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President's Comments

June 2025

Dixon! Come & Gone.

First off, my thanks to all that were involved in any way that made our Dixon event seem to flow flawlessly. Our team stepped up from the initial planning to tear down and all points in between.

Many of us heard compliments and praise on our operation while a few heard some gripes and complaints. As for the complaints, there's an old saying you can't make everybody happy. We can discuss pros and cons at the next meeting.

Again thank you all for your help!

We had a special event at our banquet this year. Past president, Bob Henry, had a successful mission in having our own Rich Ostrander, aka Dr. Sprocket, inducted as a National Honorary Member. Joining a short list of members that have contributed so much to our AMCA community as well as our Fort Sutter Family. I am happy that this honoring of Rich came during my tenure as president. Many nice words and memories were shared as well as a national recognition award was presented to Rich by Keith Kizer. Rich was happy to accept the award and praise from the AMCA as well as the others that spoke on his behalf.

Post Dixon,

Happy Father's Day to all the dads out there. We celebrated quickly and switched from "Dixon mode" to Oregon Trail's National Road Run and left on Monday. I can't say enough about the Oregon Trail Chapter with their hospitality and planning on this event. We had four dinners to come home to after each day on the road including Tuesday. Unfortunately day three decided to rain cutting our ride short (90 miles) but not without

(continued on [page 2](#))

***Our next chapter meeting will be Saturday, August 2, 2025
combined with the chapter picnic at Elk Grove Regional Park.***

(continued from page 1)

some memories to take home with us. Still, I was able to clock around 400 miles on Oregon roads; Covered bridges, rivers, lakes, ocean, historical towns and much more were all seen. Thank you Tim and Diane Burns and your wife for opening up your house to share with all of us. A return trip to ride Oregon is a must on my list.

Enough babbling from me for now. Hope to see you all at our BBQ/meeting on August 2nd at Elk Grove Park.

Until then have a safe ride!

President Tracy Stahlman

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Fort Sutter Meeting Minutes June 7, 2025

Call to Order: The June 7, 2025 meeting was called to order at 1:16 pm

- **Welcome New Members:** 1: Mike has been a member for less than a year, attending his first meeting; **Guests:** none at the meeting
- **Membership:** Karie Schenken, Chairman reports there are: 82 Primary members, 30 Associates, 2 Junior members, and 6 Honorary members.
- **Treasury Report:** Money is coming in, mostly from Dixon; also got stipend from national and some donations; Dixon fairgrounds has been paid for; also paid for our August picnic site. Current sum of deposits is \$32,254. Other Dixon expenses will start bringing this total down.
- **Minutes:** A motion was made by Mark and seconded by Tunie to approve the minutes as written for the April 5, 2025 meeting.

New Business

- **National minute:** John Markley donated a truck bed box that he received slightly damaged to the club. He's available to members via phone call if members have questions. He, along with some other club members, will be at the Oregon Trail road run. He went to the Fandango and Phoenix run representing national and Ft. Sutter. Reminded members that if you are over 65 you can ride any bike you want; doesn't have to be antique. Ken Howard is part of the Rubicon Trail Foundation that takes care of the trail. Ken found that in the past Armando Magri had ridden the Rubicon Trail. Ken wants to do a documentary about Armando's ride and is looking for a bike that looks like Armando's. Bob has one that looks like Armando's so Ken plans to meet with Bob at Dixon to talk about using the bike in pictures. John noted that AMCA national club is doing well, and he has been chosen to serve a second year as president. Keith Kizer will be at Dixon. David Edwards (magazine editor, formerly with Cycle World) will not be able to attend for personal reasons.
- Tracey Kleber announced the picnic will be August 2 (also will be our meeting) at new location in Elk Grove regional park, section 3A instead of 7.
- **Dixon planning:**
 - Final Dixon status: Everything set with fairgrounds; Tracy will do a walk through next week.
 - 155 swap sites sold with only a few left. T-shirts and pins are ready. Sound system is arranged.
 - Striping will start 7 - 7:30 am on Thursday. Requested people please show up for shifts on the gate and for setup and cleanup.
 - Banquet arrangements are done, but will need a few people to set up chairs and tables. Some decorations are available from LowBrow customs and others.
 - Mark will want some help with BBQ. Please bring a side dish if you can (salads still open, already have lots of chili beans).
 - Some members requested good weather for the meet.
 - Judging: a couple members signed up for judging for club awards. Around 50 bikes signed up for national judging. There's a small stipend for judging registration this year.
 - A copy of the schedule of events is available from Tunie.
 - There will be coffee and donuts for judges prior to Saturday judging. Judges' lunch will be cut back to 1 BBQ due to low attendance last year.
 - We will still request that people not park in front of the fairgrounds. They'll be asked to park across the street or go down to the corner (RV) gate.

