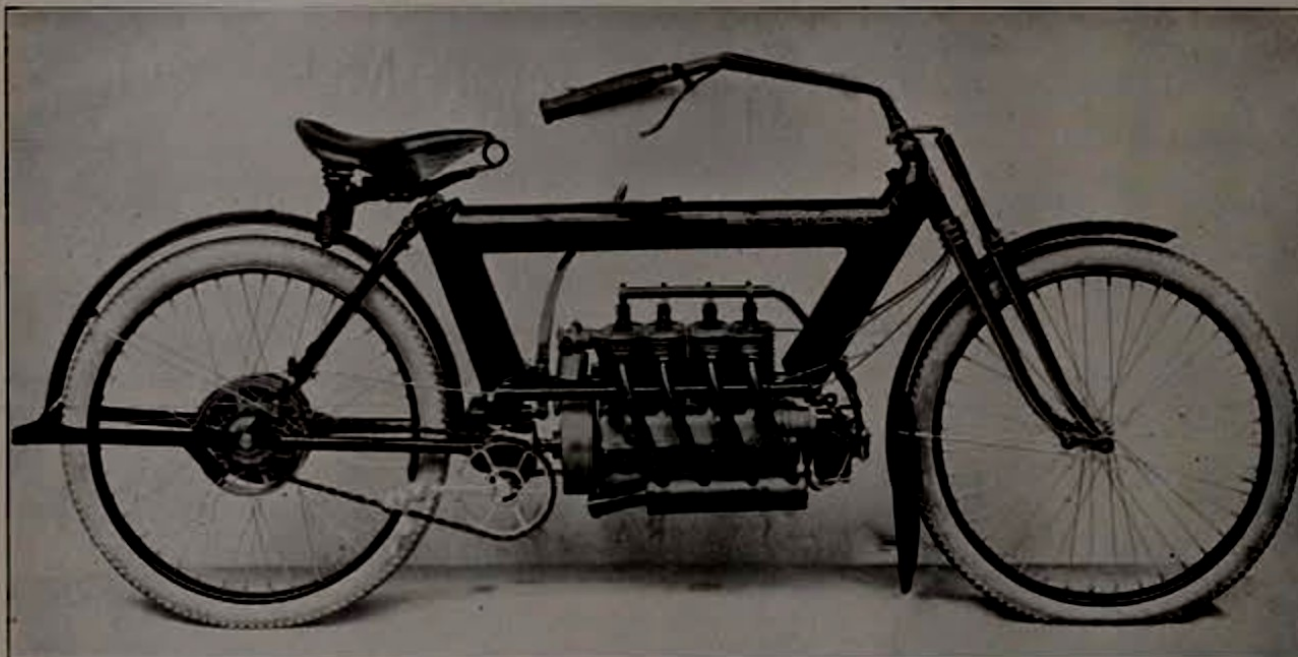


THE GREAT LAKES ARCHER

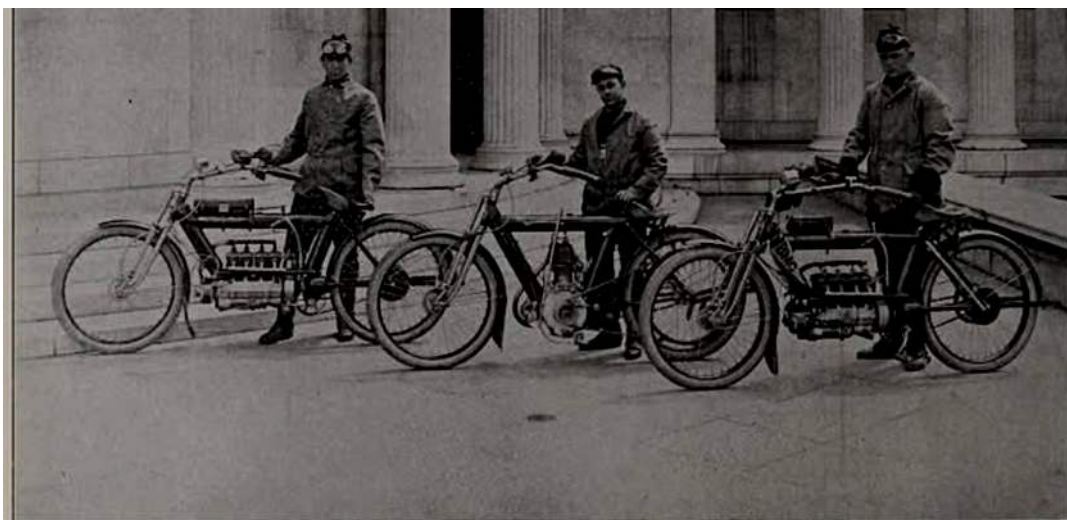


The Newsletter of the Great Lakes Region of the Pierce-Arrow Society

PIERCE—Pierce Cycle Co., Buffalo, N. Y.



