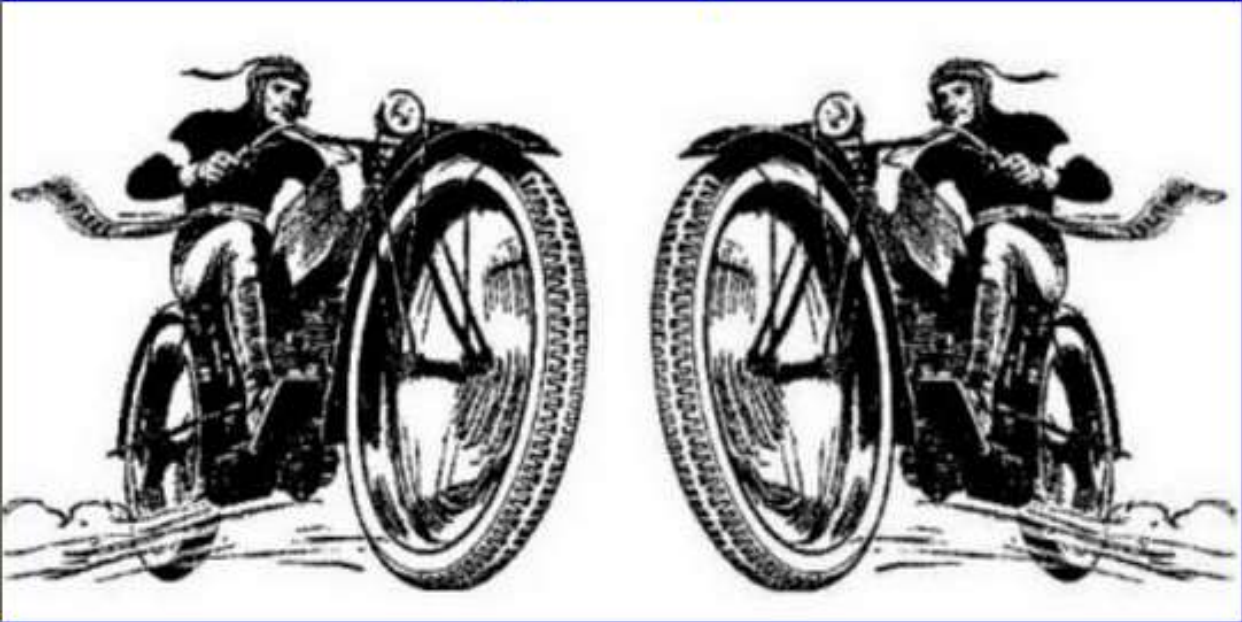


# *SoCal Antique Motorcycle Club of America*

## *Fall Newsletter, 2020*

### **SoCal Chapter of the AMCA**



**SoCal Chapter of the AMCA**  
2058 Aliso Avenue  
Costa Mesa, California 92627

[SOCALAMCA.ORG](http://SOCALAMCA.ORG)

#### ➤ **OFFICERS REPORTS**

- **PRESIDENT – TIM GRABER**
- **VICE PRESIDENT/HISTORIAN – TOM LOVEJOY**
- **SECRETARY – STEVE SORENSEN**
- **TREASURER – RICHARD COFFIN**
- **WEB MASTER – ADRIANA GODOY LEISS**
- **NEWS LETTER EDITOR – CAROLYN MUSGROVE**



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- **IN MEMORY - GEORGE HOOD**  
**TOM LOVEJOY**
- **MY COVID STAY-CATION**  
**TOM LOVEJOY**
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**RICHARD COFFIN**

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- **SANTA MONICA RIDE**  
**CRAIG DILLMANN**

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- **DEATH VALLEY "D-V" XXXIV (34<sup>TH</sup>)**  
**MAX BUBECK MEMORIAL ROAD RUN**  
**ADRIANA GODOY LEISS**

#### ➤ **MOTORCYCLE HUMOR**

- CAROLYN MUSGROVE**

## **LETTER FROM THE PRESIDENT**

**TIM GRABER**

SoCal End of Summer 2020

Greetings to all from the Grabers. We are safe in our bubble in Costa Mesa. We took a 10-day trip in the RV in June because it was our favorite spot and they honored the reservation even though they were not taking any new reservations. All of our other trip plans have been placed on hold. I am not going to get into the confusion. I was very sick for 3 weeks after the Vegas Mecum auction but I did not test positive, why? My children and grandkids are all learning to live by the new rules.

