

The Retarded Spark

The Official Publication of the Omaha Chapter AMCA®

The President's Lowdown

Jarl Rue

Guten Morgen, Bonjour, Buon Giorno, Hola…in other words, HELLO my fellow motorcycle enthusiasts! I sincerely hope you're doing well and have survived the summer of peace, love, and understanding (wait…wrong decade). Okay, let's leave the political strife, social unrest, and our ailments behind us and enjoy being motorcycle enthusiasts! You have to admit, when everything else in the world is going flipping crazy, jumping on the old bike or wrenching in the garage is a wonderful thing. We're very lucky.

As you can tell from my above meanderings, I don't have a ton to write about. We've had some good rides thanks to our trusty, crusty, super-duper, excellent, man of the year…Road Captain Scott Larson. I do believe he's gone above and beyond in the crazy COVID-infested riding season. Thanks Scott…YOU DA MAN! Everyone give him a big round of applause. As you can tell, we've been in loosey goosey mode this whole season with some of it planned (Scott) and sometimes we just made it up as we went along (me). So, if this bothers you, please accept my deepest apologies because the buck stops here and you can blame ME as I am the person NOT in charge of this Motley Crue.

Okay I think it's time to get down to some serious business. YES, we're planning on having our Swap Meet in February. The City of Fremont is on board, and, at this time, they have very few restrictions. We're hoping for the best! Second point is our Business Meeting on October 19th so please mark your calendar. We need your input, advice, support, and time as this ship doesn't run itself. We very much want, need, and appreciate your help so please help (yes, sometimes I have been told I'm beyond help).

We hope to see you soon, and until then, be safe, be smart, and be optimistic! **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 some activities planned for this year. Please check the Schedule of Events and keep an eye on your email for more information. 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.

Road Ride to Kimbalton, Iowa (June 2020)

Last year, while heading for Glenwood on an old bike, I had a flat tire and had to cancel. This year, I lost a saddlebag lid but was able to soldier on and make the ride. It was my fault, I forgot to put the pins back in the hinges, and due to Harley's superior design, it blew off. It was a cool morning when we set sail for Kimbalton Iowa and Vern Schwarte's vast estate. On the way, I enlisted the help of Shelly Goerings-Smith to take some action photos from the seat of my sidecar. As you can see, some turned out better than others (I will give her another chance to hone her skills next time she comes along). When we got to Vern's, we looked at his impressive collection of bikes and firepower. Then, we back-tracked a little way and had a good lunch in Elk Horn. A few people peeled off after lunch, but the rest went onto an old car dealership in Harlan Iowa. After we kicked around in the showroom for a few minutes, our host Ron Ronfeldt showed up and proceeded to take us to his secret location and show off a very impressive collection of old bikes (check out the pictures). Thanks to Scott Larson, our exalted Road Captain, for setting this up in the pandemic scare…no easy job! And thanks to Vern Schwarte, Mel, and Ron for showing all of us a great time.

For full size pictures from the event, click here:
https://photos.app.goo.gl/kvg32XaMjqebntqC6











Road Ride to Columbus, Nebraska (July 2020)

The club road to Doc's Harley-Davidson. Doc and brothers have been running the dealership for 55 years and have a long history of racing and wrenching on vintage bikes. Panhead Ross from Florida was passing through and joined us as well. He's been riding that old Pan for 40 years including numerous trips across the United States and to every corner. It has 700,000 miles on it!

For full size pictures from the event, click here:
https://photos.app.goo.gl/V6TFpgXBicq03JbT7




SALES & SERVICE
HARLEY-DAVIDSON SALES &

Road Ride to Antique Aircraft Fly-In (September 2020)

Scott Larson, our intrepid road captain, outdid himself this time. He set up a ride over to Blakesburg Iowa to attend the antique airplane yearly national airshow. We met at a cafe in Glenwood for breakfast, and then took off through Iowa via county roads and stopped at the ax murder house in Villisca! Didn't get to go in, but still way cool. After spending the night in Ottumwa, we headed over to the grass field where the event was to take place. There must have been 100 awesome airplanes from the 20s through the 70s. Some were magnificent restored open cockpit biplanes! Josh Trail, of powdercoating fame, had a plane on site and he was gracious enough to take any interested club members up for a ride. I even got to fly it for a while! Nick Hildreth shared his wealth of knowledge about old airplanes by giving us a tour of the airfield and the barns where they store planes to be restored. It was so much fun that I didn't take as many pics as I should have but you will get the idea. This kind of stuff is a wonderful benefit of belonging to our club. So, if you haven't been on a ride, make plans to attend the next get together. Nobody ever laid on their deathbed and said "you know...I wish I would have worked harder."

