



## 2025 OFFICERS

President Tracy Stahlman  
 Vice Pres. Joe Giammona  
 Secretary Tom Myers  
 Treasurer Julie Loewen  
 Director Tunie Crawford  
 Director Bob Henry  
 Director Mark Loewen

## CONTACT INFORMATION

President, Tracy Stahlman  
 (916) 479-4972  
 stahlman4@yahoo.com

Vice Pres., Joe Giammona  
 (209)747-9419  
 jgiammona@jsgtrucking.com

Secretary/Newsletter, Tom Myers  
 (707) 758-8695  
 tttoommmccc@gmail.com

Treasurer, Julie Loewen  
 (916) 698-7867  
 jloewen@sbcglobal.net

Membership, Karie Schenken  
 (916) 803-7732  
 karrots66@hotmail.com

Chapter Deputy Judge,  
 Gary Kubodera  
 (208)755-2011  
 Triumphtiger350@hotmail.com

Web Master, Jim Schenken  
 (916) 430-3922  
 jschenken@msn.com

Club Historian, Tracy Stahlman  
 (916) 479-4972  
 stahlman4@yahoo.com

Rich Ostrander  
 Club Historian Emeritus

Ride Captain, Tracy Stahlman  
 (916) 479-4972  
 stahlman4@yahoo.com

## President's Comments

August 2025

Here we are mid August already!

Summer is rolling out as fall and cooler weather is in our futures. We have had a pretty mild summer, temp wise, so I hope you all have taken advantage of it and put some miles on your bikes when you could fit it in.

July seems like it was slow, at least for the club. A couple weeks ago we had our club picnic / meeting. We skimmed over Dixon pros and cons, agreed on a date for our national road run next year, talked about some upcoming events, and ate a complimentary (members) catered lunch with family. We had several new members in attendance which is always promising for the future of the club.

We also decided on the theme for Dixon 2026 which will be the 90th Anniversary of the Harley Davidson Knucklehead.

Joe G. is putting a ride together this month through the foothills from Folsom to Plymouth and back to Folsom. Please try to attend the rides when possible. It's very discouraging to put an event together and have little or no participation.

The club had a good showing at The Cycle Swap on Aug, 3rd. We took "Uncle Lenny's", Lenny Miller, Westlake speedway bike to display with our tent. It drew several prospective members to us and hopefully that will pan out in the Future.

Next month I plan on leading the club on a ride to the NorCal Chopper Show in Lockeford for the 3rd time. Back roads from Elk Grove to the show and back, Sept. 13th. Looking forward to a big pack of riders!

*(continued on [page 2](#))*

**Our next chapter meeting will be Saturday, October 4, 2025  
 location TBD.**

*(continued from [page 1](#))*

In retrospect, it seems our hard work and visual presence at events is starting to pay off. I thank each and every one of you for anything you do for the club no matter how small.

I'm very proud of our club and it's members. I consider you all as part of my family as well as friends.

Ride safe, see you soon!

Tracy Stahlman  
President, Fort Sutter M/C Chapt. of the AMCA

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## Fort Sutter Meeting Minutes August 2, 2025

**Call to Order:** The August 2, 2025 meeting was called to order at: 12:38 pm

- **Welcome New Members:** Bobbo, Jim Lyons, Caleb, Dan Reese; **Guests:** none at the meeting. Overall, more than 40 members were present.
- **Membership:** Karie Schenken, Membership Chair, reports there are: 97 Primary members, 30 Associates, 2 Junior members, and 7 Honorary members and 6 honorary past.
- **Treasury Report:** Club made \$2,572 from Dixon meet. Sponsorships saved the chapter from loss. Current account balances total \$35,166.
- **Minutes:** A motion was made by Mark and seconded by Jayne to approve the minutes as written for the June 7, 2025 meeting. Passed by voice vote.

### Old Business

- **NORCAL Cycle Swap:** The NORCAL Cycle Swap will be August 3, 2025. This is often an opportunity to recruit new chapter members. Contact Bob Henry or Tracy Stahlman if you can help.
- **Dixon post mortem**
  - Event summary: Feed back from some vendors was that the meet was a little short of buyers. In the future, there will be another national meet in Colorado Springs which may or may not affect Dixon attendance. Dixon is still free entry for buyers and spectators, which is not true of some other swaps. Dixon was well attended by vendors at 170 spaces sold. The Dixon fairgrounds location is still similar in cost to other potential locations. Dixon has the advantage that it is centrally located and already familiar to attendees. There were some added costs to the club this year: some are legitimate and unavoidable; some seem petty. Fire marshals and rentals for chairs and tables had to be borne by the club. There were charges for cleaning up after the food vendors. Can we avoid this in the future? There was a charge for someone doing donuts in the gravel area. Tracy knows the culprit and will deal with it. Club was charged for cleaning grease in grease-pit, but no cooking went on that would fill grease-pit, so it's not clear why we should get hit with this charge. Also got charged for restacking tables. Club members put all the tables back on the racks, so again, not clear why we should get this charge. We may need to take many before and after pictures in the future.
  - Judging summary - Tom briefly noted that based on Gary's summary, judging went well. *[For reference, here is Gary's complete summary: Everything seemed to go really smoothly for the judging of the 55+ bikes we had this year and we had no complaints afterwards. Kiyoko did a great job with the paperwork and Keith Kaiser mentioned that it was the smoothest judging event he's ever attended! So I figured it was pretty high praise from him. Please let all the members know how much I appreciated all their help and once again for the 2nd year, we finished pretty quickly considering the number of bikes registered this year. Honestly I think it was the work of the captains that helped make the judging go so well. I've reached out to most of the judges to thank them for their help this year and still have a few more to contact. I did get feedback that almost all of the judges are willing to return next year so I think that speaks well for next year's event. If there is any other feedback that the club members would like to share about the judging, please ask them to contact me and I'm always happy to hear from them. I also want to say thanks to all the members and the board who checked in with me after my neck surgery to see how my recovery was going. I really appreciated it. I can say the last surgery did take quite a toll on me physically and I'm pleased everything went well with the judging. I'm still willing to serve as the Chapter Deputy Judge for next year if the club still wants me to serve in the position for next year. Like always, I'm always here for the club to help in any way I can. On a separate note, Gabe and I were asked to help judge bikes at the Scott's Valley event on Saturday the 26th of July so we are looking forward to seeing how the event goes as it will be our first time attending.]*

(continued on [page 5](#))

- Other aspects of the meet reported to have gone smoothly, including announcing, gate, field striping, banquet went well. A minor complaint at vendor BBQ was cold chili. Next time, we may need a better way to heat the chili and more of it.