The streets and roads in SoCal are basically empty so it is a good time to ride. I have had a few adventures out and it is wonderful when you get an opportunity.

We hope that you are healthy and that you have done a lot of upkeep on your motorcycles so that when the flag drops you can hit the gas!

We are making arrangements to have a Death Valley ride in case you want out of the house with a destination. The dates are Sept 24-27. Low key ride, little if any frills. We will be at Oasis at Death Valley (Furnace Creek). They will hold reservations in either the Parkside rooms or the towers. The cabins have been torn down. We will have a trouble truck to assist with our needs. If the restaurant is not open we will plan a banquet dinner served in the parking lot next to the kitchen. Adapt and make it happen!

Please watch your email and Facebook (SoCal) to be informed of other activities. We do have some great one day rides set up and there are a few overnighters being set up.

As of this writing almost everything remains cancelled except for Death Valley which is a go. We have been informed that masks must be worn at all times while on property at Furnace Creek. You all know how brutal the park rangers can think, so we will be playing by the rules as much as possible. Outdoor dining and take out available at Last Kind Word Saloon. We will also have sandwiches, and a small propane powered BBQ for hot dogs and hamburgers with all of the trimmings! Temperatures may be hot but the roads should be empty, so we look forward to a great event. If you ask for a room in the buildings as opposed to the Parkside's you can save money by about \$35 per night! It is what it is! (See flyer on page 15).

We are unsure what other events will happen this fall but we encourage you all to hold what rides you feel are correct and make it happen! El Camino Swap meet has been cancelled. We are putting Borrego back up again for those of you that feel the need for air. Let us know if you want to attend!

We hope you and yours are well and stay well, yes, it is a way different world!

Cheers!

Tim Graber

***IN MEMORY*****SHERRY BELL CLIFT**

JANUARY 21, 1970 – JULY 1, 2020



With profound sadness we announce the passing of Sherry Bell Clift, devoted wife, mother, and friend, on July 1, 2020 in Las Vegas, Nevada. She left us peacefully from complications of acute leukemia. She was in her 50th year. Our graceful Sherry loved to quote Coco Chanel — “In order to be irreplaceable, one must always be different.” And Sherry is undeniably irreplaceable. Born at Ft. Benning, Georgia, she spent her childhood in Jena, Louisiana and Phenix City, Alabama and graduated near the top of her class at Glenwood High School. At age 22 she fulfilled her dream to move West; and in her adopted Las Vegas home, she shone as bright as the city itself. People who met her were struck by her glamorous smile and elegant beauty. Her soulmate, Bob, called her a rose among thorns because she drew eyes everywhere she went. And yet the only thing brighter than her smile was her heart. To be with Sherry was to feel loved. She truly lived as Paul counseled in 1 Thessalonians 5:11, encouraging others and building them up at every turn. She reached out to all she met and was never too busy to offer kinds words and helping hands. At work, she posted a motivational quote on the whiteboard every day, and she readily acted as peacemaker no matter how it affected her personally. When old friends from home visited the City of Lights, Sherry dropped her busy schedule to drive them around and show them the scenery. Her home bustled with family, friends, and dogs—because dog hair is glitter, you know—and she pushed everything else aside to play cards or Barbies with her grandchildren. Even with her always-fresh manicure, she was the first to pack the camping gear or jump on the bike with Bob for a spontaneous road trip. And despite so many commitments, she managed to return to college for her bachelor’s degree at Western Governors University. While working full time and caring for everyone around her, she still carried a 4.0 GPA. We miss her. We miss her baking, her banana pudding, and her elegant (yet healthy!) meals. We miss her corny jokes and infectious laughter. But we celebrate all that she means to us. We smile at the lights on her ficus tree because every home has to have one. We dance to every Beatles song that comes on the radio, especially if it’s Paul singing. We swap stories of the places she loved visiting around the world. We tell the string joke and remind each other to drink more water because that’s what Sherry would do. She is, without doubt, irreplaceable. Our beautiful Sherry was preceded in death by her parents, Carolyn Crooks Bell and Rayford Bell.

