gear shift lever, saddle front connection and ignition cable tube.

FORK: Indian triple-stem type. Leaf spring suspension.

FRAME: Indian double tube cradle type. Theft-proof lock in steering head. Large crown fenders with streamline skirts front and rear.

LUBRICATION: Pressure feed system to all bearings. Visible oil pressure gauge. All oil contained in motor base. Crankcase oil capacity, three quarts. Automatically lubricated exhaust rocker arms and push rods.

MOTOR: Four-cylinder, air-cooled. Bore 2 3/4", stroke 3½", 77.21 cubic inch displacement. Overhead exhaust valve. Removable exhaust valve seats and cages. Side inlet valve. Twin aluminum intake manifolds. Dual carburetors. High lift camshaft. Lynite pistons. Five bearing crankshaft.

MUFFLER: Dual chrome-plated mufflers and exhaust pipes.

SADDLE: Side spring type. Rubber cushioned leather top.

TANK: Main and reserve tanks. Petcocks on both halves. Capacity 4.61 gallons. Easy-On filler caps.

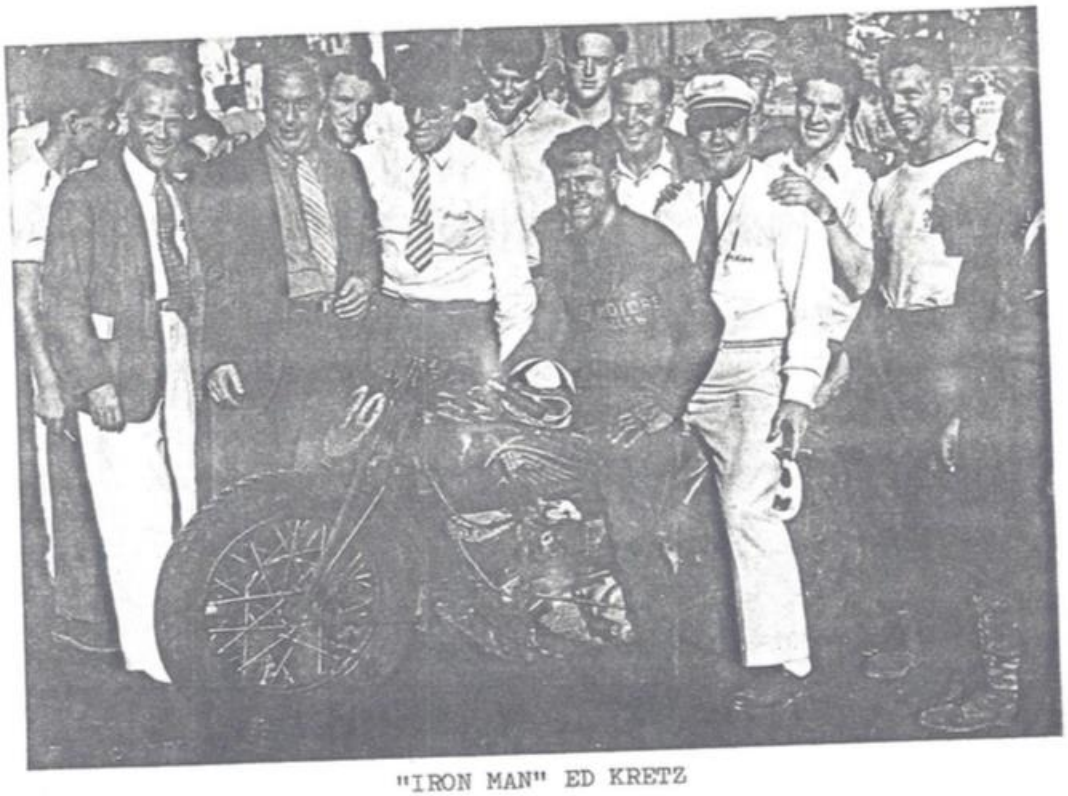
TRANSMISSION: Three-speed integral with motor. Semi-constant mesh.

WHEEL BASE: 61".

WHEELS AND TIRES: Wire wheels; interchangeable front, rear and sidecar; 18" drop center rims. Tires 18" x 4.00", Goodyear or Firestone optional.

WEIGHT: 515 lbs.

An Indian Racer



"IRON MAN" ED KRETZ

Ed Kretz, old number 38, is one of the best known and most popular motorcycle racers of all times. The above photograph shows Ed in Victory Circle after his 1938 win at Langhorne. Among those in the photo congratulating Ed are Indian's General Manager Joe Hosley (striped tie & suit), "Cannonball" Baker (striped tie & white shirt), and Fritzie "The Man in the Red Hat" Baer (seated on the back of the motorcycle).

Ed's best known victory is probably his win at the inaugural Daytona Beach 200 mile race in 1937. It, however, was not his first 200 mile victory nor his last. The previous year, 1936 Ed took the checkered flag at the Savannah Georgia 200 mile race. In 1938 he won the 200 mile race at Laconia New Hampshire. He repeated as Laconia Champion in 1946 by winning the 100 mile race held there.

At Langhorne Pennsylvania he was unbeatable for he won the 100 mile race there FOUR TIMES--1937, 1938, 1940 and 1948.