(continued on [page 5](#))

- **Past events:**

- Chapter ride to Ishi swap 3/25: Joe Giammona led ride to Ishi. Bob, Bill and Mark also attended. Seemed like a small meet, but weather was good and nice ride up and back.

- **Upcoming events and club rides**

- NorCal swap: June 8; Tracy and others will be there.
- Oregon Trail Nat'l Road Run June 18-20; Yerba Buena group will ride up together.
- Next meeting combined with chapter picnic; Elk Grove regional park, Aug 2.
- Dixon show & swap: June 12 - 14
- International Norton Owners Association Rally: June 16 - 21 (Margie)

Meeting adjourned at: 2:01 pm

Ft. Sutter Chapter ride to Ishi swap meet March 25, 2025

(Photos and text by Joe Giammona)

Bill Cruz made the ride with me to the Ishi Chapter swap meet in Chico. We ran into Bob Henry up there selling his wares and on the way home Mark and Jeremy Loewen caught up to us at a light in Gridley. The Ishi meet is always a pretty cool event with the vendors lining the shaded walkway and a nice bike show display was put on. This year seemed to be a little bit smaller of an event than in the past, but nonetheless there was plenty to see and it was a good day for a ride with good company!

See more photos on the following pages.



(Chapter ride, continued)



(Chapter ride, continued)



(Chapter ride, continued)



Pics from June Chapter Meeting
June 7, 2025
(photos by Joe Giammona)

Prior to the meeting, members enjoyed a hot-dog BBQ with chips and ice cream for dessert. Thanks to all the members who provided something for the lunch.
See more photos on the following pages.



(Meeting, continued)



During the meeting, Tracy discussed the status of preparations for the Dixon swap meet.



(Meeting, continued)

John filled us in on various AMCA meets and runs that he'd attended in the past few weeks.



Kim showed off the Dixon meet T-shirt design.



(Meeting, continued)

Thanks to Mark for once again allowing the club to use his roomy shop for the meeting.



At the end of the meeting, the usual raffle took place.



(Meeting, continued)

Somewhere in America, there's a warehouse containing the lost Ark, and all the raffle prizes that the Schenkens have won.



A number of members rode their bikes to the meeting.



(Meeting, continued)



Flashback to some history of the Fort Sutter chapter and the Dixon swap meet, courtesy of Rich Ostrander.

Those of you who know Rich Ostrander or have read his Dr. Sprocket columns that have appeared in the newsletters in the last few months know that his immersion in the motorcycle culture goes deep, deep into the history of motorcycling in California. From his days in So. Cal. to his involvement in the early days of the Ft. Sutter chapter of the AMCA, his experiences have connected him with some of the most venerated names in motorcycling history.

Rich recently sent me a couple of commentaries on the founding fathers of the current incarnation of the Ft. Sutter motorcycle club and on the evolution of what we now know as the Ft. Sutter National Swap Meet and Show, or simply the Dixon swap meet. I thought it appropriate to include his comments as a prelude to the coverage of this year's Dixon swap meet.

