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Filatellic Fiesta 2021

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the San Jose Stamp
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Call to Action!

Isaiah 1:18: "Come now, and let us reason together!"

Fear not, this is not going to be a religious sermon, more of a call to action. My connection to the club is mostly by the emails we all get from Brian and I'm a little dismayed by the lack of support for the various projects or activities in which the club is involved. Fiesta is a little over a month away and it appears we are not anywhere near ready. This coupled with the fact that Brian is requesting someone to train and take over chairmanship of the show in the future. There is a clear message here. Brian has too much on his plate. We forget the amount time and effort that Brian expends keeping the club going.

Just think about the club inventory of stamps from donations along with the organization of said inventory along and the space required to store all these stamps. I've been a club member since 2013 and I have never seen Brian's front room or dining room empty and this does not include additional inventory in the garage. Brian's wife is a saint for putting up with this clutter in her house. And these donations just keep coming, because of the club website.

Along with donations Brian also get requests for information and help with liquidation of collections. He handles all this on his own.

He also organizes all the youth activities on his own, such as the scouts and Christmas faire.

Simply put, the amount of time and effort involved in everything Brian does is way beyond trivial and very unfair on the club's part to let it go on like this.

It's time to step up and take some of the load off Brian. The club is all of us, not just Brian. If I were still in San Jose, I would step up and do more but 2 websites and the newsletter is about all I can do remotely. Anything else would require being in San Jose. Please give this Call to Action as a serious request for help. It benefits all of us.

In closing, I am sorry for the tardiness of the newsletter. I had exploratory surgery checking for cancer and my daughter had a serious heart attack. She was in the ICU for 3 days and I was distracted. She is home now and it appears she will be fine but she did need a stent in her heart. (Just like her father).

I know it's hard to stay positive without in person meetings but things should be back to something more normal soon. To save all of us and the club. It's time to throw a lifeline to our club president. Please give it serious consideration. I miss seeing everyone and hope everyone is doing ok.

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Club Blog & Website

Blog Updates No Activity

Website Updates

September 2022 newsletter uploaded

Remember the dates!

President's Message

Moving Forward

I have some good news and not-so-good news. I have ideas and aspirations for leading the club into a new generation of growth and activity. The San Jose Stamp Club can have a banner year in 2023 with leadership willing to try some new things and the pandemic gets under control.

The not-so-good news is that I feel it is required for me to hand-off leadership of Filatelic Fiesta to someone else in 2023. I'm announcing this now in the hopes that someone will step forward and shadow me this year to learn what it takes to lead this event. A good show takes attention to detail, and I cannot keep up with the leadership of both of the club and show.

Filatelic Fiesta has a wonderful history and while we surrendered our WSP status, the show has a

tremendous potential going forward. To achieve this, it needs someone who can put more dedicated effort in reaching this. Please give serious thought into helping in any capacity.

A big part of what I want to do is continue to lead youth activities like the stamp collecting merit badge; the stamp booth at Scout-O-Rama; Christmas stamp albums at the annual Christmas Advent Craft Fair. I have plans for these programs to keep them vital. I also have ideas for trying some things at the library for all ages. It is my opinion that the library's resources can be a tremendous asset to the club. The inventory we've built originally for youth programs, can also be a tremendous asset to building club membership. Potential new members can get off to a great start using our inventory. Doing new things will take time to lead and it just isn't possible for one individual to this and run Filatelic Fiesta.

Another goal of mine is to have time to work on my own collecting. It's been years since I've been able to make time to work on my personal collection. There is a binder on my shelf of stamps I want take a close look at to be able to mount them in my collection. These are mostly stamps that have multiple variations for face-same issues (like the Washington-Franklins). I have ideas on what I'd like to do with the FDC and plate blocks I bought in my youth, but need time to work on this.

Please seriously consider taking additional responsibility, even that isn't chairman. That job is doable – who will it be? It has to be somebody, will you please consider stepping up?

