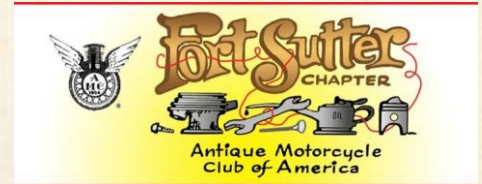




**Antique Motorcycle
Club of America**

Fort Sutter Newsletter



October 2021 Vol 40, Number 5

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President's Comments

Hello Fort Sutter,

It was nice to see another good turn out for our last meeting. It is starting to feel like we are getting back to normal.

I hope to see even more of you at the next meeting scheduled for December 4, 2021. It will be our first attempt to have a meeting at Sam's Hof Brau again.

It will also be our election meeting. We will be discussing our up coming meet at Dixon and Sept 2022 road run. We always need help to make these events a success, so if you can help with one or both events let us know.

It's great riding weather. There is club ride coming up, I hope you all can make it. Rich Ostrander will be leading the way for what I'm sure will be a delightful day.

Hope to see you all soon.

Get out and ride!

Mark Loewen
 President

**The next Fort Sutter meeting will be held on
 Saturday December 4, 2021, 1:00 pm sharp.
 Sam's Hof Brau located at 2500 Watt Ave.
 Come early and bring your lunch to the
 banquet room at rear of the restaurant**

Fort Sutter Meeting Agenda October 2, 2021

The October 2nd, 2021, meeting was called to order at 1:03 pm by President, Mark Loewen. The meeting was held at Mark Loewen's business. Karie Schenken reports that there are currently 73 primary, 20 associates and 11 honorary members. It was good to see Daniel Henry (Bob Henry's Dad) and Greg Kolle at the meeting. We encourage all members to join the Fort Sutter meetings every other month.

- **Treasury Report: Julie Loewen reports the Treasury has \$24,044.15**
- **Minutes:** A motion to approve the minutes as written for the August 2021 meeting was made by Rich Ostrander and seconded by Eric Olson. The motion was unanimously approved.

Old Business:

- **Fort Sutter Chapter Judge:** Bob Henry announced at the meeting he would like train for the Fort Sutter Deputy Judge. Bob will work with Eric Olson who is moving sometime next year. A big Thank You goes out to Bob Henry for his commitment to the position of Fort Sutter Deputy Judge.
- **Fort Sutter Dixon 2022 National Meet:** Mark Loewen talked about having the Cossacks Motorcycle Drill Team to perform on Saturday at Dixon if a space large enough is available to accommodate.
- **Motorcycle Cannonball Run:** Update from Mark Wiebens. Vince Martinico, a long time Fort Sutter member earned 1st placed in Class 6 on his 1921 Henderson. Dennis Peterson on a 1929 Harley-Davidson JD was unable to finish. Yerba Buena riders included Victor Boocock 4th Place in Class two on a 1914 HD twin. And Doug Feinsod class six on a 1928 Indian 4 cylinder.
- **Sacramento Mile update:** The Sacramento Mile was held on September 11-12, 2021, at the Cal Expo track. Ed Schenken stated it was shown on TV and he enjoyed watching it this year.

New Business:

- **Fort Sutter October Ride:** Since Tracy Stahlman, Fort Sutter ride coordinator is unavailable Rich Ostrander announced he will be leading a ride in October. Date and details to follow. As a reminder Tracy stated in November & December the Christmas Toy Run dates will be made available. If you haven't been on one yet make this year your time to join along on the ride(s).
- **Nominations for 2022-2024 Directors.** There are four open Board of Director positions: Mark Wiebens, John Markley, Julie Loewen and Stan Randall. At the meeting Mark Wiebens removed himself as a candidate for the upcoming election in December. John Markley, Julie Loewen and Stan Randall would like to run again. Bob Henry was nominated by Rich Ostrander and Mark Wiebens. Tracy Stahlman was nominated by Jim Schenken. Voting will take place by Fort Sutter members who attend the December 4, 2021, meeting.
- Meeting adjourned at 1:44 pm

An Appreciation of a Life Well Lived

James "Jim" Lattin

By Rich Ostrander

Number's, start and finish, do not add anything to the telling of the well lived days in between. Late "30's Jim started drag racing his "32 Ford Coupe (his daily driver) in high school, graduated to the SoCal dry lakes, Bonneville salt flats, stock cars, sprint cars and more.

