

FORT SUTTER NEWS

FORT SUTTER CHAPTER, AMCA

NOVEMBER–DECEMBER, 2012

VOLUME 30, NUMBER 6

2012 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

Last Saturday Barbara and I road the all British ride in the Bay Area. Although the turnout was not as big as it was last year, they still had a big showing with 153 riders. We all met at Novato. We left about 10:00 a.m. and headed West to Marshall then to Tomales where we all stopped to get some refreshments and talk to people we haven't seen for a long time. We stayed and visited for about half an hour then headed out to Valley Ford and Occidental then over the mountain to Bodega Bay, where we had our gas stop. Then we headed back to Valley Ford and Boomfield and then on to The Cheese Factory for the big barbecue. It was a fun ride and the food was very good. The BSA club did an excellent job putting on this event.

Once again our thanks and congratulations go out to Jim and Marie Moore for organizing and, with the help of Rich Ostrander, laying out our exhibit at the Sacramento Auto Show. Having the whole room to ourselves this year allowed us to put on the best display we've ever had.

Barbara and I will be having our open house party this year—we do it every other year now. It will be on Sunday, December 2. See attached flyer. *If you are planning to come, please call Barbara 209-748-5126.* It's a pot luck, but she is also making food and needs to know what you are bringing. *If you want to bring a motorcycle to show, please call me and let me know.* I am keeping track of the amount bikes and cars to make sure I have enough room.

Meanwhile, best wishes to you and your family for a very happy Thanksgiving Holiday.

Your President,
Richard Hardmeyer

Our Next Meeting Will Be
SATURDAY, DECEMBER 1

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 4, 2012

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

Minutes: A motion was made and seconded (by Somebody and Somebody) to dispense with the reading of the minutes of the August 7 meeting. Motion passed, the minutes will stand as written which means that, so far this season, the club secretary is batting 4 for 4 or—the more like possibility—nobody is reading the minutes anyway.

Treasurer's Report: Marie Moore reported that we now have 132 total members which includes the associate and three honorary members. The bank balance is still healthy.

Old Business: Jim Moore reported that for the Sacramento Auto Show we will be in the same building as last year but on the ground floor. This year we will have the whole building to ourselves. So far we have thirty bikes signed up to be put on display but, as we have plenty of room, we could use more. We also need a few more workers to staff the booth.

Rich Hardmeyer said that the A&S BMW show was the biggest yet and felt we missed the boat by not having a larger club representation. Next year Rich wants to be sure we take our club tent and booth and set up a full blown display, the only problem might be having to work around our 2013 National Road Run which will be held in September, the usual date for the A&S show. Rich also took home the trophy for “Best Triumph” with his 1937 model.

The club picnic turned out well. The new location at Micke Grove was fine but we may decide to go back to Rancho Seco as it is closer to the food supplier—Barbara Hardmeyer. However, we might decide not to have a picnic at all next year as we have Dixon in June and the National Road Run in September. One possibility might be to have the picnic in August and combine it with the regular August meeting. We will kick it around at either the February or April meeting to decide if we want to pick a different date or just put it off entirely.

New Business: Nominations for director were opened. Outgoing will be Rich Hardmeyer, Dave Kafton, and Rich Ostrander. Marie Moore nominated Rich Ostrander, Rich Hardmeyer then countered by nominating Dave Kafton and Rich Ostrander. The election will be held at the December meeting. The nominations are *not* closed, more nominations can be accepted at the December meeting prior to the actual voting.

Eldon Parker called Ken Heuser at Ken's care home to see how his rehabilitation was progressing. During the conversation Ken said that he would love to have a computer he could use, enabling him to respond to all the people that have been sending e-mails to his home. After discussing various possibilities, Tom Pettibone came to the rescue when (after a quick trip to his truck) he produced an lap top which he said he would be happy to loan Ken. Tom will deliver it to Ken—problem solved.

Rich Hardmeyer announced that he and Barbara will be holding their biennial Christmas party this year. The date will be Sunday, December 2, starting at noon.

Meeting adjourned at 2:15 p.m.

TOM GREEN
Secretary

Welcome to our newest member Gaylene Tompkins

Gaylene joined right after the Sacramento Auto Show
where she was kind enough to provide a JAP-Rotrax,
a 1959 Triumph custom and, the hit of the show,
the Indian MM5-A Mini Bike.