So please enjoy the next few pages of history thanks to Rich.

–Tom Myers

(History, continued)

FOUNDERS FT SUTTER CHAPTER AMCA

Hello fellow Fort Sutter AMCA Chapter members. This short little piece is for all of you who haven't been a long time member or were fortunate to have known any of your chapters founding fathers. There were 12 originally but many have passed some time ago and many members today know them by name only. I joined in 1983 and only Dick Hardmeyer, Jim Moore, Jerry Bland, Dick Crawford, Carl Grone, Bob Kergal and Dennis Thompson and a few others were active back then.

Following are founding members:

Jack "The Digger/the Ghoul" was Jack Gormley, owner and operator of Gormleys mortuary in downtown Sacramento established since the gold rush. Jack was an early AMCA member back in the fifties with a nice collection of early Indians, pre-16 m/c's, three Crockers, an early small tank and a later big tank, plus a rare speedway unit. I knew Jack before I relocated up here from SoCal as he and his best friends, Shorty Thompkins and Armando Magri used to travel down for the SoCal chapter's La Mirada meet every October starting in 1975.

Armando was a founding father and was the local HD dealer since 1952 when he acquired the dealership from the former owner, Frank J. Murray, who owned it since the teens.

Al Lauer was a founding member and the local Indian dealer and speedway racer from the late teens until Indian rolled up their cords in 1953.

(continued, following page)

(History, continued)

(Founders, continued)

Joe Sarkee who owned the Triumph dealership on Broadway near 24th Street, since 1946 was also a founding member. Joe sponsored a bunch of local racers like Rich Hardmeyer, Cy Homer, the Thompkins brothers and more.

Dick Borchert, a machinist at Aerojet in Rancho Cordova was also an early founder and m/c collector and a really nice guy too.

Ed Hawtrey whose hat said “old fart” and was fairly correct in its announcement. He was an early founding member and m/c collector, plus a collector of odd early sport cars like Allards and Cuttinghams.

Bud Catlett was a founding member and m/c collector. He was also a collector of pre-sixteen brass cars and motorcycles. He also was a picker for the Harrah’s collection in Reno. He was quiet and a real gentleman. He used to serve along with his brother as Sacramento motorcycle police officers.

Shorty Thompkins and his brother Whitey were founding members and real racers of much acclaim. Shorty worked with Bud Catlett at Harrah’s as their motorcycle restorers. Shorty was a welder for PG&E before he retired.

Willie Siedler was also an early founding member. He was the owner operator of a Chevron station on 16th Street and had a huge collection of early automobiles stored south on Franklin Blvd.

(continued, following page)

(History, continued)

(Founders, continued)

Ed Thaddius was a founding member who worked at McClellan AFB as a machinist. He outfitted all the B-25's that flew off the aircraft carrier just east of Tokyo for the famous 30 seconds over Tokyo bombing run as payback for Pearl Harbor.

John Schaefer was our first president and a founding member who relocated from SoCal where he taught at L.A. Technical school and was a great machinist. He was also a member of the LA 45's of which also was Paul Bigsby, the pattern maker and designer for Albert Crocker and inventor of the electric guitar Whammy bar.

One of John's students at LA Tech was none other than Willie G. Davidson. John was my mentor and I miss our many conversations. He was a Harley JDH, two-cam specialist.

Following are early members:

Chuck Otis is another early member who worked for the railroad, a nicer gentleman I've yet to meet.

Jerry Cordy owned Bib's hot dog stand where the club met on Saturday afternoons on the corner of 24th Street and Broadway. It is now a McDonalds.

J.R. Hackley was our first honorary member and was an illustrator for Bel Air markets.

Russ Sierk was an early member, he was an ex-racer and restorer.

(History, continued)

EARLY FT. SUTTER SWAPMEETS

This is for those members who weren't there. In 1982 we held a small swapmeet, our very first, behind Macy's in Country club Mall. It was to raise some monies to help the funding of the founding of our Fort Sutter Chapter of the AMCA in Sacramento, CA.

