

# Jul-Aug '04

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4

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

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## Safety Discussion Held at Monthly Members Meeting

John Del Santo, Safety Officer of the Local 6 Chapter of ABATE gave a presentation to members at our regularly scheduled meeting on Monday evening, June 14th. In addition to recommendations for safe riding, John also discussed upcoming and pending legislation pertinent to motorcyclists. The discussion included a question and answer session by both John and Fran Del Santo. Nina Pacelli, Board Member, set up the presentation for members.

John and Fran have also graciously agreed to e-mail us safety information periodically so we can include it as part of our Herald issues. Check out their first installment on Page 9.



## SDAMC OFFICERS

### PRESIDENT:

Kevin Sisterson 619.468.9252  
stablemates @earthlink.net

### VICE-PRESIDENT:

Jon Saltz 619.583.5236  
jonsaltz@cox.net

### SECRETARY:

Chris Wykoff 858.613.1146  
chriswy@san.rr.com

### TREASURER:

Ron Caudillo 619.938.9732  
roncaudillo@hotmail.com

## SDAMC BOARD OF DIRECTORS

Art Bishop 619.298.5061

Art@sdauseum.org

Mike Loper 619.222.7029

mikeloper@cox.net

John Mulrean 619.443.9169

jmulrean@cox.net

Nina Pacelli 619.287.2535

Will Speer 858.735.5098

wilspeer2@yahoo.com

## EDITORIAL STAFF:

### EDITOR-AT-LARGE:

Joe Michaud 858-278-0476  
triumph@fda.net

### EDITORS:

Jim Weseman 858-481-1338  
jweseman@pacbell.net

Mike Loper 619-222-7029  
mikeloper@cox.net

Will Speer 760.944.7339  
wilspeer2@yahoo.com

## SDAMC ADDRESS:

**c/o San Diego Automotive Museum  
2080 Pan American Plaza  
San Diego, CA 92121  
858.277.6408  
www.sdamc.net  
sdamc@fda.net**

# 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.*

# IMPRESSIONS OF AHRMA RACING AT WILLOW SPRINGS

© Chris Wykoff

“OK, I’ll meet you there probably around 9am.” Isaac assures me it takes just over two hours to get to Willow. Sunday morning up at 5 to leave at 6 and head up I-5 through El Lay to see AHRMA vintage action at Willow Springs. Joe Michaud and Cat Frazier thought they might go but Joe remembered a

commitment and Cat wasn’t feeling well so it was me and the radio and the big gas-guzzling van zooming up I-5.

Traffic wasn’t bad and I found myself having to take my foot off the gas as the speedo crept over 80 heading through the speed trap known as San Clemente. Up thru Long Beach, past downtown and finally hit the turn-off on Hwy. 14 to beautiful Lancaster. Must have seen 3 people pulled over at various places so I set the cruise control for 74 and left it there. Soon

I’m bored and I look for interesting or odd sights — odd



*Riders line up at the starting line in the high desert*

can’t describe the ridiculous attempt the cell phone companies use to camouflage their towers. In the middle of the desert what looks like a giant plastic pine tree from my old hobby train set-up looms high above the few desert trees, it’s top bristling with antennas. No pine trees to hide in, they should have just made them out of metal

and painted them wild colors to give the brown countryside some interest.

Finally past Lancaster and the turn-off to Willow.



*The race-ready Metralla*

Only 2:45 from RB to the front door—not too bad. I’m pretty sure this is the right turnoff because I’m following a truck with a Bultaco Metralla in racing trim—yeah, this’ll be good. About 6 miles west of the highway, Willow Springs sprawls out across the desert with one track curving up into the foothills like a black

snake in the distance. This doesn’t feel like a race day

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at a track. I hear the bikes but no line to get in, only ten bucks and the girl says—park anywhere. First I'm a good do-bee and park out in designated spots by the track, not a soul around and a long way from the pits. About two minutes later I cruise down to pit row, spy a spot by the wall next to the track and I'm parking with the big boys! Hey - it's the Metralla in the truck next to me. No sign of my brother who is riding his W650 down from Bakersfield. That bike is nice, if a little slow, because they did a good job capturing the spirit of the old Triumphs—OK, OK I know all you purists are throwing up but it's also bevel drive—just like my old Duc! Plus, people come up to him and say, "Yeah, I used to have one of them Triumphs." Norman typically replies, "It's a Kawasaki." "Yeah, that was a good old bike that Triumph, how do you keep it so clean?" "It's new." "Well it's good to see old iron being kept up." I can't tell you how many times incidents like that



**The Ducati GT turned Sport replica--note the dreaded belly pan!**

have happened.

