



**Antique Motorcycle
Club of America**

Fort Sutter Newsletter



June 2024, Vol 43, Number 3

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June 2024

President's Comments

Hello Fort Sutter!

I write this on the heels of the resounding success of our 41st National AMCA Swap Meet and Show. If you weren't able to make it, you missed out. Our team of volunteer's work prior to the event and during made it run like a well-tuned machine. Many members have many hours of free time donated to make the event the best it absolutely could be. I spoke with many of the long time vendors and the common opinion was it was the smoothest running Dixon they could remember. I'd be doing a disservice to everyone that helped by trying to get it all down here, so you'll have to come to the Club Picnic on August 10 to hear all the details.

One thing I will go into is an observation I made while running around during Dixon. What I noticed was how many exchanges I saw amongst friends, old and new. While our event is a swap meet and show technically, it has an atmosphere more like a camp-out than the typical transactional feel of most daytime swaps. That's what I love about it. Sure there's absolutely treasure to be found, but it's the hanging out and connection with so many that you will not find at any other event locally.

That right there is my main point. The Dixon Swap is Fort Sutter's main contribution to west coast vintage motorcycling, and I'm so proud to be a part of it. I wish I had more eloquent things to say right now, but like most of the core group of volunteers who helped at Dixon, I'm burnt the hell out right now haha! Thank you all again who helped, YOU ARE WHAT MAKE THIS EVENT AWESOME!

As we go down the road, together-

Bob Henry

**Our Next Club Meeting will be Saturday,
August 10, 2024 at the chapter picnic.
Elk Grove Park - space 7a
(See page 16.)**

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Fort Sutter Meeting Minutes June 1, 2024

Call to Order: The June 1, 2024, meeting was called to order at 1:03 pm by Bob Henry, Fort Sutter President

- **Welcome New Members:** _____ **None** _____ **Guests:** 1 at the meeting
- **Membership:** Karie Schenken, Charmain reports there are 80 Primary members, 26 Associates, 3 Junior members, and 11 Honorary members.
- **Treasury Report:** Dixon expenses mainly fairgrounds, intake from swap spaces. Picnic space is secured.
- **Minutes:** A motion was made by Stan and seconded to approve the minutes as written for the April 4, 2024 meeting. Motion passed.

Old Business

- **Prior Club Rides:**
Bill Cruz: April 25, Mike rode with Bill to Steel Canyon. Tom met up at midpoint, and rode to Berryessa. Lunch at Green River Brewing and Taproom in Winters.
Ride to Ishi swap meet, May 26: several members had a nice ride. Ishi was a smaller meet this year, less vendors, but good atmosphere.
Hanford: a couple of members attended. Through, grapevine organizers are seeing rising costs and may consider moving to Turlock.
- **NORCAL Cycle Swap:** The next NORCAL Cycle Swap will be on June 9, 2024. This is often an opportunity to recruit new chapter members. Volunteers to staff the Ft. Sutter booth are always needed and appreciated. Contact Bob Henry or Tracy Stahlman if interested.

New Business

- **AMCA National Update:** John Markley reported from from AMCA National. John mentioned that Bud Schwab appreciated the support from everyone that attended the Ishi meet. John will be going to the Yankee meet in Greenfield, MA. Ride will visit the Wing farm. Wayne Carini will be grand marshall. National has added sales reps, who work on commission, to get national magazine advertisers. John is also going up to Oregon trails for a pre-ride of a potential national road run next year.
- **June/July Rides:** July is open, any member can volunteer to lead a ride. Bill may consider another weekday ride. He is still accumulating miles for his BMW competition. Bill Cruz has offered to arrange for chase vehicle for club rides in case someone is nervous about reliability of their mount.
- **Fort Sutter National Meet in Dixon.** Sign up sheets available at meeting. Going over tasks, Jeremy, Bob's dad, and Stan are signed up for announcers. Vendor check-in: if anyone wants to help, check with Karie. Currently 113 vendors signed up for 159 spaces. Gary says 40+ bike for judging. Gary would appreciate help from additional members. Expert needed for BMW R69. Bob relayed that Gordon Matthews is in the hospital; Tracy has sent him a card. Kim absent from meeting, Bob relayed that merchandising in good shape. Pins & T-shirts are ready. Club hats and club T-shirts will be available for sale to members at Dixon. There may be a few medallions left, but don't know specific number. A couple of members expressed interest in these. Front gate: Bob asked if we should have a schedule or just call when you need relief. Seems like latter is favored. Mark reports BBQ is set. Multiple BBQs will be available. There are red Ft Sutter aprons for Dixon BBQ donated by some ladies in the club. Banquet has no coordinator, but Phyllis has talked to caterer and that is set. If no. of attendees increase, may be able to grab additional tables. Judging breakfast will consist of donuts and coffee. Decorations are ordered. Field layout and striping: Jim will use white paint instead of orange. Start Thursday around 7am. Mark will be event photographer; anyone takes pictures, please share. Bob wants to try getting some video this year. Awards are done. 2nd and 3rd place will get ribbon and pin this year. Official name for rat bike award will be "Greg Wood Memorial Award: Best Rat Bike". Example of the meet pin was shown to members.