– Published in the *Ledger-Enquirer*, Aug. 9, 2020

***IN MEMORY OF SHERRY CLIFT***

She is survived by the love of her life, Bob Clift; her strong children, Melanie Melton Estrada and Hunter Melton; her adored grandchildren, Manny and Hanna; and three loving brothers, Kenny, Paul, and Jim Bell. Her life will be privately celebrated by family and friends at a later date.





**IN MEMORY OF GEORGE HOOD****TOM LOVEJOY**

A few thoughts on the passing of our friend and one-time club member. George was a very special and rare individual. One of the kind that makes an antique club work and keep running.

How, you say? Because George could actually build and or fix any machine in our clubs and he did just that for many people in our hobby. There are many antique vehicles on the road and in multiple clubs, thanks to George and a few others like him.

From mighty V12s to single cylinder belt drives. Crockers, Four-cylinders, Model Ts, race cars, George had done them all. Including some of the rarest motorcycles on the planet, his skills were amazing. He could do engine work, body work, interiors, paint, fabrication, electrical and all of it to fantastic standards. I have never met a single person with all those skills, like George had.

But what I appreciated the most about George, was his willingness to share his knowledge. He was always willing to listen to my questions and I had many. He always gave

me good advice and helped me many times when I was having issues with my projects. Many times he helped me physically with repairs and many more times than that he walked me through how to make the repairs, or fix my paint issues. A couple of times, I had problems which professional machine shops or restorers wanted no part of. My Henderson's valve seats, my Scout's gas tank. George took on the jobs and fixed them and I have never had any issues with either. He was an encyclopedia on many issues and his mind was razor sharp and he had a quick wit about him.

His favorites were Model Ts and Harley Davidson J models and he was known as an expert on both of those machines. People would call him from all over the world for assistance and George would go out of his way to help them. He was also a gifted artist and I was very lucky to call him my friend for just over 30 years. Sadly George's health did not hold up and he passed away a few days ago. How much richer we all are who had the privilege of knowing him.

RIP old friend.

George Hood passed away September 12, 2020.



## What I Did on My COVID Stay-Cation

TOM LOVEJOY

Well not what I was planning for certain, as with many of you. So far, this year is not cooperating very well at all. Oh well, we will just keep trying to keep moving along and hope for the best. I was hoping to make real progress on my two-wheel projects, I have made some. But very little, nothing going as planned and the cost of parts is insane for these old machines. And even at those prices, sometimes you still can't get them. I have things on order that I have been waiting on, for many months and still no real ETA on them.

Well this week I needed a brake and I thought it might be fun making up some gas caps for my Chout and wanna-be board tracker. Plus it would give me a chance to practice on my lathe, of which I need much. My 25 Scout has gas caps made of aluminum by Lee Standley. I think I bought the machine from Lee in 92, gas caps are not correct. But I always liked 'em and I thought to myself, if aluminum was good enough for Lee. So that's what I used and it turned out to be quite the challenge for me too.

