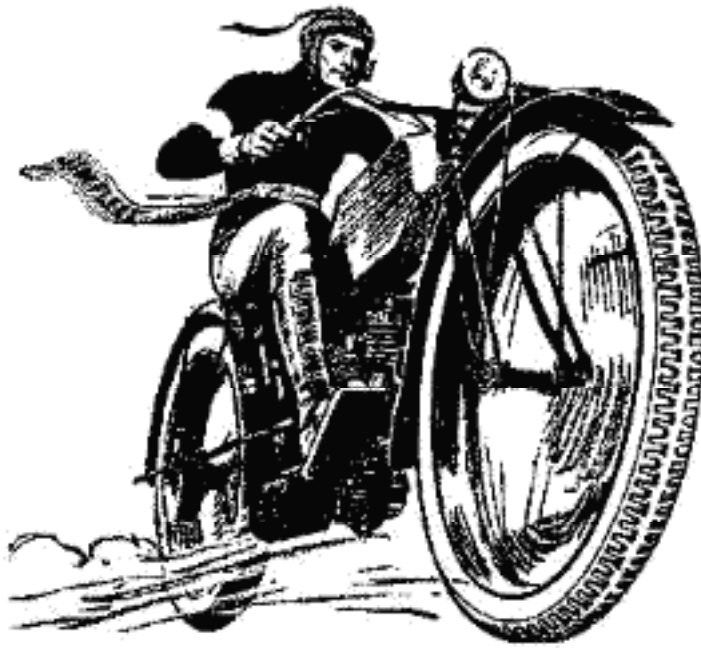


So Cal Chapter



***Antique Motorcycle
Club of America***

***Spring Newsletter
April 2009***

Southern California Chapter *Officer Listings - 2008*

PRESIDENT

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

VICE PRESIDENT

Larry Ramos
10927 La Serna Dr.
Whittier, CA 90604
714-521-0707

TREASURER

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

SECRETARY

Steve Sorensen
3639 Senasac Ave.
Long Beach, CA 90808
562-577-9864

DIRECTOR/HISTORIAN

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

EDITOR

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 \$30.00 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 Site: <http://www.socalamca.org>

Presidents Report

By Tim Graber

Welcome to the Spring edition of the SoCal newsletter. We have fallen behind on our duties here and for that we apologize. We just failed to produce a winter newsletter and here we are behind again. I hope that we can get this into your hands prior to May 1 which in itself would be a month late! What day is it? Anyone out there want to take over this chore and very important task? No? Fine. Moving right along:

The chapter has been very active and your board has been active both with club duties and with normal family duties in these tough times. OH but what fun it is when we find the wind in our face and two wheels between our legs! I hope that you find a few good stories in this newsletter and most importantly an updated calendar of activities. If you have an event you want to provide, please let us know and we will help you with it for the benefit of all.

Borrego Springs was another great success with 105 riders and 155 people in attendance at the Banquet. Many, many thanks to my wife Janis for all of her work! Many thanks also to all of the folks that helped out with the numerous chores needed to make a nice event for all. Take a look at the calendar posted on the web site in order to see the latest offerings for your pleasure. The most recent version will be printed here as a removeable center fold so that you can post it as a reminder of things to do. This year's Death Valley event is an International Road Run for the AMCA sponsored by the SoCal Chapter. Keep it on your calendar for a great opportunity. May is stacking up to be a very busy month, so plan carefully! You have the San Gabriel Mountains Run by Louie and Bonnie Fisher, Hanford Swap, and 29 Palms. WOW! Pass the news and bring your friends along. This club is for you! Stay healthy and financially sound! We will see you at the next event.

Three States In Three Days on a Vintage Motorcycle

Some would say that's pretty ambitious. Early travelers along the "Mother Road" from Chicago to Los Angeles during the years when many of our vintage cycles were the current models would say, "That's impossible!" Especially if long before civilization had discovered Laughlin, Nevada, the trek included sections of old Route 66 starting near Kingman, Arizona. Few sections of the venerable Road are as interesting as those going over Seagreaves Pass to the mining town of Oatman, or the section winding past Topoc Marsh to Lands End at the Colorado River, thence meandering through the old railroad town of Needles, California. But thanks to installation of asphalt along that historic old Road, riding in three states in three days is exactly what 28 of our intrepid vintage cycle buffs did on 23 machines, few of which (those ridden by prospective members brought to the event by Paul Bennet) were not vintage.