(Fort Sutter Meeting Minutes June 1, 2024, continued)

- **August meeting will be at the chapter picnic.**
 - August 10th, 12-4pm, Elk Grove Park- space 7a, Members Free, Guests \$5
- **Club T-shirts:** T-shirts still available and will be on sale to members at Dixon.
- **Club hats:** Club hats and Dixon meet hats will be on sale at Dixon.
- **Midnight Mass in Woodland:** (last weekend in July) Bob asked if there was interest in having a booth there. Not usually many bikes there. \$250 for space, not asking for club to pay. Rich offered that Lodi might be an alternative. Bill brought up Maxwell car show, which is free, but it wouldn't be until next May at this point. Possibly just some individual members might go and not have to pay for space.
- **Sacto Car show:** Members expressed some interest, so Bob will contact them.
- **Liability waiver:** Tom reminded members that they should sign an annual liability waiver.
- **Announcement by Bob Henry:** Bob informed the membership that his term as president expires in December and he does not intend to continue as president. He would like to continue on board if possible, but he wants time to spend on some of his other interests.

Meeting adjourned at 2:24 pm

Club ride on April 25

Bill and Mike rode from West Sacramento by back roads to Woodland and Winters and then on 128 to Steel Canyon. Tom met them there and the group rode by Berryessa and to Chiles Valley and Pope Valley, and then back to Winters. The ride was capped off by lunch at Green River Brewing and Taproom. Nice weather for the whole ride.



A brief stop on Deer Park Road



A rest stop with in inlet of Lake Berryessa in the background.

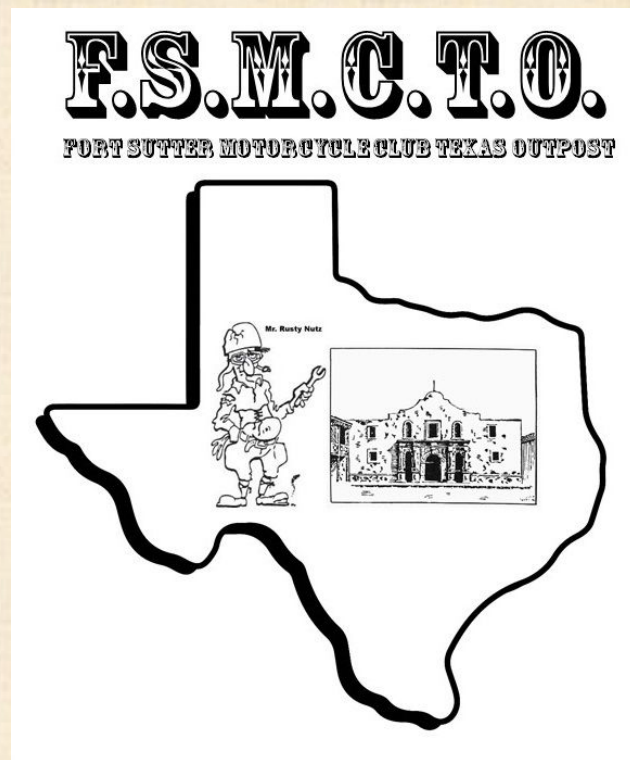
Parked by the Taproom. Another rider has also chosen this lunch location.



