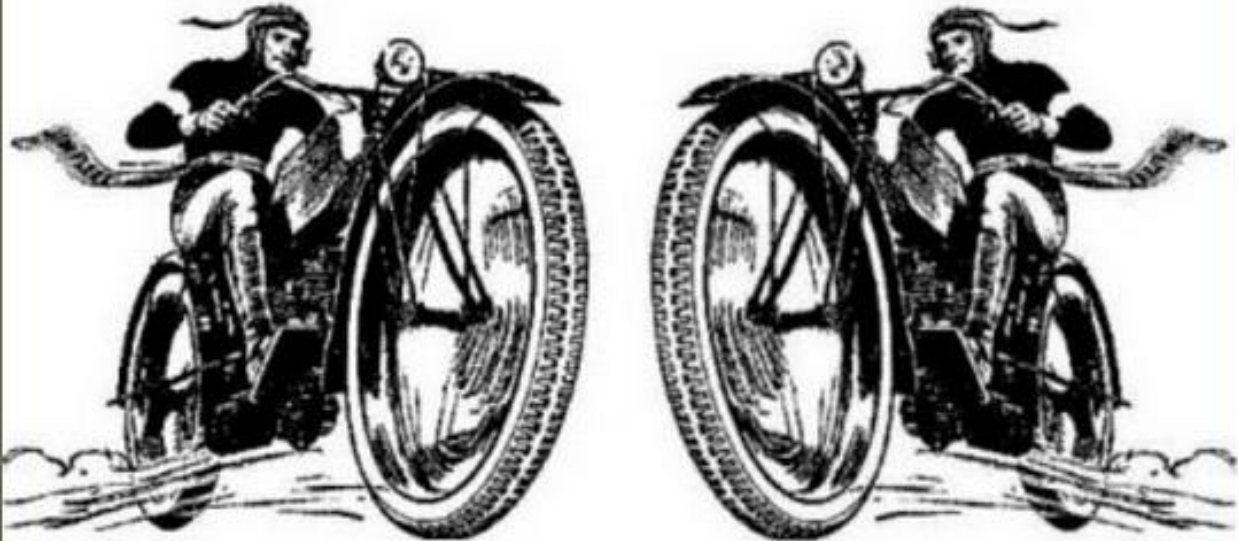


SoCal Antique Motorcycle Club of America

Spring Newsletter, 2020

SoCal Chapter of the AMCA



SoCal Chapter of the AMCA
2058 Aliso Avenue
Costa Mesa, California 92627

SOCALAMCA.ORG

➤ OFFICERS REPORTS

- **PRESIDENT – TIM GRABER**
- **VICE-PRESIDENT – TOM LOVEJOY**
- **TREASURER RICHARD COFFIN**
- **WEB MASTER – ADRIANA GODOY LEISS**
- **NEWS LETTER EDITOR – CAROLYN MUSGROVE**

➤ NEWS AND REVIEWS

- **A CHAT WITH JOHN EAGLES – TOM LOVEJOY**
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➤ SOCAL AMCA CALENDAR ADRIANA GODOY LEISS

➤ MOTORCYCLE HUMOR



LETTER FROM THE PRESIDENT**TIM GRABER**

SoCal AMCA Presidents Newsletter Report:

Cheers and Happy New Year's to all. I was working in the driveway a few weeks ago and the phone rang, saving me from chores I did not want to do. Carolyn Musgove hollered out "Hey, are we doing a newsletter anymore? I thought they were supposed to be out every 3 months!" And so it started! Carolyn is right, we try to get these newsletters out every 3 months but things occur and get in the way. So, thanks to her pushing I sent a text out to all board members and other interested parties and here we are again with a newsletter. I was supposed to have a chat with Carolyn at the Vegas auction, but I never ran into her. Thanks, Carolyn, for all of your work and motherly nudging!

The SoCal Chapter is on a steady course, but I am not sure to where. We do not seem to get new members and we do have some great folks that enjoy our rides and occasional gatherings. The group that plays is a great bunch.

The SoCal 101 race team participated in the TROG event in New Jersey back in late September. Mark Leiss was on his converted 101 Scout and he did a great job on the sand in Wildwood Beach New Jersey taking 9 of 10 heats. This is an incredible event and Mark looks forward to competing again next year. Mark was joined by his wife Adriana, Project Manager; Chief Mechanic Micah McCloskey, and Head Gofor Tim Graber.

