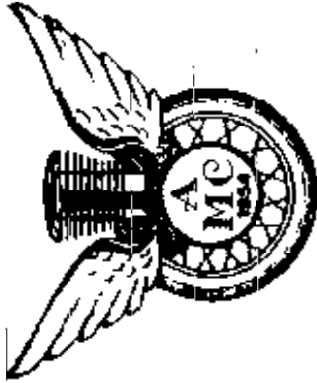
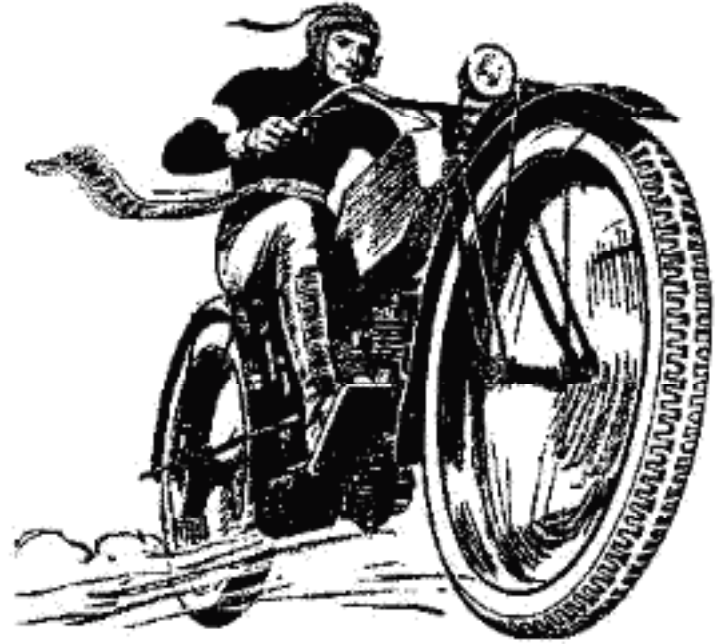


Southern California Chapter
Antique Motorcycle Club of America
2058 Aliso Avenue
Costa Mesa, CA 92627
Tel: 714-642-9682



FIRST CLASS

So Cal Chapter



**Antique Motorcycle
Club of America**

Fall Newsletter
November 2005

Southern California Chapter *Officer Listings 2004 - 2005*

PRESIDENT

Tim Graber
2058 Aliso Ave.
Costa Mesa, CA 92627
949-642-9682

VICE PRESIDENT & EDITOR

Jim Falk
39695 Almansa Ct.
Murrieta, CA 92562
951-461-6714

TREASURER

Tom Hart
6011 Fairbrook St.
Long Beach, CA 90815
562-596-7630

SECRETARY

Dave Cook
3225 Opal Street
Torrance, CA 90503
310-328-0531

DIRECTOR/HISTORIAN ASSOCIATE EDITOR

Tom Lovejoy
726 W. 148th St.
Gardena, CA 90247
310-324-0626

Ron "Trash" Haley
P.O. Box 101
Reseda, CA 91337
818-896-8180

The SoCal Chapter Newsletter is published quarterly and is distributed to Chapter members, Editors of other related Club publications, and the Directors and Officers of the Antique Motorcycle Club of America. Membership in the SoCal Chapter of the AMCA is open to all members in good standing with the National AMCA.

Local Chapter dues are \$15.00 per year for full membership, which includes a subscription to this quarterly newsletter, all Club announcements and a Club membership card. **Chapter Dues should be mailed directly to the Treasurer of the Club.** The Term of the Membership Dues is from January 1st until December 31st of each year.

The AMCA SoCal Chapter Is on the World Wide Web

Marc Gallin, WebMaster

You can view our SoCal Calendar, as well as a Special West Coast Calendar and the National AMCA Calendar. You can read updated reports on Runs & Meetings, send email to us, or link to other MC sites.

Visit Our Web Address at: <http://www.socalamca.org>



The antique motorcycle in my garage existed long before I was born, and will exist long after I am gone. This means that I am its caretaker, just one of a long line of caretakers whose job it is to not let this particular motorcycle be lost to the ages. The pay for doing this job isn't much in the way of income cash, and the outgo cash can sometimes be more than your gas and lunch money outgo on your job. But at least the hours are of my own choosing, the working conditions are as I will make them, it is a family business and the fringe benefits are that I get to ride it while it is in my keeping. This is not a job I want to ever quit. Hopefully, my young'n's will take over the business. On the Cosmic scales, this is as it should be. **-Trash**