Rich and Barbara Hardmeyer

Invite you to their biennial

Christmas Open House

and

Potluck

Sunday, December 2, 2012



Festivities Begin at Noon

—Rain or Shine—

*Bring Your Favorite
Dish or Libation*

Please R.S.V.P. (209) 748-5126

11701 Clay Station Road, Herald, CA 95638

From Sacramento: South on 99 to Twin Cities Road.

Then East on Twin Cities for 9.2 miles,

Right (South) on Clay Station to the house on the hill.



**Weather Permitting,
Bring and Show your Bike!**

The CHP Servi-Cycle—Our Project Bike

Jim Moore was asked by the CHP Retirement Group if our chapter would be interested in seeing if a H-D Servi-cycle they had out at the Academy could be made to run for a retirement ceremony they had planned for this past September. Jim asked for volunteers and I forgot my hand was up to ask a question.

Jim and I checked out the trike and found it to be a 1960 model with a new motor and transmission plus a cosmetic restoration—looks good from 10ft. The machine was never meant to be run. It was missing its red lights up front so I found a pair in its rear box, restored them (replated by AAA), and installed same. Jim took the carb off and member, Dennis Thompson went through it. Dennis also furnished a lens for one of the front parking lights that was damaged. Vice President, Dave Kafton helped with some small parts too. Of great help was one of our younger members, Eric Olson. On his last visit to work

on the trike he was able to hear it run before returning to college. Jim and I then adjusted the clutch and it moved under its own power. We then had to pull the rear box off and pull the rear brake drums with a heavy duty puller because they are keyed and on a long taper (thanks Dave). We then replaced the master cylinder and both wheel cylinders. We also did some major wiring corrections, added a fuel filter, lubed it, adjusted “bowstring tight” chains, the front brake, and the valves.

It took us about eight days total, spread out over two months in a hot shed to finish the task. Jim fired it up and rode it over to the museum for the ceremony. It turned out to be way more than we bargained for but it will be utilized by the Highway Patrol for all types of events and it's one more old motorcycle saved and put back into service.

Rich Ostrander



1960 HARLEY DAVIDSON SERVI-CAR

This vehicle was used as a support vehicle, rather than for enforcement, and would often be hitched onto the back of a patrol car when taken for service so the staff could ride it back to the office. Restoration assistance was provided by James Moore, I.D. 3635, and Richard Ostrander from the Fort Sutter Chapter of the Antique Motorcycle Club of America.

This sign will be used when the Servi-Cycle is put on display in the California Highway Patrol museum.



Cannoball Escorts

words and pictures by Rich Ostrander

Two days before our Chapter was going to take part in the escorting of the sixty-five participants of the 2012 version of the Cannonball Run across the Golden Gate Bridge, Mark Loewen and I headed west towards Petaluma on twisty backroads. We ended up at Micheal's H-D in Cotati watching the arrival of the riders after they rode down from Fortuna. It was great to see fellow members Dave Kafton and Mark Wiebens come rolling in after 4,00 miles astride their J models. We rode out to their hotel later and watched as NASCAR type pits came alive to service and repair the motorcycles before the push to the finish line the next day at Dudley Perkins H-D in South San Francisco.

Mark and I were the first bikes at the Fort Baker meeting place the next morning and it was great to see all the riders come rolling up to the edge of the bay with the bridge towers shining orange through the shroud of fog.

The ride south was escorted by members of the San Francisco Motorcycle club, AMCA Chapters Yerba Buena and Fort Sutter, plus various local law enforcement agencies. It was a great reception at Dudley's. You could see the relief on most the riders faces. A job well done by all. Hard to believe a very well prepared 1913 single speed Excelsior twin won it for the second time against more modern machinery.

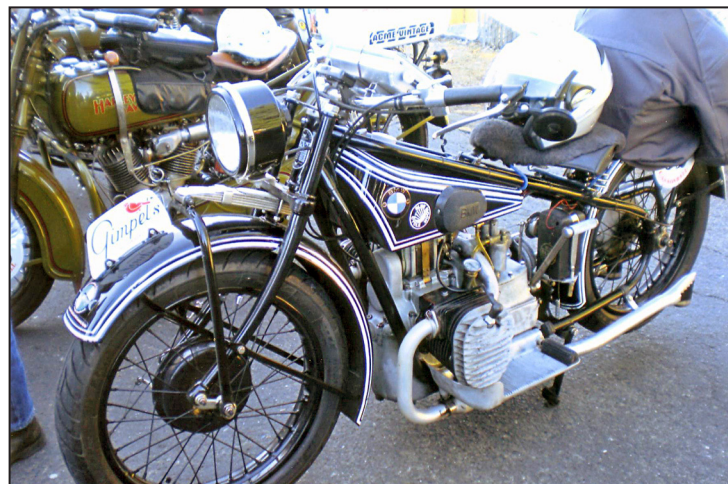
Dave Kafton finished 9th and was the leading Harley rider in his class while Mark Wiebens, thanks to mechanical problems, ended up 35th. Nineteen riders had perfect scores which is a pretty fair success rate for machines more than eighty years old across 4,000 miles of cold, hot, wet, dry, straight, twisty, and up and down country roads. A hardy "congrats" are in order.