While this was happening a small group showed up for the Death Valley Road Run piloted by Lon Bubeck. They had great weather and a great time at the newly remodeled and renamed Oasis in Death Valley. The board is under discussion with the National to again host a National Road Run at this location in 2021.

December saw a good turnout at the Chopperfest in Ventura at the fairgrounds. I had conversations with Craig Dillmann, Phil shore, Steve Taenzer, Steve Sorenson. Wes (?).

Local Chapter dues are \$20 a year. If you attend a major event like Borrego Springs or Death Valley your paid participation includes dues for the year.



LETTER FROM THE PRESIDENT

TIM GRABER

UPDATE: March 15, 2020. Well we had another delay to our newsletter and the staff is working feverishly to update things and get this in order.

Turns out I missed Carolyn and Bob in Vegas because they went to the hospital after catching a “crud” at Mecums. 5 days in the hospital and the need to have the kids fly in and drive them home. I also got sick there and spent 4 weeks trying to get better. I have read about others that had the crud from there this year. It is my belief that we caught the first edition of Corona virus there and we are fortunate. As I write this, the world is staring a pandemic right in the face and I wish you all well.

SoCal AMCA just completed another successful Borrego Springs Winter Road Run. It was probably the best weather we have ever experienced! We had 80 riders and handled a banquet of 114 people. Janis and her dancers put on another terrific event in an exquisitely decorated banquet hall. The Borrego Springs Resort remains open but they have closed the golf course to save money. They expect to be open next year and we will plan another event.

Next up, May 1 for the 29 Palms Joshua Tree National monument ride. We hope to see you there!



Tim Graber,
President, SoCal AMCA



Borrego Springs Winter Road Run 2020**TIM GRABER**

Borrego Springs Winter Road Run was organized into the magic weekend of March 5th through the 8th. Magic because the weather was flat out perfect! Borrego was 78 degrees every day with a low at night of 63. Julian is the altitude we ride up to at 3500 feet and it was 65 degrees!

First two days saw zero trouble truck attendees. On Day 3, only two rode the trailer including a long time rider who had never ridden the trailer...poor guy got Most Oil Used during the banquet. At least he shut it down before he blew it up! Steve Huntzinger is his name.

Oldest rider at 92 years young rode every day. Only consideration to his age is that he used his right thumb to start the bike instead of his right leg. Jerry Turner is his name and he was on his 59 Sportster instead of his 37 knucklehead!

Steve Sorenson and his wife Keeley handled the lunch BBQ for 100 people with a great spread. Thanks for the help and plentiful plates.

For more on the Borrego Springs Winter Road Run, read Tom Lovejoy's article inside this edition. We hope to do it again next year and we hope you all can make it out to ride with us!

Tim Graber

Borrego Springs Winter Road Run 2020

TOM LOVEJOY

It was yet another fantastic run this year at Borrego Springs. Wonderful roads and fine weather, mixed with likeminded friends. It was another great time for all. I had planned on riding my Sport Scout out this year and was really looking forward to it too. I had been prepping the Scout, new back tire, went through my wheel bearings, cleaned and lubed my chain. Took the Scout out on some local roads and man was it running good. I was about ready when I thought to myself, better check those fork bearings. My fork steam threads were pretty bad, but had never let me down yet. I felt some excess play and tried to adjust them and stripped my steam. So that was that, no Scout this year - oh well. Pushed it into the garage and pushed out the Henderson. I basically only checked my chain, air pressure in the tires and my oil level and put it in the truck. It was running fine the last time I rode it :-)

It was up to the challenge no problem and ran fine. Only issues were a valve cap worked loose and at times a leaky carb, it almost did not miss a beat and I rode almost the whole time in high gear. It pulls Montezuma grade with ease and I really enjoy being off by myself on the Deluxe. Just listening to the drone of the engine and taking in the wonderful scenery of the entire Borrego Springs area. I once again really enjoyed it. Fantastic riding!

We had just about eighty riders this year and all kinds of neat old machines, including two other four cylinders, another Henderson Deluxe and a 1930 Indian. Both did the run with no problems that I am aware of. Oldest machine this year was the Cameron's 16 Harley J model with sidecar, awesome machine! It also won people's choice and Todd and Deanna made quite the dashing pair and seemed to be having a blast even though some of the riding was a bit of a challenge for the 100 plus year old rig. Lot's of twisties, hill's and a pretty good wind at times. But the Harley and the Cameron's came through in great shape and looked good doing it too. It was fun riding behind them, watching Todd put the machine through its paces.