Brian

Charles Schulz Turns 100

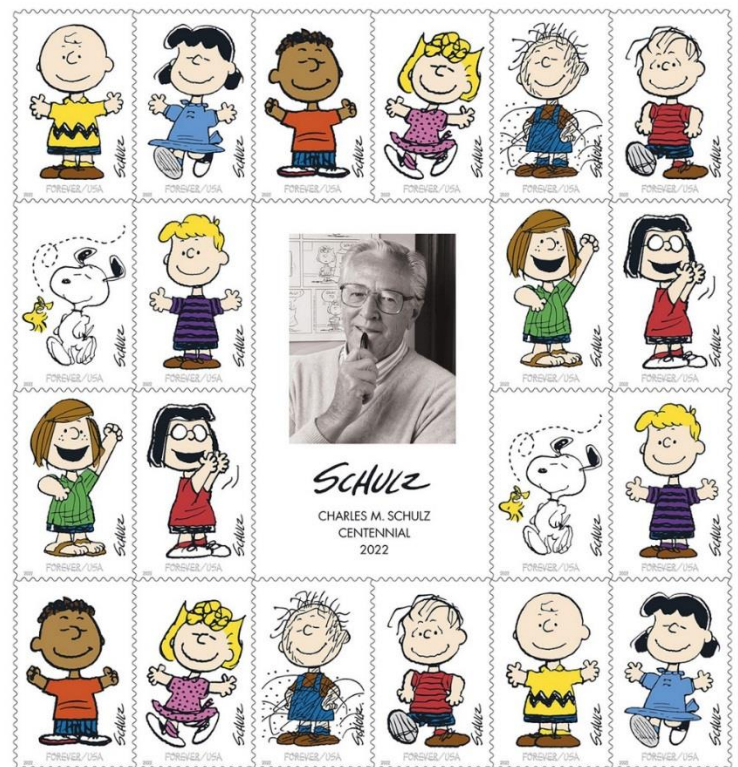
The USPS celebrates the 100th birthday of Charles Schulz by issuing a sheet of 20 stamps depicting 10 of the characters from his Peanuts cartoon. “Peanuts” ran in nearly every daily newspaper around the world for almost 50 years as it was one of the most beloved cartoons in history. He hand drew nearly 18,000 cartoons with the last one being published the day after he passed away. Just how much it was beloved was evident at the First Day of Issue ceremony at the Charles Schulz Museum and Research Center. Even two hours before the ceremony was scheduled to start, there was an estimated 250 people in line. The line was estimated to be over 350 by noon. Since this completely overwhelmed every available parking place, it is easy to estimate that another 250 found never found parking and just went home.



The stamps were unveiled by Charles widow Jean Schulz and their children. Snoopy was also present and a big hit with everyone, especially the busload of school kids present.

Also present at the event was Stephan Pastis, the cartoonist of “Pearls Before Swine” who also lives in Santa Rosa. The museum and research center features many artifacts from throughout his life. A new exhibit “The Spark of Schulz” is available for viewing and focuses on his influence on many other cartoons.

The sheet of 20 stamps features 10 characters from the strip each on two stamps. Featured are Charlie Brown, Lucy, Franklin, Sally, Linus, Snoopy, Schroeder, Peppermint Patty, and Marcie. The center of the sheet is anchored by a wonderful photograph of Charles with his signature.



Early Motorcycles and Perfin Stamps

by Cully Granger

20th of September 2009

Around 1899 Oscar Hedstrom, a champion high top bicycle racer, and soon-to-be co-founder of the famous Indian Moto Cycle Company, built his first motorcycle. It was a tandem motorcycle used to pace bicycle racers. The front person steered while the rear rider kept the motor in proper adjustment. It is not certain, but many people think that the motor used was a French built DE Dion Bouton (French perfin "D.S.")



French stamp with perfin "D.S." of the de Dion Bouton Co.



In 1901 Hedstrom joined with George Hendee to form Indian Moto Cycle Company. One of the new prototype Indians was sent to the Aurora Automatic Machinery Company of Chicago to be studied. Aurora began as a machine shop in 1886, supplying forged metal parts for the booming bicycle business. Many small, independent bicycle shops brazed their own frames, fenders, tanks and paint but had to buy the front and rear hubs, nipples, spokes handlebars etc. The two companies struck a deal. Aurora agreed to make the engine casings and parts. They were allowed to sell motors to other companies as long as a royalty was paid to Indian, but could not build a Moto Cycle to compete with Indian. In 1903, obviously stretching this agreement as far as they could, Aurora founded Thor Moto Cycle and Bicycle Company and produced a parts catalog showing all the parts needed to assemble a complete "motorcycle" (note different spelling).