For full size pictures from the event, click here:
https://photos.app.goo.gl/anSUL5QQvtepvQbY9




N27?

Road Ride to Washington, Kansas (September 2020)

Weather was crisp and clear when we (around 20 bikes) met at the Flying J for breakfast before we left for Washington, Kansas. Years ago, I sold a Vincent motorcycle to Dale Keesecker. He's the Midwest's authority on Vincents and almost every European bike known to man. Dale had completely restored the bike I sold him and was gracious enough to let us come down and see it and the rest of his awesome collection. After the tour, we stopped on the way home at a Pony Express site and had a delicious BBQ meal in St. Mary Nebraska. Much thanks to Scott and Nancy for setting up the ride...it was perfect as usual. And, thanks to my cousins, Mark and Marcia Christianson, for driving the chase truck. They came in handy when Tom's panhead got another flat tire just like when we went the last time. Again, when asked to comment, he didn't. Great trip...see you in October!

For full size pictures from the event, click here:
https://photos.app.goo.gl/ujTgDnn91ZWXkx0i9




AGUSTA
Mobilgas
Hogslayer
850


GRIFFETS
Lounge

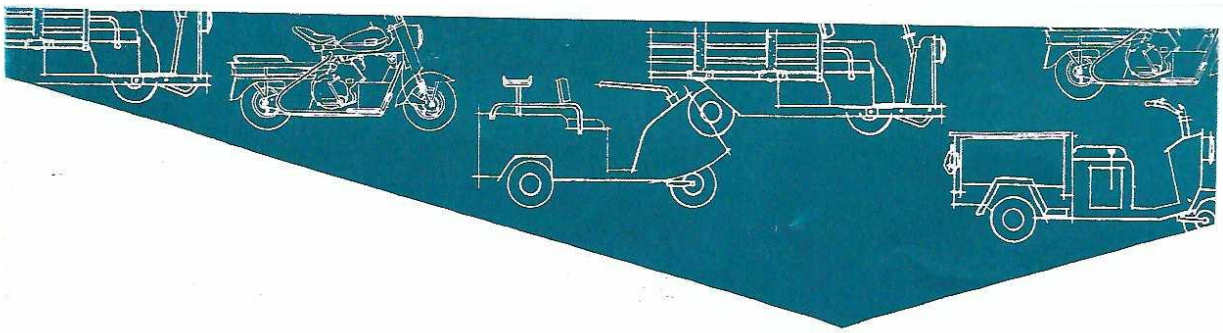

MOTORCYCLE
RACES
WHK 344



Blast from the Past

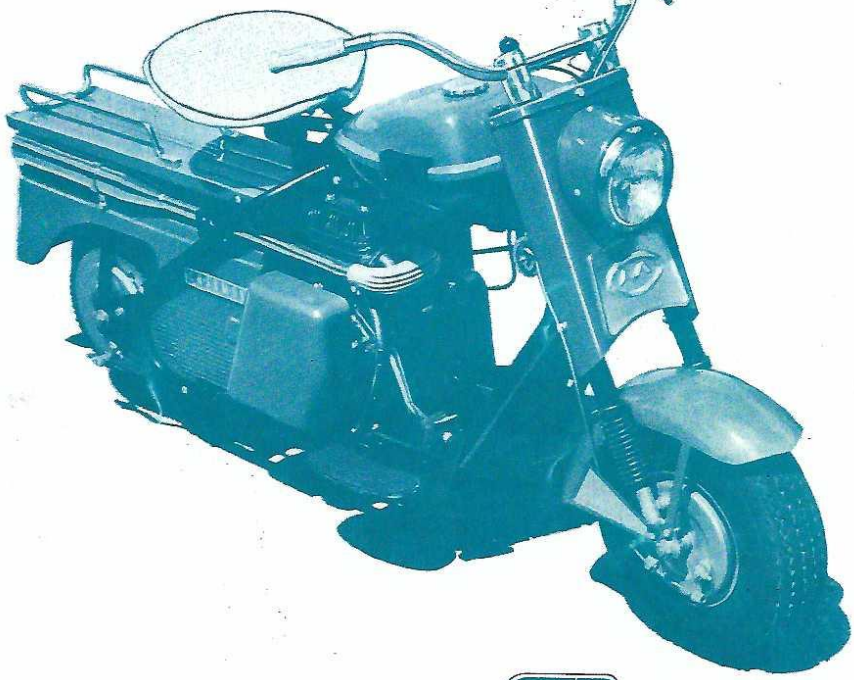
Materials from the Bob Butterfield Vault