First I started with leaded steel round stock to practice doing threads. I had difficulty for sure, I have done threads before with good luck. After much trial and error, I figured out a few of my problems. My lathe had a couple issues, it is about 70 years old and very worn. I had to take it apart and make some spacers to take up slop in my lead screw and try to seal it up better. Can't keep oil in it, the seals are shot, I just keep adding oil. I need a grinder especially for sharpening tools and cutters, don't have one. Then there is my own lack of skills, I need to take a course plus practice on the thing. As it is I may not use it for months and then I go to make something and I forget things and have to kind of learn it over, not too good a situation.



So what I thought would be a fun little afternoon, took me several days of effort and finally I was successful. I am pretty pleased with the results and after much frustration - I still had fun doing it. I made a couple new paper weights :- ) failures, but finely got it. Had one scare when I was not paying attention like I thought I was, that woke me up for certain! So after all of that, I now have the needed gas caps.



This shot was a practice piece came loose and smashed into my cutter, scared the hell out of me. I was cutting bigger threads so I could try to see what was happening, yes my eyes are going south too 😊

Oh and while this was going on, I decided to do some maintenance on my good running 47 Chevy. Well that turned into a real can of worms and it is still not back together :- ) ( On a bright spot I hope Tom Hart and I are getting ready for a big ride on our Indians, stay turned as it is right around the corner :- ) wish us luck.

**GOING TO THE CLUB MEETING?****TOM LOVEJOY**

My adventure of trying to make the club meeting 9-06-20, or as I well recall it. My ordeal:

Well I started out with good intentions of hosting the club meeting at our new location and was in the saddle of my trusty Scout at 8am. Headed out on the 91 freeway and the Scout was running really well and I was feeling good. The day went downhill from then on and I and my Scout about got heat stroke.

I was cruising along real nice when all of a sudden, there was a shift and something was wrong. My Scout was losing power and sounded kind of strange. I pulled over and all seemed ok, but not right at the same time. I thought, well just keep going, hopefully I well make it. Knowing I was supposed to host the meeting, I kept going. But it only got worse and I kept trying to baby it on, then I noticed. I was blowing smoke, losing power and then it just died. I coasted over to the side and the shade of a tree and started looking. I had no spark, nothing. Kept looking and tried calling club members to let them know I might not make it. Lots of motorcycles were out but none stopped, or even looked interested in this antique hulk stuck on the side of the road.

One guy stopped in some kind of a van, with flashing lights and some kind of uniform. He seemed right out of a bad movie and gave me the creeps and he said a few things that made me think real quick, what a nut, get away from me and just like that he was gone. There I was stuck on the side of the freeway, just waiting to get hit and about to call the auto club. When I noticed the wire to my coil had snapped off. A couple minutes later I was moving again, but alas. All was not right with my beloved Scout, I was blowing smoke and down on power and it was getting worse. I had made it to the 55 freeway, but I was smoking and now was down to about 35 mph. I was in trouble and thought I was losing my engine. With a sick feeling in my gut, I aborted trying to make the meeting and tried to make it to Johnny Eagles house via side streets.

I was running weak, smoking bad and blowing oil everywhere. Surprisingly at lights it just sit there and idled away, but I was in a cloud of smoke. I almost pulled over and called it quits, thinking my Scout was near death. When only about a mile from Johns house the Scout started running like its old self. I was really shocked, I turned it off as soon as I got to Johnny's to let it cool.

After about half an hour Johnny and the guys came riding up. Johnny said well fire it up, let's hear it. It started right away and sounded good, Johnny listened for a few moments then said I think your fine, she sounds good. We think what happened is I lost the wire to the coil, but for about 10 miles, It was still running, just hit and miss, before I lost all spark. While running like this, it fouled a plug and then started smoking and it just got worse, stated just pumping oil everywhere. I was running 30 weight oil, always have in my Scout. But the oil was just too thin for the high temps and speeds I was running in this heat. Johnny said oh no, you need at least 50 weight oil.