This year we had a couple get off's/ crashes, but no serious damage or injuries that I know of. Several break downs(though most happened in the parking lot!) so the rescue trucks were for the most part empty. We had blown head gaskets, broken frames and seized pistons to name a few. So is the game when riding these old beasts, some times. All intended to be back at it for next year, for another chance at a great time. Which is what most got for their efforts.

Speaking of efforts, once again hat's off to Janis and Tim Graber and all those who assisted them in putting on this great ride! To name just a few - Rich Coffin, our club treasurer - who also packed packets and handled T shirt's. Steve Sorenson - club secretary and wife Keely for driving out and making lunches for all on Saturdays rid. Frank Cover for marking the roads and providing the lunch place in Canebrake. All the rescue truck drivers and anyone else who assisted in this wonderful event. The banquet was a huge hit with Janis and the girls putting on a great show and I heard only good remarks about the dinner this year. I know I had a great time and hope you did too. I met a couple new folks on their first time on the run and all said they hoped to be back next year :-)

Borrego Springs Winter Road Run 2020

TOM LOVEJOY



Borrego Springs Winter Road Run 2020

TOM LOVEJOY



My Two Cents Worth

RICHARD COFFIN

Thanks Tom, I think. I'll be looking for youse guys out there this year. We're planning on hitting a few national runs like Kanab, UT., Billings MT., and Fallbrook, CA., to name a few. Probably go up to John Day Run with the Oregon Trails Chapter (always a good time to be had). If we don't go up to the Great Lakes area for either of the two runs I might head down your way and join up with you folks, sounds like fun.

Borrego Springs came and went. Couldn't ask for better weather maybe more flowers but hey it was a nice several days of riding for those with bikes. I drove the chase truck, well at least one of them. Tim drove one the first day and Tom Stevens drove it the second day. Of both days only two bikes needed to be hauled, Tom got them both. Thank you Tom.

We didn't make any money this year but then again we're not supposed to on the run itself. Breaking even is a good thing. However, this brings me up to another item that our Chapter is facing and we need everyone's help. Before I took over this task of being the treasurer we had been filing our taxes as an exempt corporation but somewhere we actually lost that exemption when the AMCA stopped being exempt. Well I filed taxes last year as per the instructions of not being an exempt corporation and long story short I asked Tim if we could have an experienced CPA-type straighten out our mess. (If you file in CA as a regular corporation you owe \$800 a year even if you lost money.) The Chapter is reapplying for exempt status and to get us legal and legit again it's costing us upwards of \$3000. We also needed to replace the dilapidated pop up tents which we were counting on at \$2000. So we need to come up with \$3000. One way is for all members that did not attend Borrego Springs to pay their dues although this won't be enough alone and donations are being accepted and appreciated in addition to your dues of \$20 per year. Another method is by buying a chapter tee shirt for \$25, I have several on hand for the first orders of various sizes. For sizes I don't have or when I run out I'll make another order. The shirt is light blue with the big wheel logo on back and front. I have some of years past ride shirts also available for the same \$25 donation. Contact me through the chapter email if you can help us out.

Well that's my two cents worth.

Aloha

Richard

A CHAT WITH JOHNNY EAGLES**TOM LOVEJOY**

A morning chat with a chapter treasure - Johnny Eagles.

Johnny seemed a bit reluctant to share with me stories from his younger days. In a life that has involved motorcycles in one form or another for more than seven decades, I assured him that the club members would enjoy him reminiscing about days gone by.

Johnny was raised by his grandparents from about 13 years old, on a farm of 250 acres in Missouri. John told me this was also about the time he noticed motorcycles, though there were very few in the small town closest to the farm. Maybe three or four and he only remembered seeing Harleys at that time. Johnny's 1st motorcycle was a beat up old JD model that he rode regularly. Johnny learned to ride the old dirt roads and manage the Harley through rut's, sand, gravel and snow. On more than one occasion, the old Harley found a rut and Johnny took a tumble. It was a different world back then. He said the only paved road was a couple of blocks in town and that it was 3 miles of dirt road to town from the farm and another 12 miles of gravel road to the next town. Johnny told me, he bought that old JD, not for the love of motorcycles, but because he in no way could afford a car.



One time the old Harley died and left John on the side of the road. His grandpa got him and the machine back home and though having no training on motorcycles at all, he was pretty darn good at fixing stuff and he had a look to see what he could do. Well in short order, thanks to grandpa, that Harley sprung back to life with some donated car parts installed and Johnny was back in the saddle. The HD ran well too - Johnny had a big smile on his face remembering that.

