

FORT SUTTER NEWS

FORT SUTTER CHAPTER, AMCA

JULY–AUGUST, 2013

VOLUME 31, NUMBER 4

2013 OFFICERS

President *Rich Hardmeyer*
Vice Pres. *Dave Kafton*
Secretary *Tom Green*
Treasurer *Marie Moore*
Director *Rich Kinney*
Director *Rich Ostrander*
Director *Mark Wiebens*

NEWSLETTER EDITOR

Tom Green
4520 Francis Court
Sacramento, CA 95822
g80cs@comcast.net

CONTACT INFORMATION

President, Rich Hardmeyer
(209) 748-5126
spraynet@softcom.net

Vice Pres., Dave Kafton
(209) 368-7259
dkafton@clearwire.net

Secretary, Tom Green
(916) 457-2720
g80cs@comcast.net

Treasurer, Marie Moore
(530) 622-6531
jandmmoore@att.net

Chief Judge, Jim Moore
(530) 622-6531
jandmmoore@att.net

Web Master, Shari Pratt
(530) 219-1568
spboomer@aol.com

CLUB WEB SITE
www.amcafortsutter.org

From the President

The Dixon swap meet and show is over and it was a good event. Even though the attendance and vendors spaces were down a little from last year. The dinner was very good and our speakers gave good presentations. We did not have a field meet this year because there were not enough people willing to participate. As usual, we had some outstanding bikes to be judged, nationally and locally.

Our marque this year was the Japanese motorcycle but there were not a large quantity of Japanese motorcycles at the meet. We were expecting more Japanese bikes from the younger generation but it didn't happen.

The bike that was voted most popular was Wes Allen's two cylinder 1910 Curtiss. I was very impressed with his motorcycle. Mark Milton and I were talking to Wes and we asked him, "Was this a barn find or where did you get it?" He told us he started with only two cylinders. No frame, no engine, no sheet metal parts, just two cylinders. Our next question was, "Where did you get all the parts?" He said, "I made them." We said, "What do you mean you made them?" referring to the engine parts. He said, "I took a block of wood and carved it into the shape of a crank case. I used a single cylinder Curtiss crank case as a pattern. Then I cast an aluminum two cylinder crank case. I machined all the parts, timing gears, rocker arms etc. and I even machined a crank shaft and rods." I then asked him, "What about the frame, where did you get the frame casting?" (as they looked original). He said: "I made all the molds and I had them cast." Then we asked, "Who made all the sheet metal, gas tank, fenders, oil tank, etc.?" His responded, "I made all of them in my machine shop."

I don't know anyone who goes to this extreme to build a motorcycle anymore. The motorcycle was really beautiful and again it really impressed me. Wes, you really did an excellent job building this 1910 Curtiss motorcycle. It's a bike anyone would be proud to own.

Don't forget our National ride is coming up in September. Be sure to call Richard Ostrander and sign up to ride.

Your President,
Richard Hardmeyer

Our Next Meeting Will Be
SATURDAY, AUGUST 3

At Sam's Hof Brau
Watt and El Camino Avenues

Lunch at Noon • Meeting at 1:00 p.m.

Minutes of the General Meeting

June 1, 2013

The meeting was called to order at 1:10 p.m. by president Rich Hardmeyer. There were nineteen members in attendance.

Minutes: A motion was made by Jim More, seconded by Rich Kinney to dispense with the reading of the April 6 meeting. Motion passed, the minutes will stand as written.

Treasurer's Report: Marie Moore reported that the bank account remains healthy and , to date, we have 117 total members. So far we have sold ninety-eight vendor spaces at Dixon.

Old Business–Dixon: Meet Chairman, Dave Kafton reported that everything thing seems to be falling into place although he is still trying to pin down the caterer on the cost of the Thursday early comer's dinner. What ever the coast, the plan is for us to hand out the tickets, the caterer will then collect the tickets and present us with a bill based on the number of tickets collected we will then split the bill with the Yerba Buena Chapter. The same caterer will also provide (for around \$5.50 per person) the food for Saturday's judge's lunch.

Dave suggested that we increase the amount we spend on raffle prizes. After some discussion a motion was made (Pettibone/Wiebens) to increase the amount to \$600.00. Motion passed.

It has been decided that we will not rent the north field this year however, as we have access to the entire south lawn, if we need additional vendor spaces we will put them on the west side of the south lawn.