These intrepid souls braved travel from various points in Southern California, Nevada and Arizona, and in the case of John Stanley all the way from Oregon, to ensconce themselves in the relative lap of luxury at the ride headquarters, the Pioneer Hotel and Gambling Hall in Laughlin. Many will remember that more than a dozen years ago what has become the annual John M. Eagles High Desert Classic ride (which will occur again this year on May 2nd and 3rd through Joshua Tree National Monument) was inaugurated. To similarly give recognition to our renown vintage motorcycle historian and another of the SoCal Chapter charter members, this new ride has been established for all AMCA members to enjoy, and christened the "Harry V. 'Doc' Sucher Tri-State Classic." If you missed it this year, take heart. Because the area and route are so interesting and unique, and the event was enjoyed so much by those attending, it would appear this Road Ride is destined to become another SoCalAMCA annual event.

From the Pioneer, those arriving early enough on April 2nd braved a somewhat windy 33 mile ride on twisty roads into the nearly untamed Arizona wilds of the Lake Mead National Recreation Area

to Princess Cove on Lake Mohave and back. While there, ride Co-Captain Barney Watson saw to introductions all around. Being aware of the privations endured by riders of old, our prudent adventurers were comforted knowing they were followed by a chase truck ably piloted throughout the event by Claudia Watson, complete with extra fuel, soft drinks and water. At the stop to observe the effects of the brisk southerly wind on the lake and on a small boat slogging upwind to a launch ramp, our happy band enjoyed the munchies provided to replenish the energy depleted thus far by the rigors of their ride. As an unexpected bonus we were treated to the antics of the boat's occupants (he fighting his way to the dock then going for the boat trailer, she fighting the effect of the wind on her skirt while showing off their amazingly large string of Bass caught from the lake). This initial jaunt ended all too soon back at the Pioneer, with the usual inspection and comparison of machines, and where the snacks were augmented with an assortment of beer and wine. Eventually those still hungry went off to dinner; those needing more gas money hit the ATM's (better known as "Slots") at the Pioneer and at the many other adjacent gaming establishments.

Eager to explore this interesting area, the adventurers assembled at 10:00 AM Friday after their complimentary buffet breakfast provided by the Pioneer each morning of the event. We then departed on the first full day's 95 mile ride through what one wag described as "the Beverly Hills of Bullhead" en route over Union Pass to a gas stop in Golden Valley. Some were amused by seeing "Thumb Butte" (otherwise known as the "Bullhead Salute"), while others observant enough to spot another even more unique rock formation at the summit of Union Pass were even more amused. Then it was on across the valley, wild flowers much in evidence, to old Route 66. As we turned west onto the Mother Road it wasn't hard to imagine the rigors endured by those such as were immortalized in "Grapes of Wrath" who wound their way up the old roadway to Oatman between the Mount Nutt and Warm Springs Wilderness areas. Many early travelers had to make the climb to Seagreaves Pass in reverse (near where we stopped to admire a breathtaking panoramic view of the Mohave Valley and an impromptu memorial garden established there over the years), the grade being too great for many early autos to take going up in forward gears. A relaxing lunch stop

in the old gold mining town of Oatman, some trying out the Buffalo Burgers and “donkey ear” potato chips for lunch, others making surveys of the old historic buildings and watching the antics of the western gunfighters, was next. Although available in abundance all over town no one opted to try out the burro biscuits. Then it was back down the mountain and west across Mohave Valley, stopping at the Avi (a Mohave Valley Tribe Native American casino) for fuel, and back northerly along the “River Road” to the Pioneer to enjoy more camaraderie, beer and wine and some of the diversions available in Laughlin. Many took a side trip to the home of one of the ride Co-Captians for a buffet style feed and libations. Available for viewing were many of the vintage cycles collected by Doc Sucher over his years of participating in the Vintage Motorcycle movement (and restored and kept running over the years mostly by John Eagles). The evening was enhanced by the ever-changing view of the valley and surrounding mountains, and as night fell, the specter of the casino lights blinking on across the Colorado River in Laughlin.