EAGLE and SUPER EAGLE

OWNERS MANUAL



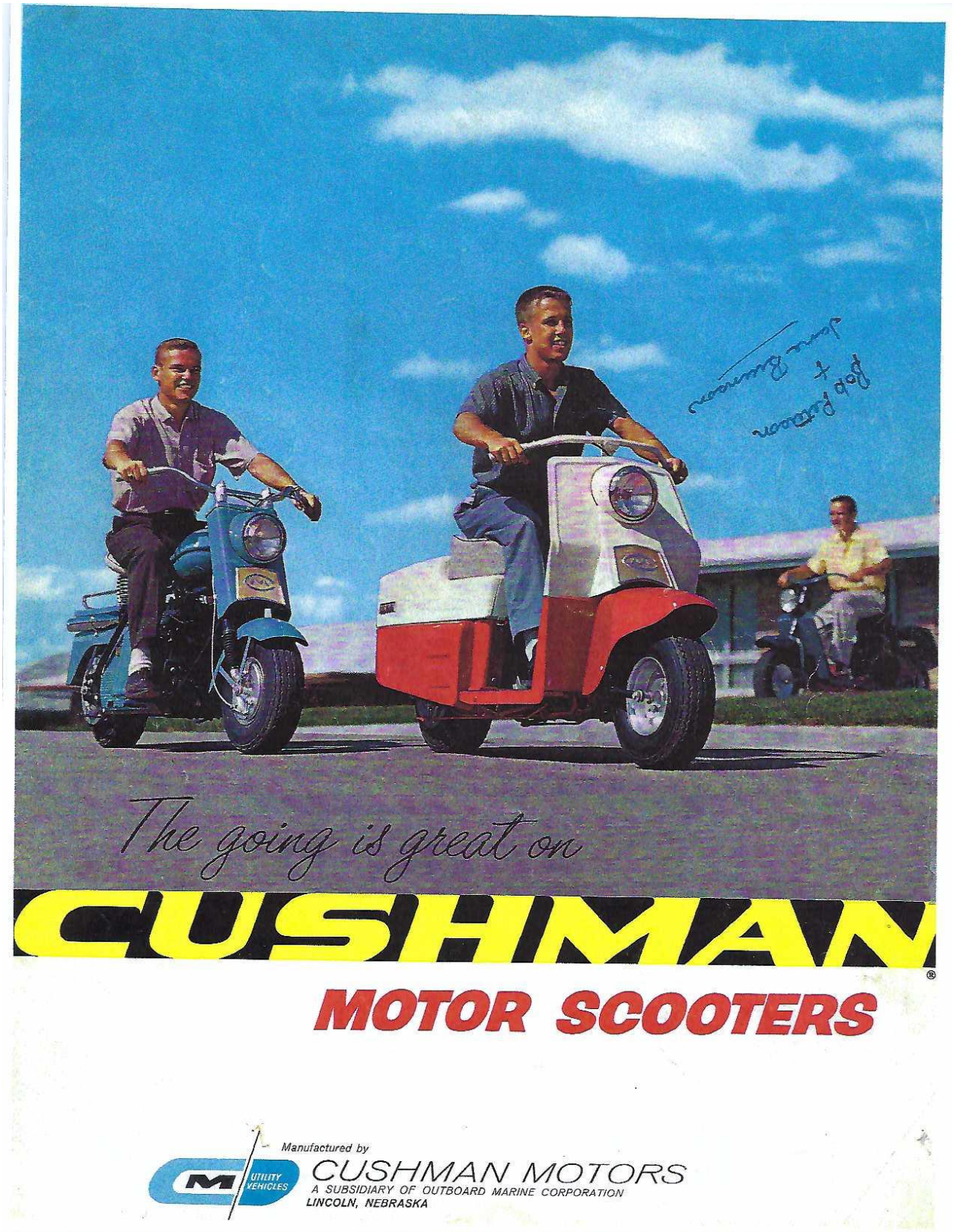
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MOTOR VEHICLES