December Announcements

International Motorcycle Show – December 9-11 Long Beach Convention Center

The show will be held at the Long Beach Convention Center from Friday thru Sunday, December 9-11. Our chapter has displayed antique bikes for the public enjoyment and answered questions about AMCA for the past several years, and we are once again welcomed at this event for 2005. If club members would like to show a bike in our booth, load-in is Friday afternoon at 1 PM. Bikes do not need to be 100 pointers for show; we are a riding club and this is about showing the public what we do. I need to submit the list of bike to be displayed by November 20th. We need volunteers to man the booth as well; show hours are Friday 4PM-9PM, Saturday 9AM-8PM and Sunday 10AM-5PM. Bikes can be removed after 5 PM Sunday. Those wishing to show a bike or man the booth can contact me as follows:

Steve Sorensen – (562) 577-9864 or sjsorensen@yahoo.com

Holiday Banquet – SoCal AMCA – Sunday, December 18 Foxfire Restaurant – Anaheim Hills, CA 11:30 AM – 3:00 PM

This year's holiday banquet will be held during the day as a Brunch event rather than an evening dinner. Attire is casual dress, and the buffet includes hot entrees including carved meats, complete salad arrangements and great desserts. Beverage is included, as is champagne! Bar service will be available at extra charge. The charge is \$21 per person, plus tax and gratuity. This is a great brunch offering, and is an all-you-can-eat affair.

We will have a short meeting and present the Tired Tail Award at the conclusion of our banquet. We hope to see more folks in attendance this year; changing the venue to a daytime brunch may be more convenient for most. We will be in the Garden Room; directions are as follows:

Exit the 91 Freeway at Imperial Highway in Anaheim Hills; go south One Block to Santa Ana Canyon Road (first light); turn left on Santa Ana Canyon Rd. and go to the first light; turn left into the shopping center and weave your way back toward Imperial Highway; the restaurant faces on Imperial just below the 91. The number is (714) 974-5400

Please RSVP if possible by December 12 to JIM FALK – (951) 461-6714 - Contact Jim for Further Details as Needed

President's Message

Tim Graber

It has been quite a busy summer and we are now into the fall. Many of you have been too busy to ride with the group. I have been consumed by a remodel and work. I get my riding in here and there with much of it on the modern ride to and from work! I did have the pleasure of a great trip to Idaho and another out to our International Rode Run in Death Valley. We had a great time and great weather. (As did our fearless leader, Max)

The chapter held the annual meeting at the shop of one of our best classic bike builders, Larry Ramos. (He even cleaned the toilets, sink, and floors and painted the walls!) We ran out of hamburgers, hot dogs, soda, and water! 30 or so SoCal chapter members showed up and, as usual, those that showed glowed! After an hour or so of camaraderie we got down to business and had a real meeting and followed an agenda. The general plan for the chapter is to maintain an aggressive riding schedule with a ride on the first Sunday of each month and overnights whenever people present them. Lots of small groups gather at other opportunities and just get in a few hours of smiles. We will also continue to host national road runs in Borrego and Death Valley. The Christmas dinner has enough support to continue and we are looking for a venue. We are close to having the chapter incorporated as the National has requested.

We ended the meeting with election of officers for the upcoming year. Marc Gallin expressed his desire to spend more time on personal items and join the group as he could. We will miss his work and consistent care of club activities. Marc will continue to monitor the web site. Dave Cook offered to fill in as secretary and he was soundly voted in! The remainder of the officer slate was re-elected for another year's labor. Tom Hart is Treasurer, Jim Falk is Vice President and Tim Graber remains as President

This year's Borrego Springs Road Run is a national event. Get your reservations in early. We will be sending out registrations by email and regular mail. Send me an email message to save the club a stamp and I'll place you on the email list! See ya soon. Enjoy the wind and smiles. *-Tim*

"Open Ride" Notice

There is an *open ride* scheduled for Sunday, February 5, 2006. An Open Ride is just that .. open .. as in open to suggestions, ideas or even open to your organizational input or sponsorship. Step forward and create a ride plan that inspires the participation of your fellow members.

Contact: Jim Falk at (951) 461-6714

Editor's Review and Preview

By Jim Falk

This past quarter began with a memorial run in honor of our friend Wayne Stevens in Idaho. The run was sponsored by his family, and they offer a nice review herein. A couple of our members were in attendance, despite the distance involved, including Tim Graber who offers his comments as well. August continued with the traditional Santa Monica Mountains Run – thanks again, Craig, for sponsoring this popular ride.

September brought several events, including our Four Chapter Run in Buellton, the El Camino Show and Swap Meet sponsored by Glenn Bator, and our Annual Meeting and elections. All are reviewed in this issue. We would like to welcome Dave Cook as the new Secretary, and thank Marc Gallin for his service in that role. Dave gives his own comments as well as some brief run reviews herein!

October brought the Death Valley Run, where a newcomer to the club has offered his thoughts in a well-written article for this issue. Craig Dillman again sponsored the Carpenteria Run, and though there is no article for review, we would like to congratulate our friend and colleague, Harry “Doc” Sucher, who celebrated his 90th birthday in October at a party to which many of us were cordially invited by his family. Early November brought the Hansen Dam Run, commented upon by our Secretary, Dave Cook.