The next year, 1983, we held our first regional AMCA swapmeet in the parking lot of the DMV just south of Broadway, just east of 24th Street.

In 1984 we migrated under the freeway between 23rd and 24th Street and X and Y Streets, just north of Broadway behind Joe Sarkees shop.

John Schaefer would go borrow the serving trailer from the Coke distributor where his wife worked, on Stockton Blvd, just south of T Street.

Jerry Cordy would provide the hot dogs from MadeRite, just south of Magri's HD on Arden Way. The members spouses would sign up participants and distribute coffee, cokes and hot dogs from the trailer during our meet. We had a chapter owned generator for power. We would judge the show bikes and hold field events on the asphalt. Sunday we would have a Poker Run buy in ride down along the river to Al the Wops for lunch and then back to the meet site to see who won the pot.

On Saturday nights we would have an off-site banquet at either the Club Pheasant, the Bull Market or Posies across from the capital.

(continued, following page)

(History, continued)

(SWAPMEETS, continued)

Back then we still handed out awards at the meet, sold meet T shirts etc. Some of the banquet speakers at Posie's were Floyd and Don Emde, the father and son duo that won the Daytona race.

In 1999 we lost access to the under freeway site and relocated to Dixon Fairgrounds for our first chapter National meet in 2001.

When I relocated from Long Beach in SoCal in 1975 to Sacramento, Dixon is where I first found employment as a metal fabricator on farm equipment and cattle and sheep haulers. I thought it reminded me of the meets in Davenport, Iowa, John Deere dealer and all. During my employment in the area, the dealership used to put on tractor pull events for the farm community. It also reminded me of the old Gypsy tour sites where once a year people I rode with south and north could meet up and catch up on our lives lived. It was a central location and just felt right.

The first years banquet speaker was Ray Wesser, the northern CA Harley dealer rep for many years and an AMCA referee for District 37. We had banquet speakers until just a few years ago. We had Bob McClean our club president in 2001 and our next president after him in 2002, Pete Gagan. We also had Gary Bang and Bob Stark for speakers. We had 50 guests for our first dinner. We had pennants and special theme ribbons made up to put on the bikes that were up for show. We had programs with meet ground maps in the middle and the history of our club in the front, and ad's in the back.

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(History, continued)

(SWAPMEETS, continued)

We would do the swapmeet ride on Sunday morning and judge then too, less people and dealers, etc. stayed over. As time went by even less stayed for the banquet Saturday night so we moved the judging to Saturday afternoon along with the ride. We always had field games, like reach down and pull the straw from the bottle, pull the clothes pins off the clothes line, the slow race, or the run and start your bike. The games were discontinued because less and less people wanted to participate.

The meet started small but year by year it has grown into what it is today.

Ft. Sutter National Swap Meet and Show at Dixon

June 13-14, 2025

(photos by Joe Giammona, Tom Myers, Jayne Myers, Tracy Stahlman)



Dixon May Fair fairgrounds continues to be the venue for the Fort Sutter National Swap Meet and show. Many Ft. Sutter members were on hand to greet vendors as they arrived for the weekend with their parts and motorcycles.



(Dixon, continued)

The vendor BBQ Thursday evening after move-in is always a popular event.



Supplies were whisked to the scene by the most efficient, modern methods of transportation.



Vicky's ever-popular cobbler was on-hand.



The cooking crew made sure the supply of burgers and dogs kept up with the line of hungry campers.



(Dixon, continued)

The spaghetti-feed format of the banquet on Friday evening seemed to be a popular choice at the banquet.



(Dixon, continued)



As usual our generous sponsors provided an array of products for the raffle.



Chapter president Tracy Stahlman emceed the proceedings.



AMCA Executive Director awarded President John Markley a "Well Done" coin for his leadership of the AMCA over the past couple of years.



