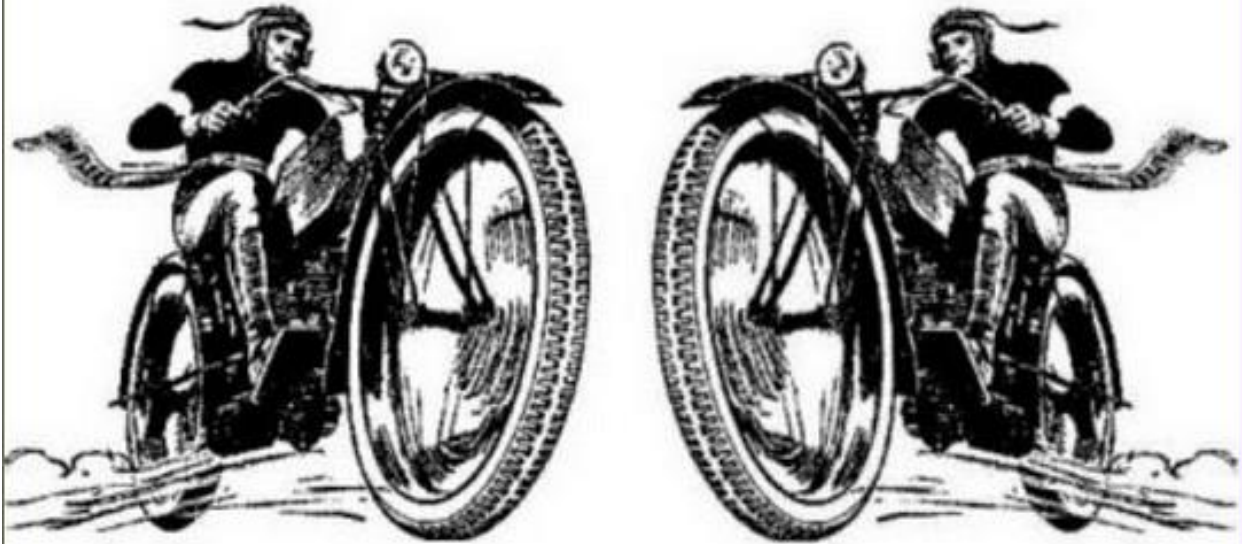


SoCal Antique Motorcycle Club of America Fall Newsletter, 2017

SoCal Chapter of the AMCA



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

SOCALAMCA.ORG

- **OFFICERS REPORTS**
 - **PRESIDENT – TIM GRABER**
 - **VP – TOM LOVEJOY**
 - **SECRETARY – STEVE SORENSON**
 - **TREASURER – TOM HART**
 - **WEB MASTER – ADRIANA GODOY LEISS**
 - **NEWS LETTER EDITOR – CAROLYN MUSGROVE**
- **NEWS AND REVIEWS**
 - **DEATH VALLEY – LON BUBECK**
 - **CLUB MEETING – TOM LOVEJOY**
- **SoCAL AMCA CALENDAR OF EVENTS**
- **MOTORCYCLE HUMOR**



LETTER FROM THE PRESIDENT**TIM GRABER**

SoCal AMCA Presidents Newsletter Report.

Greetings from the SoCal AMCA! This is the president's portion of the newsletter for your review. This newsletter is a bit late because we decided to wait until after the Death Valley Road Run and then the annual SoCal AMCA meeting and election of officers. There are other stories here in the newsletter on Death Valley so I will stay away from the topic in this missive. It was a success and many folks had some great riding.

On the issue of the annual meeting and election of officers, that is a major subject. We had about 20 people show up at the Peterson museum for coffee and donuts, free parking, and free entry into the museum to view the Harley V Indian display; and we had a meeting! Surprise, surprise -- the same old boring board of directors was elected. Please remember it takes volunteers to keep this club afloat. President Tim Graber; Vice President Tom Lovejoy, Secretary, Steve Sorenson; Treasurer, Tom Hart. We also have top level positions filled by Carolyn Musgrove as Editor of the newsletter and Adriana Leiss who is IT director or manager of all of the Web site, Email system, and Facebook. Craig Dillmann continues to do a great job as Road Captain out of the Valley with 3 or 4 annual rides and Lon Bubeck manages the Death Valley event. Without these wonderful, energetic folks we would really be in a mess so thanks go out especially to them. But do not neglect the thanks to the board members!

