

# Fort Sutter News

Fort Sutter Chapter, AMCA February/March 2018 Vol 36, Number 1

## 2018 OFFICERS

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Vice Pres.	Mark Wiebens
Secretary	Tom Green
Treasurer	Marie Moore
Director	Eric Olson
Director	Stan Randall
Director	Jim Schenken

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**AMCA Fort Sutter NEW  
CLUB WEBSITE**  
**[www.fortsutteramca.org](http://www.fortsutteramca.org)**

## From the President

Hello to all of you wonderful Fort Sutter members.

Well 2018 is shaping up to be an outstanding year for motorcycling, our California weather isn't letting us down either.

We recently filled the club position of ride captain, Tracy Stahlman stepped up to fill the spot and has jumped right into get the wheels rolling. Our first club ride of the year had a great turn out. I was so happy to so many bikes show up. If you didn't make it, you should start planning to attend the next ride. Tracy took us on a nice tour of the Sacramento river and farm country north of Sacramento, with a stop for a meal with friends. I'm glad to see the club riding. I hope to see even more of you at the next rides.

Swap meets and the motorcycle community are a big deal, always have been, but right now, more than ever. If you were out to the drive in recently you know what I mean. So with that being said, the Fort Sutter show and swap at the Dixon fairgrounds is a big deal. It takes an enormous amount of work to have a successful event. So I am appealing to all club members to take the time to become an active participant in this event. If we all do a little a lot gets done. This is the biggest and best AMCA meet west of the Mississippi, help keep it that way, call and find out what you can do to help.

Our annual dinner is about a week away. I hope to see you all there for a evening out with your friends.

I hope you all are getting your bikes together or polished or what ever it is that gets you and your bike on the road for another year of fun rides, and club events with friends.

See ya all soon.

**Fort Sutter President  
Mark Loewen**

**Our Next Meeting will be  
Saturday, April 7, 2018  
At Sam's Hof Brau  
Watt and El Camino Avenues  
Lunch at Noon – Meeting at 1:00 p.m.**

# Minutes of the General Meeting

## February 3, 2018

The meeting was called to order at 1:05 p.m. by president, Mark Lowen. There were (a record breaking) thirty-one members in attendance plus three guests: Erik Bahl of the Smokey Mountain Chapter, Victor Boocock from the Yerba Buena Chapter and former Fort Sutter member, Gary Hubbard.

**Minutes:** The minutes of the last meeting were approved as written.

**Treasurer's Report:** Marie Moore reported that we are going into Dixon in good financial shape. All arrangements have been completed to change our bank account from Bank of America to US Bank.

**Dixon:** In Jim Moore's absence, Marie Moore reported that Rich Ostrander has completed the meet pins and they are now available for \$5.00 each. Rich will continue to work on the T-shirts and advertising.

One concern right now is that our Chief Judge, Dennis Gill will not be able to attend the meet so we need to find a replacement. Also, concerning judging, as a number of our regulars will not be attending the meet we need to help with counting and recording the judging results.

John and Phyllis Markley, along with Mark Wiebens will be taking care of the raffle. Mark Lowen started to make a motion that we add \$100.00 to the \$500.00 set aside to buy raffle prizes but Marie Moore said we should wait until we meet with the Fair management because we know costs are going to be going up. The proposed motion will be on hold until we hear from the fair grounds.

Following a lengthy discussion concerning the food (and cost for same) for the Friday night banquet it was decided that we look into the possibility of serving Mexican food in order to keep the cost down. John Markley will report back.

**Old Business:** Tom Green read a letter from the Ronald McDonald House thanking us for the \$250 donation. Rich Ostrander made a motion to ear-mark another \$500 for a similar donation to a charity in 20018. Seconded by Mark Weibens, motion passed.

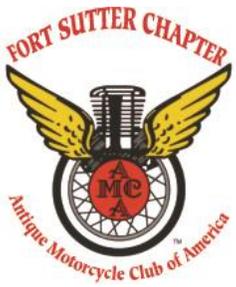
Tracey Kleber Reminded everyone that the annual dinner will be held February 24<sup>th</sup> but we need the signups no later than the 16<sup>th</sup>. So far, only about four people have signed up so reminders will be going out.