We let it cool and I replaced the missing wire connector, thanks Johnny, and then added 50 weight oil. Much to my surprise and relief, my Scout started right up and ran fine. The ride home was made under my own power with no issues and no more smoke, though it was miserably hot! When I got home I was literally soaking wet with sweat from head to toe.



## GOING TO THE CLUB MEETING?

**TOM LOVEJOY**

I was exhausted and shocked to have made it home fine and spent the rest of the afternoon under the fan in my house. Hopefully I dodged a bullet and no damage was done to my Scout, it seems fine once again. I sure hope so, because Tom Hart and I are planning a big trip in just a few weeks and we plan on riding or 39's, so cross your fingers and wish us luck. My Scout and I just might need it :-)





**WHAT I DID ON MY COVID STAY-CATION****TOM HART**

Worked my butt off and that's not saying much since I didn't have much to begin with. I tried to hook up with a couple of guys for some rides but that didn't happen either, but I did get to take a few putts up the coast on my trike.

Most recently (like this week) I returned from a trip to the Mayo Clinic in Rochester, MN where Becky continues treatments for various things. I drove the 5200 round trip while Becky flew. I stopped by a farm in Wisconsin to drop off something for a friend which added a few extra miles. It would have been more interesting on a bike, but I did get some heads up info for future rides. On the way back I checked out highway 89 south from Interstate 70 to the Grand Canyon area. Lots of construction and temps in the 30's for early morning hours, 80's during the days.

I made the return trip of 2,000 miles from Minneapolis airport to home in 48 hours. Needless to say I felt like crap by the time I got home but the drive was fun nonetheless. And because gasoline costs are much better everywhere else in the county outside of the gouging CA clutches, I only paid \$576.00 for fuel using my Silverado. Not too shabby. The only bad part was numerous pit stops for stretching my legs and other things including fuel as needed. I used the NASCAR approach for fuel stops.

The other difficult part was trying to stay Covid19 safe in an otherwise apparently none covid19 environment throughout the country. That included camping out when I allowed myself time to rest. For unknown reason I find it hard to stop. Maybe it's that greener pasture on the other side of the hill thing. I don't know, but I did find some really awesome places to revisit and some I will be sure to avoid on future trips. In most states it appeared as if nothing was wrong and as such no one seemed to be taking precautions besides myself. That caused me concern and I had to take a Covid19 test immediately upon my return which thankfully was negative.

Once again motorcycling is the safest way to travel. Just leave your helmet and gloves on and you're good to go. I actually just purchased a sweet full face beauty which I haven't had for years. Mostly to protect my ever shrinking gray matter, but for other reasons as well, like the cold weather I expect to endure later this month with Tom Lovejoy on a ride to somewhere for two weeks on the old stuff.

Time to get back to work which will terminate in seven more working days for me.

Later.

**MY TWO CENTS WORTH****RICHARD COFFIN**

First off, we still have some blue chapter shirts we would like to sell as a fundraiser at \$20 each. We need to replenish our coffer by Coffin, never mind. But yes, you would help the chapter by purchasing one or more. I believe we still have large, extra-large, and some 2xls left. Send an email to the chapter email or text me at (808) 780-2636 and I will respond. We appreciate your participation.

As for my covid-19 summer, well we were going to China in April but obviously we didn't since China came here. Outside of remodeling the kitchen and upstairs game room, I built one shed and extended another. I acquired a 1940 ULH with matching sidecar. And I took a month-long road trip.

The trip we took included trailering our bikes first to visit friends in Oregon and several days of riding. Then to Billings, Montana where 18 riders showed up for the National run that was cancelled. From there we went to Cody, Wyoming and toured Beartooth mountains and Yellowstone. Back up to Kalispell, Montana and toured that area including Glacier National Park. It was one way in and out as the Blackfeet Tribe closed the east gates.

