

FORT SUTTER NEWS

FORT SUTTER CHAPTER, AMCA

NOVEMBER-DECEMBER 2011

VOLUME 29, NUMBER 6

2010 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@sbcglobal.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

I'm here at Cal Expo for the new car show, showing our old motorcycles and writing my draft for the FSMC newsletter. We had eleven members displaying twenty-three motorcycles and twenty-one members working at the booth. There were more people looking at the bikes this year than last year because, we were moved upstairs, next to main entrance, in the same complex on the west end of Cal Expo, a much better area. I want to thank all the members that brought their motorcycles to show and the ones that worked at the booth watching the bikes and answering questions. With all your help this was a very successful event; we had a lot of good comments about our bikes

On Saturday, November 12, Jim Moore and I went to Ed Brook's auction in San Jose. The auction was at Brook's old Triumph shop. There were about 260 line items auctioned off. About eighty-one of these lots were miscellaneous items, signs, books, parts, tires, rims, etc. There were about five bicycles and sixty-one lots of engines, and various motorcycle parts. There were about 119 motorcycles auctioned off. Every lot and bike was sold. The highest bike sold was a 1941 Indian for \$41,000 and the highest British bike was a 1952 Vincent Rapide for \$36,000. The highest European bike was a 1974 Ducati 750 sport model for \$21,000. A 1924 Henderson four sold for \$37,000. A Triumph Hurricane X75 sold for \$16,000. There were about 250 bidders there plus the people bidding by computer or on the phone. After having been to Las Vegas auctions many times, it usually took three days to auction off 500 plus items. This auctioneer auctioned off about 260 items in about in only four hours. He started a 10:00a.m. and finished at 2:30p.m.—A very good job. Jim and I went there to buy a Triumph T140 Special parts bike and we came home with it. It was fun and a good auction.

Your President
Richard Hardmeyer

Our Next Meeting Will Be
SATURDAY, DECEMBER 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

October 1, 2011

The meeting, held at the Hof Brau was called to order promptly at 1:00p.m. by president, Rich Hardmeyer, there were fourteen members in attendance.

Minutes: Rich Kinney moved to dispense with the reading of the minutes of the August 6 meeting. Motion seconded by Jim Moore and passed. The minutes will stand as written.

Correspondence: President Hardmeyer read letters from AMCA Foundation treasurer, Wanda Winger thanking us for the \$500.00 donation our club made to the foundation and from AMCA Director of Chapters, Fred Davis thanking and complimenting us for putting on the Dixon National Meet.

Treasurer's Report: Marie Moore reported that we are holding steady at a total of 137 members. We spent \$323.19 on new folding tables and \$175.81 for a table cover. Our bank balance remains strong. While on the subject of table covers, Rich Ostrander moved to buy five more covers so we will have one for each of our new tables. The motion was seconded by Rich Kinney and passed. It was suggested that we take the old folding tables to the Dixon meet where we might be able to rent them to vendors or, better yet, sell them.

Old Business: Jim Moore said that so far he has twenty-three bikes lined up for the Cal Expo Auto Show and is looking for more. He also could use a few more volunteers to staff the Fort Sutter booth.

New Business: Rich Ostrander has the Pheasant Club reserved for our annual dinner, the date will be Saturday, February 18.

Jim Moore informed us that the AMCA's new Chief Judge will be Carl Olson.

Nominations for four director positions were opened. Outgoing directors are Tom Green, Rich Kinney, Marie Moore, and Mark Wiebens. Jim Moore, with his usual political aplomb, managed to nominate all four directors to replace themselves for another two years and got them to agree to it. The election will be held at the December 3 meeting.

Good of the order: Mark Wiebens announced that three Fort Sutter members will be entered in the 2012 Cannonball Run which this time will begin in New York and end in San Francisco. The three are Mark Wiebens, Leonard Miller, and Dave Kafton, all three will be riding Harley JDs.

Meeting adjourned at 2:06p.m.