CUSHMAN MOTORS, LINCOLN, NEBRASKA

A Division of Outboard Marine Corporation, maker of Johnson and Evinrude outboard motors

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The going is great on
CUSHMAN
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CUSHMAN MOTORS
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LINCOLN, NEBRASKA



The new *Super Eagle and Eagle*

...combining a soaring ride with rugged roadability

For really great sport, choose from this exciting **CUSHMAN.** *line-up... offering glamorous NEW STYLING and solid new MECHANICAL ADVANCES*

Just to look at the brand new Super Eagle and Eagle is to feel an urge to take to the road. Why not yield to that urge? Swing into the saddle, ease open the throttle, and learn a new definition of fun.

The ride's the thing—and you get a smooth, soaring one on either of the Cushman Eagles. Driven by the Cushman Husky four-cycle engine, they'll take you anywhere and everywhere at speeds of up to 50 miles per hour.* You get a fast, smooth pick-up and amazing hill-climbing ability from the Eagles' new two-speed sliding gear transmission. New tapered roller bearings on both wheels give improved "roll" as well as lengthening service life.

As for appearance—the Eagles' clean, smart lines speak for themselves. Note the new shell sealed beam headlight on each model; the modern new rear fender treatment on the Super Eagle; and the new die-cast clutch cover on the Super Eagle that adds safety as well as another element of streamlining.

Like all other Cushman Scooters, the Eagles deliver matchless economy with a thrifty operating cost of ¾ cent per mile and minimum maintenance expense.

Ride the Super Eagle or Eagle for pure pleasure; or ride it for convenience. For added utility, an accessory fasten-on package compartment is available.