The sandwiches at the Taproom are generously sized.



Most of you will remember Eric Olson, former Deputy Chief Judge at Ft Sutter, who moved to Texas a while back. He sent the write up below on the Texas Fandango along with a number of photos. Great to hear from you , Eric!



Greetings once again from the Lone Star State y'all. It's hard to believe the clock just rolled over on two years since I moved to Texas. Time sure flies. The kids are growing, the job is as busy as ever, and I sure miss my Fort Sutter friends. While Texas has lots of good things to offer, it doesn't have the one event that was a highlight of the year for me – Dixon! The closest thing we have out here is the Texas Fandango. I missed Fandango in 2022 as it happened about a week before I arrived in Texas. Then I missed it last year as we made another move to a different house and were starting out all over again. This year I was determined to go and see what it was all about. I teamed up with my friend Rick, who I went to Davenport with last August, and together we made the 5 hour trek to the Gillespie County Fairgrounds in the beautiful Texas Hill Country to check out some old bikes and pick through parts. After the cold, wind, and rain of a Texas winter, I was ready for spring, and it was a perfect time to initiate myself to this part of the state and see what all the fuss is about.

We saddled up on Thursday afternoon in Rick's RV, and after a few hiccups we were south bound and down, loaded up and truckin. We pulled into our campground around 9:00 that night, and after some pizza and a few beers, the days struggles were left behind and replaced with thoughts of vintage bikes in the morning. I woke up with the sun, grabbed some coffee, and walked the campground to get my juices flowing. I noticed quite a few old bikes around, and when I stumbled across a 59 panhead in the back of a truck, with both the bike and truck having California plates, I stopped to talk to the owner. Turns out I was only a few spots down from Rick (aka Primo), who hails out of Southern California and rides with a group of buddies that do a LOT of riding and have some great bikes and stories to share. This group has members out of several states and call themselves the "Montana Legends". It was nice to know some kindred spirits were staying so close to our campsite, and I figured the evening could turn out to be a good time if they were as lively at night as they were in the morning. In the meantime, I was ready to head to the show and see what was happening.

(continues, following page)

Eric Olson, continued

We strolled through the gate at 8:00 am to a somewhat sleepy scene. Many of the spots were still empty and waiting for vendors to fill them, and others had covers over the tables. We wandered over to the first open booth we saw and immediately found a treasure the sleepyheads were missing out on. Rick scored a '41 Texas license plate for his Indian 4 project, which is not an easy plate to come by. Early bird gets the worm! We continued making our way around and checking things out. Throughout the day we covered the entire fairgrounds several times over, as new vendors and parts kept showing up. By late afternoon we had seen it all and we were towing a decent haul of parts behind us. Time to head back to the RV to clean up and get some dinner.

We secured our treasures into the RV, then walked to a BBQ joint next door to the campground. We ordered a couple of big ol' Texas steaks and headed outside to enjoy the cool evening breeze. We ended up sitting next to "Kiwi Indian" Mike while we ate, who many of you probably recognize from Dixon and numerous other venues. We enjoyed chatting with him and his friends while devouring our steaks. For a man from down under, he sure gets around the States pretty well! After dinner we retired back to the campground and found the Montana Legends sipping beverages and sharing stories. We swung by our camper to grab beverages of our own, then made our way back to soak up a few of the "legends". These guys have shared a lot of great times, and it sounds like many more are still to come. I really enjoyed chatting with them and I hope our paths cross again. A few hours (and more than a few drinks) later we were ready to catch some shut eye.

I awoke in the morning to a text from my wife saying she'd been up sick all night, and with three kids climbing all over her could I please try to hurry home. So much for another day at the show, but such is the life of a husband and dad. The Saturday line-up had included a bike show, chopper dirt drags, and flat track races that I was looking forward to watching, but oh well, I guess it gives me something to look forward to for next time. We ran back to the swap to pick up some parts we had worked deals on the day before, then loaded up the RV and hit the road. A few hours later we were back at home and my first Fandango was officially in the books. It was a good time with great people and plenty of old bikes. I hope I can do it again next year. As always... happy trails to you until we meet again! Eric



Finally made it after 2 years!