Recognizing that the first ten years of a chapter are critical to keeping it active, the President of the Comstock Chapter, Rodd Lighthouse, was presented with a certificate acknowledging the Chapter's 10 year anniversary.



(Dixon, continued)

In an extremely popular presentation, longtime AMCA and Ft. Sutter chapter member Rich Ostrander was named an Honorary AMCA member by AMCA President John Markley. Honorary membership recognizes the significant contributions and dedication Rich has shown to the AMCA. Past chapter president Bob Henry also spoke of his relationship with Rich.



Shown here with his son Scott, Rich receives his award from Executive Director Keith Kizer.



(Dixon, continued)

Many beautiful and interesting motorcycles were on display at the bike show next to the Ft. Sutter tent.



(Dixon, continued)

There were also lots of mini bikes in keeping with this year's theme.



(Dixon, continued)

Many more motorcycles made their appearance at national judging.



(Dixon, continued)

2nd place Period Modified went to Stefano Ranuio for his '47 Harley Knucklehead bobber.



3rd place Period Modified went to Steve Norberg for this cool '74 Yamaha in a Trackmaster frame.



(Dixon, continued)

The 1911 Pope brought to the meet by Dave Kafton was the oldest motorcycle.



Jim Tippit got the Best Accessorized award for his 1972 HD FLH with sidecar.



(Dixon, continued)

The award for Best American bike went to Josh Soto for his 1936 Harley-Davidson EL.



Fort Sutter Chapter Antique Motore

The Best British award went to Robert Cohalen for his 1952 Vincent Rapide.



(Dixon, continued)

Best European was awarded to this 1969 Benelli Buzzer mini-bike owned by Brian Stearns.



John Fulton got Best Japanese for his 1972 Kawasaki H2 three-cylinder.



(Dixon, continued)

Best Rat bike was this 1930ish Sam Arena entered by Vince Martinico.



Best Competition went to George Carter and Steve Norberg for their 1962 Honda CB92 Racer.



(Dixon, continued)

Ralph Ribera's 1957 Harley FL took the Best Chopper award.



Best Mini award was won by Jim Schenken for his 1968 custom made micro-mini.



(Dixon, continued)

Dakota Gracey received the longest ridden award for 512 miles on his 1939 Harley EL.



Pete Demas rode the 2nd longest distance at 65 miles on his 1979 Harley Sportster XLS.



(Dixon, continued)

And finally, we've seen it before, I'm sure we'll see it again, Best of Show went to Jeff Sierck's 1922 ACE Sport Solo.



Refuge Medical

A new sponsor for Ft. Sutter's Dixon meet, Refuge Medical, had a representative at the meet. They have developed first aid kits geared specifically for the needs of motorcyclists. See the promotional message below for more information.

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WWW.REFUGEMEDICAL.COM

Oregon Trail National Road Run

June 18-20, 2025

(photos and text by Tracy Stahlman)

Fort Sutter was well represented with a dozen members attending. That was about 10% of attendees. Not a bad showing just days after Dixon. Three days of rides with almost 500 miles planned out. Home base was located at Tim & Diane Burns property in Cottage Grove. Tim opened his shop and yard for everyone to enjoy. Tuesday and Wednesday we all enjoyed dinner there while mingling about and talking with other AMCA members. Tim's shop is a museum on its own and reason enough to make the drive.

Our rides consisted of beautiful scenic roads through forests, farmland, and green valleys and hills. We saw several covered bridges, historical towns, the Oregon coast, lakes, and rivers. We tried to stay on route but took a wrong turn here and there. Not lost, just different scenery. Wednesday and Thursday the weather was perfect! Not too hot or cold. A few sprinkles here and there.

Friday started out ok. Mike Laird had mechanical issues not much more than five miles into the ride (probably a blessing in disguise). For the rest of the riders that continued on, we were treated to showers for a good portion of the ride. We (our group) cut about 50 miles off the ride and we were wet and cold by the time we got back! Good times still.