TOM GREEN
Secretary

— CLASSIFIED ADS —

FOR SALE: 1937 Indian Sport Scout. Stock configuration. Featured in Jerry Hatfield's *Indian Motorcycles* book on pages 78-81. Correct red and silver paint and pinstripes. Two-needle Corbin speedometer. Fresh top overhaul, excellent condition. Ride, show or both. Owned and cared for by an old guy who needs to reduce his collection. AMCA members get first chance, then it will go to auction or Ebay. \$29,500
Jim Moore AMCA #14
530-622-6531 • jandmmoore@att.net

FOR SALE: 1967 Norton Atlas \$5,000, 1968 Triumph \$4,500, 1946 5T Triumph project \$3,000, 1972 Norton complete head combat transmission, Atlas parts, Triumph parts, Square Four parts (54-58) and more – Terry Coleman 916-727-2673

The following ad came from an e-mail sent to Rich Hardmeyer. Pictures of the bike, which looks to be in good condition, were included but it was too late to find space for them.

FOR SALE: My name is Floyd Neuhardt. I picked up one of your business cards at the car show yesterday in Sacramento. I was talking to the guys there and mentioned that my cousin, in Maui, has a 1949 Ariel Square Four motorcycle for sale. She is asking \$12,500.00 for it, and will pay shipping from Maui to San Diego. She rides it a couple times a week to work. I have more information I can send you if interested. I also have a log of all the repairs it has had. I have offered to pass the word around to try to help her sell it. If anyone is interested, I can give you her name and e-mail address and you can contact her. My cell # is 530-521-5391. My e-mail address is: cadzilla_53@sbcglobal.net. (Underscore before 53)

At seventy-four Ken Heuser decided he was finally old enough to race a Harley

Story by Joyce Heuser

Anyone who has followed the motorcycle racing antics of Ken Heuser, the Head Chicken from Chicken Ranch Racing Enterprises, has usually seen him on his trusty Triumphs. Yes, there was that time in the 80s, when he made a slight detour and campaigned the Italian Moto Morins at Sears Point, Daytona, and the Isle of Man. If you have followed his life's work/play far enough back, you might have seen him on other bikes a time or two. For over fifty years he has had a preference for the "Made in England" label. It didn't matter, be it road racing or on the dirt, he has always been known to campaign one of those "foreign bikes".

In September of this year Ken received a late evening phone call. The caller asked, "Do you have a ride for the Lodi Cycle Bowl's last race of the season?" Ken told him, "No. Why?" The caller said he had a bike that he would like Ken to race for him at the season's final. He said Ken would have to pay nothing; all he would have to do is show up and race their bike. The caller was offering him full sponsorship for the race. Ken says he must have been tired because he said, "Sure, why not." Sometimes there's no fool like an old fool.

To get a FULL sponsorship when you're seventy-four years old was not something that the old dude could pass up so it was all set up that night. Ken was to ride their bike at the Lodi quarter-mile final in October. Now, Ken has been sponsored to ride Triumphs for this outfit before and he was, as you might guess, quite pleased that they were asking him to race for them again but it was late and he wasn't paying much attention to which bike they were asking him to ride. It wasn't until a few days later when Jeff, the owner of the bike called to talk about the bike's preparation and set up. This is when realized what he had done. He had agreed to ride. . . .a Harley-Davidson! Ken thought about this new development, He had already agreed to race for them. Ken knew that Carter Fisher knew how to put a racing package together. As Ken learned more about the bike he realized that he knew the bike. This Harley-Davidson had beaten him a time of two. Here he was, nearly seventy-five years old and about to get

full sponsorship, not only on a Harley-Davidson but on THE HARLEY!

Ken had never told anyone that he had a very old wish; a wish that he never thought would come true. When he started racing motorcycles fifty years ago it was every young racer's dream to be sponsored by Harley. This time Ken just thanked God and said, "Better late than never."

Ken did not think much about the upcoming race. Jeff and Carter told him they would take care of everything, all he had to do was show up and go racing.