The winter season upcoming features many important events. Highlighting December is the International Motorcycle Show at Long Beach and our Holiday Banquet (See announcements and details in this issue). January brings our traditional New Years Day ride, our winter meeting to kick off the new season and some special details regarding the Las Vegas Auction, discussed herein by our friend and National Board member, Jim Moore. Early February will feature a ride to be announced; we are open to suggestions or offers for this venue, and hope to see some new offering(s) proposed. Of course early March will bring back our annual Borrego Springs Road Run, a National event this year with the promise of much enjoyment for all.

We would like to welcome new members who have joined us recently – Vernon Krogh, Dave Williams and Thad Wolff – perhaps others as well whose names escape us at the moment. Your Board looks forward to your participation and enjoyment in the coming season, and we hope to see you out there participating in these exciting events being offered. It is my pleasure to bring you the news of our activities, and I trust that this helps you plan for greater enjoyment!

In closing; Your board remains the same except for the new guy (that's Me) Mark Gallin had to step off due to business demands. We all owe Mark our sincere appreciation for all his work over the years as your Secretary.

2006 LAS VEGAS AUCTION

Jim Moore, National Public Affairs Director

As you may know Mid-America Auctions is again holding a 3-day motorcycle auction in Las Vegas, this time at the Stardust Hotel and Casino, January 12, 13 and 14, 2006. Mid-America has been pleased with AMCA's participation in the previous auction and has requested our presence again.

The auction company has offered us space for an AMCA information booth and will supply event T-shirts and refreshments to our workers in addition to making a contribution to the AMCA. Hopefully, we can again staff our merchandise and information booth and recruit a number of new members.

We need about 20 willing and able AMCA members to serve as motorcycle handlers, which involves moving the motorcycles onto and off the stage as they are presented for auction. The auction company is happy to have us perform this function because of our familiarity in handling these machines. The more volunteers we have the more we can spell each other and share the work load.

The tentative schedule calls for a 3 hour auction on opening night, Thursday, January 12th starting at 6 pm. The Friday, January 13th session will start at 10AM and go till 7PM. The Saturday, January 14th session will start at 8AM and end at 6PM. All these times are approximate.

The 2006 auction is to be held at the Stardust Hotel and Casino, 3000 Las Vegas Blvd, Las Vegas, NV. I understand the hotel is offering special rates for auction participants, don't forget to mention this when you make your reservations. Call the Stardust Hotel at 1-866-281-1034, online at www.stardustLV.com. Use rate code LVMA06.

Let me know as soon as possible by phone (530-622-6531), or by email (jandmmore@jps.net) the names, telephone numbers, Chapter name and T-shirt size of your members who want to help in this project. I will put together a list of participants. Please do not delay as we are on a pretty short string.

The previous auctions have been great experiences in that they provided excellent exposure for the AMCA. I am sure that with enough of us involved we can again have a great time as well as make a good showing for our organization.

Feel free to bring information and applications for your individual Chapters to be available at the AMCA booth. Hoping for a prompt response.

Sat. 24 Sept. El Camino: Well I polished up the old 65 XLCH Sportster. It really looked good and it started that morning. We rolled into the Bike judging area and came out with a score of 83 out of 100. Not bad considering Chrome after market oil filter, chrome oil tank, chain guard and Aluminum rims with the wrong date of Manufacture on them. All this was caught by the watchful eye of my good friend Chief Judge Dave Clayton. It was a fair score for my scooter. I was a little disappointed this year by the lack of attendance of both Vender's and spectators.

3-5 Oct. Death Valley: DV was a blast, weather perfect. Monday was registration, Tues. & Wed. riding to Scotty's Castle at the north end of the valley, Stove Pipe Wells and Bad Water. Wed. night, a terrific BBQ dinner complete with Wiley Coyote watching and waiting for table scraps, like the family dog. He laid off about 40' and watched. I had the welcome wagon (Registration booth) Monday afternoon. Got to meet every one. This was not only a National event, it turned out be International, we had a couple from England who really fit right in and they spoke English too. But they did have some strange terms for things, like a sprocket is called a "chain wheel "Sorry, this year's ride was restricted due to the summer storms that caused considerable damage to the roadways. The highlight of Wed. afternoon was a down hill coasting race on the road to Beatty NV. It was rumored that some people cheat by putting extra air in their Tyre's (British spelling, see, I told you they are strange) I don't believe it. No body I know in the club would do such a thing. Except ____! ____! and ____! Never mind.