We continue to be challenged by the lack of attendance on a monthly basis to club activities and the question arises as to what is the purpose of this club in today's world. I encourage all members to engage and tell us your opinion on how the club should operate. We are a Chapter of the AMCA and as such promote the preservation AND USE of classic and vintage motorcycles. Please tell us what that means to you and how we can assist you in meeting your goals as a SoCal Chapter member. Please go here: socalamcanewsletter@yahoo.com to provide your opinion. I really encourage your input if indeed you are a member of the organization. Try to answer these questions. Why are you a member? How often do you see yourself riding with the group? How often would you like to meet as a group?

Would you be obligated to meet monthly if required? What is your prominent method of communication in today's world?

And please, respond with your name, telephone number, e-mail and AMCA number. We need to compile a current roster

We look forward to the continuation of the Chapter and expect you, as a member, to input on these issues. Please do so, asap.

You can also call or email directors directly if you so choose.

Thanks for the read and I look forward to your input,

Tim Graber,
President, SoCal AMCA

EDITOR'S NOTE: This newsletter CANNOT write itself and without input from you – the SoCal members, there is nothing to write about! I would love to have more articles than I could handle but *that is never* the case! If you want to read a quality newsletter then we need more input, articles, pictures, - whatever! Please feel free to send me anything at any time for inclusion in the next issue. Send to: musgrovebc@gmail.com.



**Join SoCal AMCA at the
38th Annual Hansen Dam Ride Event
Sunday, November 5, 2017**

Join us at the Norton Club-sponsored British ride out of Hansen Dam in Sunland. SoCal AMCA is invited to attend every year and usually we have a good showing.

Upwards of 800 classic bikes attend the rally. The 75+ mile ride goes through the mountains and is on less-traveled roads. The ride leaves Hansen Dam at 10:00 a.m. sharp. Meet at Hansen Dam, enter on Dronfield (off Osborne) and turn right and left to the lower lot.

Ride Captain Craig Dillmann is doing his traditional meet-up and ride from his house, 22012 Londelius St., West Hills. We're leaving at 8:30am. **If interested in riding in with Craig and crew, call him at (818) 347-6583 or (818) 337-9934.**

Richard Wheeler 'Hutch' Hutchins, 94

Story

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Family

Richard Wheeler "Hutch" Hutchins

Richard Wheeler "Hutch" Hutchins loved riding motorcycles, and rode them all over the world.

Posted: Tuesday, October 24, 2017 1:48 pm

Richard Wheeler "Hutch" Hutchins, a 94-year resident of California and a 38-year resident of Yucca Valley, died at his home on Oct. 8, 2017, at the age of 94.

The son of Wheeler C. Hutchins and Marie Otto Hutchins, he was born April 4, 1923, in Los Angeles.

Hutch served in the U.S. Army during World War II under Gen. Patton.

After World War II, Hutch was determined to be in the motorcycle industry. After his service, he went to work at the Rich Budelier Co., doing business as Los Angeles Harley-Davidson at Adams and Main Street in downtown Los Angeles. After working there from 1946 to 1959, he was offered the opportunity of a lifetime and became the owner of the business. In 1979, Hutch opened up a second dealership here in Yucca Valley.

Hutch had always wanted people to enjoy life on a motorcycle. He was convinced it was the only way to see the world. He was right.

He was a member of the American Motorcycle Association and the Harley-Davidson Owner Group (HOG).

He loved riding motorcycles, and rode them all over the world.

He was preceded in death by his wife Barbara E. Hutchins, his second wife, Ann C. Hutchins, and his son Forrest A. Hutchins.

He is survived by son Richard W. Hutchins II, of Redondo Beach, daughter Kathleen M. Vance, of Downey, son Christopher L. Hutchins, of Yucca Valley, and daughter Alysen Sharits, of Sacramento.

A celebration of life will be held at noon Nov. 4 at the Community Valley Chapel.

In lieu of flowers, please send donations to the American Lung Association.

VICE - PRESIDENT REPORT - PROJECTS**TOM LOVEJOY**

Let's see those projects

Well here we go again, something for the newsletter. I have not been on any club runs lately, having issues with intake leaks on my Scouts. Still trying to correct that. But I have been working on my projects. Very little progress made on them, but I have made some. By the end of the year, I hope it will be noticeable. If it is, I will be happy.