He dealt in real estate, construction and owned a prosperous plating shop. Through his successful business's he acquired enough early competition motorcycles, dry lake and salt flat, Indy and early drag race cars to fill a fairly good size racing museum.

He was a long time AMCA member, a longer time member of the L.A. Roadster club and a member of the SoCal Timing Association of which he had served as President as did his son, Bill.

His fabulous vintage "Red Head" early streamliner with himself or Bill aboard hold many salt flat class records running different motors. It was seen in several frames of the movie, "The World's Fastest Indian", telling the story of Burt Monroe.

I personally will always owe Jim and Bill for helping our Fort Sutter Chapter out with the featured bikes for our first National meets in 2001, 2002 and 2003. We celebrated Indians first 100 years in '01 and they brought up a killer original Indian board tracker. In '02 we honored pre-sixteen motorcycles and Jim brought his "as ran" 1914 Cyclone, Don John's dirt tracker. The same bike that John's raced at the Sacramento track in 1915 with Joe Petrali (ten years old) hanging on the fence. The rest is history. Bill also brought his ultra-rare Cyclone street model assembled from original parts. In '03 they were back with an exact replica of Joe Petrali's 1937 world record setting beach racing Knucklehead stream liner. It contained some original parts acquired from Stan Dishong who raced the original bike after Joe for Buzz Schuller in the early '50's. I invited quite a few of Joe's Sacramento relatives to attend our meet banquet. It was Harley Davidson's 100th year.

As a side note, I remember when Jim acquired the Don John's Cyclone at Dick Mann's Vintage Days Extravaganza at Sandhill Ranch near Brentwood in the early '90's, the first time it had seen the sun in decades. It still had a pair of nylon's wrapped around the bottom of its cylinders to help contain the oil spray coming out of its open ports.

continued next page

Appreciation of a Life Well Lived

James “Jim” Lattin

By Rich Ostrander

Continued

Jim also possessed Paul Bigsby’ (of Crocker and Whammy bar fame), original Indian 101 Scout with a Crocker OHV conversion and JD transmission. A few years ago, it was acquired from Jim by the American Picker’s Mike Wolfe and brought back to life by Matt Walksler.

Jim was soft spoken and always dodging kudos sent in his direction. He wasn’t one to blow his own horn and never suffered fools lightly. What I remember most was his sense of humor and the fishing for and hooking of gullible “expert” snobs. You know the type. A couple of examples would be the rear mounted Henderson prop driven multiple passenger bicycle with a different part of the controls at each handlebar. If you were a true gearhead, you soon figured out there was no way it could be ridden. He brought it out to the Quail show with a sepia tone made up photograph of it in front of an old country store. I imagined Jim and Bill up in their room with a pair of binoculars eyeballing the “experts” marveling at this wondersome early two wheeled piece of history and laughing out loud.

For the Pebble Beach show he restored an early Reading Standard into a self created forecar beer wagon for dispensing beer around the “wine snobs’ of the prestigious event. I can still see the sparkle in his eye and the ear-to-ear grin on his face when he related it to me.

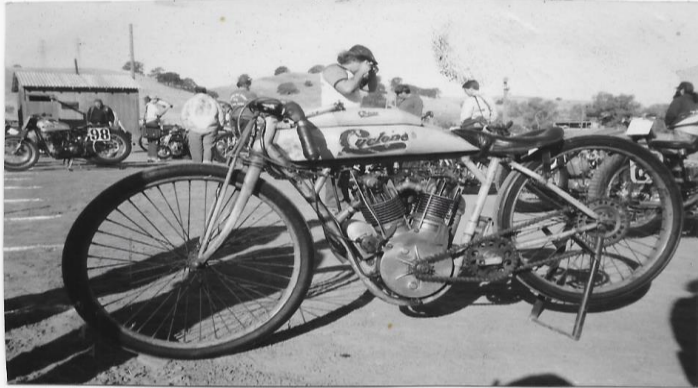
He passed almost a year to the day that his good friend George Hood did. Jim and Craig Taylor saw to George's care and keeping his last couple of years of life. Jim honored George’s request of wanting to visit the SoCal dry lakes during race season, something he had never done. Jim put George’s ashes in a sealed JD gas tank and took him out for a ride at last year’s dry lakes meet. I’m sure George loved it.

