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A Newsletter for the Members of the San Diego Antique Motorcycle Club

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January in Death Valley

© Alan Greer

The BMW R100RT had just had a new set of Metzler tires installed, and the oil was fresh. I had two vacation days I had to use by early January, the weather forecast was beautiful, even for San Diego. Sounds to me like a four day Death Valley Ride.

The bike was packed and ready to go Wednesday night, right down to four inches of extra windshield I "C" clamp to the stock set up. This increases the calm pocket and gets the helmet out of the buffet zone a little bit. They just don't design bikes for tall folks.

With a short ride day ahead I didn't leave the garage till 09:00, giving the Thursday commute traffic on Interstate 15 time to get where they were going.

The ride up 15 goes well till I get to Devore, just south of where 15 and 215 come back together. The winds there were violent, and I got into the slow lane going about 40 MPH and hung on for all I was worth. Thank-

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Monthly Meetings

Are held at:

**The San Diego Automotive Museum
In Balboa Park
On
The Second Monday of Each Month
At 7:30 P.M.**

**Enter at Door to North
of Main Museum Entrance**

Herald Policies & Editorial Statement

The Herald promises to provide an interesting forum for all antique, vintage, and classic motorcycle related information and will attempt to do so in a timely manner. Since we publish bi-monthly, please present any items for publication early enough for inclusion. We accept no responsibility for items furnished after the deadline.

As a volunteer staff, we expect other members to help by providing items from time to time. We have a large club membership base with a varied interest in all aspects of motorcycling and, as such, we believe all members have stories of interest.

Let us hear from the garages, sheds and shops of the membership. This publication will remain viable only with the help and consideration of all. Our Editorial phones and e-mail addresses are available. We look forward to publishing your stories.

SDAMC CHARTER

The San Diego Antique Motorcycle Club is a non-profit mutual benefit corporation organized and dedicated to the preservation of antique motorcycles, and in furtherance of such purposes, the sponsorship of antique motorcycle rides, exhibitions and related activities, and the encouragement of social, fraternal and educational activities among its members and the public, with membership open to all persons having an interest in antique motorcycles.

EDITORIAL DISCLAIMER

IDEAS AND THOUGHTS EXPRESSED IN THIS NEWSLETTER REFLECT ONLY THE VIEWS OF ITS EDITORS AND CONTRIBUTORS. IF YOU HAVE ANY SUGGESTIONS TO IMPROVE THE APPEARANCE, CONTENTS OR ANY OTHER PART OF THE HERALD, PLEASE LET US KNOW. ONE OF THE BENEFITS OF OUR CLUB IS THE SHARING OF EACH OF YOUR IDEAS AND EXPERIENCES; THEN WE ALL LEARN MORE.

Please send your contributions to any of the Editors as listed above.

(Continued from page 1)

fully it was only bad for about 10 minutes and as I steered toward the Cajon Summit the wind was normal again.

Over the 4259 foot Cajon Summit, then north across the high desert on two lane 395 to Randsburg. I spent some time there poking around this old mining community. I finished out the day riding into Ridgecrest. There I spent the night.

Friday morning and the bike was loaded and ready to go by 07:00. The temperature was only in the high 30's, but the fairing on the BMW really gives good protection from the wind and I didn't notice the cold. I guess that's why the bike is so hot to ride in the summer months.



Wildrose Canyon

I rode east with the sun on the horizon and through the mining town of Trona, then a fast dash across the Panamint Valley. I usually prefer to enter Death Valley through Wildrose Canyon and this trip was no exception. Sections of this road are very bad and hold your speed down to about 20 MPH, but who's in a hurry?

Coming out of Wildrose I turned on to Emigrant Pass Road, a twisty fun ride over 5300 foot Emigrant Pass and down to SR 190, which leads to the Stovepipe Wells Ranger Station. This time however, there was gravel on many of the curves so a more cautious speed was in order.