I bought another Indian – or “bits” of one anyway 😊 and now I have a wanabee Board Tracker in the works. According to Johnny Eagles “even in my hands, it should be lethally fast” - oh boy! Look out Billy Lanes Sons of Speed 😊

I was on E Bay looking for parts for my Chout project and stumbled upon a very nice looking frame and forks for a very early teens Indian twin and the buy it now price seemed too good. I ran to my barn and grabbed my Indian books. Studied them and the pics on E-bay maybe 20 minutes and hit the buy it now button. I did not need it at all, had no plans at the time of getting another Indian and oh yes – I was broke, no cash. But that did not stop me, got the credit card out and boom – I am broke and in debt, presto – so quick and easy 😊

While I waited for my new frame to arrive from Florida, I was scolding myself with one breath and congratulating myself with the next over what I had just done. Also I remembered I had an old PowerPlus engine I had bought from our own Craig Dillman almost 20 years ago, under my bench in the garage. Suddenly I thought to myself – instant board tracker, yes! 😊 About 2 weeks later the UPS driver dropped off my frame, the box was busted open and the frame was half way out of the box! I was sure I was in trouble, but to my surprise, all was there and in good shape. Oh yes and the buy it now price included free shipping! It really was a good deal and I have a list of people who want it at twice what I paid for it, I lucked out.

I have already found wheels, handlebars, and pedals for it. I can't afford any of them, but I found them 😊 it is a 1911 frame and forks and will have a 1919 PowerPlus engine in it. It fit's, but just barely. I had to make new engine mount plates and had to have special gas and oil tanks made for it. I will not alter the stock frame or folks, but it is going to be a bit radical. 61 cu inch single speed with racing handlebars and seat. Don't know if my body can take riding it, but we are going to find out 😊 and I am going to build the motor – with assistance from friends, but I am going to build it. Wish me luck, I will need it. Hopefully it will roar around Borrego Springs at some point in the future 😊



Seeing if the PowerPlus engine would fit – just barely!



Alex Trepanier with two Indian gas tanks he made, 1911 and 1912, one stock and one custom for my board tracker :-)

VICE - PRESIDENT REPORT – HOW ABOUT CAMPING?**TOM LOVEJOY***Camping for the timid, shall we go camping?*

Tom Hart and I had a thought the other day. We have never been camping with our antique four wheelers. I with my model T one ton truck and Tom in his model A. We thought it might be fun to try it and we thought, why not open it up to others in the club.

So here is the plan, if we can get enough interest we will head out for an overnighter in the mighty San Gabriel Mountains. Run whatever you got, old Willy's jeep, Duesenberg or that old two-wheeler in the back of the shed. You know the one you always wanted to try a camping adventure with, but have done nothing – until now☺. The older the better, slow is fine too. There won't be anything slower than my TT I bet. For that reason, I found the closest camping ground I could. It is 50 miles from my house, about 11 miles of that is mountain road. With some very mellow grades, hardly even knew they were hills on my HD. But they will be a challenge for the likes of my TT for sure, anything else I can think of should roar right up them. We will stay the night Saturday and head back Sunday morning. In the right vehicles, it will be an adventure, anything else an easy cruise. I found a little resort Camp Williams, check out the site on the net, for a glimpse, right on the raging San Gabriel river – ok, more of a creek☺. But we can park our antiques feet from the water and they have showers and a store grill for meals and such. I think not more than 1500 feet up the mountain, could be a good first test ride for your antique machine. We will run up highway 39 into Azusa and with a little luck, be there by noon or so. They will give us a closed off section of the grounds, so we will have it pretty much to ourselves. Just enjoy a peaceful afternoon and evening of kicking back and relaxing out in nature with friends.

We would take off from my house around 7 am, or you could meet us anywhere along the highway 39 as we head up. It is only 100 miles round trip from my house. I did not want to try farther as a first attempt in my TT. My best cruising speed on flat ground is about 35 mph and it only gets slower from there☺. The mountain road has areas to turn off and the traffic today was not bad at all. But if you're as slow as my TT, it will be a little nerve wracking. But again, it is only about 11 miles. If we can get around 10 folks who want to try it, we will give it a go. It would be 40 bucks a spot for camping, if we get more the price goes down. The weekend of November 11 and 12 is the plan, so let us know what you think. If you're interested.