Jim’s three children and several grandchildren along with many, many, friends will miss his mischievous and soft-spoken presence.

Speed On Jim

Pictures on next page

Appreciation of a Life Well Lived
James "Jim" Lattin
By Rich Ostrander



Sandhill Ranch
note: nylons are
wrapped around
base of cylinders



Dixon 2002,
Jim and Bill's
Cyclones



Dixon 2003,
Joe Petrali's great
grand nephew
aboard Jim's replica
of Joe's streamliner

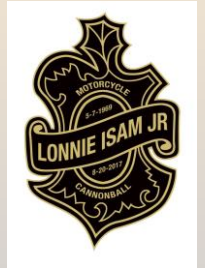


The Motorcycle Cannonball History

The Motorcycle Cannonball is the most difficult antique endurance run in the world. That is an undisputed fact. And as proud as we are to say that it must also be said that when the first run was being mapped out in 2009, that wasn't part of the grand scheme of things. When Cannonball founding father, Lonnie Isam, Jr., first started daydreaming about cruising America's back roads with his antique riding friends, there was no way he could have possibly imagined what his musings would eventually become. All Lonnie wanted to do was to see the scenic Americana landscape one mile at a time from the saddle of ancient iron with his riding buddies. His main objective was to motivate antique owners to break the stigma of sequestering collectible old relics to museums and the life of oversized dust catchers and to let the old machines spend their geriatric years living as they were intended: on the road. He felt the ancient motorcycles deserved to be tended and ridden. Our forefathers took a great deal of time and ingenuity to build these great machines and they should be respected for their abilities. He wanted to pay homage to the long-distance pioneer, Erwin "Cannonball" Baker, and other historical figures that literally paved the way across the country in the early 1900s. His logic was that if the motorcycle greats could make those miles on the early machines, many with no roads whatsoever, certainly modern riders could do the same.

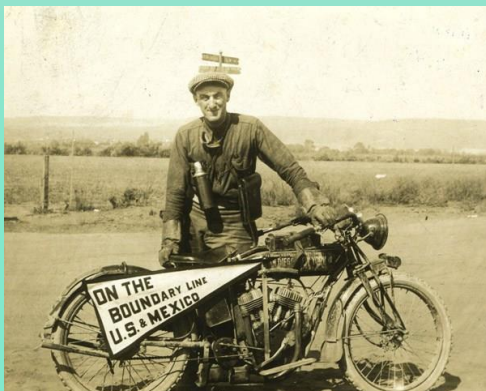


Lonnie Isam Jr.



In order to truly understand the spirit of the Motorcycle Cannonball, you must first know the man who initially struck the spark of interest in the antique motorcycle wildfire that has burned its way around the world. When Lonnie sent out calls to antique riding friends to join him for a run to traverse the nation on their ancient machinery back in 2010, he'd planned to do so from the springy seat of his personal 1916 Harley-Davidson right along-side the 45 riders who had signed up for the first-ever Motorcycle Cannonball Run. Applicants for the endurance run could ride any marque of their choosing, but machines had to be 1916 or older. The excitement of the coast-to-coast ride captured the imagination of motorcyclists everywhere as the group prepared for their fall departure. Lonnie and his crew laid out the course, booked events, arranged hotels and made ready while he watched his bank account dwindle. The event was never designed to make money; it was just a grand plan to get geriatric bikes back to their glory days of life in the wind. Lonnie loved old motorcycles and felt it was shameful that machines were tucked away in stodgy old museums instead of chugging along the countryside.

Read the full story on the website.



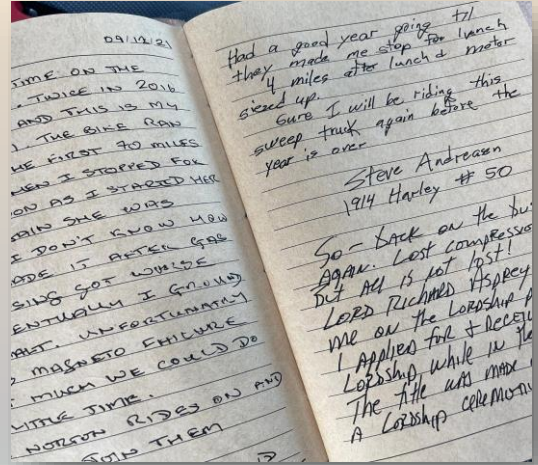
Erwin "Cannonball" Baker long distance pioneer