Pierce 4 cylinder, 6 h. p., two-speed, shaft drive; tanks in frame; cartridge spring fork; mechanical valves; mechanical oil pump; disk clutch; sliding gear transmission; two brakes; magneto; double grip control; 28 in. wheels; 2½ in. tires; 60 in. wheelbase; enclosed drive; ball bearing transmission and propeller shaft; interlocking mechanism prevents engagement of clutch before gears are engaged. Price, \$400.



Demonstrators of Pierce motorcycles, in Buffalo, N. Y., in front of the Albright Art Gallery.

It's almost Spring. Please enjoy the Pierce Motorcycle scans and descriptions as submitted by Frank Laskowski. We hope to see you at the Spring Fling in Indianapolis.

Welcome New Members:

Austin Flint and Megan Tesluck 11480 William St. Taylor, MI 48180

The Empty Seat:

We are sorry to learn that GLR member John McMullen passed away last July. He was 96 years old.

Following the Arrow:

Michael Bolitho, GLR Director

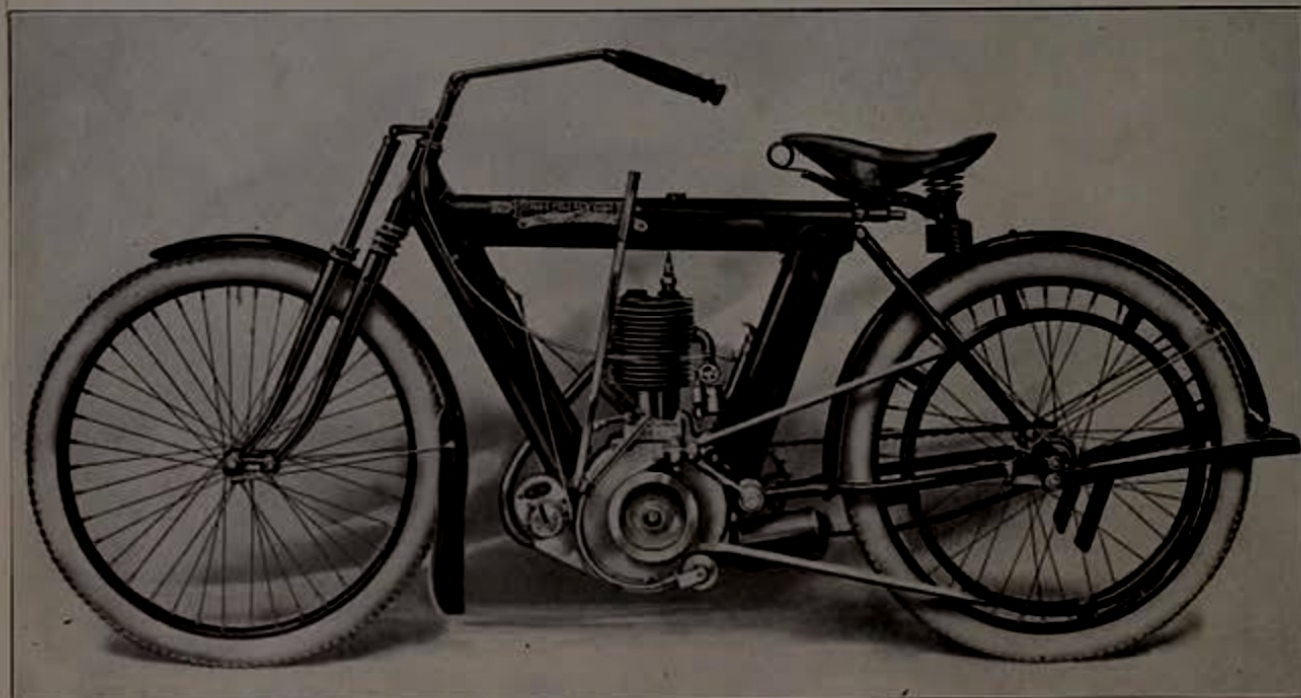
We have had a long, cold snowy winter this year in eastern Ontario. As I write this, the low tonight is about ten degrees below zero. Looking forward to warmer weather to have our cars back on the road but realistically, unless we have a very rainy spring to wash the salt down here, it will be several months.