Thanks, Tom

SECRETARY REPORT**STEVE SORENSEN**

We had our annual meeting in the parking lot of the Petersen automotive museum with coffee and donuts from 10-11 am then toured the museum where there is a special exhibit - Harley vs Indian, plus the great cars. The international motorcycle show in Long Beach is November 17-19. We are looking for all brands of bikes in all kinds of condition, not just show bikes. Call or e-mail Steve Sorensen or any board member to participate.

2017 SoCal meeting

- WELCOME - INTROS

- OFFICER REPORTS
 - PRESIDENT - TIM GRABER
 - VP - TOM LOVEJOY
 - TREASURER - TOM HART
 - SECRETARY - STEVE SORENSEN
 - WEB/Facebook - ADRIANA LEISS
 - NEWSLETTER - CAROLYN MUSGROVE

- OLD BUSINESS –Death Valley report-participation-increasing communication-
-
- NEW BUSINESS-calendar review-organize a ride to Bigdog Garage-ride requirements-
-
- ELECTIONS- no volunteers except young Mr. Bell, our new youth coordinator - the current board was re-elected to a new term

- CALENDAR 2017

- November
 - Nov 5 Hansen dam run –contact Craig Dillmann
 - Nov 17-19 Long Beach International Motorcycle show- contact Steve Sorensen
- December
 - Dec 3 Gunther’s yard meet contact Tom Lovejoy
 - Dec 10 Dave Mann Chopperfest Ventura
 - Dec 30 Holliday tour SANTA ANITA RACE TRACK GATE 6 –contact Tom Hart

CLUB MEETING

TOM LOVEJOY



TREASURER – CROSS COUNTRY RIDE**TOM HART**

I became aware of a few things during my last ride (9/23/17 to 10/1/17). First off, if you ride a modern Harley as I do your ass becomes one with the saddle after 5 or 6 thousand miles, that is... hog like, if you ride a newer 1000 lb. Indian you resemble a bowlegged cowboy and if you ride a Honda, Yamaha, or the like you become Bruce Lee like Doc Phil who zips through the curves like ninja warrior looking for a head to sever. I used seven days to cover just over 5,400 miles and thirteen states, most south of Interstate 40. If I could (for a moment) presume to dedicate this ride to anyone it would have to be to Hobo John. I thought about him often as I traveled the back country roads and small towns. I only found out about his idea of cross country rides after his memorial service. His idea of a cross country ride was to be gone for months, or a year at a time. I can only imagine what he did while on the road for a year. Hobo was the same age as my older brother who passed away in '67 while in Vietnam and like Hobo, was in the Navy. I really liked and miss Hobo.

I started my trip at 5 AM Saturday morning, the first time. My bike developed a low speed wobble within a few blocks so I headed back home to correct the problem since I did not want to see if it would translate into a high speed wobble later. The problem turned out to be improper load distribution of my gear. I corrected load problem and took off again around 6 AM only to have a sweet little old lady from hell run me out of my lane on the freeway before I had travelled 5 miles. Since it was 6 AM I figured the bars had not yet opened and questioned myself why she would do such a thing. I guessed she might have dozed off while at the wheel, but discarded that idea when she flipped me off with great gusto. She thrust her arm, hand and middle finger into the air with such vitality that reminded me of a teenager in heat, then she hit the gas and was gone. I was impressed, somewhat upset, but nonetheless impressed and kept my distance. I wondered if maybe, just maybe she was sent by my wife to help collect on that new life insurance policy my blushing bride purchased for me a few days earlier. On a previous cross country ride I had some problems with a spider bite on my right hand while camping (taking a nap on a picnic table) in Texas. After a couple of visits to urgent care facilities in Texas and Mississippi I ended up in the ER in Bristol, TN with a pretty bad infection that required lots of IV antibiotics and steroids. I called my wife from the ER and all she could say was "ABORT, ABORT". I guess that was when she wanted me back. Just kidding, she still loves me and wants me to be her boyfriend. I opted for antibiotic/steroid shots in both cheeks over the IV blend and resumed my ride. Bad idea. My right hand was so swollen from the bite I could not get my glove on and both cheeks were really sore from the shots. My left hand seemed to work okay and I could still see so I went on. Everything calmed down considerably by the time I got to Alexandria, VA. Lesson learned...don't sleep on benches in Texas and it's okay to become suspicious if your wife buys you camping gear and a life insurance policy before you take that ride. Of course another warning sign might be if the pool boy starts coming by twice a week and you don't have a pool. My advice- take "No-Doze", build a pool and stop worrying.