Saturday morning found one of our number from Las Vegas (who has asked to remain nameless because he rides a Harley painted like a pumpkin and swears that only once before was it in the bed of a chase truck) with splits in his rear tire. While the rest of us departed at 10:00 AM, this time going south on Casino Drive, thence on the River Road to wind our way on Route 66 through Needles, then through Golden Shores to Topoc, the Pumpkin rider procured a new tire. From Topoc we rode north on a twisty section of Route 66 back past Topoc Marsh to Oatman. Many were able to spot hawks winging over the marshland in search of their breakfast, and all kept a sharp eye out for the wild burros, coyotes and rabbits that populate the area. The Pumpkin (and rider) met up with us in Oatman, but wouldn't you know it, his brand new tire went flat because of a nail puncture! This provided the only instance of needing the chase truck, and with able assistance from Craig Dillman, Bob Musgrove, Jim Stanley and too many others to mention, the Pumpkin was loaded for transit. We rode back to the Pioneer for a total of just over 100 miles for the day, our intrepid Harley rider at “shotgun” in the chase truck ducking below the window sill at the approach of every motorcycle along the way. Mind you, no one faulted his Harley... it was, except for the tire trouble, unusually sound mechanically. His returning good luck

was evident when the tire store gave a “frequent customer” discount for repairing his flat that afternoon, although some did suggest his gaming that evening might be approached carefully.

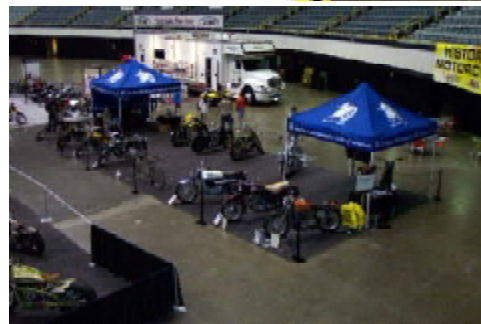
Well, that’s pretty much it, except for a bazillion fun things you had to be there to know about, and to mention that Carolyn Musgrove did an exceptionally great job acting as “Gaming Queen” for the poker run drawings and reminding everyone about the slot tournament held later Saturday evening. Certain worries about gaming luck were assuaged when the Pumpkin rider won poker run first place. Eight of our group played in the slot tournament, and in spite of both ride Co-Captains winning some of that pot, if you hear any rumors about a “fix,” keep in mind that the tournament was run by the Pioneer. All in all it was a great ride, so be sure to plan to join in on the fun next year.

The Long Beach Show

This year Kurt from AdvanStar PowerSports sent me a list of all the shows this year and it looked like there would be many opportunities to display our bikes and meet with the public. The AMCA has chapters close to every venue except Phoenix. Tim forwarded the list to Rocky so he could get other chapters involved in this show that gives us positive exposure every year. Tim talked to our Arizona members and Carol Musgrove spear-headed that effort and had a very nice display and a good time at Cardinal Stadium. I was getting bikes together for the Long Beach show when Kurt called and asked if we could fill twice the usual space. I would like to thank Tim for his help in rounding up some more bikes and when I say bikes I mean at least one. Homer Knapp put on display a bicycle built for two with a small engine by the front pedals. It was made in France in 1942. It was a big hit with attendees. He also showed his sweet JD racer and hotrod Ariel Norton. Paul White and Chuck Vogel came with three fine Harley's: a very rare XA opposed twin, a nice black Knuckle and a period Panhead bobber with really cool details. The ever steady Hobo John manned the booth for all three days with a short break to check out Gunther's Yard Meet, he also showed his Sport Scout racer. Tim brought down the club BSA, I can't believe somebody has not snatched up that bike, it's very cool. Dave Williams showed the late, great Dave Cooks

Ariel and Harley Sportster and we all missed Dave Cooks company this year. Hokan has a nice Panhead bobber with some unique parts and cool shinny bits that looked much better than my two project bikes. I needed to fill space and I would let the kids sit on them, but they are ugly. We signed up a new member and had a great time talking and sharing stories with each other and the attendees. If you don't have a bike in the show, you should still stop by anyhow. Tom Hart did and it's always good see him. So, mark your calendar for next year and get your cycles ready for a good time.

A Scene from the famous Long Beach Show



Another Scene from the famous Long Beach Show

And yet another Scene from the famous Long Beach Show.