Anyway, no sign of the bro' so off to cruise the pits. The first bike I run into is a 1974 bevel drive Ducati yellow Sport. Matt is from

Colo. and follows the vintage circuit. His bike is actually a GT like mine but brought up to Sport spec—if true then he changed the pistons and cams and put in the lightened con-rods. Contrary to what many people think, the Sport had spring valve heads like the GT. Only the rare SS had desmo heads in the round case line of Ducis. When I saw Sonny Angel later in the day he confirmed that the SS's were rare as hen's teeth—he had a chance at one when he used to sell Ducatis but missed it because he called the distributor a half-hour too late.

Next I run into GP's set-up. Gordon Menzie and Rob North are checking out the North Triple Gordon's going to ride. Gordon has a bum foot and needs to re-set the brake lever so his foot doesn't rest on it during the race. Rob has a shop area set up in the back and there are about 4 of the Triples parked nearby. Paul Lima is there and I ask him if these are ex-race bikes from the '70s. He confirms these are new frames that Rob still fabricates—Paul's is nearby with the tank off and the business end of the engine exposed.

I wait until there's a break in the action around the bikes and introduce myself to Mr. North. Reading about someone in the M/C history books is one thing, getting to meet him is another. Rob is very congenial and starts talking about the bike he's working on with a stubborn oil leak—he says he thinks the pattern gaskets don't fit as well as the originals—I just figured it's a Triumph thing but he's the expert . . . He lets me take a couple pics of him but then hurries off to the next problem. Sure is great someone's keeping up the old iron! Then I think about my

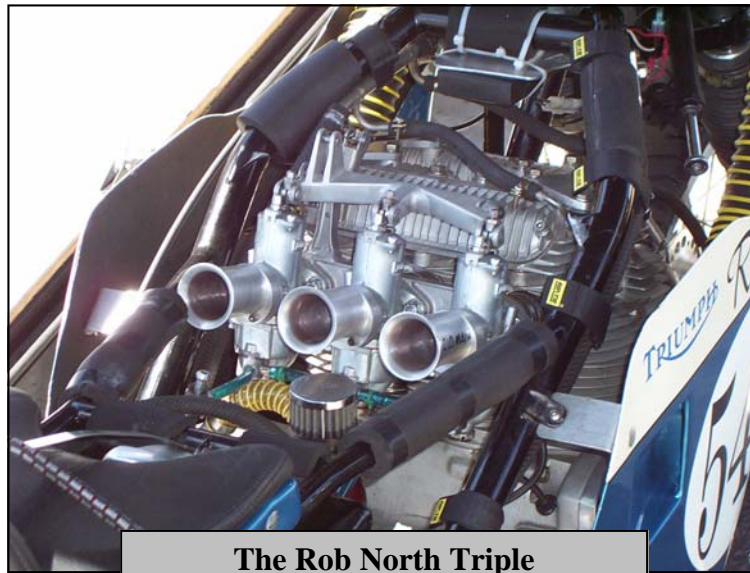
bike in pieces in the garage, but that's another story. I see Tommy from GP draining the oil from their Atlas they race. Something looks

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wrong and I ask Paul, "Do you race it that way?" He smiles and says, "No, Tommy blew it up yesterday." The crack in the crankcase is about the size of my thumb, ouch!

Next to the GP setup is the star attraction. I didn't see the organization's name but they had a Guzzi V-8 replica, several MV's and a beautiful dual overhead cam ex-Phil Read Gilera. The one bike that wasn't getting any attention was a Parilla overhead cam bike. Personally, I love these bikes, partly because they're rare and look great but mostly because they have a Saluki logo. Salukis are middle eastern dogs a bit smaller than greyhounds and we've had 5 of them over the years. Most people figure the logo's a greyhound but one of the Parilla scooters was named the Slughi which is a



**The Rob North Triple**

sure to check out the Super-Moto action in the infield.