### **New Business**

- **National Road Run 2026:** The run will be held in the Gold Country area (hwy 49). Tunie proposed Jackson as the base. The run dates will be September 21-23, 2026.
- **National minute:** John Markley spoke about national goings on. He pointed out the significant partnership that has been forged with the AACA to include motorcycle judging at AACA meets. This will give AMCA members more geographic options for getting their motorcycles judged.
- **Theme for Dixon 2026:** 90th anniversary of the Knucklehead.
- **Past events:**
  - Oregon Trail National Road Run June 18-20: Tracy and other attendees reported that this was a very enjoyable ride with a really nice base at an AMCA member's home which was virtually a museum in itself.
- **Upcoming events and club rides**
  - NorCal swap: August 3
  - Club ride led by Joe Giammona, August 16, starting in Folsom, full details will be in newsletter and announced via email.
  - Next meeting October 4
  - NorCal chopper show in September will be a club ride.
  - Comstock Road Run is October 9-11, 2025 in Bishop, CA. Details will be in the newsletter.

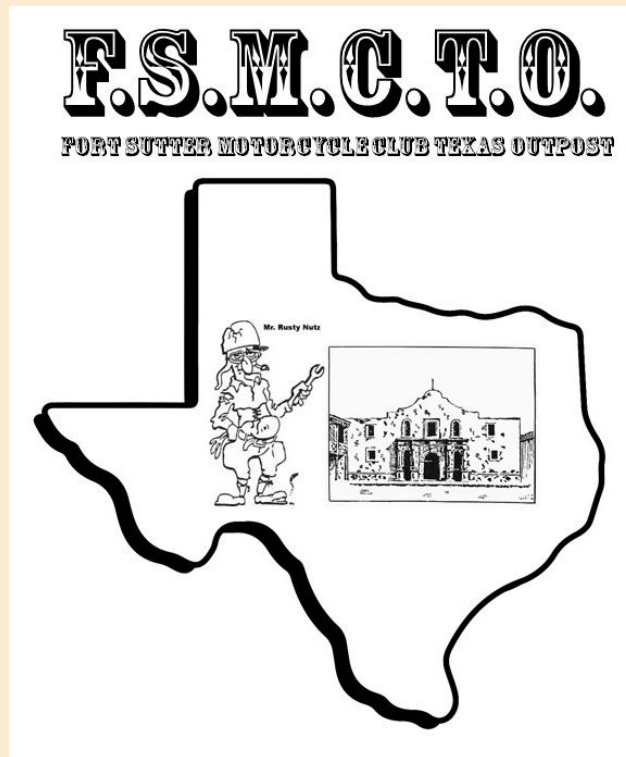
**[Meeting was suspended at 1:14 pm for lunch; reconvened after lunch.]**

**Meeting adjourned at: 3:00 pm**

# Texas Fandango April 4 - 6, 2025

(Photos and text by Eric Olson)

The write-up and pictures on the following pages were supplied by Eric Olson. I forgot to include it in the June newsletter, so belatedly (no fault of Eric's), here is his coverage of the Texas Fandango.



Howdy y'all! Hard to believe it's been a year already, but the calendar says April so it's time to head back to Fredericksburg for the Texas Fandango. And of course, the Cherokee folks didn't disappoint. They don't have as many shows under their belts as Fort Sutter does, but they still know how to deliver a great swap meet and show! This year we had a special guest appearance by none other than John and Phyllis Markley. So great to share some southern hospitality with a couple members of my Fort Sutter family. I hope it's the first of many members to come check it out.

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Just like before, my sidekick for this outing was my good friend Rick. We loaded up his RV early on Thursday and hit the road trying to stay ahead of the downtown Dallas traffic. With luck on our side and wind at our back we were pulling into the campground before the sun set on Thursday night. We secured our site at the RV park and headed into town for a steak dinner and a drink or three. We enjoyed the food and atmosphere, and with full bellies we headed back to our campsite for a nightcap and sweet dreams about old bikes in the morning.

I rose around 7 and headed to the coffee pot for a bit of the wake-up juice. After a few sips I was heading outside to wander the campground and see who else might be kicking about. Unlike last year, I really didn't see any old bikes among the guests. We were at a different park this year, and instead of bikes I noticed the campground was full of Airstream trailers. There must have been more than 25 and most looked to be of the vintage variety. After talking to an owner we learned they were caravanning around the state as a group. The fella I talked to was an 80-year-old who had driven all the way down from Rhode Island with his Airstream in tow. It was like an AMCA road run, but with each participant having 6 or more wheels and being the length of 5 or more bikes. It sounded like fun, but I'll stick to a good V-twin and the wind in my face. I headed back to the RV, refreshed my coffee, and Rick and I struck out for the fairgrounds.

It was around 9:30 when we passed through the gate, but just like last year there were a lot of empty vendor spots waiting for their occupants to set up. I guess I'm used to Dixon where the hustle and bustle is well underway as soon as the sun comes up. Out here, some of the guys seem to get around to setting up a bit later in the morning. No worries, there

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was still plenty to look at, and just like last year I could circle the fairgrounds several times to be sure I didn't miss anything as the day went on. We wandered all over and saw plenty of bikes and parts everywhere, but nothing seemed to line up with our needs. We headed into the hall where the show bikes were staged, and as I chatted with some Cherokee members John Markley appeared in front of me. What a nice moment to finally be with members of the two chapters I belong to! I chatted with John and Phyllis for a while, then he put on his President's hat and I introduced him to some of the volunteers at the Cherokee booth. John was interested in meeting everyone he could and listening to whatever they had to say. A great President indeed!

I left John and Phyllis with plans to get together for dinner later and went back to picking through parts. After a whole day of searching, the only thing I came away with was an old motorcycle license plate frame from a West Sacramento Honda dealer. It wasn't in great shape, but it was a bit of Sacramento that had found its way out to Texas, and since we shared that in common I figured it ought to come home with me. Rick and I couldn't find anything else to bring home, so we left the fairgrounds and headed back to the RV to clean up for dinner. We met John and Phyllis at a local Mexican restaurant, and while we sat outside enjoying the spring weather we loaded up on good food and shared lots of stories. It was great to catch up firsthand with what's been going on with Fort Sutter, and to share more stories of life in Texas. It was hard to say good-bye, but eventually we called it a night.

On our way back to the RV Rick and I decided to swing by the fairgrounds once more. There was talk of a big storm moving in that night,

*(continued from previous page)*

but it sure didn't phase the bikers who were setting up their tents and getting ready for a long night of partying. There was a portable stage and a live band setting up out among the campers, and it was clear it was going to be a rowdy night. We decided to leave them to it and drove back to the RV where it was warm and dry. Overnight the rain and wind pounded away and I could only imagine what it must be like for the guys in tents. Rick is a pilot and has a real-time app that tracks the weather. He said conditions were right for a tornado at 3 A.M., but thankfully it passed without incident. I bet those guys have some stories to tell!