I took the 190 across the park and out to Death Valley Junction. A short break for a soda at the Amargosa Opera House, then south on 127 to the town of Shoshone. At Shoshone it was back



into the Park on 178, across the Salsberry and Jubilee Passes, and on to Badwater, at 287 feet below sea level. I probably hadn't seen six cars while riding this whole southern loop. The Park seemed

almost empty and the weather was perfect. As the sun was getting low I headed east toward Beatty Nevada to spend the night.



Saturday morning I planned to head out about 07:00, but when I went to the bike it was covered in frost. The temperature was sitting right at 30 degrees. I fired it up and pushed it into the sun to let it warm up. Then I went back to my room and watched a cowboy movie that was just starting on TV. By the end of the movie the temperature had got up into the mid 30's and I rode north out of town on 95

to Scotty's Junction, then back into California and Death Valley on Nevada 267. This road leads to Scotty's Castle and I spent some time there playing with my new camera. The day is spent riding and picture taking, then a ride back to Ridgecrest for the night. It was another great day of riding.



Death Valley Scotty's Grave

Sunday means back to San Diego. After the weekend of having roads all to myself, reaching Interstate 15 was a reality check. All the traffic heading south made me miss Death Valley before I reached Ontario and I promised myself another trip there as soon as possible.

Product Review:

That's Trippy

Microsoft's *Streets & Trips* Mapping Program

© Gary Nichols

I love motorcycle trips! I also really enjoy planning a trip. I have a stack of maps and atlases about a foot-and-a-half high, covering most everywhere from Cabo San Lucas to the Arctic Circle. I visit AAA before a trip and take a stack of paper maps with me, and usually buy more on the road. But these days I do most of my pre-trip route planning sitting in front of my computer. And damn, it's fun!

The program I use is Microsoft's Streets & Trips (S&T). I was introduced to it by my girlfriend, Birda, when Pierre and I were planning our big trip summer before last. That trip started when Pierre called and said the annual Moto Guzzi National Owners Club rally was going to be in the Black Hills of South Dakota, a place he'd always wanted to see, and was I up for the trip. With the tune of *Rocky Raccoon* running through my head, I said, "Sure!" Over the following few week, Pierre added to the places he'd "always wanted to see/ride," Glacier National Park and the Canadian Rockies (mountains, not raccoons.) Of course, we already had several hundred dollars in ticket and room reservations for our annual trek to Monterey for the races at Laguna Seca the weekend after 4th of July. Could we fit it all into the time we had? Who could tell? Streets & Trips could!

Now I'm not a huge MS fan (I don't really think there are any who aren't stock-holders), but I have to admit, S&T rocks! Think of Map Quest on steroids and on your desktop and laced with options and useful features, and you're close to S&T. And it's cheap. The full-boat list price for the '06 version is \$40. You can get the '05 version for under \$30. You can also get the '06 GPS Locator version, with a GPS receiver that plugs into the USB port on your lap top, and plots where you are as you go, for \$129, list. Since most of us don't travel on our bikes with our lap tops duct taped to the tank (but see www.tomtom.com) you're looking at \$30 to \$40 for a really neat, easy to use mapping program

Here is a brief rundown on how it works. Once you have installed the program from the CD and opened the application, you see a map of the continental U.S and the upper half of Mexico and the lower half of Canada. The program covers the entire world, but only has detailed roads for the U.S. Canada coverage is OK, Mexico coverage is so-so, the rest of the world shows only cities. But the U.S. coverage, where most of us take motorcycle trips, is as detailed as a local Thomas Bros. map book.



You can zoom in and out on the map using the scroll wheel on your mouse, or the slide bar or zoom tools on the tool bar, and move around by moving your cursor to the edge of the map until an arrow appears, and then clicking to move N, S, E, W, NE, NW, SE, SW. Here is a one-click-shy-of-fully-zoomed-in map of our favorite state-of-the-art shop and BBQ venue. Thanks, Bob!



Detail map – one zoom left to go. Beat that with a paper map! Notice the Push-Pin and address.