Four dinners were included allowing us to find lunch stops on route wherever we wanted. Thursday's dinner we were treated to Mexican food at a restaurant about a half mile from home base. We had the whole place to ourselves. Friday's banquet dinner was unbelievably good! Again the whole place was ours. Yummy desserts to top it off. I give this road run five stars out of five. The hospitality, planning, food, and friendship was top shelf!

Thanks to Tim & Diane Burns for opening up your house to all of us.

(See photos from the run on the following pages.)

(Oregon Trail, continued)



(Oregon Trail, continued)



(Oregon Trail, continued)



(Oregon Trail, continued)



(Oregon Trail, continued)



(Oregon Trail, continued)



(Oregon Trail, continued)



(Oregon Trail, continued)



(Oregon Trail, continued)

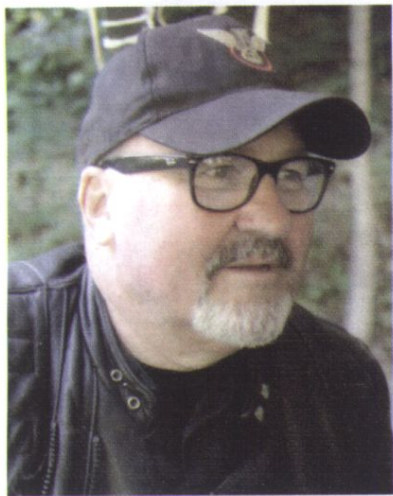


(Oregon Trail, continued)



Dr Sprocket's Column

DIXIE DISTRIBUTING COMPANY



If you are reading GKM than you have – or are interested in – motorcycles built in the 1930s through the 1970s. If you own one then you need parts to build, replace, or repair it.

Yes, you can get a catalog in the mail, tickle keys on your one-eyed wonder, visit a shop in your area, visit a friend or attend a swap meet to acquire

them. But have you ever happened to wonder where the parts you buy have been all these years? (And I'm not talking about recently minted Taiwan Tedd's one size-fits-all parts either.) Then wonder no more.

Harry Denune was born December 18, 1922 and passed on in 2013 at 91 years. You've probably never heard of him but you may have heard of the business he founded in Springfield, Ohio just after WWII: Dixie Distributing Company.

Harry owned the largest motorcycle parts warehouse in the world, bar none. He bought the Crowell-Collier building in Springfield in 1972 after it had sat idle since 1956 when Collier Weekly magazine ceased production. The building was built in 1888 and took up a full city block, was eight stories in height and Harry proceeded to pack its one million square feet with old motorcycle parts. Eventually he opened another warehouse in Lake City, Florida.

Harry was a WWII veteran, received an accounting degree from Ohio State, was an avid motorcyclist, and besides his motorcycle parts business he did quite well in real estate. He

also owned the Sears Building and the old Kelsey-Hayes building in Springfield. Think old Harley rims.

Not long after WWII the government wanted to divest itself of all its war motorcycle inventory.

So in the early 1950s Harry bought fifteen railcars of parts and had them shipped back to Ohio from the west coast; the frames cost too much to ship so he had them scrapped, which he regretted later on.

Harry figured he could then control the amount and pricing of these parts for years to come.

As his business grew he helped many up-and-coming aftermarket manufacturers get their businesses on solid ground by becoming their distributor for sales. Many years later

>

Superior Motorcycle Accessories
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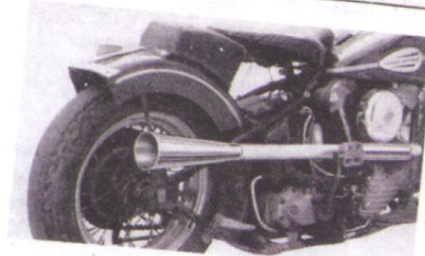
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Ads for Superior and MCM: Both companies were bought out by Harry Denune, after which he increased production, distributing the parts through Dixie.

when a lot of these companies' owners retired, went on to other endeavors, or just went out of business, Harry bought up their inventory and even their business name and rights. In this way, he acquired C.B. Clausen's Motorcycle Supply, Superior Motorcycle Accessories and MCM Exhaust and others. After acquiring some of these Harry would ramp up production (as he did with Superior and MCM).