On the other side of GP is the Works Performance trailer. Gil the owner of Works is being introduced to a racer from Japan who doesn't speak English. The guy introducing him is translating, telling him the shifting pattern on one of the Manx's they have lined up next to the Works' trailer. Apparently he's going to race one of the Manx's, a bike he's never been on judging from the conversation.



**Rob North--Taking A Quick Break From The Action.**

variant of Saluki so I say their logo is a Saluki!

My brother finally shows. He was up the hill watching Super-Moto races. Those are great to watch, with the combination of dirt and pavement and the racers sliding their tires on the pavement—the action is up close and fast. If you go to Laguna-Seca this year be

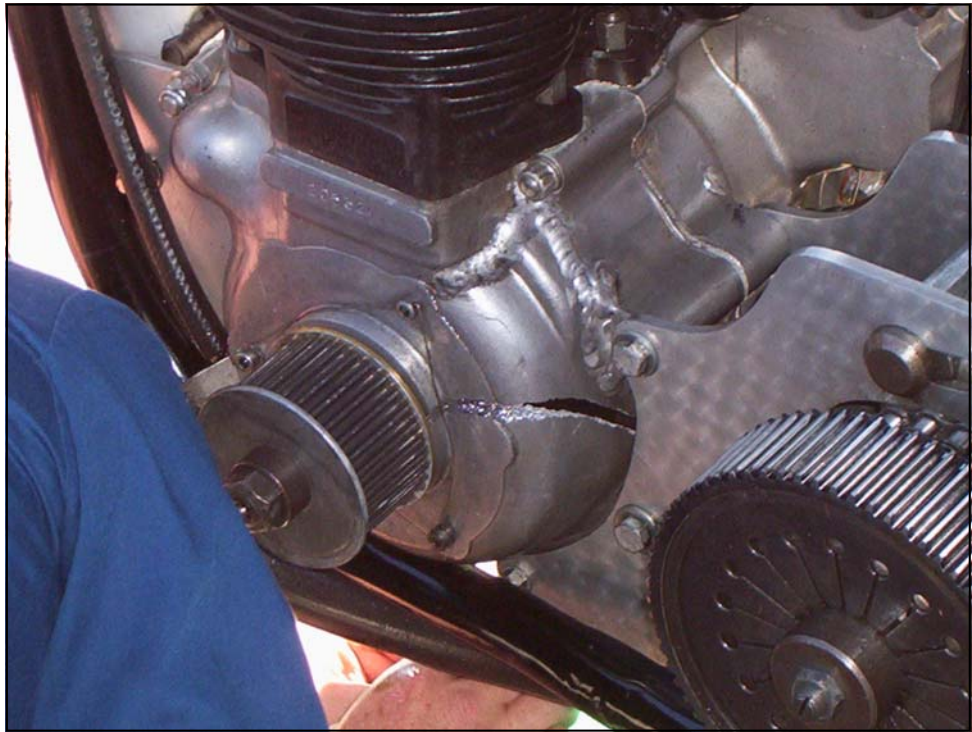
The races are staring so we get over to the totally deserted stands to watch the action. The first race we see includes Production Heavyweight and my new buddy Matt is racing his yellow Ducati so I'm rooting for him. He starts out OK but really slows for the corners. He falls further and further behind and even the R75 BMW's start passing him! Oh the shame, my brother is howling, giving me grief about the "vaunted" Ducati racing heritage. Finally the pain ends as the checkered flag falls on the '72 Triumph that was leading that class. A very tricked out '69