Back at the show in the morning, it was wet and muddy and we decided to pass on walking the grounds again. If anything, there was less to look at as some vendors had pulled out ahead of the weather. We started chatting with friends and soon learned the flat track races would likely be cancelled that afternoon due to track conditions. With that news we decided to say our good-bye's and get on the road. After packing up and hitting the road we stopped in Johnson City, about a half hour east of Fredericksburg, for lunch and a visit to the Texas Vintage Motorcycle Museum. It houses a collection of bikes put together by Gordon Massie, along with a few other display bikes by friends of his. We met Gordon at the front counter and stopped to chat. He is originally from California but moved to Texas in the 1970's and never left. He spent a long time collecting bikes and now he displays them in an old Ford dealership in downtown Johnson City. The back room still has the lift in the ground that was used to service Model A's in the twenties and thirties. It was a great conclusion to a short but very sweet trip. A couple of days spent talking with good friends and looking at old bikes is about as good as it gets! Happy trails to you until we meet again. Eric

*(continued on following page)*

(Texas Fandango, continued)



A 46 Chief project. Only \$5500 with a title. Maybe I should have thought about this one more time...

A few of the Montana Legends I first met last year. Judging by the chapter pendants on the handlebars, they get around



(Texas Fandango, continued)



A WLA project coming together. He said he got an engine for cheap, and next thing he knew he was collecting a whole bike.

Checking out bikes at the Texas Vintage Motorcycle Museum



(Texas Fandango, continued)



Crusty old 1932  
Harley VL barn find.  
Original dirt intact!

I found a home for the FSMC  
patch Karie Schenken sent  
me. Sporting the newest  
'Texas Outpost' gear



(Texas Fandango, continued)



My pick for the Greg Wood award bike. You could stare at this for hours looking at all the junk piled on it

Nice looking VL bobber



(Texas Fandango, continued)



Some cool parts.  
Could be yours for  
the right price.

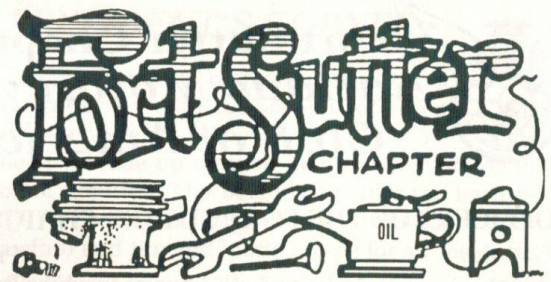
Rick, myself, and the  
Markley's enjoying  
dinner and  
conversation



Eric Olson sent along the newsletter on the next pages. Says Eric: "I was going through some papers and found some old newsletters I was given a while back. One of them was the May 1995 edition of the FSMC newsletter. Check out some of the prices in the classifieds. I think that Black XA was Armando Magri's and is now owned by Dennis Gill. Good history. Best to all!!! -Eric"



Fort Sutter Chapter  
Antique Motorcycle Club of America  
P.O. Box 163846  
Sacramento, CA 95816



Antique Motorcycle Club of America

*80 Brit M/C*

Volume 13 May, 1995 Number 3

ABERDALE	DUNELT	MATCHLESS	PROGRESS
ABJ	DUNKLEY	LOHMANN	PULIN
AJS	EMC	MERCURY	RADCO
AJW	EXCELSIOR	MINI MOTOR	RAINBOW
AMBASSADOR	FLM	NEW HUDSON	RALEIGH
ARIEL	FRANCIS-BARNETT	NORMAN	RCA
BAC	GREEVES	NORTON	REYNOLDS
BANTAMOTO			ROYAL ENFIELD
BIKOTOR			RUDGE
BOND			SCOTT
BRADSHAW			SUN
BRITAX			SUNBEAM
BSA			SWALLOW
CARIN			TAILWIND
COMMANDER			TANDON
CORGI			TEAGLE
COTTON			TRIUMPH
CYC-AUTO			TURNER
CYCLAID			VELOCETTE
CYCLEMASTER			VELOSOLEX
CYMQTO	GYS	OEC	VILLIERS
DAYTON	HARPER	OSCAR	VINCENT-HRD
DKR	HERCULES	PANTHER	WABO
DMW	HJH	PHILLIPS	WATSONIAN
DOT	JAMES	PHOENIX	WOOLER
DOUGLAS	JAP	POWER PAK	ZENITH
	LOHMANN	POWERWHEEL	

**THE BRITISH**  
  
**ARE COMING**  
**Fort Sutter**  
**Swap Meet**  
**July 8, 1995**

26 14 14 26





# Fort Sutter Chapter Antique Motorcycle Club of America

## OFFICERS OF THE FORT SUTTER CHAPTER

Jack Gormley	President
Jim Moore	Vice President
Shawn Ralls	Secretary
Jerry Bland	Treasurer
Red Cadwell	Director
Rich Fairclo	Director
Carl Grone	Director
Tom Lund	Cheif Judge

**REMEMBER!**  
 The next regular meeting  
 will be held at the Plaza Hof Brau  
 Watt & El Camino  
 Saturday June 3rd  
 1:00 P.M. Sharp!  
 — ALSO —  
 July 1st - Same Time Same Place

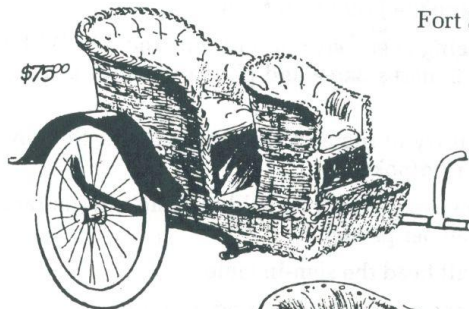
Tom Green - Newsletter Editor  
 Please send all correspondence and advertising copy to:  
 4520 Francis Court, Sacramento, CA 95822  
 Deadline for all material is the fifth day of each odd-numbered month. Classified ads are free to all members and will run for four issues unless updated or cancelled. Contributions are welcomed, however, we reserve the right to edit material for space considerations.

## THE PRESIDENT'S CORNER

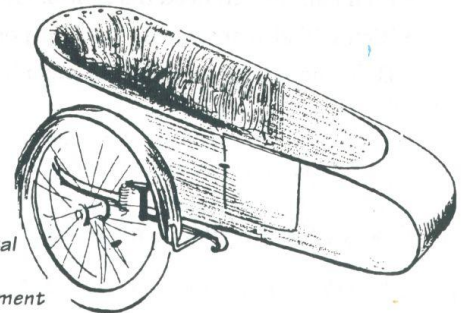
Our Annual Picnic at Coloma was a great success as usual. It was a perfect day for it, not too hot and not too cold. I'm not sure how many attended but I'll bet it was at least 50 or better. A lot of the members rode up on their bikes so the parking lot drew quite a bit of attention. The burgers, hot dogs and beans were all very tasty. We owe a giant "thanks" and "well done" to Dick and Pam Crawford and Jim and Marie Moore for all their efforts.

The next event is our 13th Annual Meet coming up in July. This is only a little over a month away, so we need to get busy. We need workers for the snack bar, the gate crew, the field meet and other duties. If you're willing to help in any of these areas, be sure to show up at our next meeting on Saturday, June 3rd at the Plaza Hof Brau. I hope to see you all there with your hands up to volunteer.

Jack Gormley  
 President  
 Fort Sutter Chapter AMC



The Trinity Model  
 Majestic Side Car -  
 The Majestic Mfg. Co.