SUPER EAGLE 765-88—DeLuxe—7.95 HP
765-89—Special —4.80 HP

EAGLE 765 —DeLuxe—7.95 HP
765-27—Special—4.80 HP

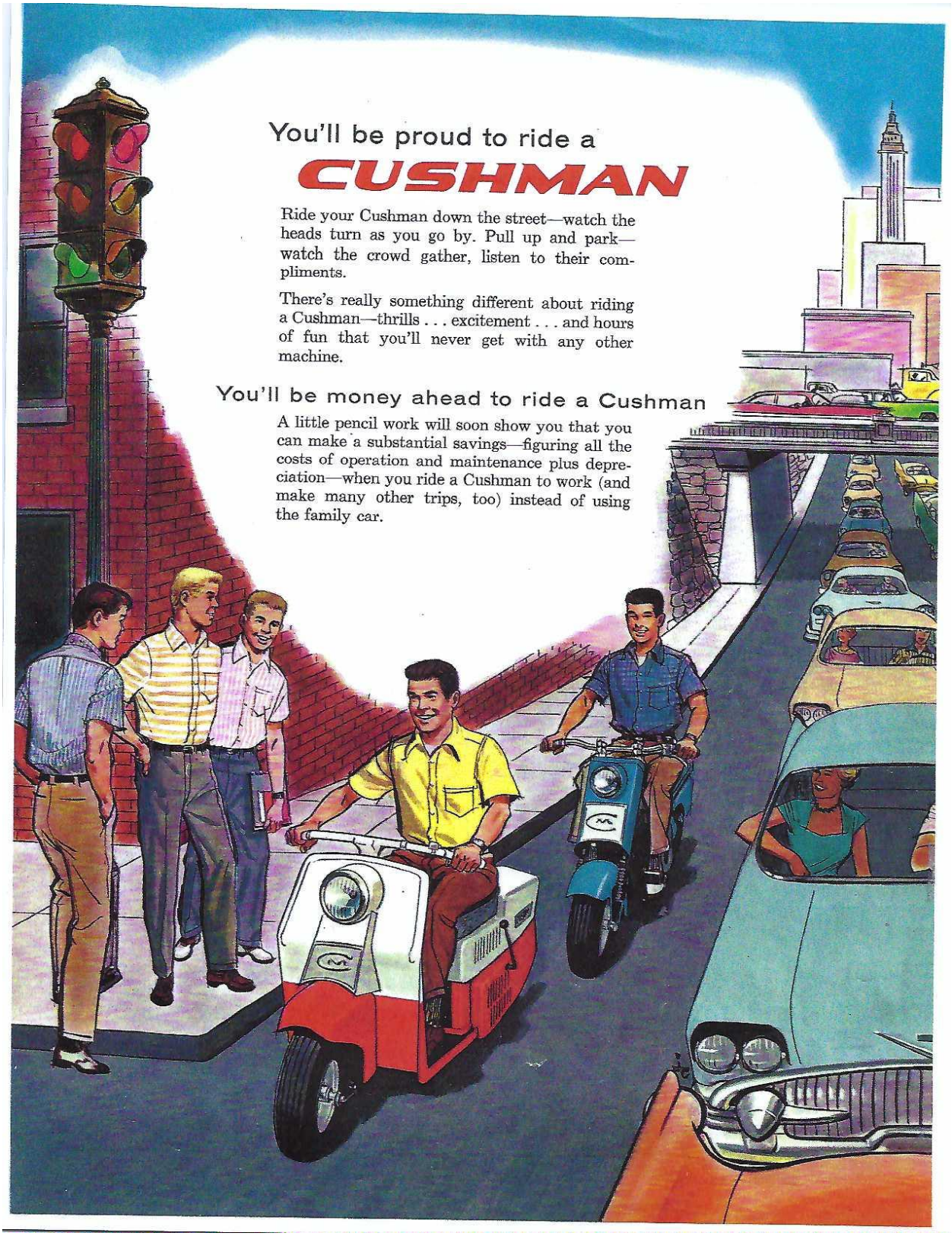
**Speeds up to 40 MPH on the 4.80 HP models*

CHECK these outstanding Super Eagle features

1. NEW chrome muffler and tail pipe.
2. NEW Cushman 100 tires.
3. NEW seat location, reducing sway and improving balance and riding quality.
4. NEW cast aluminum exhaust manifold has cooling fins for dissipation of exhaust heat.
5. NEW 3" bore engine with high-lift camshaft for more power and economy at cruising speeds (deluxe models).
6. NEW handle bars, entirely chrome-plated, replaceable, and rubber-mounted.
7. NEW front fork wrap-around topped by automotive type instrument panel.
8. NEW ball bearing mount, front fork to main frame.
9. NEW front fender.
10. NEW telescopic front fork, providing a coiled spring, air-cushioned ride.
11. NEW front brake design.
12. NEW kick starter.
13. NEW improved dry type air cleaner.
14. NEW tapered roller bearings, both front and rear wheels.
15. NEW heavy-duty 12 volt magneto for lighting.
16. NEW sealed beam headlight set in front fender shell.
17. NEW dimmer switch position on handlebar.
18. NEW die-cast aluminum clutch cover and release lever.
19. NEW rear fender with chrome-plated rails and chrome-plated rear panel.
20. NEW electrically operated horn.

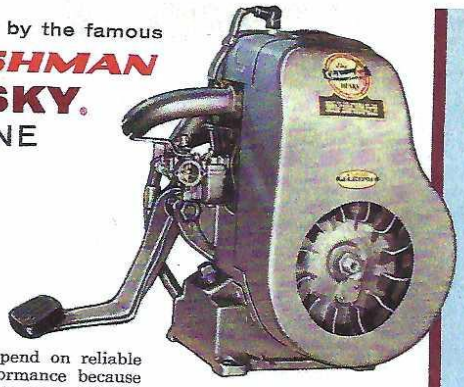
NOTE: All features are incorporated in the Eagle except for rear fender treatment and clutch cover.