Dvae Kafton's 1927 JD "Ellie, Mae" finished 9th overall.



Brad Wilmarth took first place for the 2nd time with his 1913 Ecelsior.



My friend, Joe Gimple's 1928 BMW all the way from Florida.



A pair of BSAs. A 1926 and a 1927 finished in 34th and 40th place.

THE 2012 SAC**AUTO**SHOW-BEST YET!

Thanks once again to the efforts of Jim and Marie Moore, this year's display at the Sacramento Auto Show turned out to be our best yet! For the first time we had a whole room to ourselves and with all that extra space Jim and Rich Ostrander were able to lay out the thirty-three bikes with plenty of space in between which made it possible for the viewing public to take good, uncluttered photos.

Without question the most popular, most commented on, and most photographed bike of the show was Gaylene Tompkins' 50cc Indian mini bike. It was also interesting to see how the age of our audience is changing. In years past, we were hearing comments such as, "My Dad had a Harley just like that one," or "I used to have a Triumph when I was a kid." This year more people were showing interest in John Markley's two YDS3 Yamahas than they were in the Ariels, Triumphs and Harleys. Obviously, we're beginning to reach an audience that grew up with the two strokes (especially the Japanese ones) of the 60s and 70s. People were also taking great interest in Mark Wiebens' and Dave Kafton's Cannonball bikes and it was gratifying to see that the information sheets placed by each machine were actually being read. One fellow was even taking pictures of them so he could read them at home at his leisure.

The bottom line is: The public likes us, the Auto Show folks like us, and it looks like we'll be able to have the same room all to ourselves again next year.

Continued on next page.



Gaylene Tompkins wasn't sure she was going to bring the "little Indian" but it was good she did as it seemed to draw more attention than any other bike in the show.



Dennis Gill put together a very well done display explaining Harley-Davidson, the XA, and the role Armando Magri played in building the "civilianized" version.



Armando's "civilianized" XA now owned by Dennis Gill.



Engine by Joe Sarkees. Built, painted, and striped by Whitie and Danny Tompkins.



