

Pierce Arrow Society
Motorcycle Standards & Judging

I. General

- A. Motorcycles shall be in operating condition, demonstrated by a short ride to the satisfaction of the judge.
- B. Proof of liability insurance is required.
- C. A fire extinguisher should be at hand when starting the engine for judging.
- D. On any matter which cannot be clearly decided by the judge(s), the benefit of the doubt shall go to the motorcycle.

II. Frame/Fork & Suspension

- A. Evaluate for straightness and physical condition.
- B. Deduct for flat spots, cracks and bent frames.
- C. Verify that front fork spring is in operating condition.

III. Drive Train

- A. Evaluate for proper fit and correct components. See separate sheet describing details of variations by model year.
- B. Verify that pedals are suitable for era.

IV. Paint & Plating

- A. Paint color shall be consistent with sales literature for stated year. Non-standard colors shall have documentation supporting use.
- B. Deduct for wavy finish, runs, sand scratches or other blemishes originating from paint preparation.
- C. Use of pin striping shall be consistent with sales catalog.
- D. Deduct (under Authenticity) for chrome plating (should be nickel).

V. Handlebars, Grips & Posts

- A. Deduct for flat spots, distortion or other physical damage. Deduct (under Authenticity) for use of modern handlebars.
- B. Verify that grips are suitable for the era (rubber, not plastic).

VI. Saddle/Post

- A. Saddle shall not be ripped or damaged. Age checking is acceptable. Material must be leather. Verify that mounting method, springing systems and fasteners are consistent with era.

VII. Rims

- A. Deduct for bent, damaged or run-out on rims.
- B. Verify that paint color agrees with sales catalog.
- C. Deduct for broken/missing spokes.

VIII. Tires

- A. Deduct for worn out (i.e. bald) tires.
- B. Verify that tires are appropriate for era.

IX. Hubs

- A. Hubs should be clean, rust free and appropriate for era.
- B. Deduct for missing oil cover when applicable.

X. Identification

- A. Verify that badge is secure and correct for era. Deduct for damaged badge.
- B. Verify that any decals are correct for era.

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INFORMATION THAT MAY BE HELPFUL IN MOTORCYCLE JUDGING

Please refer to the accompanying photos.

Luggage carrier optional. Headlight and taillight optional. Note their style.

Singles: serial number stamped on right side of engine crank case.

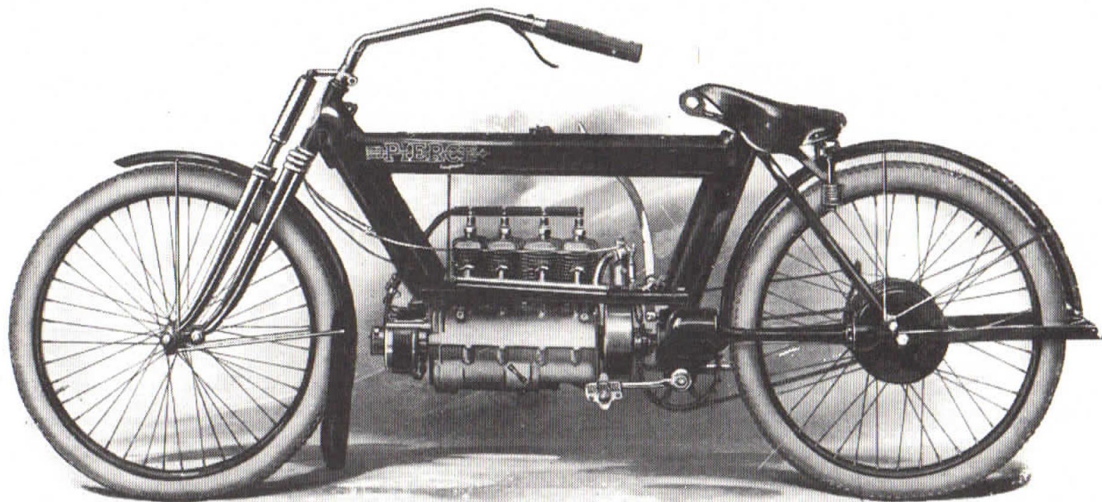
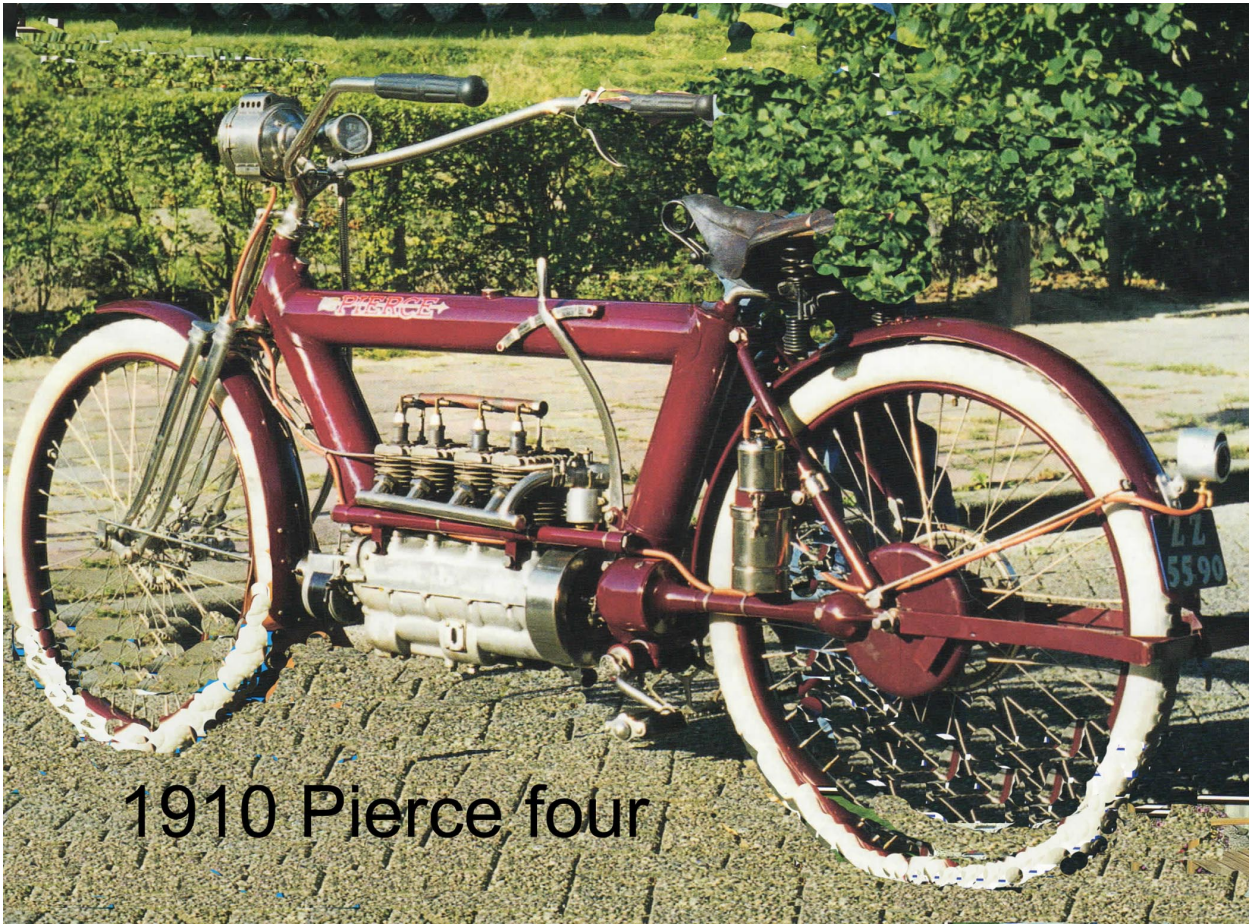
Fours: serial number stamped on left side just above the oil sight gauge.