The Baxter Side Car  
 for 1913 with all metal  
 body, side door and  
 spring wheel attachment

FORT SUTTER CHAPTER  
Antique Motorcycle Club of America  
MINUTES OF THE REGULAR MEETING  
April 5, 1995

Meeting called to order at 8:10 P.M.

February's General Meeting minutes were read and approved.

President, Jack Gormley reported a great turnout to our annual banquet with 94 people attending.

Ten riders plus to others have signed up for the September National Road Ride.

Our May picnic is on schedule with Pam and Dick Crawford teaming up with Jim and Marie Moore to provide the food and fixin's

The Gridley Rice Festival has conflicting dates with other events so the club has opted out.

Items surrounding the July Swap Meet:

- The flyer is being sketched out and will include Willie Seadler and Dick Borchert's name and phone numbers as contacts this year.
- Carl Grone will try to increase the length of our Sunday, after the meet, road ride/poker run.
- Jack reports the banquet will be held at Posie's Restaurant with a price of \$18.50 per person.
- Rich Fairclo will head the sign-in table.
- Rich will also arrange for the four port-a-potties.
- Dick and Pam Crawford will organize the swap space assignments.
- There will be a spot (free) for club members to sell a maximum of 5 items. The items must have a tag with price and name.
- An area for bike parking just outside the swap area will be barricaded off to provide such space.

*Continued on next page*

MEETING MINUTES - *Continued*

- Plaques will be given as prizes for class winners and field meet winners.
- Anyone interested in judging can contact Tom Lund.
- Talk of a "People Choice" award was discussed but not finalized. How to distributed ballots was the point of contention.

Summer meeting will be held at the Plaza Hof Brau on June 3rd and July 1st. Both are Saturdays.

The club had been invited to attend the West Sacramento Port Celebration to show our bikes on September 16 and 17.

Meeting adjourned at 9:17 P.M.



SECRETARY

BUMPER STICKER  
OF THE MONTH...

**Dirt's For Racin'**  
**Asphalt is For Getting There**

## DEATH VALLEY RUN VIII

October, 1994

*Article by Dean Rigsby*

Death Valley is located in the remote southeast portion of California, along the Nevada State line. The topography is difficult to define. It could, possibly, be compared to scenes from the epic film *Lawrence of Arabia*. Access to this area is via huge, barren and sparsely populated mountain ranges.

The history of Death Valley goes back to the days of the gold rush. Before the miners, indigenous Indian tribes occupied the Valley. Weather in Death Valley is best described as unpredictable even at its best. Usually, the best weather is in the fall.

Genesis of the annual ride through Death Valley can best be summed up in one name; Max Bubeck! Max leads the charge each year. This year, his ride was his 1915 Indian twin, unrestored. Max has a long and illustrious career on two wheels. In 1947, he won the famous Greenhorn Enduro. His mount for that victory was his daily vehicle, an Indian Four! Max won the Greenhorn again in 1962 aboard his Indian vertical twin, nicknamed "Old Blue". More recently, he accomplished the reenactment of the Cannonball Baker's famous coast to coast run of 1914. Max made that run last year at the age of seventy-six on the same Indian twin that he used at Death Valley [last] October.

Day one of the run consisted of, mostly, afternoon arrivals at the Furnace Creek Inn. Most guests were busy settling into the "quaint" cottages. Participants continued to arrive all evening while earlier arrivals busied themselves working on machine preparation or bench racing.

Day two began early with a line up of, perhaps, fifty machines, all pre World War II. Our fearless leader then led the group to the Borax Works. Here we overlooked the ruins of the once thriving industry made famous by stories of the twenty mule teams. Mid-point for the day was Scotty's Castle. The castle is reached by an hour's ride up an indiscernible, seamless, grade of, perhaps, a few degrees. Machines that were tall-g geared or with lean carburetors or weak engines had to work hard. For other riders, it was a gentlemanly race. A tail wind helped make the trip up faster

and more pleasant than the return in spite of the grade advantage during the return.

The tour inside Scotty's Castle is not to be missed. It is conducted by employees of the California State Park Service and is very informative. Scotty's career began with Buffalo Bill's Wild West Show. The show wasn't big enough to contain two such huge egos, so Scotty was soon on his own! He developed a style for attracting investors whose money he promptly spent in Hollywood. Then, it was back to Death Valley with another "investor" The return from Scotty's Castle was livened up by a visit to an extinct volcano. Nonetheless, at twilight, the riders of two Indians, a Harley "knuckle" and a Scott sought greater excitement in Nevada. These four intrepid souls left Furnace Creek at dark and started over the mountains, east, to Beatty, Nevada! There, the conrods got loose and so did the women! The group returned in pairs at midnight and 2:00 A.M. without mishap.

Day three had the appearance of a rerun with the machines all line up (albeit with a totally different destination for the day). A group of wives and girlfriends passed the time walking the length of the line of machines using their sexiest gestures and voices saying, "Wanna date?" Dumfounded males were promptly offered a piece of local wrinkled fruit! But the gals met their match at midline when they approached one of the night riders mounted on a shaft drive Indian. His retort, with quiet aplomb... "No, thanks. I had one last night in Beatty, Nevada!"

First stop on this day's ride were the magnificent colored walls of Golden Canyon. Sign warned of the hazard of being caught within these insurmountable walls in flash floods. Next stop of the day was an area known as the Devil's Golf course. Later, Badwater, the lowest point in the continent at 283 feet below sea level was "blitzed" by the group. Then, on to the famous Zabriskie Point. Then Dante's View at 5,375 feet of elevation!

Closing ceremonies and parties were the culmination of the experience. Later, by mail, everyone received a trophy plaque from Max.

Death Valley Run IX is expected to be held on October 9th, 10th and 11th of this year [1995]. Interested parties should reserve their place early.



Don't miss the year's  
**AMA  
Vintage  
Motorcycle  
Days**  
July 21-23, 1995

**Featuring...**

**NEW BETTER LOCATION** - Now at the beautiful Mid-Ohio Sports Car Course near Lexington, Ohio, 1 hour North of AMA's National Headquarters and Museum in Westerville.

**VINTAGE RACING** - a full slate of AHRMA vintage classes PLUS Sound of Singles, Battle of the Twins and BEARS classes!

**BWM BATTLE OF THE LEGENDS** - famous races from the past battle on identically prepared new BMW's - Saturday and Sunday

**DEMO RIDES** - sample the latest and greatest from BWM, Harley Davidson, Kawasake, and Yamaha.

**BIKE AUCTION** - find the bike of your dreams at a fair price, or just watch the excitement!

**HUGE SWAPMEET** - With over 200 vendors, who knows what you'll find!

**DAILY BIKE SHOWS** - a class for every make, model, and year.

**AND MORE** - Penguin Road Racing School, Motorcycle Thrill Show in the "Wall of Death", Coca-Cola Classic Con-tour Lap of the Track, Trials Demos etc..