Sat.22 Oct. Carpenteria: Seven of us rode to Carpenteria by way of Box Canyon (the burned area from the last Big fire in Sept) All the rocks and brush was burned to a crisp but there in the middle of it all was ranch house untouched thanks to the combined efforts of Fire fighters from all of the Metro areas of LA, Orange, Ventura and Santa Barbara County's. I was on the road that day and saw all the different Departments responding. Does your heart good to see the mutual aid plan working. That's a long ride on the tail board of a fire truck. Sat night we ate at a bar where you can cook your own steak, rib eyes and they were exceptional. Sunday Morning Tom Hart's Chief did not want to get on the road. She had developed a case of no fire in the distributor; seems the rotor was in poor shape and there was none to be had. To make the story short MR. Hart fixed it with a nail and a wad of chewing gum. Don't ask me talk to him.

Sun. 06 Nov. Hansen Dam Ride: Had about ten Club members attend. Big crowd. lots of American, European and Japanese crotch rockets (any one can ride, but only those who complete the ride on a British scooter get to collect a pin) Good turn out saw lots of old friends.

Wayne Stevens Memorial Ride – Caldwell, Idaho *August 2-4 - Submitted by the Stevens Family*

Thanks from the family to all who came to ride with us. We had 25 people from five states, ranging in ages 2 - ??? and everyone seemed to enjoy themselves. We had a spaghetti dinner for a get-to-know each other event on Tuesday evening, hosted and cleaned up by Ron, cooked by Tom, who was assisted by Ron's daughter Angie.

Wednesday we started from the hotel, heading for McCall and New Meadows. The weather was so nice that the vote was to go clear up the canyon to Riggins, on the Salmon River. The plan on Thursday was to go up to Yellow Pine, but just past Warm Lake the road became dirt, so we opted for lunch at Warm Lake Lodge. The Forest Service had said that the road was paved all the way to Yellow Pine now, but obviously they don't drive their own roads!

On the way back to town, the leaders saw an interesting one lane road along the river, so we rode that to the end and made it back to town in time for a dinner of burgers, etc. cooked by the hotel manager, who invited us all back anytime! We had a surprise birthday cake for Ron, who started the second half of his childhood the following Sunday. We received certificates of appreciation from Ben Beberness, who was unable to attend because of a bum knee!

Friday morning several folks loaded up to head for home, but a few rode their bikes back to Boise where they had left pickups and trailers. We all enjoyed ourselves, and appreciate the tribute from Wayne's many friends; maybe we'll do it again!!

Wayne Stevens Memorial Ride *By Tim Graber*

Well, it was a long awaited event. I had the pleasure of participating in the first Stevens "ride along" in Idaho so I knew I wanted to be a part of this one. After I got all of the ride flyers out on email I blocked out the calendar and made the plans. Unfortunately Janis was not able to clear her schedule and I had to travel alone. Loaded the ole Dodge up with the knuckle head (1940 EL, original paint 22,000 miles) and made a run for the Nevada border. Great ride up 395 through Walker canyon, Topaz Lake, and Bridgeport. I, like my dad, will never tire of this panoramic ride. There are some 10's of beauty in this world and this is one of them. I had a great meal at one of my little brother's houses' and enjoyed a sunset, star gazing, and conversation.

Left town the next morning and headed out I-80 until I found 95 and cruised out and up through the Nevada, Oregon upper desert region into Idaho. Wow, another great ride and I hadn't even fired up the knuck! I gave Ron Stevens a call and let him know I was on the way in. He was waiting my arrival to take some supplies up to Cascade for the run just (another) 90 miles away.

When I pulled into the driveway Ron was all ready. He had a 6ft cooler strapped to the trailer and provisions with which to load it for the expected guests. I counted a couple of cases of "pop" and a larger count of cases of beer. We made sure to get them up to the cabin and to get them cooled down. It was so peaceful by the time we got things unloaded we decided to spend the night and make the round trip the next morning.

We got back into Boise about 0900am, just in time to reload the truck at Pat's house and get over to the yard to greet the expected guests. I say expected because only a few actually arrived. Even though we delayed the ride departure a couple of hours, those that had called to announce their participation did not show.

We left the yard with a fun loving group of 8 or so bikes and a caravan of 4 trailers or, a supply trailer and 3 trailers that needed to depart direct from Friday's start point! We experienced a great ride up to Idaho City and most of us stopped for lunch. Seems as though the famous Joe Perry missed the stop. He and Luis Ybanez were having too much fun or maybe they knew what was ahead. They met up with us again late in the afternoon at the hotel. Of course they missed all of the action. Joe's wife Arleta was driving their truck with the trailer. After lunch she started the truck and was not able to turn the wheel. I checked on her to see if she knew the way toward the hotel and she said she had a problem. Well I checked out the situation and found that the power steering, wasn't. A quick check under the hood and the problem was discovered. The idler pulley had broken. Fortunately for Arleta it occurred just as she pulled up for lunch. A quick huddle of the "know it alls" present determined that the best approach was to have Ron's son Nick run back to town on the modern BMW to fetch the part. We decided that the parts would be back in 2 hours and that Arleta should change trucks and have some fun. I had fun too. I rode out over the twistys 45 minutes and then I turned around and went back. I loaded the "knuck" into the trailer and Nick showed up with the part. It took us 10 minutes to put it on and it was time to leave. Nick assured himself that I knew the way and he charged off through the twistys to find the group. I found them 3 hours later.