You'll be proud to ride a
CUSHMAN
Ride your Cushman down the street—watch the heads turn as you go by. Pull up and park—watch the crowd gather, listen to their compliments.
There's really something different about riding a Cushman—thrills . . . excitement . . . and hours of fun that you'll never get with any other machine.
You'll be money ahead to ride a Cushman
A little pencil work will soon show you that you can make a substantial savings—figuring all the costs of operation and maintenance plus depreciation—when you ride a Cushman to work (and make many other trips, too) instead of using the family car.

Powered by the famous

CUSHMAN HUSKY. ENGINE



You can depend on reliable 4-cycle performance because more than 50 years of sound engineering skill and research have gone into the making of the heavy duty Husky engine, especially designed for motor vehicle service. High compression gives this dependable, sturdy engine unusual economy in gas consumption. These factors mean extra power, reliable and economical operation, and a long trouble-free life for Cushman motor vehicles.

SPECIFICATIONS

DeLuxe Models 722, 725 and 765

ENGINE

*CUSHMAN "HUSKY"—4-cycle 7.95 HP air cooled engine (deluxe models).
CAMSHAFT—Drop forged steel; gear driven. All cam and bearing surfaces hardened and ground.
VALVES—1¼ inch diameter; silichrome steel; valve seat inserts; intake and exhaust.
LUBRICATION—Oil capacity one quart. Positive action piston pump; centrifugal pressure to connecting rod bearing.
CARBURETOR—Tillotson; horizontal type, adjustable.
COOLING—Extra large flywheel fan forces air over cylinder and oil sump.
AIR CLEANER—Dry, automotive type, paper cylinder element, minimum maintenance.
IGNITION—Permalite flywheel magnet; lifetime Alnico magnets.
STARTER—Foot type, conveniently located.
GASOLINE TANK—Two gallon capacity.
CYLINDER AND CRANKCASE—Cast as an integral unit from selected materials.
CYLINDER HEAD—Aluminum, large cooling fin area.
BORE AND STROKE—3" x 2¾" (deluxe models).
PISTON—Aluminum alloy; cam ground, heat treated; super-fine finish.
PISTON DISPLACEMENT—19.4 cu. in. (deluxe).
MAIN BEARINGS—Adjustable, tapered roller.
CONNECTING ROD—Heat treated, drop forged steel.
CONNECTING ROD BEARING—Precision type, steel backed—babbit lined inserts.
CRANKSHAFT—Drop forged steel; fully counterweighted; all bearing surfaces precision ground.
GASOLINE MILEAGE up to 100 miles per gallon.

LIGHTING

GENERATOR—Full power Cushman Permalite, 12 volt, built as an integral part of the engine.
HEADLIGHT—Sealed beam with 30-30 watt, conveniently located dimmer switch on handlebar.
TAIL LIGHT—32-4 candlepower—visible from side and rear.
STOP LIGHT—Standard equipment.
HORN—Electric horn standard.

TIRES, WHEELS & BRAKES

BRAKES—Heavy duty brakes on rear wheel; front wheel brake standard on Model 765 and accessory equipment on 720 Series. Braking mechanism shielded from sand, dirt and water on all models.
DRUM—Diameter 6⅛ inches.
LINING—Heavy duty 1½ x 5/32.
WHEELS—Split rims, heavy duty pressed steel automotive type—adjustable tapered roller bearings front and rear.
TIRES—Genuine Cushman 100. The only tire specifically designed for proper easy steering and long life on two wheel vehicles.
FORK—(720 Series) Forged side arms, leading link type, bronze bushing pivot, steering shaft turns in ball bearings.
FORK—(Model 765) Suspension type, telescopic.

DRIVE

SPROCKETS—Accurate machine cut steel; case hardened. Extra long life.
CHAIN—Top quality; ½ inch pitch; 3/16 inch wide; roller type.

CLUTCH

TYPE—Automatic engagement. Centrifugally activated single disc.
BEARINGS—Model 722, bronze. Models 725 and 765, needle bearings.