For more information, call 1-800-AMA-JOIN, Travel Accommodations 1-800-AMA-DESK, Advance ticket orders 1-800-MID-OHIO

## COMING EVENTS FOR 1995

- June 2-4 Pacific Northwest Motorcycle Show in Lynden Washington. For more information, call (360) 366-5548.
- June 3-4 Vintage Motorcycle racing, bike show, and swap meet, Olympia Washington. For details ,contact Bob Lindsey (206) 845-2505 or Dean Welsh (206) 537-8692
- June 4 Long Beach motorcycle parts exchange. Long Beach Veteran's Memorial Stadium. For general information, call (310) 426-4641.
- June 9-11 Colonial Chapter National Meet, Harmony, NJ.
- June 13-15 Blue Ridge Chapter National Road Run, Asheville, North Carolina.
- June 16-18 Indian Run, Oakdale, CA. For information, contact Laughing Indian Riders, Allan Lawson (604) 946-2427.
- June 23-25 Viking Chapter National Meet, Farmington, MN.
- June 24 Vintage Motorcycle Races, Ventura, CA. For information, call Harry (805) 650-6777.
- June 25 Antique Motorcycle Show & Swap Meet at Ventura County Fairgrounds, Ventura, CA. For information, call Harry (805) 650-6777.
- July 8 Fort Sutter Chapter Annual Swap Meet & Show Meet, Sacramento, CA.**
- July 14-16 Maumee Valley Chapter National Meet Wauseon, Ohio.
- July 21-23 AMA's Vintage Motorcycle Days, Lexington, Ohio. For more information, call 1-800-AMA-JOIN
- July 22-23 Annual Oregon Trail Chapter ride at McMinnville, OR. For information, contact Ben Beberness (503) 654-3457.
- July 28-30 Yankee Chapter National Meet, Hebron, CT.
- Aug. 18-20 Empire Chapter National Meet, Brookfield NY.
- Aug, 19-20 Evergreen Chapter Swap Meet & Show at Tenino, WA For information, call (206) 325-0283.
- Sept. 1-3 Blackhawk Chapter National Meet, Davenport, IA.
- Sept. 10-13 Fort Sutter Chapter National Road Run, Lake Tahoe, California.**
- Sept. 29-Oct 1 Chesapeake Chapter National Meet, Jefferson, PA.

## REMEMBER

**There will be a Special  
Pre-Swap Meet Meeting  
To be held at the Plaza Hof Brau  
Watt and El Camino  
Saturday, July 1  
The Meeting Starts at 1:00 p.m  
But Please,  
Come Early and Join us for Lunch**



So, tell us about your motorcycle trip.

## Classified Ads

*Ads are free to members. Deadline for publication is the 5th day of the odd numbered months. Ads should be for 1960 or older motorcycles, although other items will be considered if they are related to old bikes or are part of a trade.*

**FOR SALE** – Pre-1917 articulated controls (monkey motion). Exact reproductions made of aircraft stainless. Will polish to nickle-like finish. Taking orders for set or pieces. Chuck Vernon, P.O. Box 23, La Mirada, CA 90638 Phone (310) 943-4868.

**FOR SALE** – 1974 Penton Jack Pine Enduro model. Fresh engine, ground up rebuild including new plastic & tires. \$1,000.00. Contact Frank at (916) 626-6669. (Non Member)

**FOR SALE** – 1942 Harley Davidson XA (Army Model) 45 c.i. color black, lots of chrome, Flanders handlebars, alum. rims, new tires, new ring & valve job. \$8,000.00 Call for more details. (916) 487-6533.

**WANTED** – 1939 Jr. Scout parts. Tom Samuelsen 606 26th Avenue, East, Seattle, WA 98112, Phone (206) 325-7019.

**FOR SALE** – 1932 Harley Davidson VL with 1926 sidecar, 90% restored. Bill Hill (916) 372-3312.

**FOR SALE** – Carburetor covers (air cleaner) for “101” Scout and early Chief, Jr. Scout and K.J. Hendeson. Quality brass repro. \$22.50 p.p. Corbin speedo head mounting bracket for Scout or Four, quality bronze repro. \$35.00 p.p. specify Scout or Four. Hand pump leather cups for Scout or Chief, set of 3, \$6.00 p.p., for early Indian, set of 2 \$4.00 p.p. Spokes 11 1/4" long, 1/8" diameter cad. plate, brass nipples nickle plate, set of 80, \$80.00 plus shipping. Woody Carson, 760 Eastdale Drive, Ft. Collins, CO 80524

**WANTED** – 38, 47, 48 parts also Indian “4” 39, 40, 41 parts, HD EL '38, 45ci, '41-'46, '50 pan trade or cash. For sale: Triumph NOS gas tank 750 cc or Trident? Old HD saddlebags. (209) 348-1220.

**FOR SALE** – 1913 Indian and 1946 Cheif. Contact Lydian Ascenzi (503) 666-3587

**FOR SALE** - Brough Superior, 1938 SS 80 documented since new, excellent condition, spares available, resonable offers considered, (510) 215-3527.

**FOR SALE** – Indian 1928 Ace, 4-cyl, \$38,000; 1943 Indian military Model 840, \$22,500. Phone (916) 347-4229.

**FOR SALE** – Indian 39 inline 4 cyl engine, cash/partial trade for ACE/Cleveland 4 cyl parts Phone (805) 481-1787

# Motorcycles for sale

The following motorcycles are for sale by  
chapter member Mike Williams.

Contact him at : 916 717-5599

1979 750 Triumph Bonneville  
Starts, runs, and stops good.  
New battery and brake master cylinder.  
Clear Calif. title, on non-op since '98.  
\$2,500.

1957 BSA A10, project with Road Rocket motor  
All parts there  
Georgia tag & registration  
Georgia doesn't have titles on motorcycles before 1986  
\$2,500.

# Ft. Sutter Chapter Ride

**August 16, 2025**

## **Joe Giammona is organizing a Saturday ride.**

“Folsom Loop” Club Ride Sat Aug 16th. This ride will take us from Temple Coffee in Folsom on back roads (no freeway) into Plymouth with a rest stop at Sobon Winery Estate. They have a pretty cool winery museum dating back to the 1850’s. After a 30 minute break and museum tour, we’ll head up to El Dorado on more back roads and into Folsom for our final destination and lunch stop at Out of Bounds Craft Kitchen and Biergarten near Folsom Harley Davidson.

This is an 80 mile round trip ride, approximately 2 ½ hours including rest stop. \*Note, our rest stop at Sobon Winery does not have any amenities other than bathrooms (and wine), so bring your own water, snacks... to get you by. If anyone needs gas we can make an additional stop at the Plymouth Trading Post. Other than a little traffic from our starting point and a few miles to our final destination, we should have smooth riding the rest of the way.

Get to Temple Coffee a little early, with a Full Tank of Gas, and enjoy a cup of coffee and maybe some pastry before we head out. KSU 9:30 SHARP!