The hotel was fabulous. Free DSL, free coffee, free cookies, free breakfast, and oh so frilly. The daily rides were superb. The roads were



Craig and Irma at the Santa Barbara Pier

The main group departed Carpinteria for the ride home after calling me a tow truck, "Hey dude, you a tow truck, see ya later". Very funny guys, I'm still laughing. HA! HA! I called my wife to meet me half way at Craig's place in Chatsworth. I relaxed by the pool, waiting for my tow when a thought came to mind. Why not do something? So I did something with some things and stuff I found here and there and before you could say gee whiz the Chief fired up. I cancelled the tow, my wife (her response, not her) and caught up with the group just as they arrived in Chatsworth. That's my story and I'm sticking to it. I'll supply pictures of my field repaired parts at a later time if my truthfulness is an issue. And once again, a good time was had by all. End of story -**Tom**

Secretary's Report and Run Reviews

By Dave Cook

Well you got me. I was very content with life, like a crouton floating in the soup of life, until some of you demented souls bought me a ticket on a "railroad" and elected me your new club "Secretary" (I had to look up how to spell it) I will do My best not to screw up things too badly. Mark Gallin set the bar for Secretary pretty high. Our President took me aside and explained the Secretary's job was a joy and a privilege I was not aware of!

More relaxing at the motel before heading out to the Palms Restaurant for a surf and/or turf dinners. Very nice.

As is my custom, I will now embark on a trail (and tale) of facts, near facts, myths, lies, embellishments and just plain old ragging to further complicate the life of this rides unfortunate one, me. As almost everyone is aware, old Chiefs never die they just lay down and go to sleep for awhile and my Chief is no exception. However my bad boy went into a coma rather than just a nap. Naturally this could only happen after the Chief got me a long, long, long way from home and with no trouble truck in sight. The Chief had been acting up for most of the day. I should have paid more attention to the symptoms of its illness like any good physician or a student of the "Homer School of Maintenance". It was hard to start (a Ralph Krogh Vincent specialty), using lots of fuel (a normal big block issue), unable to generate enough juice to light up one lousy 6 volt light similar to any Lucas "Prince of Darkness" electrical part, oil pouring out of the rear most push rod housing like it was a Tom Lovejoy machine, loss of uphill power like a Kevin Spear JD, and a horn that didn't work so I couldn't warn other motorist that I also had a braking problem like a Homer Knapp beast. The only thing it didn't do was smoke (issues that guys like Vaughn Bandoian and Phil Shore deal with regularly). When I evaluated all of the above symptoms, I realized that maybe the only problem was that my bike had been hanging around a lot of bad influences, or caught something awful from one or more of these other guys bikes. I guess a lack of maintenance really wasn't an issue after all.

On the positive side, I did look cool in my half chaps which kept me dry and warm. I thank Ken "The Bolt Man" King for the legging protection idea. After all, isn't looking cool just as important as anything else we do on or with motorcycles, even during the total melt down of one's equipment. Think about it Timmy G, you know I'm right.

Sunday morning started with an IHOP senior breakfast special. Dave Cook was old enough for all of us to qualify for the senior special. After breakfast we walked back to the motel and fired up the machines for the ride home. Everyone except me that is. No amount of kicking, pushing, sweating, or cussing was going to lite a fire in the Chief's burner this day. A quick look inside the distributor cap revealed the ugly truth. The coil's solid lead nipple inside the distributor cap was gone, completely worn away. That allowed the rotor to rise on the camshaft and nearly destroy the two spark plug prongs inside the cap. The only thing left was a small amount of a gold color dust spattered inside the distributor housing. A check of the local auto parts stores failed to produce the needed Studebaker repair parts. Not good, not good at all. How the Chief ever made it as far as it did is beyond me.

traffic free. The weather was perfect. Not hot, just comfortable, not humid. The sights were Idaho perfect. The food stops were luscious and the evenings were full of camaraderie. The Stevens provided a great Italian meal (spaghetti, salad, and crust bread) for all at the cabin on the first night. Let me tell you that Pat and family are great cooks and great hosts. If they ever offer up the opportunity to go for a ride you ought to plan it, tell em you are coming and show up! I did, and I'll never regret it. I had a blast and I actually forgot about all that I did not need to think about. Work is better now. PS: special thanks to Joe and Arleta Perry, Don and Gail Woodard, Luis Ybanez, Jim Moore, Ron Stevens, Tom Stevens and the others who rode the ride. I would name their rides but I forgot to take notes. Ron was up on the black 47 and Tom was on the Chout. Wayne kept us all on the road. Thanks to the Stevens Family.