Tracy Stahlman Reported that our first ride of the season was quite successful with riders from the Yerba Buena Chapter as well as a few others. The February ride will be held on the 24th which is also the date of the annual dinner but shouldn't cause a problem if we get an early start. The March ride will be held on the 17<sup>th</sup>. The plan is to ride to the Casa Robles High School auto show with proceeds going to support their auto shop program, They would also like us to show our bikes if we're interested.

**Good of the Order:** The meeting ended with Victor Boocock thanking us for putting on a great road run.

Meeting adjourned at 2:05 p.m.

*Tom Green,*  
Secretary



# Reservation Form Fort Sutter Chapter Dinner Saturday, February 24, 2018 Black Bear Diner

2700 El Centro Rd., Sacramento, CA 95833 (Natomas area)

No Host Cocktails 5:00 p.m. Dinner 6:00 p.m.

## 4 Dinner Choices

*All selections include a garden salad, mashed potatoes and gravy, seasonal vegetables,  
and baked corn muffin and Mini Cream Pie  
(your choice of chocolate, coconut, or banana dessert.)*

Member(s) Name(s) \_\_\_\_\_

Guest(s) Name(s) \_\_\_\_\_

Please indicate choice(s) below:

Member Tri Tip(s) @ \$25.00 ea. = \$ \_\_\_\_\_

Guest Tri Tip(s) @ \$30.00 ea. = \$ \_\_\_\_\_

Member Parmesan Chicken(s) @ \$25.00 ea. = \$ \_\_\_\_\_

Guest Parmesan Chicken(s) @ \$30.00 ea. = \$ \_\_\_\_\_

Member Grilled Salmon(s) @ \$25.00 ea. = \$ \_\_\_\_\_

Guest Grilled Salmon(s) @ 30.00 ea. = \$ \_\_\_\_\_

Member Pasta Marinara(s) @ \$25.00 ea. = \$ \_\_\_\_\_

Guest Pasta Marinara(s) @ \$30.00 ea. = \$ \_\_\_\_\_

➔ Total Enclosed \$ \_\_\_\_\_

Make Check Payable to: Fort Sutter Chapter, Inc.

**R.S.V.P. No Later Than February 16, 2018**

Please cut or copy and mail to:

Tracy Kleber C/O Travelstore

1750 Howe Ave, Suite 320 Sacramento, CA 95825

Cell Phone: (707) 330-8511

Email address: TraceyKleber@yahoo.com

*Continuing to Honor our  
Fort Sutter **Charter** Members.....  
Text and pictures courtesy of Rich Ostrander  
AMCA Fort Sutter Chapter Historian*

**Charter Members of Fort Sutter  
Chapter AMCA**

1. Jack Gormley (Digger)
2. Francis Thompkins (Shorty)
3. William Seadler (Willie)
4. Joseph Sarkees (Joe)
5. Edward Hawtrey (Spider)
6. John Schaefer (Big John)
7. Ross Thompkins (Whitey)
8. Armando Magri
9. Richard Fairclo (Rich)

**10. Al Lauer**

**11. Edward (Ed) Thaddeus**

**12. Edward (Bud) Catlett**

**#11 Edward “Ed” Thaddeus Original Fort Sutter MC member (1932). He was a fine machinist and worked at McClellan Air Base during WWII. He was one of the main persons responsible for installing the machine guns on Doolittle’s B-25’s before they were loaded aboard the aircraft carrier’s for the bombing of mainland Japan. He helped with many Chapter events and activities. He passed in 1988.**



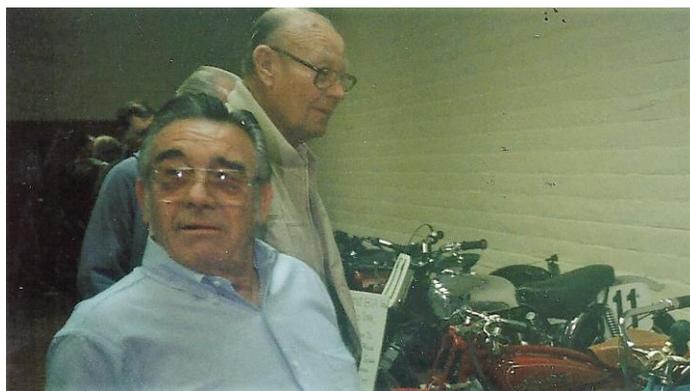
**#11  
Edward  
“Ed”  
Thaddeus**

**#10 Al Lauer Original Fort Sutter MC member (1932). Early Indian and Excelsior Motorcycle dealer in Sacramento. He was also an expert hill climber and racer. He later became a race promoter of some renown. He passed in 1995.**