Those were hard times and money was tight, but he also said those were good days on the farm in Missouri. Around when John was 18 years old or so he returned to California and went looking for work at the local HD dealer. But they were not hiring at the time and John ended up at the Jud Carriker Indian dealer in Santa Ana and got a job there. John had always been a Harley man

up until that time. John was looking to buy a new motorcycle and John's Mom took John to the local HD shop. But the dealer did not seem to take John seriously and gave him some HD brochures. So then she took John over to the Indian dealer and they sold him a BSA. A big single, which John said was a real mistake. He did not have that machine long and it was back to the Indian dealer who then sold him a Harley.

John's 1st Indian was a couple years later and it was an Indian four cylinder! I never knew John had a four cylinder, turns out he had a couple of them over the years - but this was his 1st Indian. John said let me tell you, those fours were something. This was long before today's modern clutches that they have come up with for the fours.

A CHAT WITH JOHNNY EAGLES**TOM LOVEJOY**

Back in those days, if it was cold out and the machine had been sitting, you had better darn sure have that thing pointing in a safe direction when you start it up. Because when you jammed it into gear and I mean jammed it into gear, you were off like lightning and would often spin the back wheel several feet before the clutch would actually start freeing up and work properly.



They were really terrible in that respect, when warmed up good. They were very pleasant to ride and impressive machines, but back then their clutches were God awful!

The old Jud Carriker shop was bought out by Irv Seaver and Johnny worked there for several years. This is where Johnny got his beloved 101 Scout, which he has ridden almost 80,000 miles now! Of all the machines Johnny has restored, which was his favorite? For sentimental reasons he said Harry Sucher's 101. Because of all the wonderful memories they made riding their 101's all over the south western parts of the country together. Johnny also said the 101 is still today his favorite all around motorcycle! What was his least favorite? He had a big grin and said stay the hell away from me with those four cylinders :-). Then Johnny started talking about his good friend from those days - Dewey Bonkrud, but that well have to be in the next issue :-)



DEATH VALLEY RIDE

BOB MUSGROVE

The Death Valley ride had a good turnout this year. We went back to Furnace Creek Ranch which has now been re-labeled as “The Oasis at Death Valley”. Work on the remodel was not complete but by next year this should be a great destination. Cabins should also be available by the ride in 2020. (So they say?)



Alex “the breakdown kid”



Alex rode his Indian from California “sort of”. He hitchhiked the last part – very nice lady! She stopped to help and when her boyfriend got off work, he brought his truck and hauled the bike to Death Valley.

Jim Coe arrived with a trailer full of parts. With an intense amount of trouble shooting – aha!

All he needed was a generator, regulator and battery! It lightened Jim’s load considerably for the trip home! They got it running and he made the ride.

DEATH VALLEY RIDE

BOB MUSGROVE

The first day's ride on Monday the 1st of October was up Highway 190, Emigrant Canyon, Wildrose Canyon and Panamint Valley to Panamint for lunch and conversation

I commented last year on the "condition" of Wildrose Canyon. It was great last year – this year it was a gully with a patch of concrete here and there. (Even fearless leader Lon Bubeck opted to return via Highway 190 and forego Wildrose Canyon!)

On Tuesday the 2nd we rode down to Badwater, returning via the Artists' Drive to The Oasis at Death Valley for lunch. After lunch the group rode to Dante's View for the overlook of the entire valley and then back to The Oasis. An awards banquet was held that evening at The Oasis Steakhouse and Saloon with food, drink, and good friends.



View of the grounds from our rooms at The Oasis.



Rides and Such***TOM HART***

Happy winter to ya'll. Nothing particularly exciting around here. For some strange reason I've noticed a sharp decline in my spending cash ever since vacating the treasurer position which in turn limits my purchasing power. Not that one thing has anything whatsoever to do with the other. Just saying.

On the ride front news, Tom Lovejoy, one of my brothers and I are gearing up for one of those awesome cross country antique motorcycle rides set for late in the summer, around September. Unlike Rich Coffin who rides more in his sleep than most of us do during the hours of active brain activity, we will only cover 3,500 miles in about two weeks. If you do the math, that equates to spending 8 hours a day in the saddle and traveling 300 miles at 37 MPH. Personally I can't ever remember riding only 8 hours a day anywhere on a cross country trip, but due to the advanced years of some in our trio (not me of course) it seems like a prudent restriction. After all, this trip is meant to be a sightseeing adventure as much as an antique motorcycle ride so "slow as you go" is the name of the game.