There are a couple of really exciting events this summer. Please consider attending one or all of them and bring your car if you are able! In May, we have the region's Spring Fling in Indianapolis, and then in June, the national meet in Eureka Springs, Arkansas. In August, the Orphan Car Show and Car Games will be held in Michigan.

VOLUNTEERS ARE NEEDED for the Orphan Car Show and Car Games in August. Please contact me, Michael Bolitho (343) 576-8742 or Rob Bork (616) 304-7217 if you are able and willing to help on one of the two days: August 23 or August 24. The Orphan Car Show is becoming a two-day event this year building on the great success and attendance at the show at last year's national meet.

In terms of other events for this year and in the future, suggestions are encouraged: the GLR is rather large geographically with members throughout the mid-west. If you are aware of local automotive attractions (museums, private collections, automotive history such as manufacturing facilities or dealer buildings, good touring roads) in your locality, please pass them along. If your preference is to tour, then that's something we need to know to plan interesting events which will be well attended. We know that more than ever, hotels and other facilities need to be booked many months (or even a year) in advance to ensure availability and good rates.

Please take note of the following events which are planned for 2025:
Spring Fling 2025 - Indianapolis, IN; **May 9th - 12th**. A full weekend of events is planned with something of interest for everyone, including the Stutz Museum and the soon-to-be reopened Indianapolis Motor Speedway Museum. More information is available elsewhere in this issue of the Archer, or at: <https://pierce-arrow.org/springfling/> where you may also register. We look forward to seeing you in May! **Continued on Page 5**



Pierce single cylinder, 5 h. p., flat belt drive; long stroke; ball bearing crank shaft; mechanical valves; one piece cylinder and head; tanks in frame; free engine effect through hand operated idler; cartridge spring forks with ball bearing links; hand pump oiler; 28 in. wheels; 2 3/4 in. tires; 54 in. wheelbase; coaster brake; hinged rear guard. Price, \$250.

The Dealer Says

The Pierce is ahead of every other machine. This motorcycle is going to sell everywhere and the agency can be had at small expense. I shall contract at once.

*No Tanks
No Chain or Belt
No Batteries
No Vibration
No Complications*

4 CYLINDER SHAFT-DRIVE



The Rider Says

The Pierce doesn't cost very much more than any other good motorcycle, and as one gets five times as much value for his money it's pure economy to buy one. It's equipped better, it's built better, runs smoother and will last longer than other makes, so I shall give my order to the Pierce agent.

*Powerful Frame
Mechanical Valves
Automatic Oiling
Magneto
Two Brakes*

Our Agency Offer

Any cycle or automobile dealer can secure the agency for the Pierce Motorcycle. It is well worth having, and if the dealer is wise and takes the combined agency for the motorcycle and bicycles, he has something that will pay him remarkable profits. Write for motorcycle booklet and 1909 bicycle catalog.

THE PIERCE CYCLE CO., Buffalo, N. Y.

Denver and
Oakland

SPACE 90 AT
Chicago Auto Show.

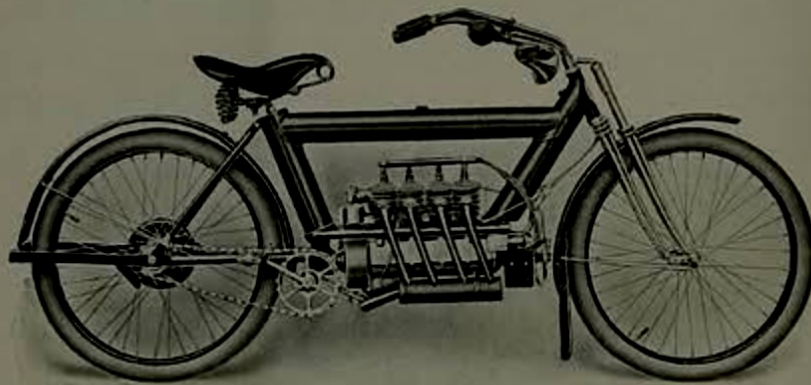
FIRST AMERICAN FOUR-CYLINDER

After Long Tests, Pierce Finally Launches His Motorcycle—Automatic Lubrication One of Many Novel Features.