Next to the hell hole Sturgis, South Dakota. The crazy bikers, what were they thinking? Stayed there several days then over to the national run in Elkhorn, Wisconsin. Good fun was had but the roads left me with a leaking front fork on my 53 FL and torn stitching on one of my saddle bags. Then we left coming back home. I'm ready to go again but the wife made me self-quarantine when I got back. Still not sick so that wasn't necessary.

Planning on going to Oregon and Minden for a couple rides this month but granddad duties take precedence and therefore I'll wait to attend the LA chapter's ride in October in Falbrook. Hopefully I'll see some of our members there.

Well that's my two cents worth.

Aloha,  
Richard

**MY NEW JANUS AND LUNCH****BARNEY WATSON**

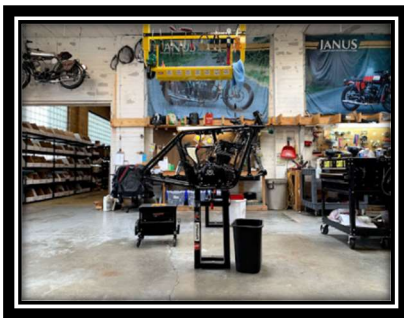
Hi Guys. So let me give you some background.

I've been going to Old Farts Motorcycle Lunch for over 20 years, here in Phoenix. The "membership" changes (mainly due to death) and the restaurants change also. Since the Wu flu, we have not met in person. Several tech guys started this thing called "Zoom" and I never partook for two reasons, 1) I don't have a camera thing on my computer, and 2) I'm not really computer smart. So - I began to make up excuses why I could not be there.

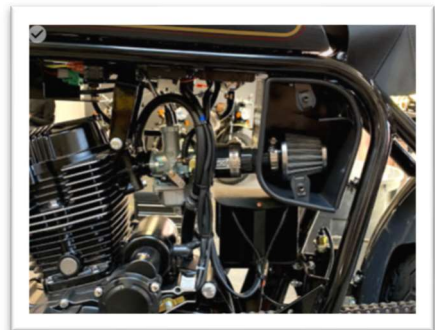
These included in many cases real photos, because I was there. A few examples: drag races at Death Valley; buying a home in Dunston, CO; (to escape all the California people moving into the Phoenix Valley); Trail riding in the Mountains around Helena, MT with my brother-in-law; a total made up story of me falling off my Harley at 60mph (not only did Musgroves fall for this one BUT so did both of my brothers, and a life time Omaha friend!!!) If they had all read the short story instead of the headline, they would know it was fake: I fell off the 25 cent Harley ride at the Dollar General, but did manage to save my bottle of Jack Daniel's!!! Lastly (and there were others), I made up the story of being invited to Sturgis by a local Harley repair shop. I was not there!!! So know you know the real truth..... Real Truth - I took delivery of my new Janus Motorcycle today. I may even put together a story about me riding to Yuma, and back. Yeah, as if that will happen in this heat?

Why did I buy a Janus?

A couple years ago at Borrego, Frank Culver had this thing called a Janus. Frank has always had an eye for odd motorcycles, remember his electric motorcycle? I liked it. Different, Funky, Old school, etc. Speaking of Old (part1), my knees are bad, and I can no longer kick over my classic British Bikes. So I have taken my 1983 Harley XLX, because it has a "magic button", on these classic rides, as well as around my home here in Phoenix. But, (part 2) the 500lb Harley was a hand full for me to move around. So I went to the Janus website. I found an interesting story of a couple motorcycle buddies who decided to build Hot Rod 50cc MoPeds. One thing lead to another, and they developed into a tiny company that makes the Janus that you see today.



Located in Goshen, Indiana, they are in Amish Country. Many of the component parts are sourced there. Literally, handmade. The major exception is the 239cc engine which is made in China. It, and other engines were thoroughly tested, and this clone of a Honda design was selected. The other major consideration was the weight. It has a wet



weight of 265lbs. a big consideration when moving it around. The total cost including delivery by Janus was \$9,110.00. The base price is \$6,995.00. But the options: Double Pinstripe, Full LED Lighting Package, Polished Stainless Steel Exhaust, Polished Engine Fins, Bolt on Fishtail, Powder Coated Bars, Halcyon 250 Bags, Hand Painted number plate (the number 481 is the production number), Book Rack, and Shipping/Delivery, brought the price up.