Bikes on display in the main show hall

Eric Olson, continued

In the words of Johnny Cash, 'I've been everywhere, man...'



Can you believe these awesome patinaed tanks and fenders got seperated, and he brought them back together and built a bike!



A forlorn sidecar sits awaiting motivation.



A living legend

Eric Olson, continued

One full size racer and one half size



Old and crusty next to polished and perfect. I'll take both!



One of several Servi-Cars that were riding around the fairgrounds



Original 1917 State Police bike. Early memory speedo and friction siren among the original accessories.

Eric Olson, continued

Plenty of good projects just waiting for a new home



This bike had so many cool accessories. The muffer tips are WW1 artillery shells with the ends cut off, and the ends are the rearview mirrors.



Runner up for rat bike



My pick for winner of best Rat Bike aka The Greg Wood award

May 26 Ride to Ishi swap meet

A group of Ft. Sutter members made the trip to the Ishi Chapter Swap meet. About 8 members rode up and a few others drove. A total of about 12 Fort Sutter members were there.

(Thanks to Joe Giammona for photos)

Here, the group gathers before heading up to Chico.



(Ride to Ishi, continued)



(Ride to Ishi, continued)



June 1 Chapter Meeting

Many members attended the BBQ prior to the meeting.



June 1 Chapter Meeting

***President Bob Henry
presided over the meeting.***

***Victor, a guest at the
meeting, talked briefly
about cross-country
trips, past and future.***



***John Markley gave an update on activities at
AMCA National.***



The meeting was well attended.

***Fort Sutter Picnic and Meeting
August 10, 2024
12 - 4 pm***

***Elk Grove Regional Park
Space 7a***

***Please RSVP to Tracey Kleber
Tracey.k@travelstore.com***

Members free, guests \$5



Dr Sprocket's Column

A FINE LINE, PART TWO: ED ROTH



Much has been written about Ed Roth and his contributions to the 'kustom kulture', as it's been labelled by more recent admirers of that era's custom artists and builders. Ed's motorcycle phase only lasted about five years, but he never stopped constructing trikes.

Ed's involvement with custom cars lasted longer; about ten years. His

artistic talent revealed itself when Ed was at high school; after he graduated he joined the air force, then after being discharged he started pinstripping cars.

Around 1958, he teamed up with the Baron and his grandson Tom Kelly to start a shop called the 'Crazy Painters' on Atlantic Blvd. in Lynwood, Los Angeles. Ed opened his own shop the following year on Slauson in Maywood, calling it 'Roth Studios'.

Early on, Ed realised that to succeed in this new art form of custom paint and modified cars he needed to develop products that could be mass-marketed. He was one of the first to understand this – and that there was money to be made doing it.

Kenny Howard made one of the first crazy shirts with a weird character on it around 1955. Ed produced his own once Roth Studios opened; he started one of the first mail order set-ups and young kids all over America now had access to his shirts, which were in great demand. When he closed his shop ten years later, at the end of the sixties, he'd made a fortune from the thousands of shirts he'd produced.