In this same time period a friend of mine ran a small chopper shop in Ohio and for a while worked at the local Harley dealer. He said Harry would pull up in his panel truck and take out and set up some sandwich boards that his parts were mounted on and proceed to sell the parts out of the back of his truck. Talk about low overhead, long before computers and warehousing distributors like Dennis Kirk and J&P.

Bruce said he and Harry would go out to lunch at a hamburger joint and Harry would tell Bruce to let him order so he could get the meal cheaper on the seniors' menu.

I guess Harry was a little tight with the dollar. Maybe that's why he was so successful.

Many small suppliers of old motorcycle parts started doing business in the '70s up to today because they were able to start with inventories they acquired from Harry and Dixie, like Chris Kusto's Antique Cycle Supply, David Sarafan's 45 H-D parts, Indian Joe Martin's and Chuck Wesholski's Kick Start Motorcycle Parts, just to name a few. Harry also bought up loads of Harley-Davidson's excess inventory of older model parts.

In fact, when the Motor Company found themselves short in their proposed buy-back from AMF in 1981, Harry stepped up, filled the gap and helped them complete the deal.

Harry's passing in 2013 left his daughter Annesa the formidable task of liquidating all the millions of parts still resting in the Collier Building which was starting to fall into disrepair; the city was hassling the family to do something about it.

In 2015 Dixie Distributing Company's liquidation was completed. The parts are sold daily on E-Bay and through small old motorcycle parts suppliers

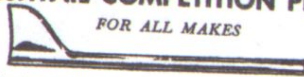
everywhere. Harry Denune's legacy lives on. So when you bolt that next part on your machine think about where it might have come from: it may well have been Harry's massive stash – the biggest in the world – a result of his business sense and long sighted vision.

Right: pages from the catalog. Read the prices and weep. Slightly dented 45 tanks for \$1.95? Yes please.

headers, pipes and fittings by **superior**

FISHTAIL COMPETITION PIPE

FOR ALL MAKES



This pipe is 30" long, beautifully chrome plated and finished off with a fin tip. This pipe does not muffle or retard exhaust. Intake is adaptable to either 1 3/4" O.D. or 1 3/4" O.D. exhaust pipe.

4M62 CLAMP BRACKET INCLUDED.

3M 51 C Chrome Each **9.45**

* HI-YI MUFFLER EXTENSION



For big Harley-Davidson. Used in place of Harley-Davidson part #1007-41 to raise muffler position

approximately 4" above standard installation. Gives the motorcycle a new look as well as extra road clearance.

3M 200 Chrome **5.85**

EXHAUST EXTENSION

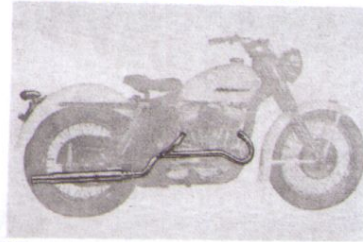
FOR ALL MAKES



3M 30 30" Extension Pipe swaged to fit over 1 3/4" pipe (Chrome) Price **\$ 5.75**

3M 58 Extends length of 1 3/4" exhaust to place muffler further to rear. Hub fits over 1 3/4" exhaust. Small end fits into 1 3/4" I.D. (Chrome) 8" long Price **\$2.75**

HARLEY K & KH SCRAMBLES EXHAUST



3M1 scrambles exhaust shown with standard muffler.

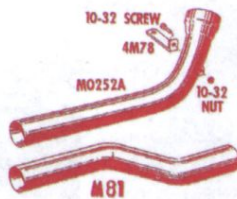
A completely new chromium exhaust system for the Harley Davidson K models. Places exhaust in a higher position to clear rocks and obstructions. Eliminates "smashed" or torn off exhausts so common with low pipes. This system is tailored to hug the engine closely and has ample clearance for all riding positions. Curves are easy flowing and graceful.