On Sunday, October 8 Ken was at the track early and ready to go. He had brought his own Triumph dirt tracker because he planned to race it in a different class but that morning decided it would be best to pass up racing the Triumph and give his full attention to the Harley. Besides he had raced the Triumph the night before getting a third in the TT main. Ken decided it might be better not to take on too much. Besides, I [Joyce, his wife] kept reminding him that he wasn't a youngster anymore. He hates it when I do that. So he just set his mind to sorting out the Harley.

This Harley was the 250cc factory Sprint that Mert Lawwill had raced in short track national championships in the 60s and its setup was quite different from what Ken was used to. The brake and the shift lever were both on the right side and quite close together. He later found out that if he was not careful when applying the rear brake when going into a turn he could, and did, hit the shift lever by mistake and click into a higher gear. When this happened he learned that it required some very demanding course corrections to stay on the track. He also had to keep the engine revved up all the time as the bike would not idle at all.

Ken has raced at Lodi for many years and knows the track well, Usually he doesn't go out for both practice sessions but he decided he'd better do both this time. He found the Sprint handled the turns better than anything he had raced there before. For the 250cc engine it had, it went quite well. Not bad for a bike that was better than forty-five years old. He discovered that about three

continued on next page

Ken Heuser continued

quarters of the way down the straightaway the engine would just go flat, the gearing wasn't right, she was geared too low. Jeff, the owner, said there was nothing they could do; they hadn't brought any other gearing. "Don't worry," Jeff said, "you can't over rev it." So Ken decided that he would just try to push her harder through the turns and live with it.

He finished the heat race in seventh place after missing the brake lever and finding neutral. This caused a little excitement before he got it back into gear. Everyone was holding their breath; some were praying. Ken is always doing that.

For some reason, in the main event, the organizers decided not to use the starting lights, which was just fine with Ken, he has always complained about those "new fangled lights." "Starting flags are the only way to start a motorcycle race," he's always telling everyone; now we know why. The green flag for the main fell, he was gone! Now, you've all heard about Dr. Jekyll and Mr. Hyde. Well, that night every one at the Lodi Cycle Bowl saw a similar transition.

On about the third lap he somehow got the idea he could win the race as he was still leading.

Just where he got that idea God only knows. The other seven bikes were all modern with more horsepower and much younger riders. As Ken went by you could see the newfound look of determination on this face.

One of the older guys watching exclaimed, "Now that's the Head Chicken I knew back in the 60s! Go for it! Show them kids how!" Well, that's just what the old Head Chicken did. He led every lap of the race. Everyone watching was holding their breath. It looked like the old man was going to do it. But the best laid plans of mice and men sometimes go astray. On the last lap, coming out of turn four, a lone rider on a modern 350cc Honda came by him and crossed the finish line a scant six inches ahead of Ken.

Jeff, the owner of the Harley was happy with the result. Carter Fisher was all smiles. He later told everyone who would listen, "Not bad at all for his first time on a Harley-Davidson." There was some talk of next year's Sacramento Mile. Someone from the Carter Fisher Racing Team asked Ken if he would consider racing a 750 Harley at Sacramento next year. Ken was heard to say, with a big smile on his face, "Sure, why not."

Stay tuned.

ATTENTION!!!

**Come join old friends, new friends, scofflaws,
malcontents, and fellow members for dinner, tall tales,
old stories, and past glories.**

Prizes, a good meal, and great company guaranteed!

Get up, get out, get going. See you there!