(excerpt from the Cannonball website)
www.motorcyclecannonball.com/about/



2021
Pictures





2021 Motorcycle Cannonball Champion
 Dave Currier (class one)
 1911 Harley Davidson



AMCA Fort Sutter
 Member Vince
 Martinico
 2010
 2nd Place Winner
 Class One
 big Pope Single

2021
 Vince
 Wins 1st Place
 Class Six
 Event score 3389
 1917 Henderson Four



AMCA Fort Sutter
 2021
 #112 Dennis Peterson
 Class Six
 1929 Harley Davidson JD
 Unable to finish

AMCA Yerba Buena
 2021
 #56 Victor Boocock
 4th Place
 Class Two
 1914 Harley-Davidson 10E



AMCA Yerba Buena
 2021
 #18 Doug Feinsod
 Class Six
 1928 Indian 401

Smoking Hot Speedway in Sacramento

Contributed by Kimberly Reed Edwards

Sacramento became a speedway magnet in 1932 when Harley dealer Frank J. Murray sponsored races at the Sacramento Jr. College stadium. Speedway was new to this area, but Murray had already heard of its success in Europe. He also knew that speedway had been tried in San Francisco. Anxious to kick-start the craze in Sacramento, Murray teamed with long-time buddy Wayne “Sprouts” Elder of Fresno.

The two men knew each other from a decade earlier when Elder shined in endurance runs to Reno and Tahoe sponsored by Murray. Having been named first [American Speedway champ](#) the 1924, Elder longed to replicate the fervor he found in Australia and England where he slayed the great tracks of [Sydney, Brisbane, Adelaide](#) and [Perth](#). He scored titles in South America. In England, Elder commanded fees galore to perform in front of thousands.

With Elder igniting the flame, Murray devised a “maiden” speedway extravaganza. He bought ads for an event of twenty races at the local junior college stadium. So successful was the evening that it led to a weekly Friday night program, transforming the stadium into the Sacramento Motorcycle Speedways. Elder himself became the star attraction. In front of 65,588 cheering onlookers, the entertainer zoomed and vroomed, proving why some called him “the greatest showman of all times.” Sharing the track: Cordy Milne, Wilbur “Lammy” Lamoreaux, Earl Ferrand, international stuntman Putt Mossman, and champion of flat track races “Mindy” Waln of Syracuse, New York.

Racer Armando Magri described the thrill: “...racers go around a very short track, broad sliding almost the entire time...they have no clutch...the strength of a good pusher at the starting line can be important...” Speedway was smoking hot, and so was Sacramento.

How Murray Built Speedway

Throughout the seasons, Murray heaped on the racing talent, accelerating ticket sales offered at his Harley dealership, Al Lauer’s Indian agency, Matt Rainey’s K Street cigar shop, Paulson’s pipe shop on 7th, and Bowen Hardware in Oak Park. Speedway shot to the top of the list of after-dinner social destinations. J.B. Bing Maloney, superintendent of the recreation department who would have a golf course named after him, once announced a gate total of more than \$25,000. This meant the city’s take came to more than \$5,000. Attendance peaked on June 21, 1935, when 8,700 spectators came through the gate. Magri observed, “Even the Sacramento Solons baseball team knew better than to schedule their games on a Friday night.”

Murray’s ability to draw crowds earned him the sway to attract top names. Bo Lisman, Jack Milne, and Peewee McCullum all signed on to jam and slam. In time came Leonard Andrus, Cliff Self, Jack Cottrell, Dick Wulzen, Al Chasteen, Ray “Sic Em” Tauser, Ed Koch, Bert Lewis, Manuel Trujillo, Pete Coleman and Sam Arena. Riders insisted that the track was the best on the circuit. “Lammy,” told a reporter that the track ranked number One. A Sacramento favorite whom a local newspaper called “the Babe Ruth of cycling,” Lammy smashed record after record in Sacramento. Gene Rhyne—a National Hill climb champion — tuned a Comerford JAP bike for Lammy. They would go on to win the U.S. Speedway Championship.

