



## Chesapeake Chapter: Antique Motorcycle Club of America The Exhaust Report

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### World War I – Impact on Indian

**As the war kicked in, Indian sold a lot of its cycles to the U.S. Government, which means that dealers lacked cycles to sell to consumers. The company bounced back in the 1920s, but by then Indian was facing stiff competition from Harley-Davidson.**

Source – Motortopia Blog [www.motortopia.com](http://www.motortopia.com)

### Prez Sez

By Scott English

Welcome to the latest issue of the Chesapeake Exhaust Report!

Summer's here and we're into another riding season. I appreciate all your support of our chapter events and happenings. Although we've voted to cut back on a few of the gatherings and we're looking for interested members to step up, bring new ideas to the table, and take the lead on organizing a good time. Whether you would like to lead a ride or host a summer picnic - stop by the next meeting and speak up. We've got lots of members willing to pitch in and help.

The Wauseon meet is right around the corner in July - we have a couple Chapter spots if you're looking to vend. I think camping is an additional fee starting with this year - check out the Wauseon National meet website for details.

Dave Sherman is working on updating our website - if you have any pictures you would like to share for the website, contact Dave at [dave.sherman@ccamca.org](mailto:dave.sherman@ccamca.org).

*Swap meet input needed as planning is to start. We need ideas and any changes you think should be considered.*

## Secretary's Report by Tom Finn

**Next Meeting Chesapeake Chapter: June 20, 2012 Wednesday 7pm Daniels Restaurant 5854 Washington Blvd. 21075**

Last meeting May 16, 2012:

Minutes read & accepted

Treasurers report read & accepted

Chesapeake Chapter has five spots at the Whiterose swap meet

Denton meet was good

Chesapeake Chapter Bullroast will be the same weekend March 16, 2013. There will be no band.

General discussion

Meeting adjourned 7:45

## Chesapeake Member Spotlight: Mark Wenner: 1946 Indian Chief

What do you have when you combine a house full of classic motorcycle photos; motorcycle books, magazines and technical manuals; a basement full of Linkert carbs; an old Indian rolling chassis, tons of NOS parts, throw in a bunch of old band amplifiers, occasional rock and roll concert posters; a garage and shed full of antique motorcycles and a wiry guy with full sleeve tattoos fresh off recent (weeks) of open heart surgery, cold kick starting a 1946 Indian Chief? You have Chesapeake Chapter member Mark Wenner with his atomic passion for antique motorcycles. I have been around a number of people who have antique motorcycles and I know I will meet many more with similar love and passion for the old machines, but Mark's interest is different and you can sense it. I had a heck of a great hour and a half when I visited Mark at his home in Kensington, Maryland. I thought that I would see a greater presence of his rock and roll career, but surprisingly no. The Wenner house is an antique motorcycle haven.

We headed for his basement and Mark pointed out a shadow box to the left of the door to the stairs. In it were miniature memorabilia of an antique motorcyclist's life; just one of the many suggestions that Mark is not a casual collector. I followed, down the stairs to the basement with Mark pretty much providing commentary the whole way. I was there to find interesting information that could be used in the newsletter and I was taking it all in. I first noticed in the far corner a rolling chassis already looking like a classic Easy Rider chopper waiting for its motor; behind it were some old classic bicycles as well. But what really caught my eye was a grouping of Linkert carburetors, assorted carb bowls, floats, gaskets and many other parts and NOS packages on a fold up



table – collections within a collection. Collecting antique motorcycles of course is not just about the bikes themselves. Mark like many collectors obtains parts for future use and his collection of these critical sub-components and assorted parts far outnumber the actual whole bikes; they fill in all the space in his basement and garage. Indian advertising signs, posters of Elvis and his Harley Davidson, Lee Marvin's Wild One character on his Harley, all this mixed in around the walls of the basement and garage. There was even an original black Royalite -Bubblebag with its double speedballs and angled circles that Mark noted was just like the bags on the famous Elvis photo of him and his bike.

Mark said he has been building bikes since the mid-1970s. He readily offers that he can be seen as non-traditionalist when it comes to the old bikes; non-traditionalist in that he likes the hot rods. I could see this in the bikes that were stored in his garage; several are bobbers similar to the ones that emerged soon after WWII with returning veterans. Mark said that he will mix things up on some of his classic bikes. I saw in his collection an Indian with a Sportster fuel tank; Indians with BSA rear fenders; different age forks and other creative assemblages. I could tell by some of the things Mark said that he recognizes that mixing things up in this non-traditional way may raise eye brows with some of the stricter antique preservationist. But clearly these are the bikes

he likes to build. Despite Mark's own preferences he does what his customers want and recently he completed a project nearly 100% complete to its antique core and that will be the subject of this edition's Spotlight Bike. While there are many bikes to talk about under Mark's care I wanted to focus on his recent project a 1946 Indian Chief Roadmaster. The owner of this bike asked Mark to bring it to life after 35 years of dormancy. He wanted him to make it a real show bike. The result is a beautiful restoration that was not so long ago what Mark described as "a mess, just a big pile of parts."