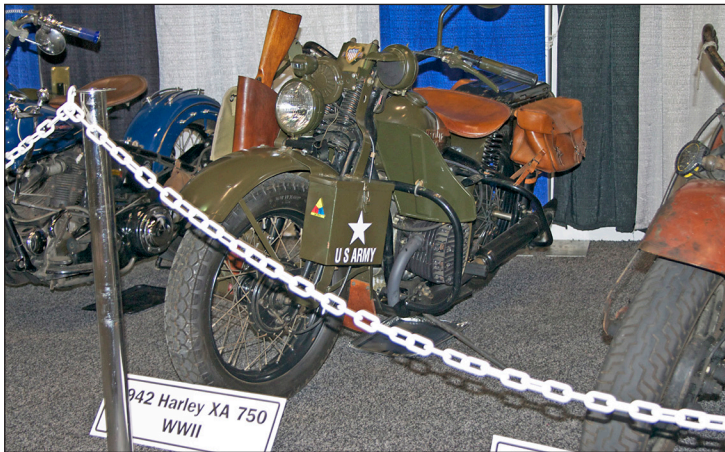
**Fort Sutter Chapter
Annual Dinner
Saturday, February 18, 2012
(sign up form is on the back page)**

The 2012 SAC**AUTO**SHOW at Cal Expo

Again this year our thanks go to Jim and Marie Moore for their organizational skills in arraigning our club's exhibit at the Sac Auto Show. Even though the promoters of the event relocated us and reduced our available space, we were able to but on a terrific and well received display of twenty-three bikes.

Showing bikes were: Dennis Gill (2 bikes), Rich Hardmeyer (4), Art Hardie (1), Ken Heuser (3), Rich Kinney (1), Jim Moore (2), Rich Ostrander (1), Bob Pratt (2), Ed Schenken (1), Jim Schenken (1), Mark Wiebens (3), and Greg Wood (2).

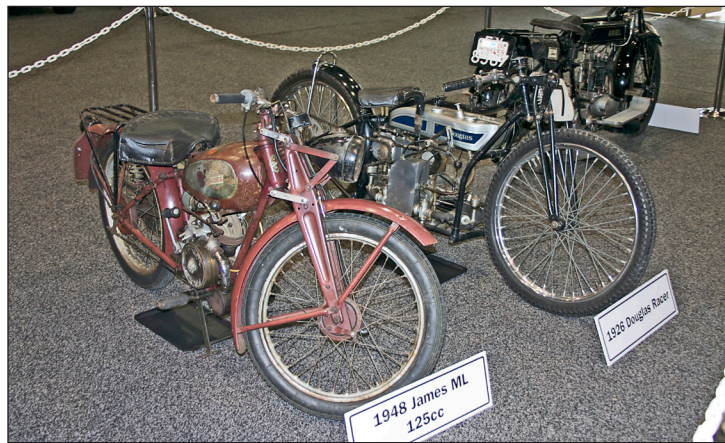
Staffing the Fort Sutter booth were: Jerry Bland, Bill Cruz, Tom Green, Rich and Barbara Hardmeyer, Ken and Joyce Heuser, Rich Kinney, Mark Lowen, Jim and Marie Moore, June Nugent, Rich Ostrander, Tom Pettibone, Bob and Shari Pratt, Ed Schenken, Jim Schenken, Mark Wiebens, and Greg Wood.



On Friday Dennis Gill's XA drew the most attention. Well, it was November 11—Veteran's Day.



From left to right: Ken Heuser's 350 BSA, Rich Hardmeyer's Gold Star, and Square Four.



Bob Pratt's '48 James ML and Rich Hardmeyer's '28 Douglas Speedway.



Most folks were trying to take picture of the bikes, this fellow was more interested in photographing the information sheet.



9:58a.m. opening day, although the space is a little cramped, we're ready for the public to arrive at 10:00. . . and we had a bunch.

Yerba Buena Chapter's 11th Annual San Francisco 49 Mile Ride

by Rich Ostrander

Kim and Pete Young had just nine old motorcycles in attendance for a small ride in 2000. Little did they expect that 2011 would find close to 300.

From Victor's '14 Harley (former cross country rider) to Shovelheads and various makes from all over the world in every style of trim from factory to custom. Old friends and new friends of every stripe and inclination gathered.

The sound, the color, and the mix of both in every two-wheeled wonder that passes by is a sight to behold. Monies were raised and donated to the Shriner's Hospital Burn Unit in Sacramento. Great looking T-shirts were purchased and a great bar-b-que was eaten at rides-end (also the starting point), the laid back San Francisco Boating Club, just a stone's throw from Giant's Stadium.