This ride was special to me for a few reasons, one of which is now that I'm into my seventies I wonder just how much longer I'll want, or be able to make the rides. Middle age folks like Eagles, Grace, the Musgroves and many others give me great hope, especially Grace. Having said that, I do claim dibs on being one of the most broke up riders I know. I feel I take up the slack for everyone else who has not yet met and survived Mr. Road, and or freeway abutment the hard way. It's a gift and a curse.

TREASURER – RIDE CROSS COUNTRY**TOM HART**

My first stop was at 743 miles in Las Cruces, NM where I visited with my younger brother's widow, another Vietnam casualty. I always stop by there for dinner at Billy the Kids hangout in old La Mesilla. The next day I headed northeast to White Sands and Roswell, NM to say hi to other relatives I'm sure came from area 54...originally. Finally ended up in Amarillo, Texas for the night, a distance of only 415 miles. A short day ride because I didn't get out of Las Cruces until noon due to Margaretville madness. That night the weather channel broadcasted warnings of rain and thunder showers along the panhandle for the following day. Well guess what, it was raining in the morning when I got up so I put on my rain gear and headed out. As you might suspect, I ride totally prepared (rain gear/extra gloves/cold and warm gear/tents/tools/extra gas can, etc) and of course an open face helmet with no visor. I stopped under a bridge in a few miles out of Amarillo because I couldn't see anymore. I took out my smart phone to see what the weatherman had to say. I learned that I was at ground zero for a lightning strike thunder storm passing through. Since I've been there before I figured it would wait it out before continuing east to my youngest brother's place in Bellville, Illinois, just outside of St. Louis, MO. Remember, I'm still in Texas. I made a few calls while I waited and told my brother that I would probably be at his place the next evening while I waited the lightning storm under the bridge. I checked the weather report later and found out that the storm was going the same way I was so I got back on the bike and headed out in an effort to outrun it. I jumped in behind a truck and followed its tail lights for about ten miles before I could see the road again. I must have drank a quart of Texas road water during that ten miles. That's another interesting thing I learned, or finally realized on this trip. Seems like every state has its own unique road water flavor. Texas road water (RW) for example is a bit gritty with a rather dry aftertaste. Not particularly flavorful, but nonetheless still full and robust. I did feel a need to floss afterward. On the other hand Georgia RW is sweet and much clearer, like a finely aged Chardonnay. I strongly suggest avoiding Alabama RW at all costs. There is a reason they call their college football team the Crimson Tide and it ain't a good thing. I would have to say that Florida has my vote for the most unique RW. It's somewhat harsh in the northern regions but then gradually softens to a bitter sweetness as you travel down the eastern coastline. The gulf coast side combines the saltiness of the ocean with the sweetness of the interior for a flavor similar to that a Payday candy bar. Always interesting.

After breakfast in Clinton, OK I headed east again. By the time I reached Oklahoma City later that day my helmet had all but collapsed. I stopped at a Harley dealer and bought a new 3/4 helmet with a face shield and asked the dealer to give my old helmet a proper military burial. I strongly advised them against trying to resell my old helmet it was a slightly used, or mature helmet as I was sure it was a biohazard by then.

I continued on 40 to Ft. Smith and then north on 49 toward Joplin, Mo. via several country roads. I'm still on my third day and starting to finally see some interesting riding areas. That's not entirely correct. I did find White Sands interesting and I also liked revisiting the area around Benson, Bisbee, Tombstone and Ft. Huachuca where I was stationed upon return from Vietnam. After a few miles on 49 I detoured to the country roads again through Arkansas and Missouri. That took a little more time than I figured due to the fun I was having. It was dark by the time I got just south of Joplin, MO and I wasn't having much luck finding a camping spot. That bothered me because I wanted to spend some daytime cruising Camden, MO and the Lake of the Ozarks where my dad hung out as a kid. But darkness was not going away so I rode on, and on and on.