Pipe is long enough to use as a racing pipe without a muffler. The pipes are 1 1/2" outside diameter—carefully bent and gas welded in precision jigs. Installation is easy—no special tools required. Set consists of one front cylinder pipe, one rear cylinder pipe and one 4M74 chrome clamp bracket.

Mufflers are not included in price of exhaust pipe.

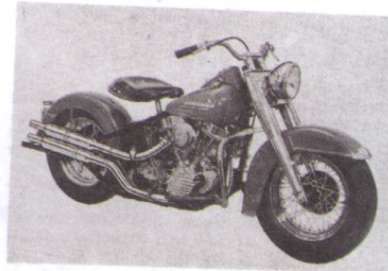
3M1 Sportsman scrambles exhaust. Chrome finish. Fits both K & KH.....Ea. **15.00** (Muffler not included) closeout

CHROME TWIN EXHAUST FOR LARGE HARLEY



3M 252A (exploded drawing)

For large Harley-Davidson, 1957 - 48. This system provides a separate exhaust pipe from each cylinder to separate mufflers mounted parallel at ideal height for sport riders. Set consists of one gracefully formed chrome pipe from rear cylinder to muffler. This pipe has attaching lug for rigid mounting to oil tank bracket. Mufflers are not included in this set. Fits into all large "Superior" mufflers and the standard Harley-Davidson muffler.



3M 252A Twin Pipes with 2M 251 Mufflers

3M 252A (1949-57) Price **\$13.95**

3M 252 (1948 & Older) Price **\$13.95**

The same as the No. 252A except port connection is machined to fit older models.

34804-36 2259-36
Gear box cover only
37 to 64 61", 74" & 80"
list 14.50 3.95 ea



34813/41

Cover gear

34821

Cover gear box side 41-1

34825/41 2271/
Gasket inspection cov
41 to 67 45" & Serv

.65/6 1.15/12 1.

34826/41 226/
Gasket side cover t
41 to 67 45" & Se
.50/6 .85/12

Our custom
Fast Service



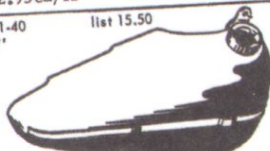
3.95 ea. 3.45 ea/6 2.95 ea/12

34873-44 2345-44 List 19.25
Sprocket Cover 1944 to 1952
45 model 3.95 ea.
3.45 ea/6 2.95 ea/12



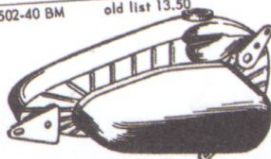
3501-40 3501-40 list 15.50
Right oil tank "45"
3.95 ea.

Slightly dented
1.95 ea.



3502-40BM 3502-40 BM old list 13.50
Left gas tank
3.95 ea.

Slightly Dented
1.95 ea.



Replaces HD #35202-61P
Countershaft Sprocket 14 tooth
Sprint
2.65 ea. 2.25ea/3 1.95ea/6 1.75ea/12

Replaces HD #35202-61P Dixie #2933
Countershaft Sprocket 18 tooth
Sprint
2.65 ea. 2.25ea/3 1.95ea/6 1.75ea/12

Replaces HD #35202-61P Dixie #2846
Countershaft Sprocket 13 tooth
Sprint
2.65 ea. 2.25ea/3 1.95ea/6 1.75ea/12

Replaces HD #35203-65P Dixie #6086
Countershaft Sprocket 13 tooth
M-50
1.65 ea. 1.50ea/3 1.35ea/6 1.25ea/12

KIT of Countershaft Sprockets for SPRINT
6 sprockets - 13, 14, 15, 16, 17, and
18 tooth.
Dixie #1050 - 9.95 per kit