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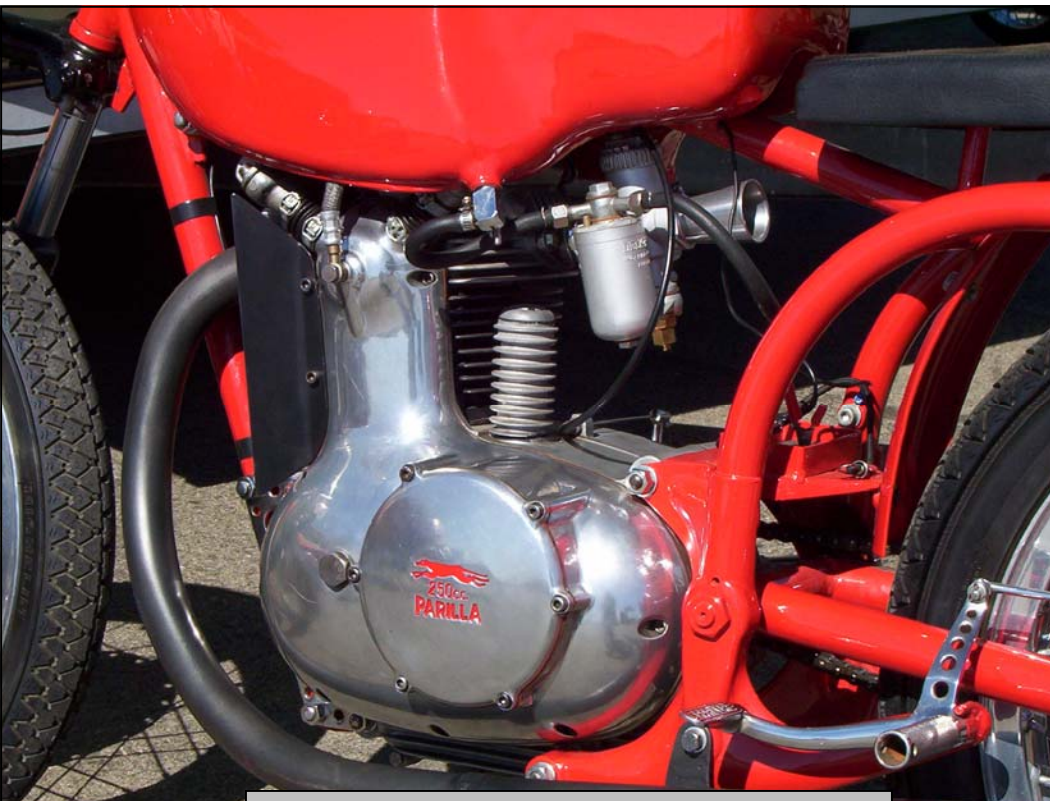
Honda 450 wins the Production Lightweight in the same race, well ahead of Matt. Later I head over to see what happened. Apparently, the new rule in AHRMA is to require a belly pan to catch oil in case you blow your engine. Matt had grafted on a pretty sorry-looking pan at the last minute and wasn't able to lean in the turns—that's his story and I'm sticking to it.

Heading back to the pits after a couple of races the MV's, Gilera and Guzzi V-8 are being rolled out to spin around the track a couple of times. The Guzzi is relatively quiet compared to the howl of the others. As they speed past the pits the fans are yelling support but you can't



**Tommy's Handiwork--Doesn't Work Well As A Gear Gazer Either!**

hear anything but the 4-cylinders in full song—a



**The Parilla Racer**

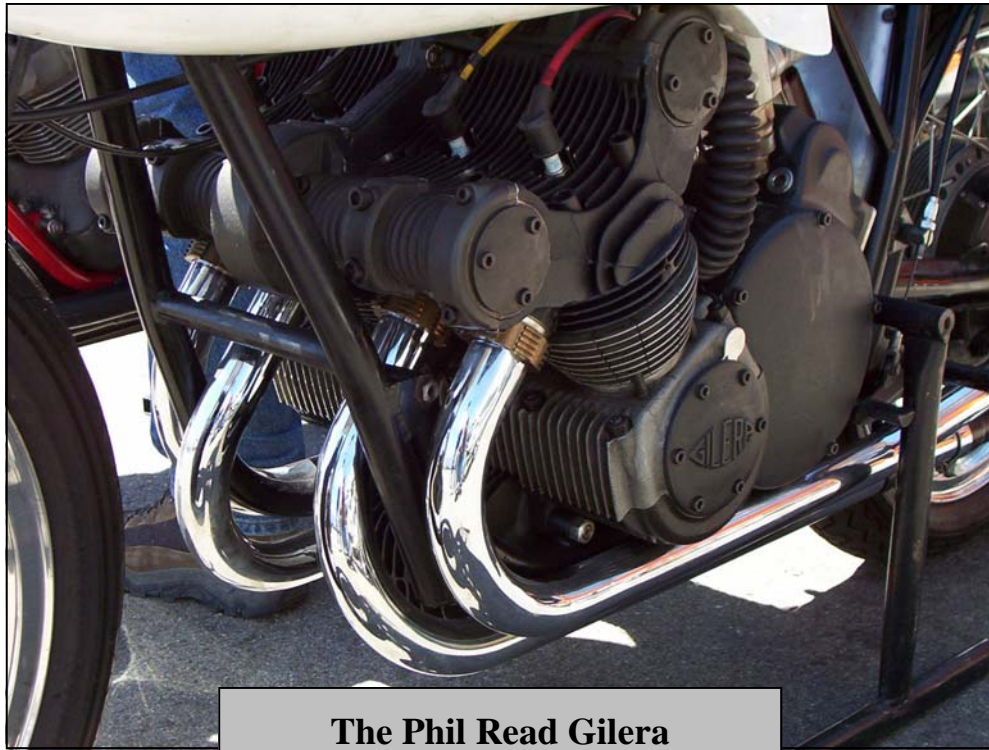
glorious sound. I see Sonny and Donny Angel—Sonny says the Guzzi cost ~182K to build and it's a one of a kind. Although I've seen one for sale in M/C Classics being advertised at Atlantic Cycles in England—price? POA, so cash in that 401K!