We gotta get someone to write some captions *Trash*

Borrego 09

By Tom "*Show Me The Money*" Hart

Another Borrego season has come and gone and with it more great memories were born. We were treated to really good riding conditions even considering the chilly temps in the highlands and occasional gusts of wind everywhere. Unlike last year, no accidents got in the way of a good time. Even Max Bubeck's parking lot tumble from his 101 didn't qualify as a real accident. And for once our resident physician, Dr. (Absolutely) Phil was on hand to provide expert medical attention to the now supine Max. Phil asked Max in no specific medical terms that I'm familiar with, "Awesome! You all right dude?" What a guy. Max calmly replied "Why yes, I'm fine, just fine sonny, and thank you for asking. I actually rather enjoy lying here on my back on this dirty, greasy pavement under these warm pipes and racing engine, which just so happens sounds like it is about to explode, while gazing up at the pretty blue sky. Now get this #\$\$%&* thing off of me you A-hole!" Dr. Phil (ever the professional), continued the medical exam by checking Max's pupil response, just in case he suffered a concussion when he bounced his (helmeted) head off the pavement. Phil extended the middle finger of his right hand and waved it right in front of Max's face, asking how many fingers he saw. Max replied by grabbing his cane and taking a swing at him. Dr. Phil jumped back out of range and continued his exam by extending the middle finger of his other hand at Max and said, "Hah! Missed me! Now, how many fingers do you see, smarty?" He then gave Max his bill which just about finished the poor guy off. Max's pulse was still running at a cool 75 BPM. He might just make it to 94 if he can give up the parking lot burn outs in an attempt to impress the ladies.

I had been appointed Max's APU (Auxiliary Power Unit) tasked with starting his 101 and I was quite willing to do that. Now I found myself without a mission, momentarily anyway. My wife, Jill approached and asked (ordered) me to shut down my Chief and to pilot the Pimpmobile so as to give Caroline a thrill ride. Caroline, a tall and strikingly attractive young lady was all ready to go. I pissed and moaned and said how much I was hoping to ride behind cutie Max. Jill slapped me around and threatened to take away my bikes if I didn't do as I was told, so I did. The

guys really gave me the business for having to ride a girl (AKA Wonder woman) around all day. The things I do for the good of this club, it boggles the mind. Turns out Wonder Woman had never been on a bike before. And because a bike only has two wheels and the Pimpmobile has three, I had to improvise by doing as many wheelies as possible so she could say she was actually on a bike. That kind of activity brought about lots of pleasant screams from the rear chamber of said Pimpmobile, not to mention a few sharp cracks across the back of my helmet with a gloved fist. Lucky for me I didn't leave any wrenches lying around back there.

My wife did ride with me on the Pimpmobile for the Thursday Treasure hunt and I believe she actually enjoyed it. That was the first time she's rode with me in almost twenty years. I'm pretty sure she only rode with me back in the late 60's because she wanted me to be her boyfriend. The registration desk, powered by Pat Stevens and friends, did a fantastic (over the top) job, which in turn made my job as treasurer a lot easier. You can't imagine how much stress I go through each year when Tim handles the magic beans. I never know where any money comes from. Likewise, my wife and her crew did a great job with the poker run. In fact everyone you saw under the registration area easy-ups made this event a success.

Now let's turn our attention to the Banquet. Once again Janice and company did their customary outstanding job. The banquet, sock hop, treasure hunt, roasting trivia and all of the dozens of things that went into putting this event on were quite impressive. Borrego by the way isn't something that's just put together in a month or so. It starts at the end of this run and continues all year at various stages to the final event. I'm talking about everything from future reservations, theme parties, committee appointments, supply purchases, printing and postage, T-shirt design and ordering and mapping and continue right up to the final task of getting everything to the event. Tim works his butt off when it comes to the part about getting supplies to the event once Janice has done her magic. Of course Janice has to reassemble her magic once it arrives. But when all is said and done I believe everyone, including the worker bees, has a great time.

Even I got more involved than I have in the past due to the fact that Borrego has grown so much over the years that it is now a major financial event for our chapter requiring strict bookkeeping. As Treasurer (and as a club member) I won't pay for things we don't get or services we don't receive. I have to fill out about ten pages for financial reports for the Nationals and the IRS each year as it is and that's why Pat and others are my best friends at these meets. Unlike the government, I won't say, "It's just ten dollars out of our \$25,000.00 for the year" and not worry about it. And yes, \$20,000.00 to \$25,000.00 is a good average working annual budget for our chapter.