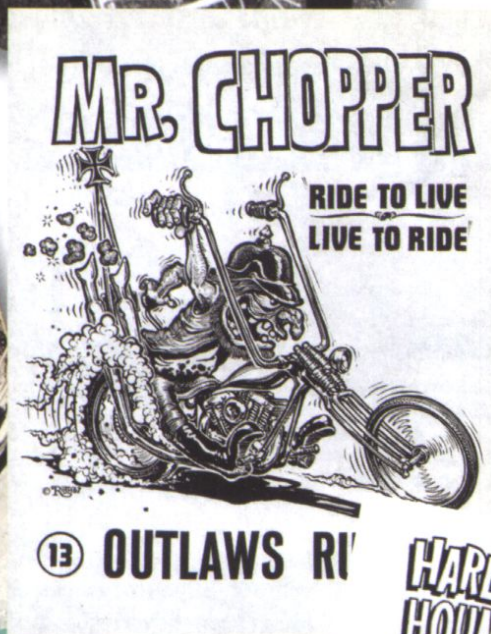
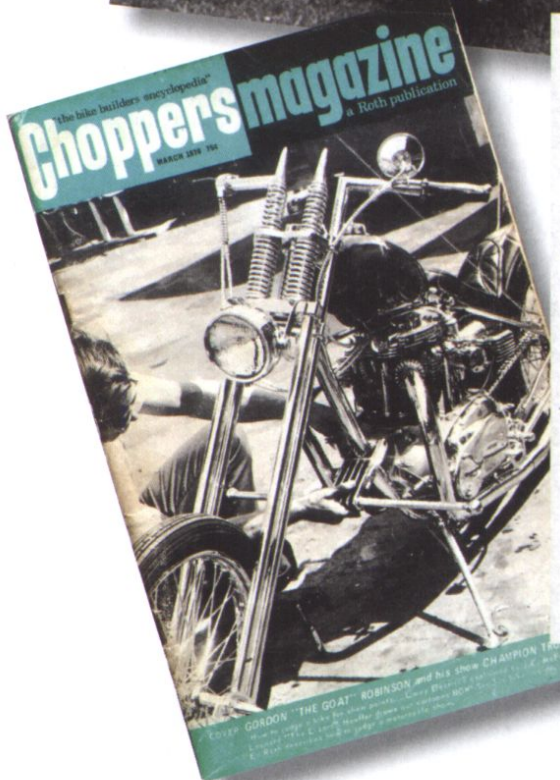
In the early '60s he constructed one of the first of many fibreglass-bodied

hot rod/custom cars; The Outlaw, followed by The Beatnik, captured adolescent imaginations everywhere. Revell model company was quick to see the potential and signed Roth to a very lucrative contract. More money flowed into the coffers.

Then around 1965, Ed decided the custom car craze had about run its course and he hung a 180, turning his back on it and immersing himself in the custom motorcycle culture. He brought Ed 'Newt' Newton on board to do artwork and oversee shirt production; around this time, Roth Studios started silk-screening the shirts to keep up with demand.

Ed also employed Don 'Monté' Monteverde, a young Indian bob-job-riding local artist and pinstriper who would develop the Rat Fink character (though Ed copyrighted it 'Roth Studios'). Next on staff was ex-motorcycle rider Robert Williams – only 22 and showing great artistic promise – brought in as art director to do Ed's magazine ads.

>



Big Daddy and bikes, from the top: 1) Roth with Buzzard from Berdoo Hells Angels. 2) Ed on a Roth-equipped Knucklehead. 3) Choppers Magazine from March 1970 4) Chopper drawings, always copyrighted 'Roth'... whoever the artist might be.

Ed's real turn to the 'dark side' began with his purchase of five ex-LA police Harley Panheads at auction. He soon chopped one and sold off the other four; a year later he started Choppers Magazine (digest-sized, like the early Greasy Kulture mags) and became friendly with several members of the original Berdoo Hells Angels. He also added a couple more employees to the roster at Roth Studios.

First was Dave Mann from the mid-west, a member of El Forastero MC, who started producing his famous biker paintings for Roth (years before his Easyriders centrefold days) to make prints from and sell. Another employee was a young Mike Vils who just happens to be a good friend of mine. Ed really dug the Triumph show bike that Mike built and thought he could help round the shop.

Ed then started building his famous 'Candy Wagon' outfit: a cool Harley 45" flathead-powered trike featuring a fibreglass body incorporating a large weird creature's head as a gas tank. It pulled a custom wagon people could set on to throw candy to kids during parades, etc. Next up was his equally famous C-cab trike powered by a Crossley four cylinder motor he named the 'Mailbox'. I saw both these machines at various car shows back in the late '60s; to my great surprise they popped up again at the AMCA swapmeet in Rhinebeck, New York, a couple of years ago. Tedd of V-Twin had bought them to display at his museum in Newburg, New York.

Another project he embarked on at this time was constructing fibreglass bodies to cover the V-8-powered trike chassis and drivetrains that Dick Allen and Leon Daily were building at Dick's shop; (more about that in the next issue).

All kinds of people would show up at Roth Studios, like Tom Wolfe, author of 'The Kandy-Kolored Tangerine-Flake Streamline Baby', one of the first books to reveal to a fascinated public what the youth of the day was into: motorcycles, hot rods, custom cars, groovy music, clothes. Tom McMullen would show up in his famous flamed '32 Ford highboy roadster. He dug Ed's bike scene so much he went and opened his own shop – AEE Choppers – and started his own magazine – Street Chopper.