The final course is yet to be determined, but for now it generally covers a starting point in south Texas around Corpus Christi, Austin, or Galveston. After dropping off my truck and trailer in Texas we'll take coastal roads to New Orleans, I mean Nawlins where we'll stop for some Cajun style alligator bits and beer at this really cool restaurant in the Cathedral Square area of the French Quarter. This is where we pick up the ole Miss and head north in a quest to make it to the Great Lakes and back in one piece. I will most likely ride my '39. Tom will either be on his newly constructed Chout or his '39 Sport Scout whichever he has ready and my brother will be on my '69 VW trike fully loaded with camping gear. The last time we tried a cross county we ended up with two broke bikes. Tom and I had to ride 500 miles back to Prescott AZ to get my truck and trailer and then head up to some Podunk little village in northern Utah to rescue my brother and Walter Fry. Tom and I did have a very nice visit with the lovely Mrs. Cameron while in Prescott.

It was too late to drive back to Utah that same day so a celebratory dinner was in order. I did call Walter to let him know that we were safe, comfortable, well fed and rested while he and my brother camped out in the near freezing temperatures of a village with one stop sign. We made our way back north and rescued the Donner Pass group by late the next day. I can't say they fully appreciated the humor in the situation. It probably did not help that I had some gravy stains on my shirt and the ever so delightful odor of Gentleman Jack still on my breath. But when they saw the doggy bagged remains of Tom's Prime Rib I thought we were going to fists city. Lesson well learned.

On the local front, I will once again be among the gainfully unemployed by June when my office is slated to be closed. I'm referring to the closure of the Tustin CA Branch of the National Center for Missing and Exploited Children (NCMEC). For some ungodly reason the new CEO (retired Director for the US Marshall's Service) does not want a CA presence for NCMEC. Not that I won't enjoy being unemployed again, but damn, not like this. I've assisted in nearly 5,600 recoveries in the last 12 years and I will be sorry to see this branch close. Our Tustin Branch office is/was the only NCMEC office this side of Texas. Okay...off the soapbox.

Rides and Such**TOM HART**

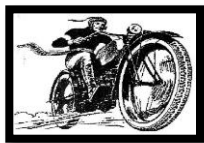
I've almost used up my word allotment for this month so in closing I would like to mention that I would like to see more of you guys at the monthly meetings. Not that I don't enjoy the small intimate group that we have, but it would be nice to see more of ya'll from the northern sector. The new venue for February is our old meeting place at the pier. Very cool. If weather does not permit a bike ride, I'll bring the wife (and kid) in a four wheeler. I recall the great monthly meetings we had at the Revere House when many family members attended. It would be great to get back to that again. I know that Rich would love to deal with the financial part of a bigger meeting group. And speaking of Rich again, the dude is fearless. He shows up for a meeting barely able to walk. He broke his good foot on one of his regular out of state events. So what does he do? I'll tell you what he does. He says **so what!** and crawls into the restaurant like nothing is wrong and takes a seat. He's an animal, an animal I tell you. I don't know why we even bother to have a Tired Tail event. Just give it to Rich on day one. We're all fighting for second place anyway.

A little March update. The February meeting at the Redondo pier was a bust thanks to a bunch of flat footed runners blocking off the roadway. Dang runners! Not to be outdone we, meaning myself and Tom Lovejoy, rode our old things to the Point Fermin lighthouse area in San Pedro where we met up with Steve Sorenson, Tired Tail Rich, Ken, Tim and a couple of others for a sort-of meeting at Walkers Café. It was a nice day for a ride anyway.

And now, thanks to the Australian Prime Minister who visited our headquarters office in Virginia last Friday where he met with our executive director and who I just had a day-long visit and dinner with on Wednesday, I'll probably be out of sight for a while. Things are changing around here like everywhere else as I work from home. Hope you all are well and hope to see ya at the next meeting in April, wherever that may be.

That's all folks.





2020 SoCal AMCA Calendar



SoCal AMCA rides are noted in bold in the listing below and are open to all members. Also listed are regional events of interest to the antique motorcycle community. Post this page in your workshop and ride with us! Got a question? Call: (323) 743-3063 or E-mail: socalamcanewsletter@yahoo.com. Messages will be forwarded to the appropriate person.