Santa Monica Mountains Run – Saturday, August 13

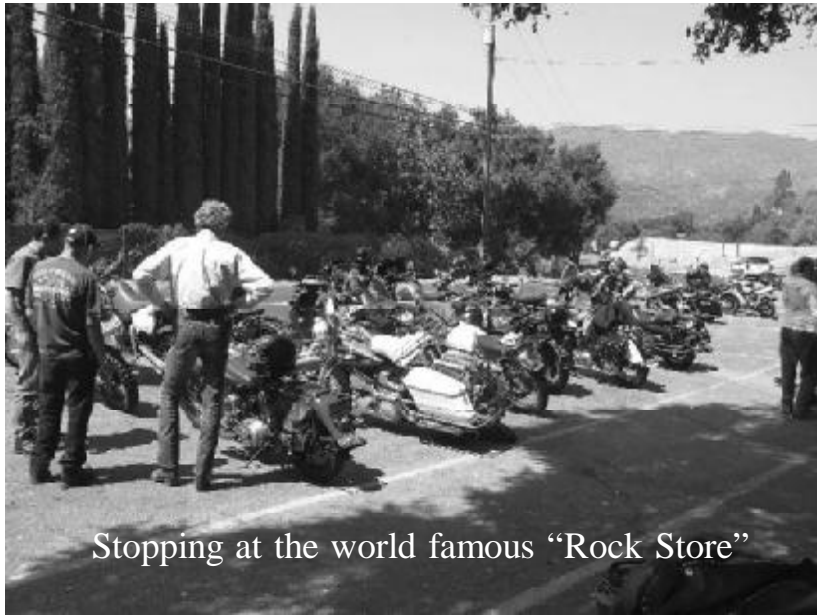
By Jim Falk

Once again we toured the scenic mountains and coastal areas of the Malibu region, hosted by our friend Craig Dillman. Jeff Moore and I embarked on the 100 mile or so ride from the Inland Empire just to get to the start! My antiques were exhibiting serious battery and ignition problems from a recent power outage, so I took out my modern (10 year) BMW, meeting Jeff about 25 miles up the road for a brief snack before the trek. We made it to Canoga Park, but had quite a time locating Craig's shop; by the time we did, they had left only a few minutes earlier. We caught the group at a gas station within a few minutes.

The route took us through a few neighborhoods before embarking on Old Topanga Canyon, which eventually brought us to the coast at PCH. From there, we drove along the ocean through the entire stretch of Malibu, past Pepperdine University and on northward to Zuma Beach. Here we stopped at the quaint Italian restaurant with a terrace, though parking on this trip was at a premium there. Everyone managed to find a spot with each other, and we meandered inside for a delicious meal together. After lunch, we continued north to Neptune's Bar and Grill, not stopping but heading inland there back into the mountains.

We eventually took another break stop at the famous Rock Store on Mulholland Highway; a fairly light crowd on that day, but always an enjoyable stop. After stopping for half an hour or so for a deserved rest, we proceeded on Mulholland Highway back into Woodland Hills, then through other neighborhoods to Craig's shop in Canoga Park – the original starting point.

Our group totaled about 8-10 riders and guests, and the circuit mileage was 80-85 total miles. The weather was spectacular, and everyone enjoyed the run; thanks again, Craig, for hosting us on this ever-enjoyable run through such scenic byways!



Four Chapter Run – September 16-18, Buellton, CA *By Jim Falk*

Craig Dillman and Marc Gallin did a great job organizing this year's Four Chapter Run, and we were blessed with good weather throughout the weekend. About twenty or so riders were in attendance, lighter than expected; only one member from each of the Northern CA chapters!

Friday's ride started with a local run through some canyons and a stop in Los Alamos, slightly to the north. The main ride took us to a local motorcycle museum in Solvang, where we viewed a great collection of bikes from all eras. The remainder of the ride took us to Cold Springs Tavern and back. Some folks got together for a relaxing dinner at a local Mexican restaurant, where we were treated to entertainment by the children in full attire.

Saturday's ride took us to the coast through some scenic hill country, and we enjoyed lunch at a famous burger stop for surfers near Point Conception. We continued north into Lompoc, where we stopped at a custom cycle shop for a welcome break. Continuing north and inland, we

Indian fame, telling me that at least that Harley of mine can coast good! Yeah, it's all in good fun and everyone had lots of it especially at the last night's banquet hosted by the personable president, Tim Graber. He and his crew did a great job of organizing and running this yearly gathering, as many of you that have been going there for years, already know. I hope this story gets into the hands of people that haven't ever been to this run. I'd like to see it inspire some more people to attend.

That night, Tim handed out a trophy to every rider. It was entertaining to hear him tell everyone what the trophy was for. My plaque for my trophy just came in the mail yesterday from Max. "Top Rookie". Thanks, Max, see ya next year!