TREASURER – RIDE CROSS COUNTRY**TOM HART**

Actually I had already been through there a few weeks earlier on four wheels, but it's always better on two. So I pressed on and headed for St. Louis from Joplin in the darkness via the ever boring 44. I arrived at my little brother's place in Illinois at two in the morning. Hey, he owes me. I taught him how to smoke and drink. This brother (now a grandfather) was the ring bearer at my wedding to my lovely wife. You remember her from above, the one who hired the witch from Pasadena to take me out. Just kidding again. This is the same wife who has put up with me and my crashes for 48 years now. I find this part especially romantic, I proposed to her during a drive-in movie. Can you guess what was playing? Yes it was...Easy Rider. I figured that if she can't see what's coming, it ain't my fault. I didn't even own a car back then, just a bike. A triumph no less, Dr. Phil. Her mother hated me. But I digress.

After visiting my brother, his daughter, a Marine and her husband also a Marine and the grandkids I headed south on farm road 159 in Illinois along the Mississippi. I camped out on the River with Huck Finn and Tom Sawyer and watched the barges go by...sweet. Next morning I headed down river again toward Memphis to replace the girls (the wife and daughter) Elvis t-shirts they had worn out. I stopped by Tupelo, Mississippi to see where Elvis actually started before continuing to the Gulf coast area. I got to Biloxi MS via Mobile, AL by dinner time. I had the best cold beer, baked oysters, catfish dinner I have had in a long, long time. After too many beers I decided that I should park it for the night and enjoyed the Biloxi evening and sunrise at 6 AM. Hope the image comes out. Next morning I headed toward New Orleans where I hit mid-morning traffic so I got back up on the interstate for a while then back on 90 along the coastal route to Lafayette via my favorite place, the home of Tabasco.

I realized that when I left Biloxi I was ready to head home and much like Forest Gump, I was tired. So westbound I headed. I diverted to Shreveport, LA to avoid the road hazards in Houston, TX area. In Alexandria, LA I detoured to country road 71 from interstate 49 to relax a bite. I guess I did not make the relaxation mode soon enough as I was stopped by the local PD for doing 62 in a 45 mile per hour zone. The troupette who stopped me was very nice. I decided against referring to her as such to avoid a surefire ticket. I also decided to not to tell her that if I did not have so much to drink, I probably would have noticed the speed limit signs. Actually she was very gracious and told me to watch it without giving me a ticket. I likewise wished her a safe day. It's a dangerous job.

I rode on to Shreveport, LA and then on to Abilene, TX where I arrived at midnight and spent five lovely hours in a so-so motel 6. By this time I realized my touring time was at an end. I headed out the next morning at 5 AM, in the rain. I rode for the next 500 miles in the rain. This was Texas after all. So be it. By the time I reached El Paso I was ready to dry out. I saw Las Cruces in my sights, then Tucson, AZ, then Phoenix, AZ then something in CA so on I went. I got home from Abilene, TX to Orange, CA (1300 miles) in 21 hours. I did not plan on that, but it became a quest, because my personal best on a one day ride had been only 1050 miles. End of story...except I did make the SoCal chapter monthly meeting at the Old Town Orange Train Station as did Grace from Running Springs.

DEATH VALLEY RIDE**LON BUBECK**

Here is the list of riders and participants copied off of the club's spreadsheet:

<u>Last Name</u>	<u>First Name</u>
Anderson	Dale
Bandoian	Vahan
Bubeck	Lon
Christian	Jim
Coe	Jim
Coffin	Richard
Eagles	Johnny
Gates	Laine
Gilbert	Don
Graber	Timothy
Graber	Paul
Hoffman	Kalle
Magri	Dennis
Matthews	Harold
Musgrove	Bob
Reese	Dan
Rummel	John
Sherman	Chuck
Spalding	Marty
Steet	Fred
Trepanier	Alex
Turner	Jerry
Watson	Barney
Wolfgang	Schaelte