To give you a general idea of the Sum of the tally for this year's Borrego run, just look at these figures:

Banquet: \$6,670.00

Lunch: \$1,040.00

Banquet supplies: \$2,900.00

T-shirts: \$1,500.00

General supplies: \$300.00

Hospitality Room supplies: \$200.00

Trouble truck and fuel cans: \$200.00

Tips for housekeeping and ground crews: \$250.00

And these figures don't even include the graft, bribes, payoffs or any of the many other things associated with good business practices.

I haven't totaled the actual figures as of the time of this article, but you get the idea, it's expensive, but totally worth it. I think we get our money's worth thanks to the Grabbers and all their helpers.

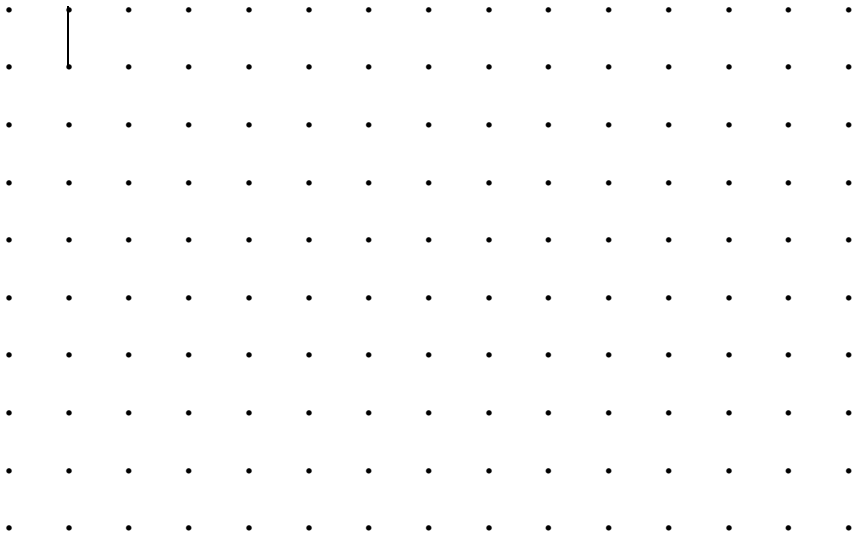
Having said that, I would like to apologize for any past (and future) inconveniences I'm likely to cause in an effort to keep an accurate bean count. This includes collecting dues in a manner so as to give proper credit; requesting receipts for anything purchased by members on behalf of the chapter; obtaining an accurate head count for lunches and banquets so I don't pay for 170 meals when we only have 150 guests, or even pay for one extra meal for that matter, and on very rare occasions when we have unknown or uninvited guests.

At Borrego and Death Valley we can have nearly 200 people hanging out (including invited guests, locals and sightseers) and it's difficult if not

impossible to know everyone and keep track of who uses our supplies. The answer to this issue is a work-in-progress and I would welcome any suggestions. But no one should feel slighted if they are challenged at an event because the purpose is to insure that only those entitled to the use of our facilities, products or supplies are the ones who have access to them. This includes the hospitality room where volunteers may store their personal property while working outside. The bottom line is to make each event run as smoothly and comfortably as possible on the surface even if we are paddling like crazy below the water level to keep afloat. And with that in mind, I would like to thank everyone for their cooperation, assistance and support in that regard because I had a really great time with minimal on-site work, for me anyway.

A Game To Fill Blank Space
By Trash

This is a game of connect the dots. I made the first move. You make a move, then pass this on to someone else. Don't pass it back to me. I made my move, now it's time for others to join in the fun. When this game is finished, if everyone does their part correctly, it will be a picture of a very old bike. Please refer to page 15 for my reason for this little game instead of something well thought out. I'll do better next time.