Time for one of Paul Lima's races so we decide to go up the hill and watch from those stands which are a lot closer to the action. He and Gordon are racing triples and in the first lap Paul comes

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around second just behind Scott Jennings on a '70 Triumph triple as well. On the third lap Paul drops out with electrical problems and Jennings pretty much screams around the track by himself—

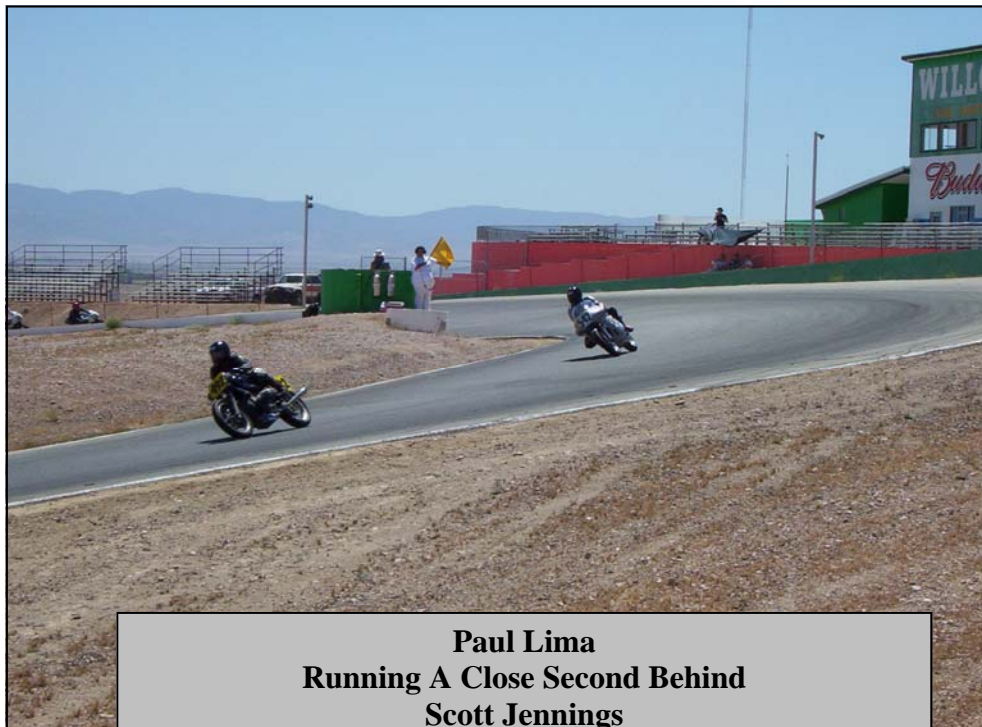


**The Phil Read Gilera**

the rest of the pack is about 1/4 lap behind.