April

- April 5, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange.

May

- May 1-3, Joshua Tree Run. Co-presented with AMCA LA Chapter. Headquartered at the El Rancho Dolores Motel. Book your room ASAP. (760) 367-3528. Mention AMCA to get discount rate. Address: 73352 29 Palms Hwy., Twentynine Palms, CA 92277. Contact: Craig Dillmann
- May 3, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange.
- May 15-16, 52nd Annual HANFORD Vintage Motorcycle Show & Swap Meet, <https://www.hanfordcycleswap.com>.

June

- June 7, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange.
- June 7, Steve McQueen Car & Motorcycle Show, Chino Hills, <https://stevemcqueencarshow.com>
- June 6-7, Huntington Beach Concours d'Elegance, 2-Day Classic Car and Motorcycle Show, Huntington Beach Concours d'Elegance. Info at: www.hbconcours.org
- June 19-20, Fort Sutter National Meet, Dixon, CA. More info [here](#).
- June 20, **Santa Monica Run**. Meet at Canoga Auto Body at 10:30am. Lunch at Zuma Beach. Co-presented with AMCA LA Chapter.
- June 27-28, Born-free Motorcycle Show, Oak Canyon Park, CA, More info: www.bornfreeshow.com.

July

- July 5, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange.

August

- Aug. 2, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange.

September

- Sept. 6, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange.
- Date TBA, El Camino Motorcycle Show and Swap Meet, More info: www.classiccycleevents.com/elcamino.html.

October

- Oct. 4, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange.
- Date TBA, Max Bubeck Memorial Road Run - Death Valley "D-V" Run. Contact: Lon Bubeck

November

- Nov. 1, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange.
- Nov. 1, Socal Norton Club's Annual Hansen Dam Ride, More info: www.socalnorton.com/wp/calendar/.
- Date TBA, Long Beach International Motorcycle Show. Contact: Steve Sorensen. More info: www.motorcycleshows.com/longbeach.

December

- Dec. 6, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange with Ride to Gunther's Yard Meet in Long Beach. Contact: Tom Lovejoy
- Dec 13, Dave Mann Chopperfest, Ventura. More info: www.chopperfestival.com.
- Date TBA, Horseless Carriage Holiday Motor Excursion. More Info: www.socalhcca.com.

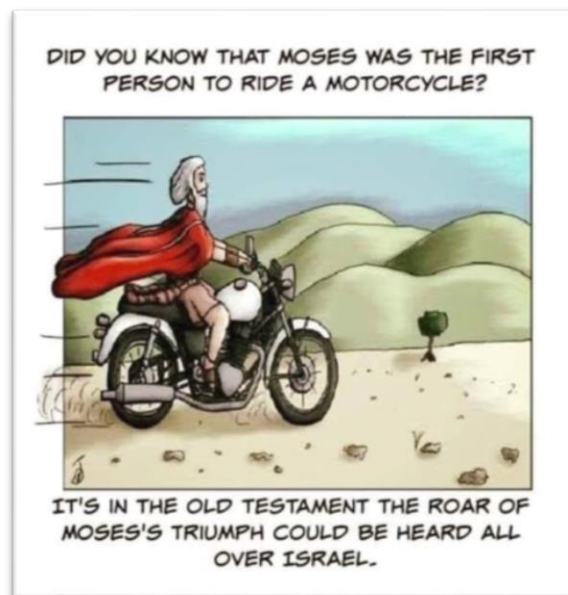
Other Events of Interest:

Vintage Bike OC Meet at Castañeda's Mexican Food (19071 Brookhurst St. Huntington Beach, 92646), 2 to 4 pm. Meets are held on the following Sundays: Jan. 12, Feb. 9, March 8, May 10, June 14, July 12, Aug. 9, Sept. 13, Oct. 11, Nov. 8, Dec. 13. Info: www.vintagebikeoc.com.

So-Cal Cycle Swap Meet at the Long Beach Veterans Stadium, 7 am to 1 pm. Meets are held the following Sundays: Jan. 26, Feb. 23, March 22, April 26, May 31, June 28, July 26, August 23, Sept. 27, Oct. 25, Nov. 22, Dec. 27. More info: www.socalcycleswapmeet.com. 800-762-9785

MOTORCYCLE HUMOR

CAROLYN THE EDITOR



Folks – *it's your club* – write to me!!!! musgrovebc@gmail.com