**MY NEW JANUS AND LUNCH****BARNEY WATSON**

So, how does it run? The day of delivery it was 115 degrees. So a quick ride down the street was enough. The next morning, when the temp was down to 95, I was going to ride around the hood. WELL, I had a flat front tire!! So I tried to air it up, and I determined it had a leak on the tube around the valve stem. I pushed the bike into my shop, put it on my lift, pulled the front wheel and took the wheel to MotoTire for a new tube. Janus paid me for my efforts. I rode it around the hood, after I installed the wheel.



Everything was a "Go"! I could hardly wait to ride it up to the coffee shop to show the "boys" the next day.



BUT, it would not start! Plenty of battery, motor in neutral, no side stand lock out. So back on the bench! Then I got a brilliant idea.....read the manual! Somehow, I had turned a handle bar switch off. Per Govt. regulations, the bike must have lights on to start the motor!! Geese!



Barney Watson



## SANTA MONICA RIDE

**CRAIG DILLMANN**



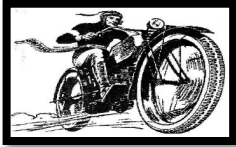
Saturday, September the 19<sup>th</sup>, we pulled off the Santa Monica Mountains ride, a staple for 30 years. Although a smaller than usual crowd, the ride went off without a flaw!!

The gang met at Canoga Autobody and headed for the hills at 10:30. Phil Shore led the gang, Mitch Feingirsch on his exotic Laverta, Craig on his trusty Tr6, Mark Leiss on his restored Panhead and Marc Gallin on a Modern Harley. Marc just bought a 1970 Bonneville but won't take possession for a few days!!!

The good doctor led us up Stunt Road to the top of the world with ocean and valley views although a bit hazy with the smoke.

Malibu was beautiful, foggy and cool with no smoke. After an outdoor lunch at Spruzzos Malibu, we headed up PCH and turned on Decker Canyon. We eventually jumped on Mulholland Drive and wound up at the Rock Store. After Mitch smoked a foot-long cigar, we headed back to the valley with people going their separate ways!! A great ride!!!





## 2020 SoCal AMCA Calendar



SoCal AMCA rides are noted in bold in the listing below and are open to all members. Also listed are regional events of interest to the antique motorcycle community. Post this page in your workshop and ride with us! Got a question? Call: (323) 743-3063 or E-mail: [socalamcanewsletter@yahoo.com](mailto:socalamcanewsletter@yahoo.com).

### SEPTEMBER

- Sept. 24-27, **SoCal AMCA** [Death Valley "D-V" XXXIV \(34th\) Max Bubeck Memorial Road Run](#).  
See flyer on the next page.

*The following previously scheduled events for September have been canceled due to Covid-19: Steve McQueen Car & Motorcycle Show, Chino Hills; Huntington Beach Concours d'Elegance, 2-Day Classic Car and Motorcycle Show; Born-free Motorcycle Show, Oak Canyon Park, CA.*

### OCTOBER

- Oct. 4, **SoCal AMCA** [Monthly Sunday Brunch](#). Rockwell Bakery in Villa Park at 9am

*The following has been canceled due to Covid-19: El Camino Motorcycle Show and Swap Meet.*

### NOVEMBER

- Nov. 1, **SoCal AMCA** [Monthly Sunday Brunch](#). Rockwell Bakery in Villa Park at 9am
- Nov. 1, [Socal Norton Club's Annual Hansen Dam Ride](#).
- Date TBA, [Long Beach International Motorcycle Show](#). Contact: Steve Sorensen.