Those "in the know," long have known that a Pierce motor bicycle was not only in prospect, but in actual existence. In fact, several different models of various sorts have existed at one time or another, each having been tried out thoroughly on the road. It was not until this week, however, that the Pierce Cycle Co., Buffalo, N. Y., became willing to have anything said about their final choice and the construction of

rigid construction, but its neck fits into a Pierce hydraulic cushion cartridge attached to the head of the machine, the device being the same as is used on the Pierce cushion frame bicycles. The arrangement comprises a combined helical spring and pneumatic cushion, closely encased, and so contrived as to eliminate practically all vibration. The handle bars are of the V-type, retained by means of the Pierce expander. The guards are long and sweeping, the rear member being hinged in such a way that it may be turned up in order to permit of ready access to the wheel when changing tires.

The wheels are 28 inches in diameter, shod with $2\frac{1}{2}$ -inch detachable tires. The wheel base is 60 inches. The stand is so



THE PIERCE FOUR-CYLINDER MOTOR BICYCLE

the present model, which already has been given several thousand miles of tryout on the road. It is sensational in that it is the first American four-cylinder machine. Aside from this one feature, it also possesses a number of other original characteristics which are of a truly distinctive nature.

Instead of the usual method of framing and the use of external tanks these two elements are combined. The top and bottom tubes, as well as the seat post, are of $3\frac{1}{2}$ -inch diameter, 18 gauge, and copper plated on the inside. The top and upright tubes are used for the gasoline supply, carrying 7 quarts, or enough for from 100 to 150 miles of average running. The lubricating oil is carried in the bottom tube, the 5 pints it will hold, taken with the usual supply in the base being sufficient for from 1,500 to 1,800 miles. The tubes supporting the motor and the rear right lower fork are of 1-inch diameter, 16 gauge. The rear left lower fork is 1.1-16 inch diameter by 13 gauge and the upper rear forks are $\frac{3}{4}$ -inch diameter by 16 gauge.

The rear portion of the machine is given an absolutely rigid mounting. The front forks, however, are spring suspended and equipped with a shock absorbing device. The main or weight supporting fork is of the triple crown variety and very heavily made, joining the ends of the front, shock-absorbing fork by means of a short link on either side. The secondary fork also is of

devised that the rear wheel may be removed without disturbing it.

Excepting for the brakes, the control is entirely by means of the grips. The left member actuates the throttle, while the right governs the timing and the valve lifter. Connection with the grips is made by means of Bowden tubes and piano wire cables.

The motor is unique in several respects other than in regard to the number of cylinders. Thus, the lubrication is entirely automatic, and requires no attention on the part of the rider. A gear pump located in the forward part of the crank case forces the oil directly to the various bearings while the motor is running, and in amounts proportional to the speed. As the bearings are all of liberal size—the main bearing being $1\frac{1}{2}$ and the connecting rod bearings 1.3-16 inches long, the diameters being $\frac{3}{8}$ inch—there should be absolutely no trouble on the score of either bearings or lubrication.

The cylinders are cast separately, their internal dimensions being 2.3-16 by $2\frac{1}{4}$ inches, bore and stroke. The pistons are of gray iron, and are fitted with three rings. The crank and cam shafts are of one piece, the former being of nickel steel, heat treated and with its journals ground to size. Ignition is by Bosch, high tension magneto. The instrument is mounted in front of the motor and gear driven.

Transmission is by shaft, a disc clutch

on the motor fly wheel connecting with a pinion of a jack shaft, through which power is transmitted to the shaft. The latter is carried inside the left lower fork tube, a gear on its end engaging a bevel gear on the rear hub. In case of accident when it is desired to drive the machine by means of the pedals, the clutch may be released by slacking off two nuts. All transmission journals run on ball bearings, the gears are hardened, and of the best material for the purpose. The driving ratio is 5 to 1.

Cyclometer Incorporated in Front Hub.

As showing the refinements and novelties that cycles are subject to in their details, a recent foreign front hub incorporating a cyclometer in its construction, is an example. To the casual observer the hub presents no peculiar features, but a closer inspection reveals a little glass window about an inch long, through which five figures may be seen. The window is situated across the center of the hub, the mechanism being attached inside the barrel while a small star is actuated by coming in contact with a striker fixed to the rigid spindle in the center. The hub complete with its cyclometer weighs 13 ounces.