**#10 Al Lauer**  
*Al on his OHV Excelsior Super X Hill Climber  
in front of his Indian Shop on J St. in Sac*

**#12 Edward “Bud” Catlett Original Fort Sutter Member 1932. He was an early Sacramento Police motorcycle patrolman. He later became a “picker” for the Harrah’s collection. He served as our Chapter Road Captain and judge for many years. He also helped with many Chapter functions and activities. He passed in 2003**



**#12 Edward “Bud” Catlett Behind  
Shorty Tomkins**

# Farewell

**David Patrick, Fort Sutter Member for many years past away in the Spring of 2017.**



*Rich Ostrander, Fort Sutter Club Historian, states he originally met David early in the Club's existence when they both were shopping for hardware at Newbert's Hardware in downtown Sacramento. David was restoring his grandfather's model B single cylinder Harley. He also restored a nice 30's VL that he rode with me on several Lake Tahoe National Road Runs. He was a great easy going guy and I always enjoyed his company. Below are a few pictures of David on club rides or at events.*



*L to R Dave Patrick, Dennis Thompson, bob Kergel, Dick Crawford -*



*L to R Lenny Miller, Benny Benavides, Rich Ostrander, Tom Lund and Dave Patrick -*



*L to R Rich Ostrander's Super X and Dave Patrick's 30's VL with Dave doing inspection near Markleeville while on the Lake Tahoe National Road Run -*



*L to R Mark Milton and Dave Patrick on a ride to Al the Wops after Fort Sutter swap meet in 1997 -*

# The First Fort Sutter Chapter 2018 Ride

Story by Rich Ostrander Club Historian

*Our Chapters NEW Road Captain, Tracy Stahlman, put out the clarion call and at least twenty-five, give or take, hardy souls responded. In spite of rain the day before, Saturday brought cool clear blue skies and sunshine.*

*About half the riders were Valley folks and the other half were Bay area Yerba Buena riders with Rick Najera out front. A colorful group of period choppers with mostly youthful riders on board made up most of his group, a much welcome addition to be sure.*

*We met in downtown Sacramento at the Vintage Monkey shop. We were met by Karie Schenken and crew armed with Starbucks coffee and donuts. We were late rolling out due to a missing transmission filler plug, a broken clutch lever, dead coil, and a flat tire, all made good. Finally on our way it was up the Garden Highway on the eastern edge of the mighty Sacramento River through the small valley town of Nicholas and down the Natomas westside levee road to North Natomas. A late lunch was enjoyed at Mel's 50's Diner.*

*Tom Hacker, a Yerba Buena Chapter member, didn't have an operational roller up for the day so he brought his pickemup with ramp, but didn't get any takers. I heard unconfirmed rumors that a small group of the Bay Area Chopper boys peeled off early and sped to a bar in Old Sacramento. I couldn't confirm it, but I wish I'd know, some habits die hard. One of our future rides will have to pass my favorite watering hole, Al the Wops.*

*Tracy (Road Captain) did well his first time out of the gate and a good time was had by all, an eclectic group it was, too. British two, three, and four cylinders, Japanese four and six cylinders, German twins, and Indian and Harley twins of Knucklehead, Panhead, and Shovel model S, all at speed on a great day with good roads and the beautiful snow covered Sierra Mountains in view. Great to see old friends and the making of some new ones. Let's do this again soon!*

*Rich Ostrander, Fort Sutter Club Historian*



*Riders met at the Vintage Monkey, a Classic Motorcycle Specialist repair shop in downtown Sac.*



*Riders met early and enjoyed coffee and donuts while waiting for the ride to start. Even Rick Najera, AMCA National Meet Coordinator, and Yerba Buena Member, held onto his warm cup of coffee chatting with fellow riders. It was cool early on!*



*Even your Newsletter editor (John Markley) brought out his '79 Honda CB 750F*

# The First Fort Sutter Chapter 2018 Ride Pictures



***A few bikes with a broken clutch lever, or a dead battery, even a dead coil and a flat tire. Other riders were ready.....and waiting to GO.***