We watched a few more races then headed back down to the pits and into the gift shop. Not much there but then I find a t-shirt from the races two years ago—it's got a bevel drive Duc air-brushed on it so I have to get it—that starts Norman off again on the whole Ducati racing heritage thing again so I know it's time to leave before I sugar his tank! All in all a great day of gawking at watching races—I highly recommend it.

**See more pictures at [www.sdmc.net](http://www.sdmc.net)**



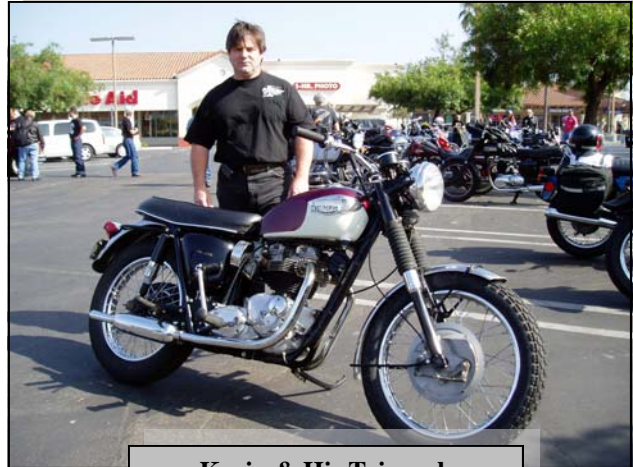
**Paul Lima  
Running A Close Second Behind  
Scott Jennings**



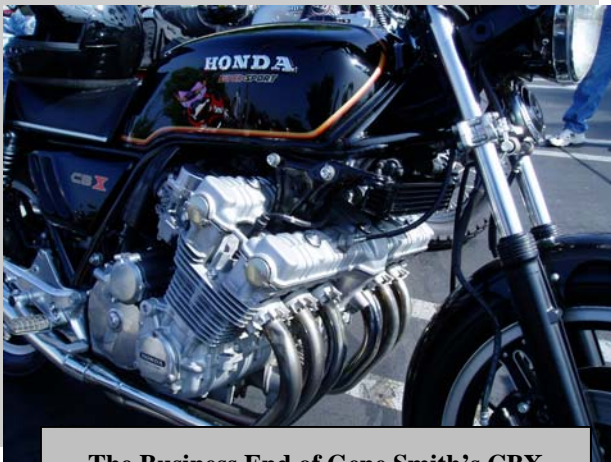
**PHOTO ALBUM: T-SHIRT RIDE**  
**JUNE 27, 2004**  
***“WE RIDE”***



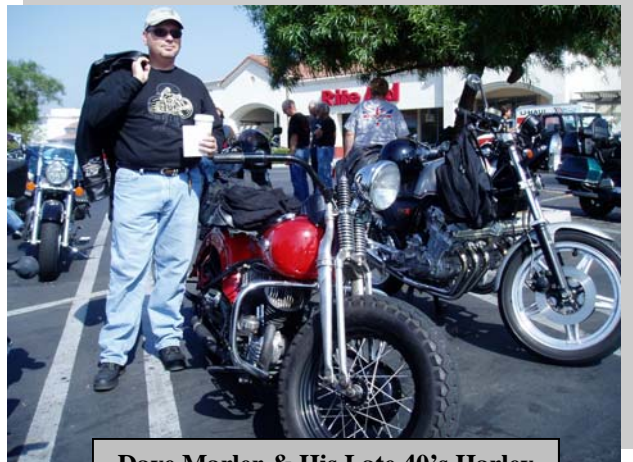
**Will & Will Working on the BSA**



**Kevin & His Triumph**



**The Business End of Gene Smith's CBX**



**Dave Marler & His Late 40's Harley**



**Jim "Captain Gizmo" Weseman & His Newly Acquired BMW**



**"Mutt" & His Ducati @ Lyons Valley**



## STAYING BETWEEN THE LINES

© John Del Santo

One of the first assignments for children in Kindergarten is that they are given a coloring book and a box of crayons and they are taught to color nice and be careful and stay between the lines. Somewhere between that time and the time they learn to drive, something bad happens to that portion of their brain, and a large percentage of them drive down the road floating around like a boat in the bay, totally unable to keep a six-foot wide car in between a set of twelve-foot wide lane lines.....and *we're* sharing the road with them !