Rich Hardmeyer said that he has contacted the Japanese Motorcycle Club and they declined our offer of a free space at Dixon. The reason: "They wouldn't be able to find enough members to man the booth." John Markley will try to contact the *Vintage* Japanese Motorcycle Club to see if they would be interested in a space at Dixon.

This year we will be adding a women's line of T-shirts. In the past we have charged different prices for the different size shirts but this year it was decided to charge \$20.00 regardless of size, meet pins will stay at \$5.00. It looks as though we are going to be hit with a price increase for the Friday evening banquet. Dave will check with the caterer in time to have the tickets printed.

If all goes according to plan Carl Olsen will conduct a judging seminar on Friday morning and George Hood will do a technical seminar Friday afternoon.

New Business: Rich Hardmeyer said that he has found out that the Auto Museum, as we already knew, is going to build a new building but what had not been decided was the location. It has now be determined that the museum will remain at its present location on Front Street.

TOM GREEN
Secretary

LATE BREAKING NEWS: It was reported at the last meeting that the A&S BMW show would not be held this year because they had lost their second parking lot. Evidently they got their lot back because the show is back on and scheduled for 8:00 a.m. to 1:00 p.m. on Saturday, October 19.

Welcome to our four newest members!

Mark Botelho

Stan Randall

Michael Lawson

Tracy Stahlman

and returning after a number of years

Gary Fleshman-Kubodera

THE FORT SUTTER CHAPTER'S 2013 NATIONAL MEET

Reported by Rich Ostrander and Jim Moore

Some thirty years have passed since we held our first official regional AMCA meet in the parking lot just south of Broadway in Sacramento. This year was our 13th National held at the Dixon fairgrounds.

If you are a vendor or an exhibitor Marie Moore, with the assistance of her crew, Phyllis Markley and Karie Schenken, are the first members you meet on your way into the event. Thursday, our setup day, and the day the vendor begin arriving, has become almost as big a day as Friday used to be and Thursday's "early comer's dinner", now jointly sponsored by the Fort Sutter and Yerba Buena Chapters, has become a looked forward to tradition.

This year Friday, for reasons we've yet to figure out, was unusually slow, at least as far as spectators and potential buyers were concerned. Even the attendance figure of 119, including folks from Australia and New Zealand, at Friday evening's banquet was down a bit from last year. None the less, it was an enjoyable evening. European Chapter President, Steve Slocombe honored the group with a short presentation on his organization. Although based in England, The European Chapter has representatives in several countries and is a very active and growing group, unhindered by language barriers or national borders. Steve told us that a significant percentage of his members are primarily interested in the old American makes. Steve specializes in restoring Harley VLS and had produced a number of beautiful commemorative California Highway Patrol motorcycles. Steve served several years on the AMCA's National Board of Directors and has made a number of significance contributions to our organization.

Even though Friday had been slow, by mid-morning on Saturday we knew we were back in business. By the time the gates opened at 7:00 a.m. 129 vendors were ready to go and spectators and potential buyers were beginning to arrive. Soon T-shirt and pin sales, handled by Shari Pratt, were moving well and the food vendors were making up for the weak sales they'd experienced on Friday. The only disappointment was that we had to cancel the field meet due to lack of participants.

Our National Judging program went well with twenty-nine machines presented for judging. The judging teams were made up of a good number of old, reliable veteran team leaders with a very impressive number of first time volunteers. As always there was good representation of restored and unrestored bikes. There were a few frightening moments but, overall, the program was a success with no bloody noses and only a few temporarily deflated egos,

This year we honored Japanese bikes and had a fair representation of the various makes. Next year, however, we'll be honoring the "Go Fasters" with vintage racers of all kinds: Dirt trackers, board track racers, dragsters, dry lakes machines, speedway, hill climbers, desert racers and more.

Many thanks to the sign-in crew, the clean-up crew and to Bob Pratt and company for laying out the field with laser like precision. It was also great to see Ken Heuser who, after a long recuperation following his accident, was back at his usual spot with his wife, Joyce greeting visitors at the front gate. And, as usual, Meet Chairman, General Dave Kafton who kept all the troops on point.

We hope to see you all back again next year. As usual it will be the third weekend in June but this time it falls the week after Father's Day.



European Chapter President, Steve Slocombe addressing the crowd at Friday night's banquet.