The original owner had disassembled the bike in 1975 with the plans of a restoration in the future. It never got there. When Mark began surveying what he had in all the parts and pieces he found an engine that was in need of a



complete rebuilding, and sheet metal parts that had poor body work evident. The fenders had paint that was cracking, dents and even a big notch cut that Mark described as what "looked like someone took a bite from a cookie."

Mark sent the motor off to a long time source to be rebuilt and "made pretty." The rest of the bike Mark began to work over and bring back to life in absolute near original 1946 condition. Mark offered that while near original there were some parts that would be a difficult to find, so parts here and there have been substituted with a like fitting close in age replacements. Mark was proud to say that other than being a little dressed up, it's original.

A couple of personal touches were added with a selection of a single die from his collection of shift knobs, an old pair of leather saddle bags in need of TLC and a seat by cycle seat maker John Longo. John also provided appropriate care in restoring the 30 plus year old saddlebags

and added a few decorative studs for good measure. The bike is topped off with just a little bling with fully chromed forks; rims and some nice chrome. One additional touch that Mark added to the Indian Chief Roadmaster was the classic Indian tank decal of the "Chief" with the cursive "Indian" in the feathers of his headdress. Mark was able to get the tank decals produced in a larger scale than normal, and it nearly fills the whole side of the tank. I think it offers a distinctive look on the metallic blue paint (that I remember as Chevrolet's Marina Blue).

I enjoyed the opportunity to listen to Mark as he talked nonstop about these old motorcycles and the people who he learned from. He describes the appreciation he had for being able to work as a "helper" to Mr. Glenn Hartzel in Pennsylvania. This was an opportunity to learn the business of antique bikes and build a network of contacts and resources for information. Mark was super in sharing his experience with me, was open and friendly and I think I could have taken as much time as I needed. Did I mention Mark has been fresh off of open heart surgery? Well, amazingly he slyly walked up to the 46 Chief and proceeded to kick it over cold. I think it was three times after adjusting the spark and priming the cylinders and the old Indian fired up to that great twin cylinder rumble. Mark said, "Don't tell my doctor." Well I would have to say that he has provided not only a great service by pulling that "pile of parts" together into a real show piece but has done a great job of kicking off the restoration of the Chesapeake Chapter Exhaust Report.

As I get more familiar with how to research and write a specific feature on members I know that I will be able to provide a more flattering picture of our members in the Spotlight. I thank Mark Wenner for tolerating this first attempt. With his stable of antiques I do want to go back and get the details on more of his projects that include a bunch more Indians, Crockers and Harley Davidsons. More to come in the Chesapeake Exhaust Report – Spotlight.

### **Wanted:**

**I need a new or perfect used driver pulley for a 1990 HD flht dresser. Probably most later years fit?**

**Ken Watson**

**dkwatson247@hotmail.com**

**IMPORTANT!  
Membership Notice**

Mike Canter is updating the Chesapeake Chapter membership roster. Please work with him as there are some discrepancies in national membership which is required for chapter membership.

*We regret that if you have not paid your dues you will be removed from membership list.*

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

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_

e-mail \_\_\_\_\_

AMCA # \_\_\_\_\_

\$20.00 check or Money Order

To: CCAMCA c/o Russell Christian

11212 Basswood Terrace Laurel, MD 20708

**Events**

June: 15-17, 2012 whiterose all model swap meet

June 29- July 1, 2012 Triumph Come Home Rally & Swap Meet is for All Motorcycle Enthusiasts - 26 Jefferson Street, Oley, PA  
[www.TriumphComeHome.com](http://www.TriumphComeHome.com)

July 20-22, 2012 -- AMCA National Meet at Wauseon, Ohio (419) 929-0291  
[www.wauseonnationalmeet.org](http://www.wauseonnationalmeet.org)

July 27-29, 2012 Hebron, Connecticut Yankee Chapter AMCA Antique Motorcycle Swap and Show  
<http://www.yankeechapter.org/>

August 17-19, 2012 Vintage Motor Cycle Club meet at Whiterose - The 35th Anniversary Celebration and Rally will take place at Spring Mill State Park near Mitchell, Indiana beginning 9 August through 11 August 2012.  
<http://www.vjmc.org/calendar.shtml>

**Exhaust Report Factoid:** As I understand it the Indian Chief came in three models during the 1940s. The three models were the Clubman, the Sportsman and the Roadmaster. The models were based on how much you wanted to spend for chrome trim and equipment. The Chief Roadmaster was the top of the line and I have seen the Roadmaster badge on a number of photos attached to the fender valance. Apparently the Clubman is the rarest and features little chrome and mostly painted features such as the rims, forks and handle bars. Thanks for reading the Exhaust Report - Mike Love

The Chesapeake Chapter of AMCA Presents the Exhaust Report to communicate with the Chapter's members. The Chapter will offer the newsletter on a regular basis with the goal of at least four issues a year. To contribute to the Exhaust Report contact Chapter member Mike Love at (301) 260-0892 or [mikelove44@gmail.com](mailto:mikelove44@gmail.com).