Tool for Trimming Down Contact Points.

Probably the best and cheapest tool procurable for trimming down the contact points of a circuit breaker is an ordinary small pocket manicure file, such as may be secured for a few cents, ready enclosed in a suitable leather case. In using it care should be observed not to remove any more metal than may be necessary to take out any pit marks in the surfaces, and to leave the contact sides of both points in such shape that they will meet perfectly on the square when brought together.

Foreign Motor for American Market.

The Motor Car Specialty Co., Trenton, N. J., are marketing the Planche four-cylinder engine designed for use on motorcycles. Its cylinders are 2.1-16 inch bore by $2\frac{1}{4}$ -inch stroke, and are claimed to develop 6 horsepower at 2,000 r. p. m. Mechanical valves arranged on opposite sides of the cylinders are employed. The weight of the engine is said to be 34 pounds.

More Visitors from Pacific Coast.

The number of Pacific Coast tradesmen who now are visiting the East, will be increased by the arrival of F. M. Jones, of Sacramento, the Racycle territorial agent, and C. F. Wright, of Ballou & Wright, Portland. Both of them are now en route in this direction.

N. S. U. Book is Americanized.

The N. S. U. price list of parts just has been issued in American form. Heretofore it has contained foreign equivalents. It is a very comprehensive book, so illustrated that every part and its exact location in the engine readily may be recognized.

Continued from Page 2

67th Annual PAS National Meet – Eureka Springs, Arkansas, **June 10th-14th**. Plans are set for an enjoyable week of new tours and venues in the beautiful Ozarks. Information and registration here: <https://pierce-arrow.org/eureka-springs-pas-meet/>

Orphan Car Show at the Gilmore Car Museum, Hickory Corners, MI and other events, sponsored by the Pierce-Arrow Foundation/Museum. **August 23rd -24th**. Information and registration available here: <https://pierce-arrow.org/2025-orphan-car-show/> If you need further information, GLR member Rob Bork may be contacted at: 616-304-7217.

If you have other events you would like to see added to the calendar, please send them my way.

2025 Great Lakes Region Pierce-Arrow Calendar

May 9 -11	Indianapolis, IN GLR Spring Fling , Bring a Pierce or a Brand “X” but don’t miss it! See attached flyer
June 8	Cincinnati, OH Cincinnati Concours Stu Blair (513) 340-8370
June 10 - 14	Eureka Springs, AR 67th Annual PAS National Meet Information in December PAS mailing
June 16	Oakbrook, IL Father’s Day Show Bill Morris (630) 469-9138
August 22 - 24	Hickory Corners, MI Orphan Car Show and other events at the Gilmore Car Museum. Come out and support the Pierce-Arrow Museum. This was previously the weekend for the PAS Gathering at Gilmore. Information on page 8.
September 12-14	Kemble, ON Cobble Beach Concours d’Elegance
Sept TBA	Dearborn, MI Old Car Festival at Greenfield Village Henry Ford Museum’s long running annual show. Information at www.thehenryford.org

GREAT LAKES REGION DIRECTOR – Michael Bolitho (343) 576-8742

Call your area Coordinator with any event ideas or events to add

ILLINOIS-WI Bill Morris - (630) 469-9138 OHIO Tom Barrett – (216) 598-0240
Other Areas Michael Bolitho (343) 576-8742 (temporary)



The Great Lakes Region
invites you to an



INDIANAPOLIS

Spring Fling

May 9th-11th



Join us for an fun weekend exploring the rich history and automotive heritage of Indianapolis! Our plans combine great tours, historic sites, and behind-the-scenes access to the world of racing and classic cars.
FIRE UP YOUR PIERCE-ARROW AND JOIN US!



FRIDAY, MAY 9

- **Afternoon:** Tour the newly renovated and expanded *Indianapolis 500 Museum*, and separate tour of the track. (\$15, Seniors \$14)
- **Evening:** Dinner with the group then visit a local car collection, with a brief talk on *Indy Auto History*.