Ride details - Starting at Temple Coffee 2776 E Bidwell St, ste 500, Folsom, we’ll head down Bidwell St to White Rock Rd .From there we’ll take Latrobe Rd all the way to Old Sacramento Rd into Plymouth, then onto Shenandoah Rd to Sobon Winery. After our break we retrace our route back to Plymouth and take Hwy 49 into El Dorado, taking El Dorado Rd to Missouri Flat Rd to Green Valley, catching Blue Ravine Rd to Folsom Blvd, to Out of Bounds Craft Kitchen 13407 Folsom Blvd. Folsom

If you have any questions or plan on joining us, please shoot Joe a text so he can have a basic head count (209)747-9419.

Hope to see everyone on the 16th.

# Pics from August Chapter Meeting & Picnic

August 2, 2025

(photos by Jayne Myers)

The Ft. Sutter chapter picnic was held once again at Elk Grove Regional Park. The August meeting was held in conjunction with the picnic. Some members road classic bikes to the event, and Mike Williams drove his classic hot-rod.

*See more photos on the following pages.*



(Meeting & picnic, continued)

The meeting was conducted by chapter president Tracy Stahlman. More than 40 members were present for the picnic and meeting.



(Meeting & picnic, continued)

Beef and chicken with salads for lunch with chocolate cake for dessert.



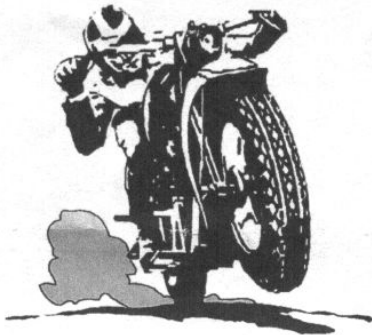
(Meeting & picnic, continued)



Chapter member and AMCA President, John Markley, was present to talk about national matters.



**Comstock Chapter**



**Antique Motorcycle Club of America**

**7th COMSTOCK CLASSIC ROAD RUN  
OCTOBER 9, 10, 11, 2025  
BISHOP, CALIFORNIA**

**THREE GREAT RIDES  
FRIDAY BBQ  
SATURDAY EVENING BANQUET  
AWARDS & SWAG BAG**

Mark Your Calendars

Details on the WEB:  
[www.comstock-amca.org](http://www.comstock-amca.org)

Host Hotel - To Be Determined

Further Details Forthcoming

**Comstock Chapter AMCA**  
**7<sup>th</sup> Comstock Classic Road Run**  
**Bishop, California**  
**October 9<sup>th</sup> thru 11th, 2025**

Rider's Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

AMCA # \_\_\_\_\_ Chapter: \_\_\_\_\_

Year/Make/Model of Motorcycle \_\_\_\_\_

Insurance Company/Policy #: \_\_\_\_\_

Passenger Name: \_\_\_\_\_

**Note: All Motorcycles MUST be manufactured before 1990 for this Road Run**

Registration is \$150 per rider and includes:

One banquet, one t-shirt, ride routes, free movie at Film History Museum, steam engine tour, swag and eligibility for awards.

Rider T-shirt Size:            S   M   L   XL   2X   3X   Circle one  
Quantity and size/s \_\_\_\_\_

Extra Banquet - \$50 ea.        \$ \_\_\_\_\_

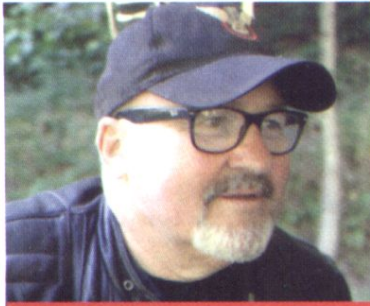
Extra T-shirt - \$30 ea.        \$ \_\_\_\_\_

**Pre- Registration Only**

Total Payment Enclosed \$ \_\_\_\_\_

Payable to:    Comstock Chapter AMCA

Mail to:        Comstock Chapter AMCA  
4279 Muirwood Circle  
Reno, NV 89509



**DR SPROCKETS COLUMN**

# **RUINED FOREVER IN 1960S LOS ANGELES**

**My grandfather used to hammer weld over a coal fire in his back yard and my father was a fair wrench. It's not surprising I followed in their footsteps.**

My dad always had "old cars". I remember him dropping me off at the Pan Pacific auditorium when I was thirteen to see a couple dozen custom cars, hot rods and a few motorcycles on display. A '49 Merc that Sam Barris had chopped blew my mind. Fast forward four years and while in high school I got to attend body shop classes half day at Long Beach City College for two years. Mr. Hansen would

only teach us lacquer and lead. Also in attendance were my partners Larry Whitmeyer who drove a Model A coupe and Rick Warren who drove a bright red channeled Model A roadster with a "full house" flathead installed. I drove a flathead powered '48 Ford sedan.

In later years Rick worked in the service department at Harbor H-D and Larry's stage three Honda 305 scrambler was the first motorcycle I ever rode.

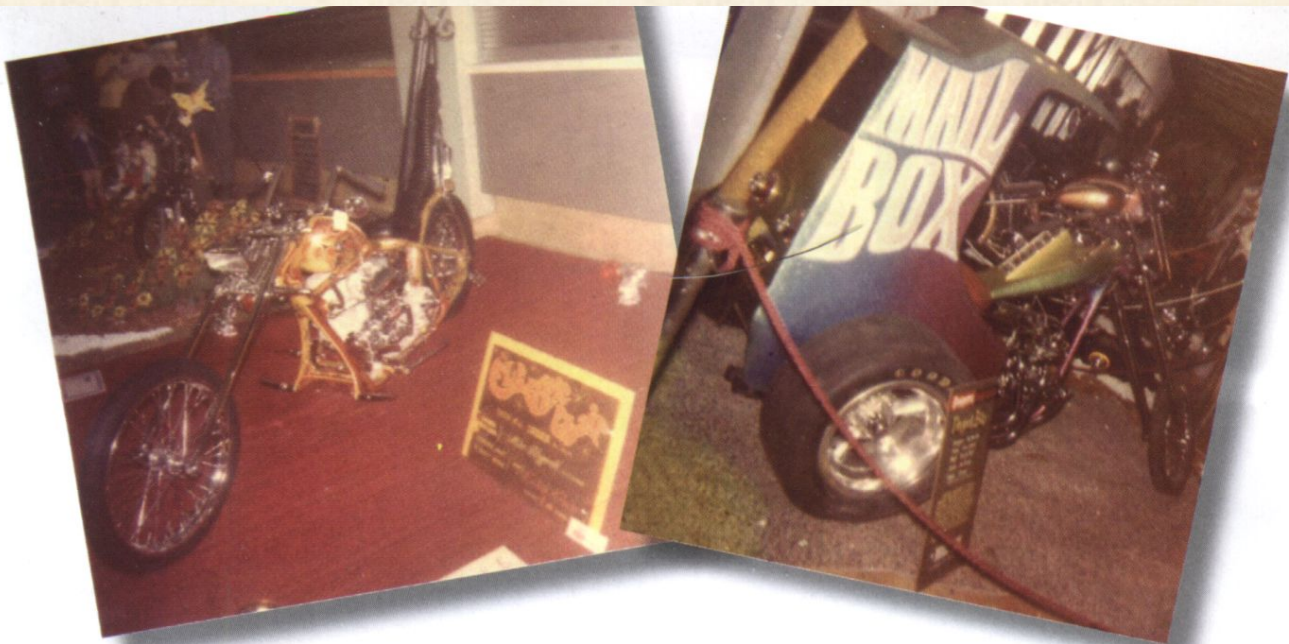
I was ruined forever the day my friend Russ's buddy let me ride his shiny new 650 Lightning BSA. It straightened out my

arms and it almost pulled the bars out of my hands when I nailed it.