SPECIAL RECOGNITION AND CLUB AWARDS

MOST UNIQUE

Dick Crawford.1948 Doodlebug with trailer

PERIOD MODIFIED

1. Jim Trochet.1946 Harley-Davidson EL-VL

2. Bill Bartlett, Jr.1971 Honda

3. Greg Wood. . . .1948 Harley-Davidson Panhead

OLDEST MOTORCYCLE

Wes Allen.1910 Curtiss

BEST ACCESSORIZED

Pat Taylor.1948 Harley-Davidson UL Flathead

BEST AMERICAN MOTORCYCLE

Bob Mitchell.1940 Indian Four

BEST BRITISH MOTORCYCLE

Don Harrell.1960 BSA Spitfire

BEST EUROPEAN MOTORCYCLE

Jim Willette.1967 BMW R69S

BEST JAPANESE MOTORCYCLE

John Markley. . . .1965 Yamaha Big Bear

BEST RAT BIKE

Dave Kafton 1929Harley-Davidson JD

BEST COMPETITION MOTORCYCLE

Chris Ranuio 1969Harley-Davidson XR750

PEOPLE'S CHOICE

Wes Allen.1910 Curtiss

LONGEST DISTANCE RIDDEN

1. Rick Cromer.627 Miles 1960 Harley-Davidson FLH

2. Dave Mull. 626 Miles 1948 Harley-Davidson FLH

3. Mike Tomas- - - - -450 Miles 1945 Indian Chief

FIELD MEET

—CANCELED—

*National judging results will appear in the
national magazine later this year.*



Fort Sutter President, Rich Hardmeyer asked “Yuba Booma” Chapter vice president and AMCA National Meet Coordinator, Rick Najera to say a few words to the Friday night diners.



Meet chairman, Dave Kafton and his daughter D'Nel, who was responsible for this years improved selection of prizes, draws another winning ticket at the Friday night banquet.



Blair Beck's beautifully restored 1971 Ossa Stiletto.



John Markley took home the trophy, created by Rich Ostrander, for best Japanese bike.



Bob Pratt and Ishi Chapter president, Gordon Matthews taking care of business at the T-shirt booth.



Dick Crawford won the trophy for most unique with his 1948 Doodlebug and fully stocked (with liquid refreshments) trailer.



Dan Danmeier's 1914 Premier 250.



Dennis Gill with his '42 Harley XA originally owned by Armado Magri.



Wes Allen's 1910 Curtiss not only took the oldest bike trophy but the People's choice award as well. See the president's message for more details.



Bentley Conway, a racer of some renown, brought out his collection of beautifully prepared Kawasaki road racers.

The Ishi Chapter's 5th Show and Swap Meet

Story and photos by Rich Ostrander

It's been a busy four weeks. First up was Ishi's meet, two weeks later was our Fort Sutter Dixon meet then, two weeks after that was the Born Free 5 vintage/modified motorcycle show on Irvine Lake, Silverado, California.

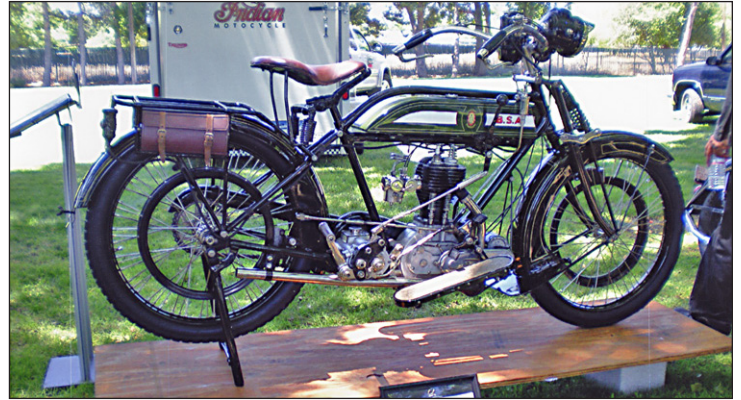
The Ishi meet has grown slowly but surely. This year there were more than thirty vendors and at least forty machines on display.

Gordon Matthews, Rick Haner and other Ishi members hold this event at the Chico Elk's Club facility which is a beautiful venue featuring large, lush green lawns and avenues of huge trees. There is also a restaurant and bar on site.

Here's wishing this great and upcoming chapter success as this meet grows in size!



Bud Schwab and his 1923 BSA won this best of show award. He also took the best of class award at the Quail Show just a few weeks before.



Another shot of Bud's show winning BSA.



The shady grounds of the Elk's facility are really a great place to hold a vintage bike event.