You see them all the time around you...the ones who are probably not reading the highway road signs, staying out in the left lanes until they are eleven feet from the exit they wanted, and then making a dive for the exit. Or their counterparts who are already on the exit ramp when they decide they *really* didn't want to get off here, and they make a radical swerve back out onto the highway...*without* checking their blind spots.... And DON'T expect a directional signal from these folks! Some of these other "special" drivers start out in one part of a double-left-turn lane, and finish in the other lane whether or not there is another car or motorcycle occupying that space, not knowing or being aware of *any* other vehicle nearby them. They'll stop at a traffic signal in a left-turn-only lane, or in a right-turn-only lane, and when the light turns green they go straight through the intersection. Sure... if you or I missed a street or an exit, we would just go to the next exit and get off and go back...but so many of these drivers seem like they would rather take a chance crashing their car into the vehicles around them, or up against the exit-divider, than miss their turn. That area around the exit-divider is called the "gore" area by the highway engineers... I betcha we can guess why they call it *that*. Most people who drive like this, driving as if they have a paper bag over their head, don't maintain enough following distance, either. So when something unexpected happens, they brake hard *and* swerve out of

*"They'll stop at a traffic signal in a left-turn-only lane, or in a right-turn-only lane, and when the light turns green they go straight through the intersection."*

their lane....usually towards the right side. When you are approaching them on a residential street, streets without a painted center-line, don't expect them to figure out where *their* half of the street really is. All good reasons why we want to be aware when we are in anyone's blind area, or when they are in ours, and adjusting our space so that we are not at the mercy of their poor driving.

We can read the 'body language' of their intentions most of the time, and figure out what they are probably going to do before they do it. Like the National Safety Council advises, "recognize the hazard, understand the defense, and act correctly and in time." Don't trust the 'tailgaters' ... They'll change lanes fast and use

no directional signals. When driving around those big, wide, tall S.A.V.'s (Suburban Assault Vehicles), be aware of them and be ready to move somewhere else in self-defense ... be ready to use your horn if they start to move across the line, to let them know that you are near them, but don't be surprised if they can't *hear* your horn or pipes over the stereo. Watch for them glancing at the rearview mirror...They're getting ready to move. And when they're just *thinking* about moving, they will unconsciously drift their car towards that side of the lane... Be ready for them! The poor things *are* driving at a disadvantage, Ya know... It hardly seems fair for us to expect them to steer, talk on the car-phone, use directional signals, take sips from their Cappuccino, *and* stay between the lines all at the same time when they only have *two hands*. Gee Whiz!

If we were the Judge and Jury, we could sentence these sloppy drivers to spend thirty days with a box of crayons and a coloring book practicing staying between the lines. But as long as we are riding near them, sharing the road with them, we should expect the worst from them and do the best we can to avoid becoming a target. Be Aware, and....Ride Safe !!



# SDAMC Rides, Reminders & Upcoming Events

- ◆ *July 9th, 10th, & 11th: Laguna Seca Races-Monterey Peninsula:*

- ◆ *July 12th (Monday): San Diego Antique Motorcycle Club Monthly Meeting:*

Plans are to have a Pot Luck Dinner in the back of the Auto Museum. Contact any Board of Director listed on the masthead of this issue of The Herald for details.

- ◆ *July 25th (Sunday): Boot Hill Memorial Ride:*

Details to follow through e-mail. If you don't have e-mail, contact any director listed on the masthead of this issue of The Herald.

- ◆ *August 1st (Sunday): Heritage Day-National City*

The National City Chamber of Commerce ([www.nationalcitychamber.org](http://www.nationalcitychamber.org)) is sponsoring the 13th Annual Automobile Heritage Day show and parade, open to collector vehicles (including motorcycles). A Club Award will be given to the club with the best combination of quantity and quality of club entrants. According to Cat Frazier, club member, we have 10 complimentary entry forms. Contact her through at [manxcat@earthlink.net](mailto:manxcat@earthlink.net) or call a Board member for details.

- ◆ *August 9th (Monday): Regularly Scheduled SDAMC Meeting-Auto Museum*

- ◆ *August 21st (Saturday): Garage Crawl*

Currently in the planning stages, this "crawl" will be dedicated to North County garages.



# 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., it's 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 92121**