Carpinteria Road Run - November 8-9, 2005 *By Tom Hart*

A small band of SoCal members made the trip to Santa Barbara this year, Hakan M. '47 HD Bobber, Craig Dillamm '76 HD, Dave "Sportster" Cook, Dave Williams on a new Road King, Mike Menezes '56 Triumph, me '39 Chief and the lovely Irma keeping track of all of us on the back of Craig's bike.

I started my day by waiting for the sun to show up. That never happened so I took off anyway, unenlightened. I made the 55 mile ride to Craig's garage drenched by what the weatherman called a "marine layer", I prefer to it call rain. The weather stayed cool and a little drier for most of the ride to Carpinteria, but the marine layer returned that evening leaving puddles of marine juice all over the place. The ride home on Sunday was much better insofar as the weather was concerned with lots of sunshine after leaving the coastal area. Personally, I had a heck of a (good) time thanks again to old iron, great scenery and the company good friends, no matter what the weather conditions were like, or what tribulations I make note of later.

The ride up (and back) took us through Moorpark, Fillmore, Santa Paula, Ojai, Montecito, Carpinteria and Santa Barbara. It was very interesting to see how the personality of the landscape had been changed by the recent fires. We made the regular lunch stop just outside of Ojai before continuing on to Santa Barbara, the Pier and refreshments. After riding around Santa Barbara for a few minutes (totally lost), we were finely able to make our way to the Pier only after asking directions from various Santa Barbara transients. We used the directions given to us by a guy we spotted sucking down suds on a bus bench because it was clear to us that this was a guy who could show us the way to a bar. We found the Pier and Bar and had a couple relaxing lemon aids before our next stop at the Motel 6 in Carpinteria.

on the main drag in Struggles with his special riding skills when he lost control of his newly refinished Henderson four. He put it in an embarrassing tailspin, right down to the ground. We all have witnessed how much Kevin likes to scrap the floor boards during cornering maneuvers. He attempted to pull off this little trick twice before giving up. He became aware that he could really get hurt or at least have a really big repair bill and besides, the bikes hand grips were wearing out from the road rash anyway. Kevin did not realize until sometime later that he had also scraped off a plug wire in the process of said tailspins. This resulted in less than expectable performance of his Henderson on a road run later in the day. Once again, been there, done that. Bet you're glad I had nothing to talk about. Until later. *-Tom*

****Dues Notice****

Remember to send in the short member form (enclosed in this newsletter) with your dues payments for '06. Thanks.

Rookie in Death Valley

By Thad Wolff

I've been to Death Valley quite a few times in my life, either in modern cars or on my modern street and dirt bikes, but the idea of this AMCA road run started a little over 2 years ago when I joined the national registry. I was at The Shop in Ventura and local Indian rider, John Parker, was telling me how he and some buddies were headed for the annual run in Death Valley. Well, after making Octobers' event, I found out first hand that John wasn't exaggerating about the good time it is to ride the old bikes all over Death Valley. On the pavement and in the dirt!

I guess it goes without saying that those of us that love bikes are happiest when we're riding, but I had an especially good time meeting and hanging out with the many diverse people and their diverse machines. People from all over the U.S. and some from overseas gave this 1st annual International Death Valley road run its credibility. With about 70 bikes there, it seemed like a nice amount of bikes and riders for an event like this. So, when I heard tales of rallies from the 50's, with many thousands of riders, that made me, imagine what that would've been like!

So, all the fun of riding got just a little serious with everyone gathering for the big downhill coasting race. It's all in good fun and I had plenty of it, coasting by everyone and further than the seemingly unbeatable Dee Cameron on his Velocette. So, that night at the banquet he handed over the perpetual trophy to this Harley rider. I got a kick out of Max Bubeck, of

arrived at a local spot in Los Alamos for refreshments before returning to the hotel. Saturday evening was the time for a banquet at Anderson's in Buellton. A great time was had by all, and numerous prizes were drawn at dinner; I believe everyone present got something, such as a shirt, belt buckle, or other worthy gift.

Sunday's ride brought us up the mountain near Los Olivos for a spectacular view of the surrounding valleys. We then descended back through Solvang and nearby back roads to a waterfall park nearby. The group returned to the hotel about Noon or 1 PM, and everyone loaded for departure to home.



Group photo above the Santa Ynez Valley

All in all, the weekend went very well, about 200 miles of riding in all. Hopefully the attendance next year will be more inclusive of the Northern chapters, but SoCal made the effort and put on a great run, and will continue the effort each year as we have done so far. I believe that the LA Chapter is due for sponsoring next year's run.