# The First Fort Sutter Chapter 2018 Ride Pictures



Don't call AAA just yet!  
A friendly push start by a fellow rider



*All fueled up and waiting >>>>>>*



*Thanks go out to our Ride Captain  
Tracy Stahlman for a great ride!*

*Lunch  
at  
Mel's  
Diner*



*Our Fort Sutter President Mark  
Loewen showing how to ride to a  
fellow rider.*



# In Memory *of* Gail (Red) Cadwell

August 2, 1931 – October 17, 2017

Red was a large man. He weighed a bit more and was somewhat taller than usual which was not particularly noticeable unless you were joining him in a room full of jockeys or motorcycle racers—both groups noted for attracting men of small stature.

Red was born on a farm near Colome, South Dakota. By the time he was ten his parents, Clarence and Gladys deciding they'd had enough of the farm life, especially in the middle of a depression, moved the family to California where his father sought work in the Vallejo ship yards. Jobs were available but housing wasn't so they moved to Redding while his father worked for about a year on Shasta Dam, eventually moving to North Sacramento where Red attended Grant Union High School.



Fresh out of the Navy, Red went to work for the Hall-Burdette Norton dealership giving him an employee benefit the other shops couldn't match—a chance to take a test ride on the fabled Norton Manx.

While at Grant, besides playing on the football team, Red took welding and auto shop. With those skills he managed to take a little '31 model A roadster, put in a V-8 60, and channeled the body down on the frame. Then he welded the doors shut so you had to crawl over them to get to the chaise lounge pad that served as a seat.

In 1948, Red got a night job at the El Rancho Drive In Theater in West Sacramento. Driving



The Fort Sutter MC promoted the annual scrambles at Colfax. In 1955, not quite a year after joining the Polka Dots, Red scored a podium finish.

down K Street one evening on his way to work he encountered Jerry Cordy in his '34 Ford coupe. At a stop light, Jerry revved his engine and the race was on—so was the beginning of a life long relationship. Following high school Red and Jerry spent the next two years with a variety of jobs, an ever growing friendship, and an interest in anything automotive—including motorcycles. Red's fascination with motorcycles began even earlier than his interest in hot rods when his brother let him ride his 1929 Indian. In fact, Red got so inter-

ested in motorcycle he acquired an 1948 Norton ES2 and began riding the foothills and cow trails.

By June of 1950 the Korean War had begun and Red and Jerry (now good buddies) decided they better do something before the draft and the Army got them so, in December of 1950, they enlisted in the Navy.

Following boot camp, Machinist Mate school at Great Lakes, and ship assignment Red and Jerry still managed to stay together and were assigned to Pearl Harbor as their home port.

Red, feeling he'd have a better time in the Islands if he had some transportation and something to do, asked his father to ship him his Norton. When the crate arrived they opened it to find a brand new ES2 Norton. Now Red could spend his liberties tearing up the mountain roads around O'ahu.

In October, 1954, after being discharged (two months early) from the Navy, Red went to work at the Hall-Burdette Norton dealership on Bell Avenue. It was a perfect fit. There was a group



Catalina 1958—A number of years after the race, Red and his wife, Kay took a vacation trip back to Catalina and, while rummaging through a box of old photos in a souvenir/curio shop, they found this photo of Red taking a wild slide through the streets of Avalon.

of would-be racers, know as “the Norton Gang” who hung out at the shop and, like Red, most of them were Korean War Veterans. Most of these guys belonged to the Fort Sutter Motorcycle Club but were getting dissatisfied with the fact that the Fort Sutter group was getting more involved in promoting than racing and riding. So, in June of 1954 some of the Norton Gang broke away from

Fort Sutter and formed the “Polka Dots”—a 100% competition motorcycle club. Red joined the club in October of that year (he missed being a charter member by just a few months) and spent, as it turned out, the rest of his life riding and racing with the club. He rode mostly sportsman's events: Enduros, hare and hounds, scrambles, and even

*American Motorcycle Riders  
Mutual Benevolent Association, Inc.*  
*Box 1049 Columbus 8, Ohio*

**COMPETITION LICENSE**

No. 64 Z Expires 12-31-56  
Name Gail A. Cadwell  
Street 2623 Colfax Street  
City North Sacramento State California

**THIS CARD CANNOT BE USED FOR ADMISSION PURPOSES**

It was a great day when Red's competition license finally arrived. Over a year of work had finally paid off.

an occasional observed trials but threw in enough short track and TTs to rack up points to earn his national number.