2009 SoCal Chapter Calendar
Call Our HotLine: (949) 642-9682

Lake Casitas Vintage Travel Trailer Show

Open to Everyone Interested

April 25

Saturday

For More Information

Call Craig Fraki: (805) 895-6977

**Don't Miss the Annual John M. Eagles
High Desert Classic Run**

May 2 – 3

Saturday - Sunday

For More Information

Call Craig Dillmann: (818) 347-6583

The 26th Annual Ride for Kids

Held on Palos Verdes Peninsula

May 3

Sunday

For More Information

Visit: www.LArideforkids.org

41st Annual Hanford Motorcycle Show

And Motorcycle Parts Exchange

May 16

Saturday

For More Information

Visit: www.batorinternational.com

Lou's First Annual Ride My Backyard

Hosted by Louis Fisher

May 17

Sunday

For More information See Attached Flier

Call Lou: (626) 797-1246

Rods & Rails - Empire Railway Museum

June 13

Saturday

For More information

Call Shorty Stark: (951) 780-5406

Indian Summer Musicfest

Dice Run and Live Concert

June 13

Saturday

For More information

Email: christopher@fea.net

Rip's B.A.D. Ride and Bike Show

Bikers Against Diabetes Benefit

June 14

Sunday

For More information

Email: msgallin@pacbell.net

Santa Monica Mountains Road Run

Don't Miss out on all the fun

June 20

Saturday

For More Information

Call Craig Dillmann: (818) 347-6583

Palos Verdes Concours Meet

Classic Cars and Motorcycles

Sept. 13

Sunday

For More Information

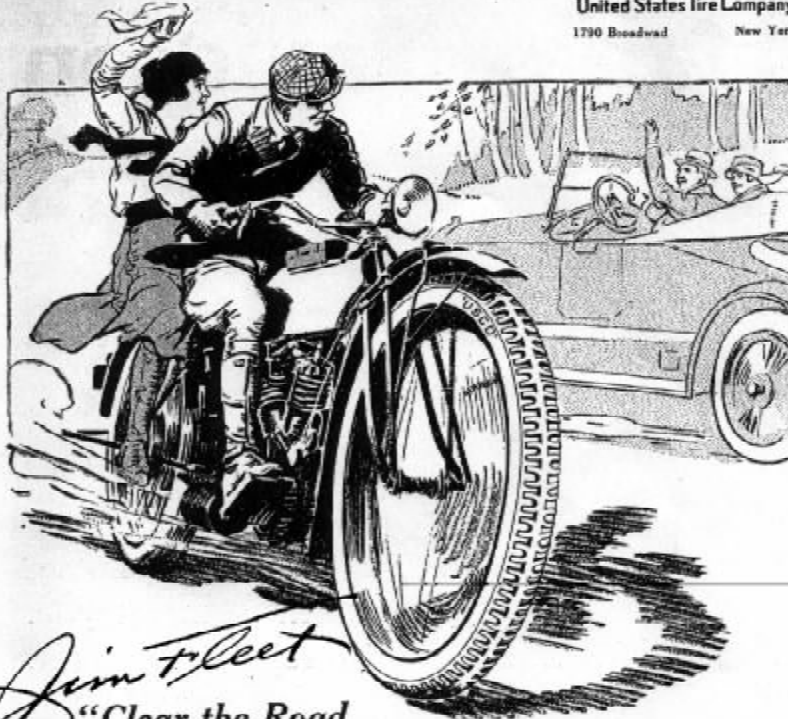
Preston Dyer: (310) 489-1078

July 25, 1918

PACIFIC MOTORCYCLIST and WESTERN WHEELMAN

United States Tire Company

1790 Broadway New York



Jim Fleet

“Clear the Road

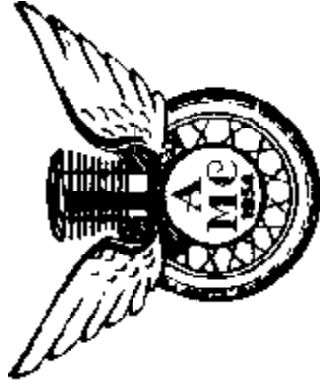
—to Happiness and Good Health!”

The time is 11:30 Friday Night. This newsletter is over a month late. There are some things that aren't quite finished in this newsletter. I have to leave for New Mexico in 15 minutes. I won't be back until Monday afternoon. Then I have to get to Las Vegas before the bars close on Tuesday. Finished or not, the presses must roll. There is an old saying (that I made up myself this morning) that I learned in the Orient back in '66 that goes:

Xin Loi

To the first person that can tell me what that means, I'll give controlling interest in the Harley-Davidson Motorcycle Company, and a seat on the Board of Directors of CitiBank. This has nothing to do with motorcycles, but it does fill this space rather nicely. Again: Xin Loi! *Trash*

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FIRST CLASS