Ed Bailey's 1965 H-D Servi-Car



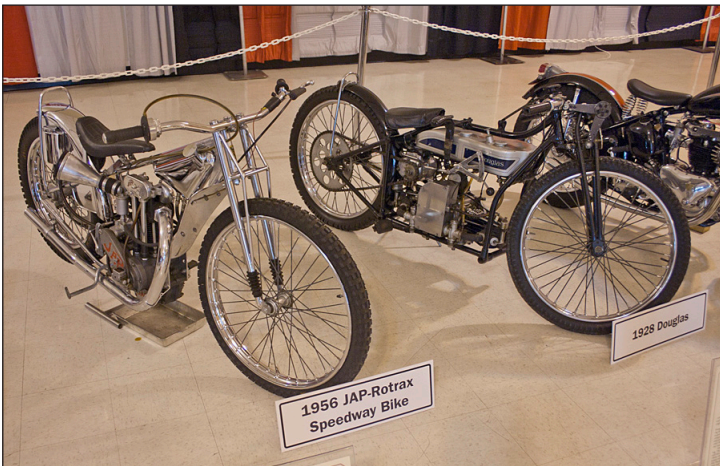
**SACRAMENTO
BEST YET
AUTO SHOW**



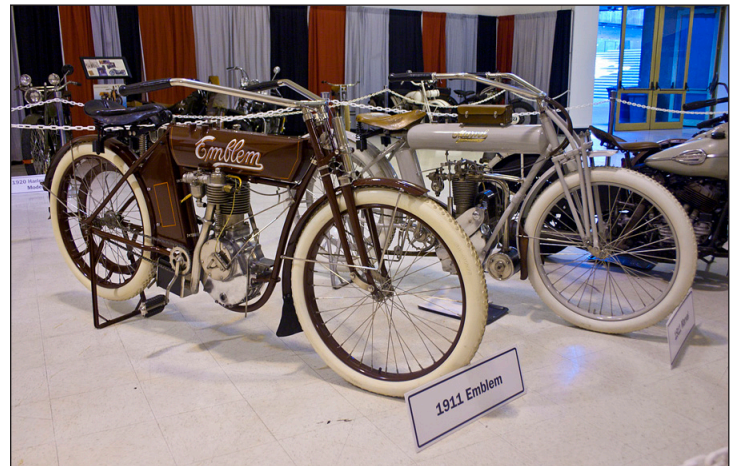
A couple of Army Vets reading the information about Dennis Gill's XA



The Friday A.M. shift: Ed Schenken, Rich Ostrander, and Kari Schenken



Galyene Tompkins' JAP Rotrax and Rich Hardmeyer's Douglas speedway.



The two oldest there were Wes Allen's 1911 Emblem and 1911 Marvel.

THANKS TO THE FOLLOWING MEMBERS

Showing bikes were: Wes Allen (2 bikes), Ed Bailey (1), Dennis Gill (3), Rich Hardmeyer (4), Dave Kafton (2), Rich Kinney (1), Martin Lund (1), Tom Lund (1), John Markley (2), Jim Moore (2), Tom Pettibone (1), Bob Pratt (3), Ed Schenken (1), Jim Schenken (1), Gaylene Tompkins (3), Steve Tompkins (1), Mark Wiebens (2), and Greg Wood (2).

Staffing the Fort Sutter booth were: Ed Bailey, Bill Cruz, Red Cadwell, Dennis Gill, Tom Green, Rich and Barbara Hardmeyer, Rich Kinney, Jim and Marie Moore, Rich Ostrander, Tom Pettibone, Bob and Shari Pratt, Ed Schenkin, Kari Schenken, Marl Wiebens, and Greg Wood.

Maggie Valley

National Road Run

a report by Rich Ostrander

Last Friday I flew back to Philadelphia to meet up with Long John Crawford who flew in from B.C. where we were picked up by our riding buddy from New Jersey Dave Harris. His brother Larry loaned John a '78 BMW and Dave loaned me his trusty '46 FL bob job. The next day we trailered them down to Maggie Valley, North Carolina. The home of Dale and Matt Walksler's *Wheels Through Time Museum* and the headquarters of the last National Road Run for 2012. The doors were open to all 150 riders the five days we were there. I had not been there for ten years which was just after he had opened. Every display is so well done and he has acquired a lot more machines and memorabilia since then.

It was good to see Matt and Dale again. The first day we got a late start because of an early rain so we hung out in back in the restoration shop and watched Matt, Rocky Halter, Rich Watson, and a host of other members get "Leaping Leana" up and running after a long period of rest. "Leana" is a "rat VL" with wheels who's hubs have been welded 4" off of center. Watching Rich and Rocky fly up and down in her saddle was worth the flight back east.

Dave, John, and I logged close to 700 hundred miles in three days on some of the smoothest, of varied topography, and scenic roads you just can't ride anywhere else. We rode the famous Dragons Tail in both directions—one in the rain. The Foothills Parkway, the Great Smokey National Park road along the river, a huge section of the Blue Ridge Parkway up to Mt. Mitchell, Bald River Falls road, and the fabulous Cherochala Parkway (we saw less than a half dozen cars the whole length).

There were a few other west coasties there besides John and me. Uncle Lenny Miller and Ricky Najera drove back and brought their machines. The only drawback was that we all had to stay at different hotels because there wasn't a hotel big enough to house us all in one spot.

Three people put on the lion's share of the ride. Serving four meals under a huge tent next to the museum made for interesting cuisine. We had sandwiches four different ways including the banquet. The roads made up for it though. We received great looking shirts, a beautiful medallion for our motorcycles, and a nice pin.

The three of us enjoyed every mile we rode and watching and listening to Raymond Fairchild play live bluegrass on his banjo with his band at his little theater was the cherry on top.



A pair of '36s. A UL and EL.



Dave Harris with his former dirt track racing 1940 Indian Scout.



My loaner. It pulled like a horse!



A recreation of a 50s Harley-Davidson shop.