TRANSMISSION

TYPE—Two speeds forward sliding gear. (Models 725, 765 and 765-88).
GEARS AND SHAFTS—Extra heavy; precision machined from alloy steel.
MAIN & COUNTER SHAFTS—Mounted on the best grade bronze and ball bearings.

DIMENSIONAL DATA

720 SERIES—Wheel base 54"; overall length 77"; overall width at handlebars 28"; overall height 38½"; weight (model 722) 275 pounds; (model 725) 310 pounds.
MODEL 765—Wheel base 54"; overall length 73"; overall width at handlebars 33"; overall height 39"; weight 272 pounds.

**CUSHMAN "HUSKY"—4-cycle 4.8 HP air cooled engine. (Special models)*

Manufactured by
CUSHMAN MOTORS
A subsidiary of Outboard Marine Corporation
LINCOLN, NEBRASKA

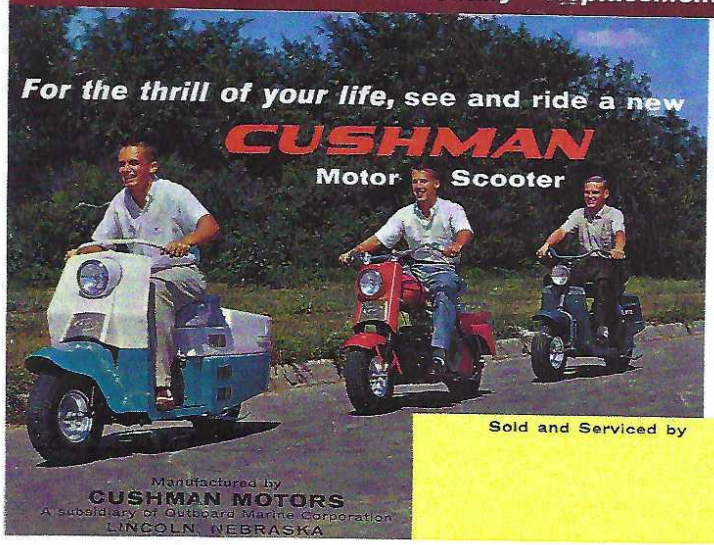
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LITHO IN U. S. A.

For still more fun, join the CUSHMAN MOTOR SCOOTER SAFETY PROGRAM

It's actually more fun to ride your Cushman Scooter safely than it is to ride recklessly. There's actually a greater thrill in maintaining full control of your machine and observing the rules of the road than there is in riding carelessly. Here are some of the things you can do to help yourself to greater safety and more fun.

- When you buy your Scooter, be sure to get copies of the "Operating Instructions" and "Motor Scooter Instruction Manual." These two interesting booklets tell you how to get the greatest efficiency out of your machine, and how to handle your machine on the road.
- Ask your dealer if he has the new full color, made-in-Hollywood movie "Scooter School." You'll want to show it at school and at club meetings.
- Check with your dealer to see if he has scheduled an Operators School which qualifies you for a safe driving certificate.
- And remember—traffic authorities report that riding a Cushman Scooter in the proper manner is wonderful training for driving the family car.

Sold and serviced Nationally—Replacement parts immediately available



Sold and Serviced by

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



March's Motorcyclist
Phil Mast

Classifieds

FOR SALE: 1955 Omaha license plate, parts books, manuals, and other books. Selling for a fair price to anyone interested. Reach out to Chuck Pfitzer at cpfitzer68@gmail.com.

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).

2020 AMCA Remaining Events		
Oct 2-3	**Chesapeake Chapter National Meet** Event Details	Upperco, MD
Oct 20	**Chapter Get Together – 6:00 PM** TBD	Omaha, NE
Oct 25	**Chapter Business Meeting – 2:00 PM** Famous Dave's (12020 Anne Street)	Omaha, NE
Oct 25-28	**Los Angeles Chapter Road Run** Event Details	Fallbrook, CA
Nov 17	**Chapter Get Together – 6:00 PM** TBD	Omaha, NE
Dec 15	**Chapter Christmas Party** TBD	Omaha, NE