We'd roll over to Atlantic and Del Amo Blvd. to visit Biker George who rode a cool candy purple 650 BSA chopper with a long front fork. He was older than us and had all the rooms in his house fitted with speakers blasting psychedelic music. They also contained florescent painted walls and posters with black lights lit all the time. This was way before the Summer of Love. The moment that changed my life was the day I met Paul Stokes who was a year ahead of me in school.

*Left, Dave and Rick on Paul Stokes' '47 Knuck... it changed my life! Shot in front of our old high school. Right: my '41 Chevy, up the road from Biker George's place.*





There it was! His rigid-framed, chromed stock springer-forked, '47 knucklehead-motored, gold metalflaked masterpiece.

After high school he opened a small shop in West Long Beach building choppers and selling parts. I reconnected with him after thirty-five years thanks to a blog on Oakland Max's 4Q site.

Most of the guys I hung around with in high school drove '40s and '50s Chevrolet fastbacks and hardtops that today would be called lowriders or bombs. They were scalloped, paneled, candied, pearled and or flaked. We hung out on Bellflower, Atlantic or Tweedy Blvd. most nights. Saturday mornings were spent over at Gene's muffler shop on Lakewood Blvd. just west of the Lakewood Drive-in.

We'd be having our front or rear springs torched to slam the car, exhaust manifolds split on our stovebolts, or twice pipes put on with Artesia curb scrappers/Bellflower tips on the ends.

Watson's custom paint shop was in the same complex. We'd walk over and check out the work in progress. Bad ass cars and motorcycles came out of those doors.

I remember the car shows at the Memorial auditorium in Long Beach as well as the ones up at the L.A. Civic auditorium in downtown L.A. in the late 1960s. I first saw Roth's Mailbox Crosley powered trike (now in the

**...MY ROOMMATE WAS A PATCH HOLDER FROM THE OAKLAND CHAPTER...**

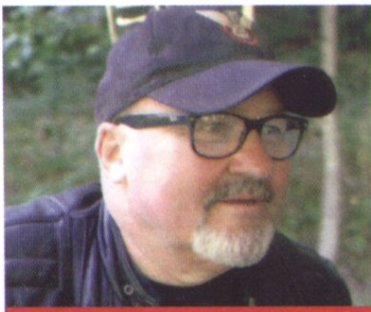
Doering motorcycle museum in Newburgh, NY) there along with the fabulous Indian four cylinder custom "the Electric Chair".

By this time I was driving my slammed '41 Chevy coupe with outrageously loud duals while listening to Otis Redding, Smokey Robinson and Sam Cooke on my under-dash record

player. I graduated from Jordan in '66 with draft papers in hand. After a couple of years at Oxnard A.F.B. north of L.A. I shipped over to Southeast Asia. My final destination was a landing strip on the Thailand/Laos border with the Mekong River in front looking at the Ho Chi Minh trail. My roommate was a patch holder from the Oakland chapter named Tom Roberts. It was two wheels forever from then on.

When I returned to Travis A.F.B. for discharge in December of '70 Tom picked me up from the bus depot in Oakland on his chop and debriefed me at his house. We spent nights in the Oakland railroad tunnel stoned and days eating mass quantities of his wife's Mexican food. When I went home to Long Beach I was ready for civilian life. Tom and I found each other a couple years ago after forty years because of an article I wrote for a antique motorcycle magazine he just happened to read.

Life is like that.



**DR SPROCKET'S COLUMN**

# MY FRIEND RICHARD

**When I first arrived at Oxnard AFB in '67 north of L.A. my high school buddy W.J. O'Patchen introduced me to his friend Richard. We're still tight some forty five years later.**

Richard drove a '57 Chrysler 300 with a dual quad hemi on board. Walter's ride was a two-toned blue metallflaked '58 Caddy El Dorado. I still had my slammed '41 Chevy coupe. You can imagine what the brass thought of us. The base closed down in '69 and I went overseas. Richard had already been kicked out for

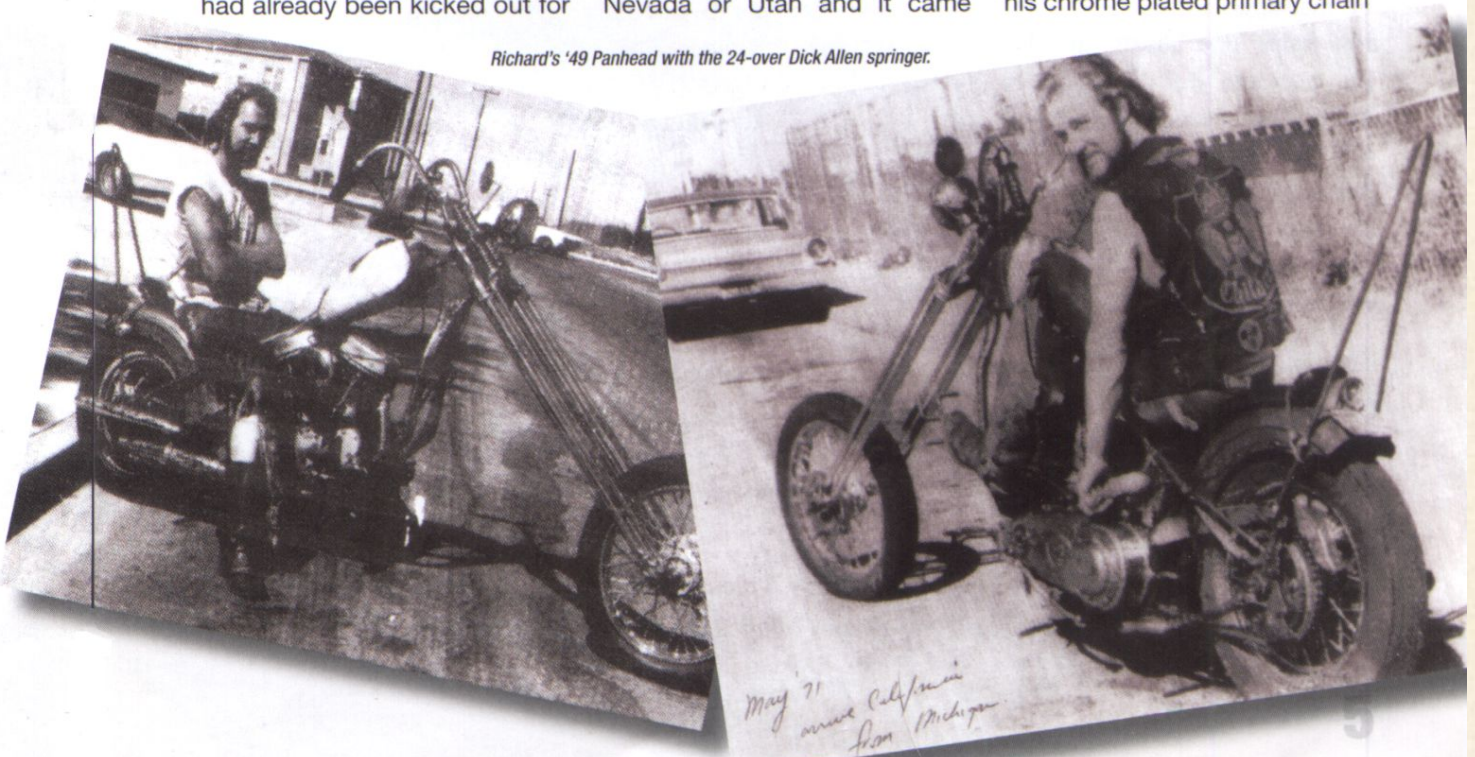
knocking out our C.O. While I was on the Mekong River Richard had Dick Allen build him a '49 Panhead with a 24" over H-D springer using Model A radius rods. A bitchin' caved in-sided Wassell tank in candy blue with white pearl sides sat on the top bar.