Story continues >>

Smoking Hot Speedway in Sacramento

Every season saw a tsunami of publicity in local sports sections: “Flat track racing returns,” “All-star cards,” and “Match Race...first time these two riders have appeared together...” European riders promised a “foreign threat.” Coverage brought regret to those who missed out: “Largest crowd ever” and “Spills galore kept spectators on their feet and riders in the dirt.”

Alert to the right recipe for an exhilarating show, Murray freshened the program by adding races and dropping those that didn’t intoxicate the crowd. He demanded “two hours of incessant excitement” through standing starts, scratch starts, match events, lap records, push or clutch getaways, and big bike competitions. Team races brought in clubs from Oakland, Stockton, Fresno and San Francisco to clash with Sacramento’s squad of Joe Sarkees, Al Lauer, Armando Magri, Cy Homer, the Tompkins brothers, and Paul Albrecht.

But the right names and races were only part of Murray’s formula. He exacted fast, snappy execution featuring a Bay Area announcer who chattered as the riders rolled out of the pits. Every minute was synchronized with precision for a rapidly spitting event. Bikes fired off like clockwork. The public was said to always go home “in good spirits, anxious to return.”

Murray proved to be a master at anticipating trends as eight scratch men whipped the crowds into a frenzy. A flying start with a running engine increase speed. Handicapping and three-lap record attempts raised the stakes. A growing number of Class B and C riders forced Murray to add novice races to each program. When leading riders were told to start 200 yards back, they protested. Yet Murray held firm, insisting the fast guys “had to work for the win.”

When Murray ran out of race modifications, he brought a Japanese wrestler into a race. Once he proposed a duel between a motorcycle and a midget auto. Kenneth Hupp, midget race promoter, consented to the match. Murray requested that the race be sanctioned by the AMA. But the request failed on the grounds of danger, ending Murray’s bid.

The man with ideas itched for a sanctioned national short track competition. In 1936, several eastern cities vied for the privilege, but Sacramento’s proven attendance impressed the AMA. Murray envisioned ten thousand attendees. He insisted that 30 “speed demons” were a must for a good slate. Yet the most eminent names were away, fulfilling obligations in other countries. In the end, Murray pulled out. Even though Sacramento won the honor of a national competition, our man Murray turned it down not one year, not two years, but three consecutive years.

The End of an Era

With name-draw riders racing elsewhere, and the threat of war looming, Murray eventually retired from speedway, taken over by Al Lauer. He would promote at the stadium, at tracks around the valley, and eventually at the State Fair horse arena. Elder, the father of American broad sliding who brought speedway to Sacramento, finished out a CHP career in Fresno. A traffic accident left him with a slight limp. He remained on the AMA Competition Committee. But a mining venture brought legal entanglements. Two years after his wife died, he ended his own life. In 1944 the Sacramento stadium was named for Charles C. Hughes, first Sacramento City Unified School District superintendent. But no greater light has ever glowed over the track than when it illuminated the races at the Sacramento Motorcycle Speedways.

Contributed by: Kimberly Reed Edwards, Member, Member, Ft. Sutter, AMCA & AMA

Author of *Sacramento Motorcycling A Capital City Tradition*

First 50 Years 1910-60, published by The History Press July 2021



L to R

Al Lauer, Bill Stevens, Hector Van Guelder, Willie Woldit, Otto Lauer
From Frank and Gladys Murray Archives, compliments Ken Magri



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Fort Sutter Members For Sale Section

Harley Scat/Hummer late '50's/early '60's complete chassis w/motor minus fuel tank \$200. BSA 350 single early '50's frame, motor, transmission, extra parts \$200. Old large brass cash register, fair to good condition \$200. Rich 916-995-1934

Your motorcycle or
parts here

Upcoming Rides and Events

Fort Sutter Rides watch for announcement through emails –

All British Motor Show is back for 2021 and scheduled for October 17! The premier Bay Area All British Show is again hosted by our friends at the Blackhawk Museum. Register to show your auto or motorcycle and be part the 160+ British show entrants with marques from all islands. A fun day for all with live DJ, raffle prizes, and awards for all marque classes. Spectators are always free. Come join us!!



Blackhawk Museum
3700 Blackhawk
Plaza Cir, Danville,
CA

The 17th Annual David Mann Chopperfest is planned for Sunday, December 12, 2021 (2020 event of course was cancelled due to pandemic) from 8 a.m. to 4 p.m. at the Ventura County Fairgrounds

More info

<http://www.chopperfestival.com/>