- 1909 Four-cylinder only. No gearshift. Tires 28 x 2 ½. Color black.
- 1910: Colors red and black. Single: flat-belt drive.
- 1911: Colors black or carmine.
- 1909-1911 Fours: Small oval glass window on side of crankcase (to check oil level); no splash cover for flywheel; left side gear shift lever.
- 1912-1914: Colors black, carmine, or royal red. Fours: splash cover for flywheel; sight glass tube on side of crankcase (to check oil level); right side gear shift lever.
- 1912 Single Models 12 A and B: flat belt drive. Model C: V-or flat belt drive and free engine clutch.
- 1913-1914: Spring seat post.

A note on reproductions: around 2000 it was reliably reported that complete high-quality reproductions of Pierce four-cylinder motorcycles and parts were being manufactured abroad.

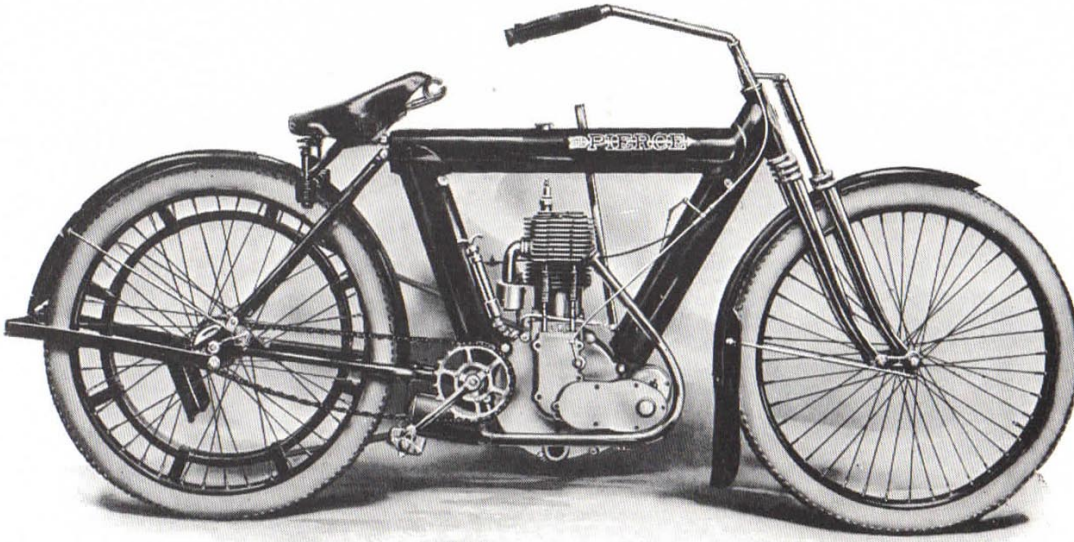


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1912 Pierce four -- factory photo

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1912 Model 12A -- factory photo



Luggage
carrier



Tandem
attachment