To plan a trip, turn on the Route Planner by clicking the icon of the front end of a red VW on the tool bar. This opens the route planner pane on the left ¼ of the screen, next to the map. To start planning a trip, you can either zoom in and click on your departure location on the map, or you can type in the departure address in the route planner window. When you have your departure location identified, click the Add To Route button and that location is added to the list of route waypoints. You can decide on how detailed you want any of your route waypoints; you can zoom in or out from a street address to a city, as you choose. You can merrily click and add route waypoints from the map as long as you can stand the fun. When you're done, click the "Get Directions" button and your route is highlighted in green on the map and detailed directions are shown in a new window above the map.

You can get as involved or uninvolved as you choose in selecting your route. Let's say that instead of going on a motorcycle trip where you want to ride only really good twisties and never want to get on an Interstate, you are instead driving to Wickenburg, Arizona to pick up your most recent e-Bay acquisition and you don't want to take the scenic route, you just want to get there and back as quickly as possible. Streets & Trips will do it all for you if you just (1) select Route, More Options, and Quickest from the tool bar; (2) enter your starting location, say El Cajon; (3) enter your destination, Wickenburg, AZ; and (4) click the Get Directions button. Here's what you will get:

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Summary: 328.2 miles (4 hours, 49 minutes)

Mile	Instruction	For
	Check your departure time; the next stop is in a different time zone.	
0.0	Depart El Cajon on E Main St (East)	2.1 mi
2.1	Take Ramp (RIGHT) onto I-8	154.0 mi
154.3	<i>Entering Arizona</i>	
156.1	At exit 2, turn RIGHT onto Ramp	0.3 mi
156.4	Turn LEFT (East) onto US-95 [E 16th St]	80.4 mi
236.8	Turn RIGHT (East) onto I-10 Bus [US-95]	1.0 mi
237.8	Take Ramp (LEFT) onto I-10 [US-60]	10.7 mi
248.5	At exit 31, turn RIGHT onto Ramp	1.0 mi
249.5	Keep STRAIGHT onto US-60	78.1 mi
327.6	Turn LEFT (North) onto W Savage St	0.2 mi
327.8	Bear LEFT (North-East) onto W Yavapai St	0.2 mi
328.0	Turn RIGHT (South-East) onto N Frontier St [N Railroad St], then immediately turn LEFT (North-East) onto E Yavapai St	0.1 mi
	Check local time; this stop is in a different time zone.	
328.1	Turn RIGHT (South-East) onto US-89 [US-93]	65 yds
328.2	Arrive Wickenburg	

SUMMARY

Driving distance: 328.2 miles
 Trip duration: 4 hours, 49 minutes
 Driving time: 4 hours, 49 minutes
 Cost: \$36.47

You will also get the route highlighted in green on the map. You can then print either the directions, or the map, or both.

One of the quirks of S&T is it always starts from or takes you to the center of a town, unless you select some other location. Notice you started from the center of El Cajon and ended up in the center of Wickenburg. If you wanted, you could start at your home address and go to the e-Bay sellers address, too.

Once you have “arrived” at a destination, S&T will help you find a place to sleep, eat, get more cash, and be entertained (within PG-13 limits). You can turn on or off Find Nearby Places from the tool bar. It shows an impressive array of places from airports to ATMs, hotels and motels, gas stations, restaurants, nightclubs & taverns, golf courses, police depart-

ments, hospitals, aquariums, zoos, and more. You can also specify the radius of the search for such places. For instance, you can search for hotels and motels within 10 miles of a location. You can really get picky when it comes to restaurants; you can choose from 15 different kinds of restaurants: Asian, BBQ, Chinese, Delis, French, Greek, Indian, Italian, Japanese, Mexican, Other, Pizza, Seafood, Steak, and Thai. When you find a place that you like, you can click on the logo and get the address and phone number, too.