A few of the bikes on display at the Ishi meet.



A 1938 EL that had just been pulled from a barn after some fifty years of slumber.



A few of the motorcycle related paintings by a local artist on display.

A REPORT ON BORN FREE 5

Story and photos by Rich Ostrander

I had ridden my rigid framed Sportster down to this event the last two years but this time I dragged Dave Kafton along and we trucked down my '40 EL and his '29 JD. Besides, we needed the truck to haul a special award, our club's motorcycle history display, and the club's small pop-up.

Craig Taylor, president of the L.A. Chapter, was putting on the first AMCA regional swap meet at the Born Free event Ricky and Vince from the Yerba Buena Chapter put up their chapter's pop-up along with us and the L.A. Chapter's.

A surprise addition was the arrival of Greg Wood and Mark Wiebens with their war-years Knuckles. All told, we had about a dozen vendors with quality parts and at least thirty to forty vintage machines on display.

Chuck Vogel won Born Free's "Best Original" for his 1924 Henderson and, much to my surprise, I won Born Free's "Best Bobber" for my '40 EL. There were a ton of bob-jobs there.

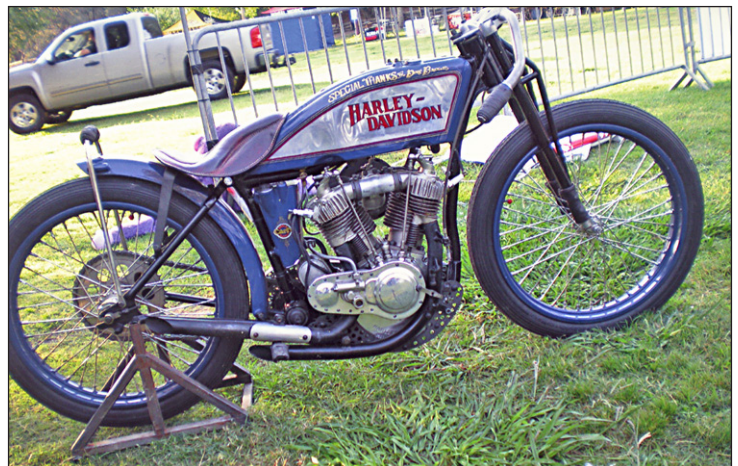
Thousands of cars (a four hour wait to get in) in one lot and thousands of motorcycles in another and a couple of thousand vintage modifieds on the main lawn. Tons of product vendors, thirty-two modified custom bike builder bikes in a corral, great food, and lots of awards.

I was there to award a trophy I made to the "Best Traditional Modified Motorcycle" for *Greasy Kulture*, the magazine out of England I write for. The trophy was won by Dylan Mingirulli from Fullerton, California. He's nineteen years old and the third generation of motorcycle builders in his family. His 1966 Shovel was "tight and right" mounted on an early Pan frame with a nice duo-glide front fork. He's what us on the ground are trying to recruit into the AMCA down the line.

A big thank you to Craig and his crew for making Dave and me feel right at home!



The Fort Sutter display with Rich Ostrander's '40 EL in the foreground and Dave Kafton's Cannball JD, "Ellie Mae" in the background. Part of the history display Rich made can be seen under the pop-up.



When Brittney Olsen, the AMCA's Youth Program Coordinator's JD racer wouldn't start Rich, backed up his EL to it and fired it off his back wheel to the delight of the crowd.



Rich on the famous Clem Johnson "Barn Job" Vincent powered dragster.



Dylan's '66 Shovel that won Rich's custom made trophy for "Best Traditional Modified Motorcycle" presented by *Greasy Kulture* magazine.



Fort Sutter Chapter
Antique Motorcycle Club of America
C/O 4520 Francis Court
Sacramento, CA 95822

YOUR HELP IS NEEDED!

Fort Sutter National Road Run

September 23–25, 2013

On Sunday, September 22 we need some help from approximately 3:00 to 9:00 p.m. at the hotel sign-in table. We may also need help with late arrival sign-ins from 7:00 to 9:00 a.m. on Monday the 23rd.

PLEASE CALL RICH OSTRANDER

916-452-9847 or 916-995-1934

or E-mail: drsprocket@softcom.net

Two or three people would be great to allow for breaks and support.

PLEASE CALL RICH AND LET HIM KNOW YOU CAN HELP BEFORE THE AUGUST 3RD MEETING!