San Jose Stamp Club

APS Chapter 0264-025791

Founded 1927, Club show since 1928

October 2022



Thor perfin (script)

In 1903, several motorcycle companies sprang up making motorcycles identical to the Indian 1902 and the Thor 1903. It was said that by 1905, half the motorcycles at the trade show were Thor clones: Thor-bred, Standard, Flying Merkle, Apache, Raycycle, and Manson. In later years, Sears and Torpedo were to be added to the list.

In 1906 Indian Moto Cycle Company opened their own foundry and in 1907 Thor announced their own dealerships with completed machines, thus ending any ties between Indian and Thor. In 1912 Thor developed a 2 speed transmission which was offered on the Henderson. Increased motor sizes of 1000cc and 1200cc were offered in 1913. By 1915, Harley, Indian and Excelsior offered a 3 speed transmissions while all Thor had to offer was a redesigned 2 speed. Although very rugged, it left a lot to be desired. By 1916 Thor made its last design changes, offering a 3 speed transmission and a conventional clutch. The last motors where built in 1916. They assembled a few bikes up until 1918 (some say even as late as 1920) out of spare parts, but officially ended production 1916.

Several other bikes, besides the ones already mentioned, used Thor parts. Cyclone used Thor frame and forks, Henderson used the 2 speed transmission, Harley Davidson used Thor hubs from 1911 to 1914 . Thor had a lot of success with their racing team from 1908 to 1912, however in that year, Bill Ottoway (a Canadian) left Thor to go to the Harley Davidson racing team. He led Harley from obscurity in 1911 to the American Championship in 1916, but that is another story.



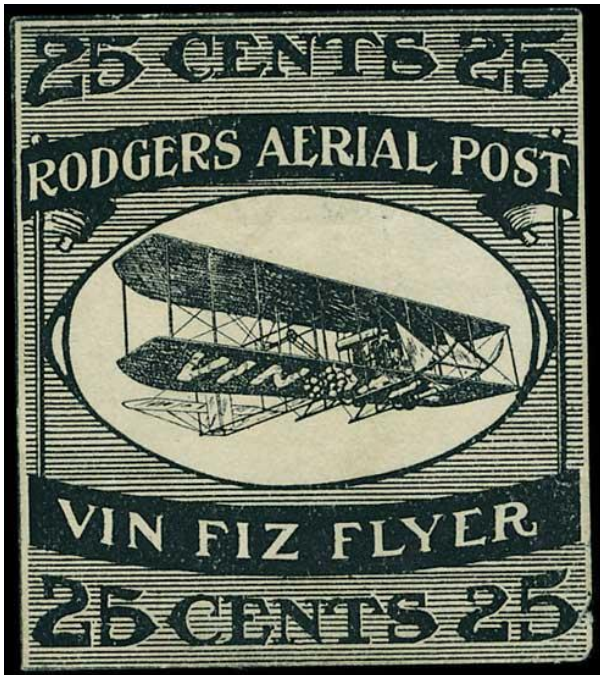
Left to right: 1915 Harley Davidson, 1913 Harley Davidson, 1913 Flying Merkel

From the early 1900s to the 20's there were close to 200 motorcycle companies in the USA. The only other motorcycle related perfin from the USA of which I am aware, is reference number M168 MM from the American Motor Company of Brockton, Massachusetts.

The Vin Fiz Flyer Semi-official Air Post Stamp

by John Edwards

9th of August 2009



In 1911 Calbraith Perry Rodgers, aged 32, decided to take part in a competition to fly an airplane across the United States within a period of thirty days. The publisher William Randolph Hearst was offering a prize of \$50,000 for the first person to achieve this feat.

Rodgers persuaded J Ogden Armour of the Armour Meat-Packing Co to sponsor his attempt and named his plane the *Vin Fiz Flyer* after Armour's new grape soft drink called 'Vin Fiz'.

Rodgers was the grandson of naval hero Oliver Hazard Perry of the Battle of Lake Erie in the War of 1812. Rodgers had taken about ninety minutes of flying instruction from Orville Wright in June 1911 at the Wright School in Dayton before flying solo, and had won an air endurance prize in August worth \$11,000. He was the first private citizen to purchase a Wright airplane – the modified Wright Model B, called the Model EX (for experimental).