On the other end of the scale from the “just get me there” mode, is what really appeals to us motorcyclists: The ability to zoom in and route ourselves on the twistiest, windiest, roads around. Street’s and trips allows you to micro-manage route planning by instructing the program, on a sliding scale of 1-7, your preferences between Interstates & Limited Access Highways, Other Highways, Arterial Roads, and Toll Roads. Sometimes, even when Arterial Roads is set to 7, and everything else is set to 1, you still aren’t on the road you want. In that case, you can either select more waypoints along the road you want to be on, or you can just click-and-drag the highlighted route to the road you want to ride. Nifty!

When planning a multi-day trip, S&T gives you the ability to plan the mileage for each day of the trip and locate where you want to stop each night. On our trip, Pierre & I wanted to ride about 300 miles a day. S&T let us edit our trip so we knew what our daily destination was and knew it was someplace we could find a bed and a beer and a meal and another tank of gas. One of my few gripes about S&T is that multiple day trips only show total miles for the trip, and does not show the number of miles for each day. Fortunately, I can add 300 to 597 in my head and know I want the next day to end at around 900 miles, but it would be nice if you could have both total miles AND daily miles. I suppose I could also plot each day as a separate trip to get daily trip miles, but that’s a pain for a 3-week trip.

Now that I’ve given this near-rave review of S&T, I must confess, that Pierre and I did not print and take one S&T map with us on our Big Trip. What we did take, however was an edited version of the printed routed sheet. I copied the directions into my word processing program, and edited-out everything other than road changes and mileage. That way I ended up with about two days of directions per page. That coupled with our regular road maps made life pretty simple. But I will also confess that we deviated from our planned route often at the suggestion of the local folks to who always came over to check out two red Italian sport bikes with California plates on them. We always asked for a critique of our planned route and for alternate suggestions for a twistier, more fun, more scenic route. And we always took the locals’ advice and never once regretted it. It that kind of thing that makes trips memorable and fun.

(Images © Microsoft Corporation)



Vendor Recommendation

American Motorcycle Tire

© Dave Marler

In my state of recovery I am not getting into any bike related activities but thanks to the internet I can still shop for all those missing pieces and wish list items.

I have a vendor recommendation for a company I stumbled across out of Scottsdale Arizona called "American Motorcycle Tire." The url for the website is www.americanmototire.com

I ordered a set of Maxxis Classic MT90-16 Wide White Wall tires for my '47 Harley WL and not only did they have them in stock, the price was less than I would have paid on "the devil's marketplace" eBay!

AND I received them in less than a week!

The companies email contact was swift as was their delivery. The order was placed on Friday and Monday I received an email informing me of the shipping info. Wednesday FedEx dropped them right at my front door. I finally have the "gangster whitewalls" I wanted and the total including shipping came to \$156.00. Not bad for a new set of rubber!

I have inspected the tires and they look great. They are new with the Drag Specialties and Parts Unlimited tags still attached. The company also provides an 800 number for information or ordering (for the web skittish) and they have a great selection of roadrace, street, dualsport and dirt tires. They also carry most tire related accessories (wrenches, rim locks, tire irons) and some lubricants as well.



Rock Store Ride

January 22, 2006

© Jon Saltz

I'm not an early morning person; never have been. But when my alarm went off at 6 AM (yes, I know some of you have been up for hours by this time) my eyes popped wide open excited by the anticipation of hearing the rumble of a large group of vintage motorcycles riding up the coast. My friend John Ryan and I were planning go on the Southern California Norton Owners Club annual ride to the Rock Store, which is located in the mountains above Malibu.



Considering the monotonous nature of riding an old bike up the freeway to the Los Angeles area from San Diego we opted to truck the bikes. John arrived at my house at 6:30 and we loaded the bikes in his truck. Since his vintage bikes are apart for restoration at the moment I offered to loan him my '74 Commando so he wouldn't have to ride a new bike. I decided to take my newly restored 1972 Ducati 750GT on this ride. Prior to my purchasing the Duc she had languished for many years in the back of GP Motorcycles so it thought it would be fitting to let her see the world.