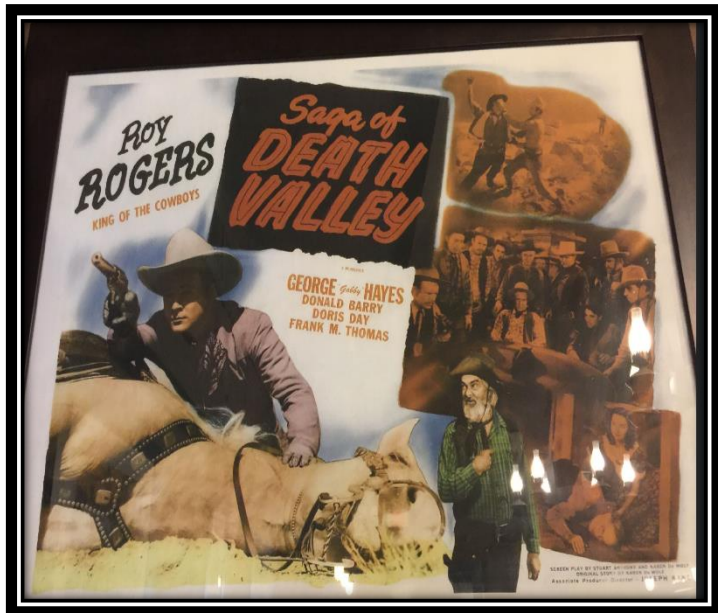
This year's ride had twenty-three riders with a majority of Indians but a nice showing by other brands as well. Wolfgang Schaelte came over from Germany to participate and Dale Anderson came down from Alaska for the ride. The youngest rider, Alex Trepanier, rode a 1928 Scout out from the LA area and was awarded the "longest distance ridden" award for his efforts.

Because Furnace Creek Ranch is being remodeled into "The Oasis in Death Valley", this year's ride was based in Stovepipe Wells. The first day's ride on Monday the 9th was up Emigrant Canyon to Wildrose Canyon and on to Panamint Springs for lunch and conversation. Then a casual ride back to Stovepipe wells. On Tuesday the 10th we rode to the Furnace Creek visitors center and then 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 Stovepipe wells. An awards banquet was held that evening with food, drink, and good friends.

DEATH VALLEY RIDE

LON BUBECK

Pictures courtesy of Wolfgang Schaelte
Back in the "Good Old Days" of Death Valley



Our "Fearless Leader", ride captain Lon Bubeck, shows us the way!



DEATH VALLEY RIDE

LON BUBECK

Badwater view from Dante's Point



Artist's Palette – beautiful!



Lon and Wolfgang at Badwater



DEATH VALLEY RIDE

LON BUBECK

Ride into Artist's Palette. What a beautiful and fun ride.



Wolfgang was having a very good time!



Jerry Turner won Oldest Rider Award.

Paul Graber and Jerry Turner at Dante's Point



DEATH VALLEY RIDE

BOB MUSGROVE

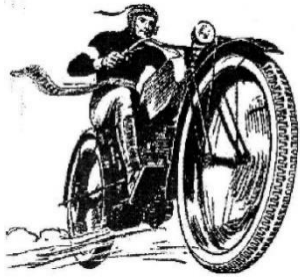


The only mishap on the ride – Alex blew the head gasket on his “rider”, the 1928 Scout.

How bad is the problem?
Depends – how many does it
take to tell him how to fix it?



Aw heck – he’ll figure it out!

2017 SoCal CALENDAR**ADRIANA GODOY-LEISS****2017 SoCal AMCA Calendar****(OCTOBER – DECEMBER)**

These **SoCal AMCA rides** are open to all members. The listing also highlights regional events of interest to the antique motorcycle community. **Post this page in your workshop and ride with us!**

October

- Oct. 1, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange. Contact: Tom Hart
- Oct 9-11, Max Bubeck Memorial Road Run - Death Valley "D-V" Run XXXI. 31th annual ride. Furnace Creek Ranch Resort. Contact: Lon Bubeck, lonbubeck@verizon.net.

November

- Nov. 5, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange. Contact: Tom Hart
- Nov. 5, Southern California Norton Owners Club's Annual Hansen Dam Ride, More info: www.socalnorton.com/wp/calendar/.
- Nov 17-19, Long Beach International Motorcycle Show. Contact: Steve Sorensen, (562) 577-9864. More info: www.motorcycleshows.com/longbeach.

December

- Dec. 3, **SoCal AMCA** Monthly Sunday Brunch. Ruby's Diner, Orange. Contact: Tom Hart
- Date TBA, Gunther's Yard Meet. Contact: Tom Lovejoy, (310) 710 6216
- Dec 10, 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 Mr. Pete's Grill in Huntington Beach, 2 to 4 pm. Meet is always held the second Sunday of the month. More info: www.vintagebikeoc.com.

So-Cal Cycle Swap Meet at the Long Beach Veterans Stadium, 7 am to 1 pm. Meet is held the fourth Sunday of the month, except in July and December (when it'll be last Sunday of month) More info: www.socalcycleswapmeet.com.

My Broom broke so now I ride a Motorcycle!