The Cold Springs Tavern on old Stagecoach Road

September Annual Meeting '05

By Tom Hart

I don't have any recent "bad boy" ride material to use in this article (except Kevin Spear) so I'll review the September meeting. We had a very good turn out of over twenty members and collected two new ones, Vernon Krogh of San Marcos and David Williams of Torrance. The election of the '06 board was officiated by our Sergeant of Arms, Chuck Vernon. Marc Gallin stepped down as Secretary citing a lack of perks, poor pay and retirement benefits, but he will maintain the web. Our "Tired Tail" points leader, Dave Cook accepted the nomination and election to Marc's vacated post. We will seriously miss Marc in this position. Tim Graber retained his grip on the throne and made a princely decree that Marc Gallin and Tom Lovejoy would work together on matters of historical interest for our club. Tom was so cute declining the Tim's decree, as if he really had a choice. I had to explain to Tom the difference between being elected to a position he wanted to serve and being ordered to do something by a person bigger than himself. We all remember Tom's finest hour on the campaign tour a few years back when he declared "If nominated, I will not run; if elected, I will not serve." All it took at that time to convince Tom to accept was to suggest to him that there was a strong possibility his prize Henderson might suffer a speed shift meltdown (at the hands of another) if he did not comply. Jim Falk retains the VP position and editor. Trash will keep an eye on Jim's editorial work. I will continue to count the beans for the club.

I'll briefly recap some of the finer points I put forth at the meeting. We pushed over \$95,000.00 through our treasury since 1999. 80% of that went to pay for club events. Borrego and Death Valley take most of the credit at a combined coast of \$11,000.00 to \$13,000.00 per year. The balance of the expense monies (19 to 20 %) went to pay for administrative costs such as news letters, mailers, and postage (\$750.00 to \$900.00) per year. The web site, another 10 to 12 annual rides, meals and supplies make up the remaining costs. We collect between \$1,050.00 and \$1,350.00 from memberships each year. Other income comes from donations at events we help sponsor such as Bob Stark (\$190.00), Jerry Unis' support of our web site (\$200.00) and the sale of club items T-shirts, belt buckles or whatever. As you can see, club dues pretty much covers newsletters and a few other items which keep us informed on what we really spend the money on...FUN STUFF. What all these funding and spending numbers tell us is that those who play, pay and I mean that in a good way. This type of funding keeps our treasury at a balance of around \$3,000.00 most of the time, which in turn, allows us to aid those members who sponsor a ride for our club with supplies, meals,

trouble trucks or whatever else to make the event safe, enjoyable and not a financial burden to anyone. Actually very few members ask for such financial assistance, but it's there if needed and we as a board strongly support its use. This brings me to my next point, more ride venues. As always, we are looking for new and exciting places to ride both locally and otherwise. Recently Mr. and Mrs. Dee Cameron sponsored a ground shaking event at their Prescott, AZ location. Craig Dillmann has the Santa Monica Mountain ride, then there's the four chapter ride, Rainbow, Tom Lovejoy's coastal event and so on and so forth. The point is what? Who's on first? I don't know, I lost my train of thought. Actually, the point I'm trying to make is that we exist as a club (especially the board) to see to it that we enjoy ourselves at the various events we attend. If you feel that you have a special or semi-special place to ride, we would like to know about it. If it's good...they will come, if not you'll have a nice solo run and time to meditate on the huge mistake you've made. The good part about total lack of participation is that no one will be there to see your embarrassment. Trust me, been there, done that. But even if you gather only one or two members for a day ride, so what, maybe the next time more members will show (if it's a good ride). If not, refer to the above, suck it in, get over it and move on.

Now back to the general meeting. Larry Ramos' shop was in great shape for our meeting and it worked out quite well for the Bar-B-Q, hanging out and parking. Very nice job Larry. Steven Sorensen did a great job at cooking assisted by Tim Graber and Tom Lovejoy. Tim was cooking in an effort to redeem himself for forgetting to bring the meat. It'd tough to fool a bunch of bikers with empty hamburger buns when all they've had to drink is soda pop. But if anyone could pull it off it would be Tim. Tim's success might have something to do with the fact that he used cheese slices as thick as a full deck of cards. All kidding aside, the Bar-B-Q, with real hamburger meat, was great in all aspects.

I was especially glad to see Ralph Krogh up and about. He attended the meeting with the aid of his son, new member, Vernon. Also in attendance was Doc Sucher. Magic man Homer Knapp came to my rescue once again by fixing the horn on my newly acquired 1930 Model A two door Sedan. And NO, the recent decline in our club funds had nothing what-so-ever to do with the purchase of said Sedan. It's just a coincidence, as always.

And finally, my hero of mishaps, Kevin Spear. Kevin's been working a lot and I've been out of town so we haven't been able to ride together that often. But that did not stop him from doing his thing on the streets of Sturgis in front of God and everyone else. Well actually, God would have nothing to do with Struggles as anyone who's ever been there would agree. Kevin was in the process of dazzling the million or so scantily clad local loco girls