### DECEMBER

- Dec. 6, **SoCal AMCA** [Monthly Sunday Brunch](#). Rockwell Bakery in Villa Park at 9am with Ride to Gunther's Yard Meet in Long Beach. Contact: Tom Lovejoy
- Dec 13, Dave Mann Chopperfest, Ventura. More info: [www.chopperfestival.com](http://www.chopperfestival.com).
- Date TBA, [Horseless Carriage Holiday Motor Excursion](#).

### Other Events of Interest:

**Vintage Bike OC Meet at Castañeda's Mexican Food** (19071 Brookhurst St. Huntington Beach, 92646), 2 to 4 pm. Meets are held on the following Sundays: Oct. 11, Nov. 8, Dec. 13. Info: [www.vintagebikeoc.com](http://www.vintagebikeoc.com).

**So-Cal Cycle Swap Meet at the Long Beach Veterans Stadium**, 7 am to 1 pm. Meets are held the following Sundays: Sept. 27, Oct. 25, Nov. 22, Dec. 27. More info: [www.socalcycleswapmeet.com](http://www.socalcycleswapmeet.com). 800-762-9785

Full Calendar at <http://www.socalamca.com/events>

## DEATH VALLEY "D-V" XXXIV (34TH) MAX BUBECK MEMORIAL ROAD RUN



### MAX BUBECK MEMORIAL ROAD RUN

Visit [www.SoCalAMCA.org](http://www.SoCalAMCA.org) for more information.

**Greetings from SoCal AMCA!** We have a green light to hold the Death Valley Road Run so read on and mark your calendars, if interested.

**What:** Death Valley "D-V" XXXIV (34th) Max Bubeck Memorial Road Run

**Where:** The Oasis at Death Valley, Death Valley National Park, Highway 190, Death Valley California

**When:** September 24, 25, 26 leaving on the 27th, 2020

Note: Born Free was scheduled for the same weekend, but it has been cancelled.

**Registration Fee:** \$25 per rider. This fee will be a pre-payment on your 2021 dues to SoCal AMCA. This will be a bare bones event to get fresh air as individuals, who happen to have the same passion! The club will supply some waters and snacks and of course coffee service.

**Reserve Now:** Participating members, telephone Sharon at the Oasis at Death Valley, as soon as possible. Call direct at (760) 786-3352 and please also email Tim at [tim@ClassicMotorcycleConsignments.com](mailto:tim@ClassicMotorcycleConsignments.com).

Website: <https://www.oasisatdeathvalley.com/lodging/the-ranch-at-death-valley/>

#### Helpful Q&A with Sharon at the Oasis a Death Valley:

**Will there be food available?** Yes, take out and outside dining is available at the Last Kind Words Saloon. Also, food is available in the gift shop.

**What are the room rates:** We can offer you a special rate of \$182.00 + 12% room tax + \$22.00 resort fee = \$225.84 (single/double). We will honor the lower rate from rack rate.

**Will there be a Group Rate?** No. I would suggest that you book individually without a contract since it is somewhat up in the air. Since everyone is booking individually, I would suggest that they call or email me for their reservation and I will see that you are all together. No group since the number of rooms are not known.

**What if there is another COVID-19 spike?** If California would be shut down again due to the virus – we return deposits.

**Got more questions?** Call or email Tim Graber, President SoCal AMCA, 949-254-6551, [Tim@ClassicMotorcycleConsignments.com](mailto:Tim@ClassicMotorcycleConsignments.com).

Source:: <https://www.oasisatdeathvalley.com/lodging/the-ranch-at-death-valley/>



**MOTORCYCLE HUMOR**

**CAROLYN MUSGROVE**

Bob says so every day!



John Eagles recommends regular maintenance!



But it's only 115 degrees!



AMEN!



Folks – *it's your club* – write to me!!!!  
[musgrovebc@gmail.com](mailto:musgrovebc@gmail.com)