Mike Vils told me that some Fridays, to get the weekend started, Dougie Poo, Buzzard and a few other Berdoo Hells Angels would ride down to the shop and gather up Mike, Dick Allen and whoever else was up for a ride. Once they rode to Las Vegas just to drink a beer and smoke a joint, then rode back. No short trip, that.

Late in 1969 Ed's motorcycle venture came to a screeching halt. He'd been advertising his products

in mainstream publications like Hot Rod and Car Craft; they didn't like the outlaw biker slant, thinking it was a bad influence on the kids, so they started refusing to accept his ads. Then Revell cancelled his model contract. Finally the Hells Angels didn't think they were being fairly compensated for the sales of their posters through Ed's mail order business, so it got 'real heavy' and Ed shut the Studio's doors, burned the remaining products out back of the shop and quit the business.

He went to work as a sign painter at Knott's Berry Farm but after a few years was lured away by Jim Brucker to build displays for his Cars of the Stars and Planes of Fame Museum. He later became a Mormon and moved to Utah.

Later in life he'd still build a new trike now and again, make a few shirts and pinstripe a little. In the mid-1980s he enjoyed renewed fame as one of the architects of the 'Kustom Kulture', attending exhibitions of his, Kenny Howard and Robert Williams' work. Ed passed in 2001 at the age of 69, but the impact of his groundbreaking, highly imaginative work continues to make itself felt today.

Below: Once Roth Studios started screen printing their shirts rather than hand-painting them, business really took off. This ad ran in Roth's Choppers Magazine.

Ed. "BIG DADDY" ROTH

4616 Slauson Ave. - Maywood, Calif. 90270

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

☐ 3 INCH DECAL: 50c { AVAILABLE ONLY IN DESIGNS SHOWN WITH ASTERISK (*)

☐ SWEAT SHIRT: \$4.79

☐ SMALL ☐ MEDIUM ☐ LARGE ☐ T-SHIRT: \$2.79

☐ ANY ROTH DESIGN ON 8 1/2" x 11" PAPER (not iron-on) 49c EA.

DESIGN: _____

NAME, NICKNAME, MOTTO, ON FRONT OF SHIRT 10c PER LETTER: _____

☐ ENCLOSED IS \$1.00 EXTRA. PLEASE PUT SAME DESIGN ON BOTH SIDES OF MY SHIRT (FRONT & BACK).

☐ CATALOG 75c

NO C.O.D. Foreign Countries-add 50c



Dixon National Swap Meet and Show June 14-15, 2024



**Antique Motorcycle
Club of America**

Fort Sutter members turned out in force to make Dixon another successful meet. During the course of the weekend, the parts vendors were treated to a BBQ dinner, dozens of motorcycles were run through both national judging and judging for chapter awards, spectators got to see plenty of historic machines, many members attended a Friday night banquet, and some walked away with terrific raffle prizes. I'm sure many transactions took place over the weekend that will help keep more vintage machines on the road. We offer our sincere thanks to the Yerba Buena and Ishi chapters for their contributions to the weekend.

Thanks to Chapter Deputy Judge, Gary Kubodera, and all the judges that made national judging possible:

Tim Burns, William Cruz, Andrew Dolcini, Martin Dolcini, Jeff Gruwell, Chris Haynes, Kalle Hoffman, Pam Hospers, Red Johansen, Keith Kizer, Alex Kubodera, Gabe Kubodera, Mike Laird, Jeff Moore, Larry Ramos, Stanley Randall, Margie Siegal, Steve Sorensen, Jack Stein, Don Stockett, and Gary Whitney.

And, of course, thanks to all our sponsors:

Element fire extinguishers, Sac Harley, Biltwell, Lowbrow Customs, Russ Brown motorcycle attorneys, Temple Coffee, Kiwi Indian, The Cycle Swap, Dave's Napa Auto parts, A&S Motorcycles, Motion Pro, Yerba Buena Chapter AMCA, Kim Edwards - Sacramento Motorcycling, The Doinksters, The Harpies, Ace Hardware

Below is a peek at some of the activities over the weekend.