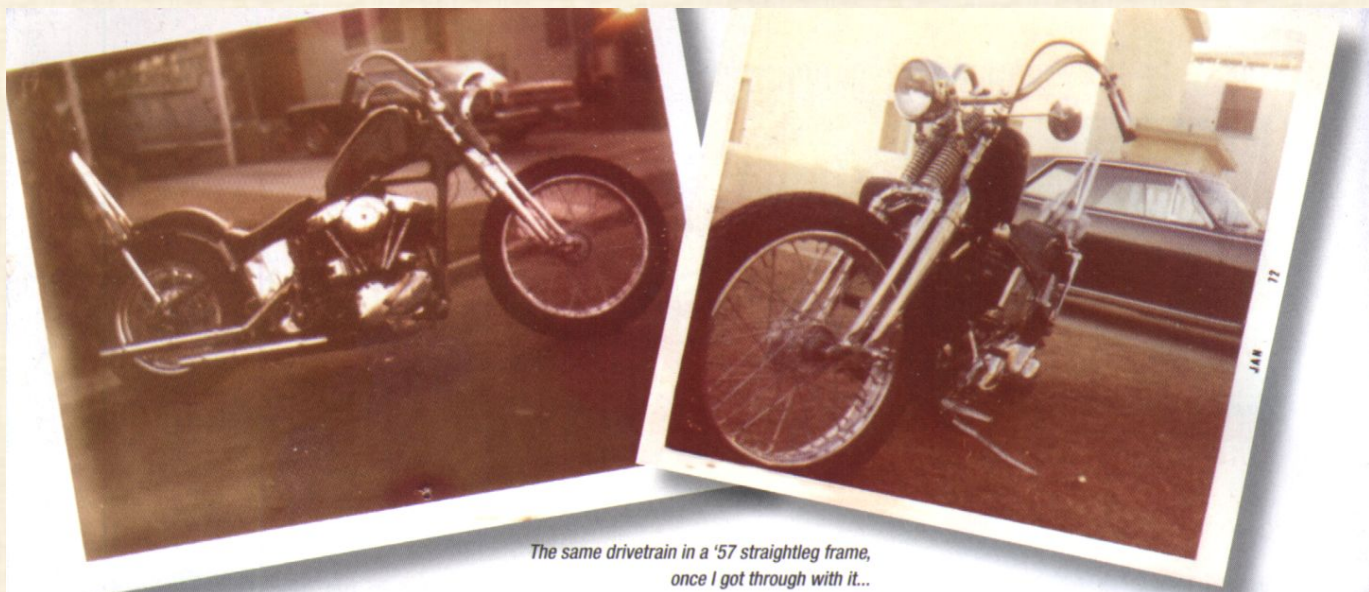
Richard got so many "unsafe vehicle" citations he decided to follow a patchholder from Michigan back east. His Panhead blew up due to an oil flow blockage (his fault) in Nevada or Utah and it came

to rest in his friend's '50s Ford stationwagon for the rest of the trip. Richard joined the club soon after his arrival and they "acquired" a cherry donor motor they found resting in the only police bike in town: a 1965 FLH Police Special. Reinstalled in his Pan frame he proceeded to receive many citations there too. Gotta go!

While streaking across the Arizona desert back to California his primary chain and its cover left the motorcycle. Thanks to his chrome plated primary chain

*Richard's '49 Panhead with the 24-over Dick Allen springer.*





*The same drivetrain in a '57 straightleg frame,  
once I got through with it...*

belt holding up his Levis he was able to limp into Long Beach. For \$750 the machine was all mine so he could clean up his license in California. The bike had changed some. Like the full size five finger footpegs "giving the finger" made of rebar. Also the large swastikas for the clutch and brake pedals – also made of rebar. Not to mention the huge dildo for the jockey shifter just to blow citizens' minds.

I was encased in a body cast at the time and staying with my sister due to an on the job accident just after being discharged. Richard cut down the front so I could sit up and cut the bar out from between my legs. He would tie me on the back of the bike and off we'd go weaving through traffic.

That winter I was back on two legs and ready to make the Pan my own. I bought a bone stock '57 straight leg frame from D&D Cycles along with a nice stock chrome plated BT springer. I changed the drive train over and mounted a Sporty tank. The first time I took it out I came

flying down an offramp from the freeway and hit the rear brake (my only brake) to stop at the light. The rod between the pedal and the master cylinder had become disconnected. I finally stopped a couple of blocks later without hitting anything. I eventually sold it because I couldn't get it registered and had to run a red tag.

A couple of years later Richard shows up at my house one night and we proceed to get really hammered. As usual we get the munchies so I roll out my '47 EL for a trip down to Bob's Big Boy on Long Beach Blvd. for shakes and burgers. I roll out the driveway and upon reaching the first cross street with a dip I nailed it. The bike stands straight up till the sissybar hits the ground and the 18" over Wayne girder is aimed at the stars. When it comes down the bike seems a little lighter. I feel behind me and Richard's MIA.

I slide to a stop and hop off. There's Richard out cold laying in the street with his arms straight out looking like Christ

on the cross. My sissybar with Bates taillight and license plate attached are wedged tightly under his back. I thought he was DOA.

Lights start coming on, doors opening, shades going up. I know the cops are on their way and we're in no condition to say hello.

Richard is out cold and he's a big boy so it takes me a while to drag him over to the curb. About that time the cops make a showing. I get Richard to slur from across the street that we had an equipment malfunction and he'd be OK. After a few minutes they bought it and left. Needless to say we never made it to Bob's Big Boy. I pushed the EL home and spent all night keeping Richard awake so he wouldn't pass out from a possible concussion.

Now I think about it this could explain some of his behavior later in life.

Or not.