DON'T PUT IT OFF!
MAKE YOUR RESERVATION
FOR THE ANNUAL DINNER
— SEE THE BACK PAGE —

Yerba Buena's Annual 49 Mile Ride

a report by Rich Ostrander

Ol' Blue awakened with a roar, hand lever slid into the 1st gear slot, toe to go, and we're off again at six dark thirty to roll west out of the valley on 80 to S.F. for the annual 49 mile ride.

This event is one of the last gasps of two wheeled activity in NorCal before the cold wind blows in winter. As always it was a mix of fine ridden restorations, originals, and one off customs, trackers, cafes, and what have you. The marques present were from France, England, Italy, Spain, Denmark (3 Nimbus, one with sidecar), Russia, Japan, Germany, and US. I spied Lambretta's, Vespa's, Ducati's, Moto Guzzi's, Aermacchis, Italjet's, Motobi's, Urals, Matchless, Vincents, Triumphs, BSAs, Royal Enfields, Velocettes, Susukis, Yamahas, Kawaskis, Hondas, Indians, Harleys, and something I probably missed.

They (the Young's) mixed up the start this year by running the first leg down through the middle of Chinatown instead of around the Embarcadero. Then it was down to Fort Point for the first stop under the Golden Gate Bridge. After that it's down along the beach, around the lake, through Golden Gate park, and up to Twin Peaks (what a great view of the city) for the last stop before the return to the boat club and lunch.

Vince Spadaro had lunch and the club buttoned up as usual and the Young's could be seen in the parking lot distributing the run shirts (always a collectable). They also handle the awards portion with a flair and take contributions for the NorCal Shriners' Burn Center in Sacramento. As it's always so close to Halloween there's a few in costume strolling the parking lot. I especially liked the family that came as Popeye, Olive Oil, and Sweet Pea. They nailed it

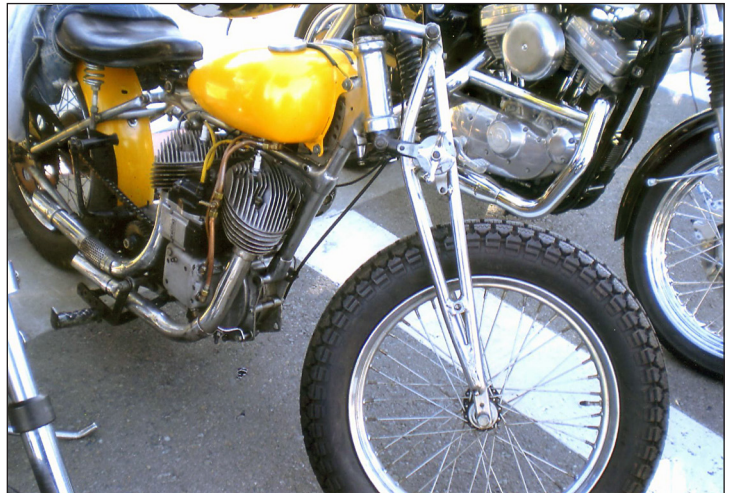
It's always stated before hand that it's a ride and not a race. With 300 motorcycles that sound like a hive of angry bees moving at speed it sure sounds and looks like one. Everyone had a smile on their faces enjoying this rolling mobile museum of such varied motorcycle production. Teens to seventies covering a vast array of types and configurations. As usual I returned via the 580, the 24 (thru the tunnel), Walnut Creek and over the hill to Antioch, and up the river to Sacramento. Usually I stop at Al the Wops in

Locke to wash down the dust. Really—the dust.

The ride usually draws a few out-of-staters (Jim Abbott, Arizona, Long Distance award) and a few token riders from SoCal and farther up north. If you missed this year's ride there's always next year.



Headquarters: The Bayview Boat Club on the water next door to Giant's Stadium.



A "real deal" Indian X-flattracker spotted in the parking lot.



There were two of these sweet Ducatis in attendance.

Reservation Form

Fort Sutter Chapter Dinner
Saturday, February 16th

The Pheasant Club
2525 Jefferson Blvd., West Sacramento

☆ **Guests Are Welcome** ☆

No Host 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 @ \$25.00

_____ Garlic Steak Sandwich with Ravioli @ \$25.00

_____ Filet of Salmon with Baked Potato @ \$28.00

Total Enclosed \$ _____

Make Check Payable to: Fort Sutter Chapter, AMCA
R.S.V.P. No Later Than February 11th!

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