Many thanks to the Yerba Buena Chapter for picking up the sponsorship of this event some years back and to all the volunteers that make it happen every year.

If you haven't done it yet you should attend next year—it's a happening. Thanks to the whole Young clan for a job well done again.

For some great videos and still photos go to www.occhiolungo.wordpress.com



Rich, taking in the view from Twin Peaks, San Francisco's second highest mountain.

Yerba Buena's 2011 National Road Run

by Rich Ostrander

Well over 100 riders and family members gathered at the fabulous Flamingo Hotel in Santa Rosa for another three days of food, family, friends and fun. Did I forget to add three days of great roads all over the north coast?

The first day found us rolling out to the coast and then south for fifty miles of ocean views from Jenner to Stinson Beach. A great lunch served up by "Everyone Eats" then up to the top of Mt. Tamalpais for a great view of the Pacific and beyond. The backside, off the ridge, down past the reservoir to Petaluma is one of my favorite rides; steep, lots of switchbacks, and rain forest-like scenery—oh boy!

The second day found us headed up to Healdsburg via various back roads then on to the east side of Clear Lake where we circled back to a nice picnic area. Another great lunch served by "Everyone Eats" and then back to the barn after another 150-mile day.

For our last day we rode through the Pope Valley and the north end of Lake Berryessa and another picnic area for another great lunch by—you got it—"Everyone Eats". Our map said to return back to Santa

continued on next page



The parking lot at the Flamingo Hotel in Santa Rosa.



A few riders taking a break south of Jenner on the coast road. Great weather!

Yerba Buena's national ride continued

Rosa via downtown Napa. Many chose to take the Doctor's advice and ride over Oakdale Grade which is not for the faint of heart but a very exciting ending to three great days of riding.

The run concluded with a great banquet at the Flamingo with awards and tons of raffle prizes. It was swell seeing so many old friends I've ridden with for so many years. Lots of chapters were represented: Washington, Oregon, Canada, Arizona, and all over California.

A cool treat was the seven friends who rode in from back east, one from Pennsylvania, three from New Jersey, one from Indiana, and two from Florida. Dave Harris was on his '49 Panhead and Jim Howery from Indiana rode his trusty '37 UL.

If you think that old machine in your garage won't be up to the task, think again. It may be in better shape than its owner. Kick over that bucket and just ride it!

Great time had by all! Thanks, Yerba Buena!



"Long John" Crawford atop Mt. Tamalpais.



Jim Howery from Indiana logged 6,000 miles on his '37 UL this trip.



Fort Sutter's own Kelly Thompson in front of Clear Lake on her '47 knuckle.



Dave Harris and his brother, Larry (left) rode out from New Jersey logging some 7,000 miles on his '49 EL.



Rider magazine writer, Clement Salvadori converses with Rich and his '40 EL.



Seattle's Jerry Chin and Katy Stone on his sweet late 30s Chief with the Pacific as a backdrop.

Reservation Form

Fort Sutter Chapter Dinner
Saturday, February 18th

The Pheasant Club
2525 Jefferson Blvd., West Sacramento

☆ Guests Are Welcome ☆

Cocktails 6:30 p.m.
Dinner 7:30 p.m.

We Have Three Choices:

Oven Fried Chicken
Garlic Steak Sandwich ✧ Filet of Salmon

Name _____ No. of People _____

Please indicate your choice(s) below:

_____ Oven Fried Chicken with Ravioli @ \$24.00
_____ Garlic Steak Sandwich with Ravioli @ \$24.00
_____ Filet of Salmon with Baked Potato @ \$27.00

Total Enclosed \$ _____

MAKE CHECK PAYABLE TO: FORT SUTTER CHAPTER, AMCA
R.S.V.P. No Later Than February 8th!

Please cut or copy and mail to:

Rich Ostrander
2266 Markham Way
Sacramento, CA 95818
(916) 452-9847

Lots of Raffle Prizes

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