Being a native of California he was at his best on the old tracks at Riverside (100 mile "TT" Champ in 1948), Ascot Speedway, the Oakland mile and Carroll Speedway etc.. With his many victories on the West Coast tracks it is no mystery why he held the Pacific Coast Championship title 14 times.

Presently Ed lives in Monterey Park California where he has owned and operated a very successful motorcycle business for many years.

Among Ed's many hundreds of throphies are two that help identify the man. He received one in 1938 and the other in 1949. These two throphies were awarded to him for being those years' "Most Popular Rider".

Tradin Post

WANTED: A dash to fit a 1936 Indian Four. Light is at top center. Contact: Ralph Javens, 453 Shawnee Dr, (Indian Meadows), Dover Ohio 44622

WANTED: For a 1930 Model 402 Indian Four: Original or reproduced parts, exhaust manifold, tail light inner lens, side kick stand, horn, rear axle assembly, head light lens, front fender bracket (lower), tire pump, gas cap (threaded type), set of exhaust valve springs, one seat spring (inner & outer), coupling and generator pulley assembly between timing gear and magneto. WANTED: For a 1937 Model 437 Indian Four: ignition switch, head light lens. Contact: J.W. Yeck, 77 W Larch, Muskegon Mi 49441. Call Collect 616 722 7037

WANTED: Indian sidecar in good shape with all attachments for a 1948 Chief. I have a Dryer sidecar like new with new wheel and tire, will make trade or sale. Contact:
Fred Provin, 371 Heath Rd, Heath Ohio 43055. Ph: 614 522 5194

WANTED: Back issues of American Motorcycling Magazine. Contact:
James D. Sutter, 324 South Ave, Aurora Il 60505

FOR TRADE: For information on a restored 1930 Indian Four available for trade for a late model Indian Four. Contact:
F. Bidlack, 1881 Lexington N.W., Warren Ohio 44485

1978 CALENDAR OF EVENTS 1978

March 4-5 Antique Motorcycle Club Meet at Orlando Florida
March 6-12 Speedweek at Daytona Beach Florida, 37th Annual 200 mile Road Race
June 3-4 Antique Motorcycle Club Meet at Fort Mott New Jersey
June 17-18 All-American Indian Motorcycle Club Annual June Meet at the Dux's Motorcycle Club grounds at Lambertville Michigan. 4 Club General Business Meeting will be held in conjunction with this event.
June 25 35th Annual "Charity Newsies" ½ Mile Race at Columbus Ohio
July 8-9 Antique Motorcycle Club Meet at Medina Ohio
AUGUST 12 -13 17th ANNUAL INDIAN FOUR CYLINDER CLUB MEET AT TIFFIN OHIO
August 12 General Business Meeting of the Indian Four Cylinder Club at Tiffin Ohio. Early evening Business Meeting
August 19-20 Antique Motorcycle Club Meet at Schenectady New York
September 9-10 Antique Motorcycle Club Meet at Davenport Iowa
September 17 AAIMC parade of Indian motorcycles at Camel Pro ½ Mile Race at state fairgrounds at Columbus Ohio. More information to follow.
September 24 Midwest Antique & Classic Motorcycle Club Annual Motorcycle Show at McHenry County Fairgrounds at Woodstock Illinois.
September 30-October 1 Antique Motorcycle Club Meet at Northern California
October 22 Business Meeting for Executive Committee of 4 Club

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
Jim Crist

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

Omaha Chapter Directors



Jarl Rue
President
(402) 510-3725
jrue@omahachapteramca.org



Ray Barr
Vice President
(402) 578-1300
panmanray@gmail.com



Nancy Larson
Treasurer
(402) 660-4199
quiltaholic62@gmail.com



Paul Shedd
Secretary
(402) 330-4856
paulbe155@yahoo.com



Scott Larson
Road Captain
(402) 660-3932
bentbike62@gmail.com



Bruce Johnson
Newsletter Editor
(402) 677-3003
bruce.g.johnson@gmail.com



Larry Clare
At Large Director
(712) 310-3347
clarel1@peoplepc.com

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).

2019 AMCA Remaining Events		
Sept 4-6	**Music City Chapter National Road Run** https://www.facebook.com/musiccitychapteramca/	Nashville, TN
Sept 7	**Spoketember Cycle Show** I-29 Dragway	Pacific Junction, IA
Sept 17	**Chapter Get Together – 6:00 PM** TBD	Omaha, NE
Sept 21	**Waubonsie Dirt Road Run**	Tabor, IA
Sept 22	**Butterfield's Hot Dog Daze** 8025 Blondo Street	Omaha, NE
Sept 23-25	**Yerba Buena Chapter National Road Run** www.yerbabuenaamca.org	Monterey, CA
Sept 27-28	**Chesapeake Chapter National Meet** www.ccamca.org	Jefferson, PA
Sept 29	**Chapter Picnic – 11:00 AM to 4:00 PM** Glenwood Lake Park (207 East Sharp Street)	Glenwood, IA
Oct 15	**Chapter Get Together – 6:00 PM** TBD	Omaha, NE
Oct 20	**Chapter Business Meeting – 2:00 PM** Famous Dave's (12020 Anne Street)	Omaha, NE
Nov 19	**Chapter Get Together – 6:00 PM** TBD	Omaha, NE
Dec 17	**Chapter Christmas Party** TBD	Omaha, NE