SATURDAY, MAY 10

- **Morning:** Experience the grandeur of the *Indiana State Capitol* with a docent-led tour.
- **Lunch:** Enjoy a delicious meal in downtown Indianapolis.
- **Afternoon:** Tour the *President Benjamin Harrison Home*, followed by a scenic drive to view iconic local landmarks like *Marmion* and *Duesenberg*.
- **Evening:** After dinner, join us for an insightful talk by Roy Foreman on the *Lincoln Highway* and its impact on the Midwest.



SUNDAY, MAY 11

- **Morning:** Wrap up with a visit to the new *Stutz Museum*, showcasing Indianapolis' automotive legacy.
- **Departure:** Head home with memories of an unforgettable weekend!



HOTEL RESERVATIONS

HOLIDAY INN EXPRESS DOWNTOWN

\$149 / night + \$25 parking • Includes Hot Breakfast & Wifi
410 S Missouri Street • Indianapolis, IN

Call (317) 822-6400

Mention "PAS - Pierce-Arrow Society" Deadline for rate is 5/2/25

FOR YOUR REGISTRATION:

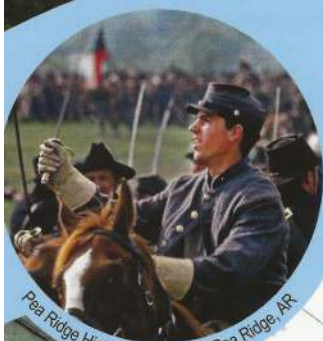
Send email with your name,
phone and number of guests
attending to GLR Director
Michael Bolitho
mabolitho@sympatico.ca



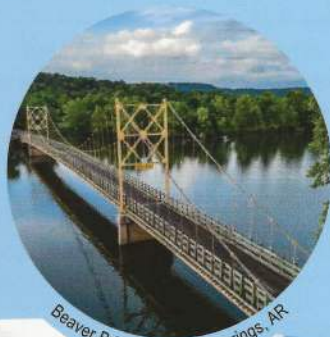
PIERCES in the OZARKS

2025 ANNUAL MEET

Join us for the Pierce-Arrow Society's 67th Annual Meet in the charming town of Eureka Springs, Arkansas! This is your chance to drive your Pierce-Arrow on some of the most scenic roads in the country, including the iconic "Pig Trail" – check out our plans for you!



Pea Ridge Historic Battlefield ~ Pea Ridge, AR



Beaver Bridge ~ Eureka Springs, AR



War Eagle Grist Mill ~ Rogers, AR



Chiruly at Crystal Bridges Museum ~ Bentonville, AR



June 10-14, 2025
EUREKA SPRINGS • ARKANSAS

**GILMORE CAR
MUSEUM**
"ON THE GREEN"
RAIN OR SHINE!



**SATURDAY
AUG. 23
2025
10AM-2PM**

CLASS WINNERS IN EACH AGE GROUP!

**PRE-WAR THRU 1945
POST-WAR THRU 1975**

ORPHAN MARQUES CAR SHOW

*Discontinued Cars 1900 thru 1975
Stock only - No Hotrods*

1955 PONTIAC
CHIEFTAN



1930 PACKARD



Class Awards

1-2-3 each class

PRE-WAR:

UP TO 1920, 1921-1930, 1931-1942

POST-WAR:

1945-1960, 1961-1975

SPECIAL AWARDS:

Best Pierce-Arrow
Peoples' Choice

Pre-war & Post-war

Chairman's Choice

Pre-war & Post-war

Best Period Attire

Pre-war & Post-War

CAR RIDES! MUSIC! FAMILY FUN! FOOD!

\$30 per car FOR DRIVER & 1 PASSENGER

Includes admission to Gilmore Campus - a \$40 value

Additional guests require Gilmore admission • Pre-register before 8/10/25

Join us for more fun!!

CAR GAMES

Sunday, August 24

**FUN DRIVING
GAMES & PRIZES**

10AM-1PM

add on for only \$10!

Sponsored by

PIERCE-ARROW MUSEUM AT GILMORE

6865 W HICKORY RD • HICKORY CORNERS, MI

All museum buildings are open 'til 6 PM • Awards at 2:00 PM

TRAILER PARKING ON THE GROUNDS • SHOWFIELD GATE OPENS AT 8:00 AM

CONTACT: Rob Bork at (616)-304-7217

PRE-REGISTER AT

www.Pierce-ArrowMuseum.org go to "Events"

Registration at gate day of event ~ \$35



Scan me for online
registration!