The drive to Los Angeles was uneventful that early in the morning and me made it to the meeting place for the ride, Café 50's in Santa Monica. We unloaded the bikes and started to mingle with the natives. This is the third or fourth Southern California Norton Owners Club ride I've attended and I'm amazed that they have such an large turnout for their monthly rides. There must have been 75 bikes there: Nortons (of course), Triumphs, BMWs, Vincents (yes, there were two Vincents), BSAs and may others. There was a cute little 250 Moto Morini there and there were even two tasty late '60's or



early '70's Harley Sportsters. It was like being a pig in mud. After hanging out for a half hour or so at Café 50's I heard the familiar sound of rumbling motors filling the air.



We all took off in a cacophony of sound that would leave any symphony feeling jealous and made our way through historic downtown Santa Monica. Heads were turning as rode down Santa Monica Blvd to PCH and the coast. The weather was perfect and the skies were blue (yes, blue skies in LA without smog!). As we made our way up the coast on PCH one couldn't help but notice that the water was a deep shade of royal blue. Just as I started to become mesmerized by the scenery I was reminded of the task at hand as Commando blasted by me in the next lane. Oh what a sweet sound. I twisted the throttle on my willing Duc and followed the group as we made our way to the first stop at Neptune's Net, which is an old thyme seafood restaurant that's been there for half a century. There's a huge parking lot there where everyone stops to look at the ocean and swap riding stories. There was plenty of shiny paint and chrome this day.

After my first ride or two on my newly restored Ducati I was seriously considering selling my 1974 Commando. The two bikes seem redundant and it's amazing how this Ducati makes the Commando seem a little less mighty in comparison. The Commando is probably faster by a hair but the Ducati definitely handles better. Aside from the obvious, I was also motivated to attend this ride for another reason. I wanted to get an idea of the Commando's value from Southern California Norton Owners Club President Bill Bibiani. As my friend John and I rode I kept staring at the cool lines of my Commando. It's amazing at how much better a bike looks when someone is actually on it. Of course this little incident made me reconsider the idea of selling the bike for now. After all, how many really good running Commandos are out there? I'm sure this line of thinking is what has led my current garage clutter problem.



The next leg of the ride was to take us up Mulholland drive, which leads directly to the Rock Store. Mulholland is a real treat. It's a twisty mountain road leading from the coast into the mountains above Los Angeles. This is where the Duc really comes into it's own. Torquey, stable and sure-footed the Duc made her way up the mountain. The twin front disc brakes only adding to the superior riding experience this vintage bike offers. Now I know why the articles I've read



on this bike say it was the best handling bike of it's era. It would have to be to make my Commando feel awkward in the twisties. I was hardly able to wipe the grin off my face when we finally arrived at the Rock Store. The Rock Store is a famous biker hangout and there was the usual complement of new Harleys and sport bikes littering the parking area. There must have been over a hundred bikes there.



We ate a greasy burger and hung out a bit longer before reversing our route back to Café 50's where we left the truck. John and I were the only ones to return to Café 50s so we made the ride without a big group this time. I think we were both ready to head for home by the time we got the bike loaded. I still have a funny grin on my face from what was a really fun day.