It was a long-wing biplane made from lightweight material: a spruce airframe covered with canvas, and a small 35 horsepower engine. The plane had two push-propellers driven by a chain-drive transmission and could fly at 45 to 60 miles per hour. The airplane had no instruments, other than a reported shoelace to show vertical and lateral inclination of the airplane.

His sponsor, Armour, agreed to pay Rodgers three to five dollars for every mile flown, hence his persistence against all the odds to complete the flight from the Atlantic to the Pacific. He collected \$23,000 for the miles he flew.

Armour also provided a three-car support train called the *Vin Fiz Special* to follow the *Vin Fiz Flyer*. Aboard were his wife, Mabel, his mother and other family members, together with mechanics, reporters and employees of Armour and Vin Fiz. The train carried supplies, fuel, repair parts, spare engines, and one car was fitted out as a repair shop.



Orville Wright

The flight presented an enormous challenge perhaps not appreciated in modern times. There were no airports or air navigational aids; no control towers or beacons to warn pilots of hazards to avoid, and of course no contact with the ground once in the air. Rodgers would have to navigate by recognised landmarks, following railway tracks or rivers where these lead him in the right direction, and sometimes fly by pure guesswork.

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Rodgers, preparing to set off from Sheepshead Bay.

Rodgers' flight began at 4.30pm on 17 September 1911 from Sheepshead Bay, New York. A large number of stops were planned across America. In fact there were about seventy stops with at least sixteen of these being crashes. Rodgers was injured many times, some crashes putting him into hospital, and the *Vin Fiz Flyer* was repaired several times and rebuilt at least twice. Only a few pieces of the original plane actually made it to the end of the flight.

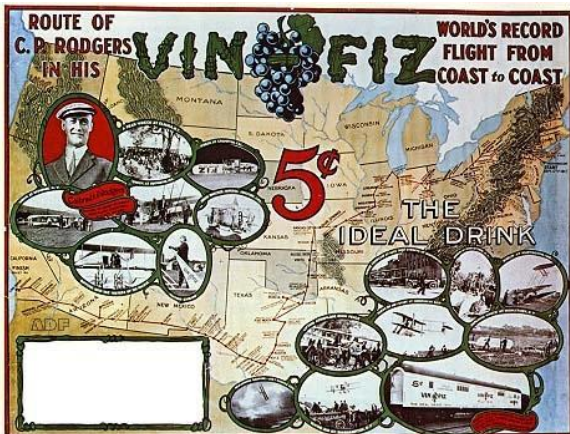
Rodgers landed at Pasadena, California on 5 November in front of a crowd of 20,000, missing the deadline for the prize by 19 days. To complete the flight across America he took off again on 12 November for Long Beach, California, but was forced down twice and broke his ankle. On 10 December he finally landed on the beach and taxied the *Flyer* into the Pacific to complete the journey across America of over 4,000 miles in 84 days. Although he had missed the time limit for the competition by 54 days he had achieved the first flight across America from coast to coast.



The Vin Fiz Flyer's final crash into the Pacific Ocean.

Rodger's wife privately issued the famous *Vin Fiz* 25c black stamp for the flight, and acted as unofficial postmistress during her husband's journey. This stamp has become a US Air Post rarity with twelve copies known to exist, seven on postcards, one on cover and four stamps off cover. One of the cards was sold in 1999 for \$88,000. It is thought that the stamps were ordered by Rodgers' brother, Robert S Rodgers, from a printer in Kansas City, Missouri, and were available from about 14 October 1911.

The Post Office tolerated the use of these stamps on items carried by the airplane provided they were correctly stamped for the postal service with regular US postage stamps. All known copies of the 'Vin Fiz' stamp are imperforate and closely trimmed to one or more sides. Dated examples are from 19 October to 8 November.



The stamp is catalogued by Scott (#CL2), though the logic for including this and not other semi-official airmails defeats me. However, this epic flight deserves a permanent memorial, and what better memorial than the famous stamp.

Tragically Rodgers died about five months later when flying in Long Beach. His plane was hit by a bird, he crashed and broke his neck.

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