Hall-Burdette offered to let him race the shop bike, a twin cylinder 500cc Norton Dominator. He rode the Dominator in May, 1956 in his first GP at Catalina, a race the promoters were trying to fashion after the famous Isle of Mann TT.

At this point it should be pointed out that Red had obviously been busy (and quite successful) racing locally because in those days if you wanted to enter the Catalina race you didn't just ride up to the officials and say, “Here I am, where's the starting line.” You had to submit your qualifications in advance, list what events you had ridden and how you finished. If you met the qualification requirements you were entered in the race and assigned a number.

Later that year he bought his first BSA twin, a 650cc from Harold Ball and Elmer Graves who sweetened the deal with a partial sponsorship which allowed him to buy parts at the shop's cost. They also had a 500cc twin all set up for the ¼ mile races at Belmont which Red rode for one season. Then, in 1957, Harold Ball suggested they needed more horse power to get Red's 225 lbs. around the track. So, they bored and stroked Red's 650cc twin to make it 750cc. Suddenly Red was going faster and people were wondering where all the extra power was coming from.

But Red still had an affinity for the BSA

Goldstar. He had bought one in 1956 and, in 1958 bought another one and soon became a regular at Belmont, a track he considered the most fun to ride. Belmont didn't require a lot of horsepower but Red took the wrenches to it just the same.

In a article on Gold Stars in *Motorcycle Classics* magazine Red was quoted as saying, "I raised the compression and put in better cams. There



July 1960—Red taking a practice lap at the Sacramento Mile on the old fairgrounds on Stockton Blvd.

was a guy in Southern California who made cams, and Harold Ball in Sacramento was the local dealer. He had a knack for getting the most out of whatever motorcycle he was working on. He helped me with the machine work but I did all the engine work myself. My main competition was Dick Dorresteyn, a fast Triumph rider from Richmond. I only beat him once and that was happenstance. It was a great experience and a great motorcycle although it was underpowered for my six-foot four-inch frame—especially on longer tracks." Red continued the dirt



1957 At the Vallejo Half-Mile

track racing into the mid-sixties but during the fall and winter months, which was off-season for the dirt tracks, he continued to ride scrambles, hare and hounds, and enduros. Taking on, and finishing, the fabled 500 mile, two day Greenhorn Enduro three times as well as the Big Bear Hare and Hound. He was doing so well that in June of 1964 he received a letter from the AMA advising him that he was "advanced to Class 'A' or Expert in all future Endurance and Reliability Runs." In 1969 he became the AMA's National Hare and Hound Champion (500cc class) in their Sportsman Championship Program.

As the sixties came to an end Red was racing less and less flat track although he did make appearances at local venues such as Roseville, Hughes Stadium, and even the old Edmond's Field baseball diamond. His concentration on scrambles was paying off as he won the Orangevale Championship. The only down side was that scrambles paid off in trophies not money.

So he slowly brought he active racing career to a close and devoted his time to his family and working with the Polka Dots helping, to promote and organize events.

He joined the Fort Sutter Chapter, AMCA and, probably with a lot of encouragement from (AMCA member) Jerry Cordy who had become very involved in motorcycle restoration, began to restore a 1915 Indian with side car which he rode on pre-16 runs and even took a first place trophy at the Autorama.

He and his wife Kay bought a 5th wheel travel trailer and, with Jerry Cordy and his wife, took four of trips across the country being sure to stop at every motorcycle museum along the way.



As the attendance at his services would attest, Red had many friends both in and out of the motorcycle community. He was always ready to offer a helping hand to anyone who needed it while Kay volunteered at a local hospital. If a friend (especially a Polka Dot) was ill or on the mend you could count on Red to be on the phone passing the word. He was so active in his church that, at his services, he was posthumously presented an award from the National Office of the Knights of Columbus for his humanitarian efforts.

He was an accomplished racer but above all he was a husband and father and a man of utmost integrity and he was our friend. *Who among us is not better for having known him?*



Like two proud parents. Red and his wife, Kay with the freshly restored 1915 Indian.