SDAMC Rides, Reminders & Upcoming Events

- ◆ ***February 13 (Monday): SDAMC Monthly Meeting***
Monthly club meeting held at the Auto Museum, 7:30 pm. Earn Bonus Points! Win Valuable Prizes!
- ◆ ***February 26 (Sunday): Desert Tower Ride***
Meet at The Dulzura Cafe and drive out old 94 past Jacumba to the Desert View Tower (<http://www.artemedia.com/ephemera/deserttower/>). Afterwards it's lunch at the Jacumba Hot Springs Spa, and ride back to San Diego Via Old Highway 80. This is an Oldies ride, we want to see that old bike, 25 years or older. If you don't have one yet, then you can ride that newer bike, but stay out of our way! If you have one, but it's been a while since you fired it up, then now's the time to get wrenching!
- ◆ ***March 2-5 (Thursday-Sunday) Borrego Springs National Road Run***
Sponsored by the SoCal Chapter of the AMCA. All bikes must be 1971 or older. SoCal AMCA Web Site: <http://www.socalamca.org/>
- ◆ ***March 6-8 (Monday-Wednesday) Temecula Valley National Road Run***
Sponsored by the Los Angeles Chapter of the AMCA. All bikes must be 1971 or older. Los Angeles AMCA Web Site: <http://www.losangelesamca.org/>
- ◆ ***March 12 (Sunday) Ventura Swap Meet***
8am - 3pm Ventura County Fairgrounds, <http://www.cycleshop.com/news/march.asp>
- ◆ ***March 13 (Monday): SDAMC Monthly Meeting***
Monthly club meeting held at the Auto Museum, 7:30 pm. Earn Bonus Points! Win Valuable Prizes!
- ◆ ***March 31—April 9 (Friday– Sunday) Arizona Bike Week***
Scottsdale, AZ. Web Site : <http://www.azbikeweek.com>
- ◆ ***April 10 (Monday): SDAMC Monthly Meeting***
Monthly club meeting held at the Auto Museum, 7:30 pm. Earn Bonus Points! Win Valuable Prizes!
- ◆ ***April 29-30 (Saturday-Sunday) Idyllwild Overnight Ride***
Overnight stay at the same establishment as last year: The Bluebird Cottage Inn. Please do not contact them before RSVP'ing with Nina. She has information as to which cabins are available to us for this weekend. There will be a BBQ dinner for those wanting to participate. We will divvy up the cost according to how many people participate. RSVP is important. The ride route is still in it's infancy stage but will be out in plenty of time for people to be excited about. Make sure you write this one on your calendar, it will be fun! You might want to be there, or... be talked about!
- ◆ ***May 26-29 (Friday-Monday) Lake Cachuma Rally***
A **Mulrean Productions** event at beautiful Lake Cachuma, 15 miles North of Santa Barbara. The paltry sum of \$125.00 buys you camping, showers, and nine meals. Enjoy the field events, bike show, daily rides, prizes, cigars, and experiences to regale (or bore) your grandchildren with for years to come. Call 1.888.MCRALLY toll free or check the website www.britishconnection.org/events.html.



San Diego Antique Motorcycle Club

Membership Application

Purpose of Club

The San Diego Antique Motorcycle Club, Inc. is a non-profit mutual benefit corporation organized and dedicated to the preservation, restoration, and enjoyment of antique, vintage, and classic motorcycles, and in furtherance of such purposes, the sponsorship of antique motorcycle rides, exhibitions, and related activities, and the encouragement of social, fraternal, and educational activities among its members and the public.

NAME: _____

SIGNIFICANT OTHER _____

ADDRESS: _____

CITY _____ **STATE** _____ **ZIP** _____

PHONE: (H) _____ **(W)** _____ **(Cell)** _____

E-MAIL ADDRESS: _____ **(FAX)** _____

**May we include your name, phone numbers, and e-mail address in our Club Roster,
sent only to members? YES NO Note: Home address excluded**

NOTE: THIS IS A RELEASE OF LIABILITY. DO NOT SIGN UNLESS YOU HAVE READ AND UNDERSTAND THIS RELEASE. The San Diego Antique Motorcycle Club, Inc. Hereinafter referred to as SDAMC, Inc. its board of directors and members shall not be liable or responsible for damage to property or any injury to persons, including myself, during any SDAMC, Inc. meeting, activity, or event even where the damage or injury is caused by negligence (except willful neglect). I understand and agree that all SDAMC, Inc. members and their guests participate voluntarily and at their own risks in all SDAMC, Inc. meetings, activities, and events. *I RELEASE* and hold SDAMC, Inc., its board of directors and members harmless for any injury or loss to my person or property which may result therefrom. I understand this means I agree not to sue SDAMC, Inc., its board of directors or members for any injury resulting to myself or my property in connection with any SDAMC, Inc. meeting, activity or event.

Applicant's Signature: _____ **Date:** _____

**Note: Annual Dues are \$25.00 Mail To: SDAMC c/o SDAM
2080 Pan American Plaza
San Diego, CA 92101**