(Photos thanks to Tracy Stahlman, John Markley, Bob Henry, Jayne Myers, and Tom Myers)

(Dixon, continued)

Vendor BBQ



They're linen' up for the vendor BBQ. Tom Myers, Mark Wiebens, and Mike Laird scorch some burgers, while Tunie Crawford, Mike Williams and Mark Milford serve 'em up.

Plenty of smiles on both sides of the line.



(Dixon, continued)

A walk around the grounds.



Lots of different bikes on the premises, some for show, some not.

(Dixon, walk around, continued)



Parts, parts, ...



... and more parts.

(Dixon, walk around, continued)



Mark on his mission support vehicle.



(Dixon, walk around, continued)



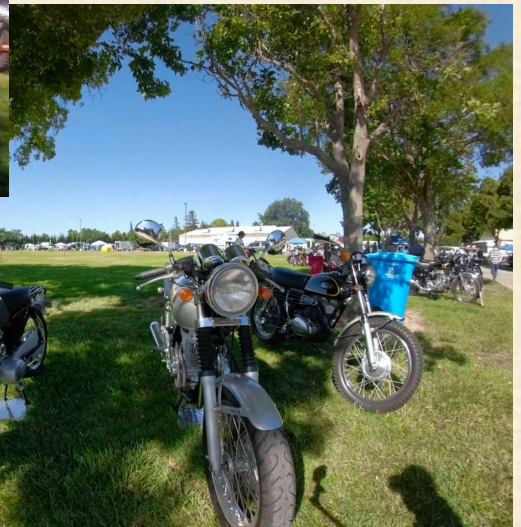
*Rich Ostrander
discussing some
century-old bikes.*

*Tom looks for a place
to mount a video
camera.*



(Dixon, continued)

Bike show on south lawn



(Dixon, bike show, continued)



(Dixon, continued)

Banquet



Hard working Bob Henry at last gets his dinner.



Raffle prizes were on display on the stage.



Several Ft. Sutter members were given recognition awards for their many years of unfailing service. Flanked by Bob Henry (far left) and John Markley (far right), they are Tracy and Kim Stahlman, Karie and Jim Schenken, and Mark Milton.

(Dixon, continued)

National judging



Several dozen motorcycles were evaluated in national judging.



We were fortunate to have both Executive Director Keith Kizer and President John Markley at the meet, shown here at the judging table.

Many Japanese bikes were up for judging.



As usual, British bikes were well represented along with other European brands.

(Dixon, continued)

Chapter awards were presented by Fort Sutter President Bob Henry on June 15, 2024

***Jeff Sierck took Best in Show with his 1922 ACE.
He would also take the Best American category with the
same bike. (See below)***



(Dixon, chapter awards, continued)



Terry Kaluza, Best Competition, 1976 HD Drag bike



Tom Mills, Best Chopper, 1945 HD Servi-Car



**Tom O'Ryan, Longest Ridden 1st place,
864 mi., 1942 HD Knucklehead**

**Kevin O'Ryan, Longest Ridden
2nd place, 853 mi., 1947 HD
Knucklehead**

(Dixon, chapter awards, continued)



David Milne, Best European, 1965 BMW R60 w/ TR500 Steib sidecar



Eric Miethke, Best Japanese, 1970 Yamaha RT-1 Enduro



Steve Bone, "Greg Wood Memorial Award" Best Rat Bike, 1940 HD Flathead

(Dixon, chapter awards, continued)



Mark Loewen, Oldest motorcycle, 1912 Excelsior



Jeff Sierck, Best American, 1922 ACE



**Mike Clinton, Best Accessorized, 1982
HD Tour Glide**

(Dixon, chapter awards, continued)



Sal Laferrera, 1st place Period Modified, 1948 Harley Panhead w/ sidecar



Jeremy Loewen, 2nd place Period Modified, 1987 HD Sportster.



Dennis Magree, 3rd place Period Modified, 1946 Vindian.

Chris Ranuio won Most Unique for his 1920's look Harley, based on a 1940 WA frame with a 1970 Sportster engine and 1950s BSA girder fork, and with lots of modifications to achieve the 1920's look.

