

San Diego Antique Motorcycle Club

The Herald

Volume 29, Issue I

March 2012





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Monthly Meetings

Are held at:

Giovanni's Restaurant

9353 Clairemont Mesa Blvd., San Diego (the corner of Clairemont Mesa Blvd and Ruffin Rd.)

On

The Second Monday of Each Month At 7:00 p.m.

Arrive early and join us for dinner!

Herald Policies & Editorial Statement

The Herald Newsletter 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. The Herald is currently published on a quarterly basis. Any member can contribute, and are encouraged.

As your volunteer editorial staff, we need 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 all have stories to tell.

We hope to hear from the garages, sheds, and shops of the membership. This publication will remain viable only with the help and consideration of all. Email your editor directly, or any board member. 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

The 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, content or any other part the Herald, please let us know. One of the benefits of our club is our collective experience, our passion of motorcycles and our individual ideas. Share it with the club: then we all learn.

Please send your contributions to any of the SDAMC Officers listed above, or the Editor.

Upcoming Events

APRIL 2012

April 9, Monday SDAMC GENERAL MEETING

April 15, Sunday 9:30AM-12:30PM. John Hermann's 34th Annual Wildcat Canyon Ride (non-club event).

April 22, Sunday CLASSIC MOTORCYCLE RIDE (to Hernandez' Hideaway)

MAY 2012

May 14, Monday SDAMC GENERAL MEETING

May 18-20 IDYLLWILD TRIP (overnight) Members only

JUNE 2012

June 4, Monday FRIENDS OF STEVE MCQUEEN CAR SHOW (non-club event)

Boys Republic, Chino Hills, California

June 10, Sunday Motorcycle display, Eastlake Village Walk (non-club event)

June 11, Monday SDAMC GENERAL MEETING

June 16, Saturday T-SHIRT RIDE

JULY 2012

?? ALPINE PARADE

July 9, Monday SDAMC GENERAL MEETING ?? GARAGE CRAWL Members only

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From the Prez.

Hi All .. A year ago this May, Lynette and I went on this ride I'd like to tell you about.

Lynette had a Tax Seminar in Las Vegas, at the end of her seminar I trailered the Harley to Las Vegas and picked her up, from there we went to St George Utah. The purpose of this trip was to ride to the North Rim of the Grand Canyon, I had never been and it was on my bucket list. So first day out of St. George was a ride through Zion National Park, I have been there several time in a car but riding though on a bike was spectacular, totally different.





We came out at the north end and intended to cross the mountain to Cedar City to have dinner with my Grandson who was going to college there. As we started up the mountain we noticed patches of snow alongside the road, the higher we went the more snow there was. Finally we got to the summit to find the road to Cedar City was closed. 8-10 feet of snow that had not been plowed, so we had to go north on the only snow free road to Panguitch Ut. Along the way we passed by Panguitch Lake, a beautiful alpine lake at 5000 feet elevation (have I mentioned that it was COLD).

Anyway we get over the Mountain and ride I-15 south to Cedar City, had dinner with my grandson and spent the night.

Next Morning a hearty breakfast and the donning of rain gear, riding in the rain is nor my favorite thing, but here we go, Down I-15 to Hamilton Fort to see where my Grandfather Clark had been born. Could not find it until a local stopped to ask if he could help, I told him I was looking for Hamilton Fort. He pointed out a Historic Marker and told me that was all that was left, it was all farm land now. He was kind enough to tell me the History of the Fort. So back to

St. George for a warm dry motel and a hot meal.

Day 3 was an adventure, I had noticed a road on the map that left the highway to Zion NP. We found it in the town of Virgin Ut. As we were riding along it was obvious that we were going into the mountains, a twisty road through meadows and pine forests. when we got near the top there were three couples, on bikes, pulled off the road, we stopped to chat and they showed us a massive waterfall off the side and below the road, pretty spectacular.

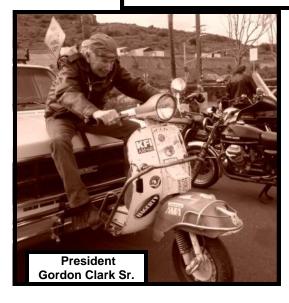


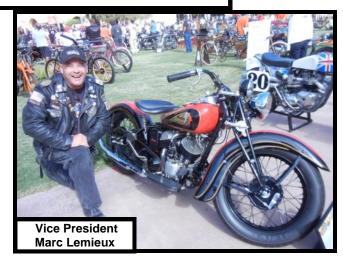
About three miles further on we came to Kolob Reservoir, a really beautiful lake surround by pine trees and except for 10-

15 feet out from the shore it was still frozen over from the winter. (have I mentioned that it was cold). While there I noticed my rear tire was looking a little thin, (looked good when we left), so we headed back to the St. George Harley dealer. 3 hours and \$650.00 later we had 2 new tires. (Thanks Lynette, she had got lucky in Las Vegas) They were having a State Rally at the HD shop so it was fun to chat with

Continued on pg 09

Meet the 2012 SDAMC Officers









2012 SDAMC Board Members







Donna Schmidt



Member at Large: Merrel McMasters



Membership: Ted Holtaway



Herald Editor: Kurt Kohanowich



Hey, wait a second, who let Gene in here?!

Google eBooks and Antique Motorcycles: A how to guide Ted Holtaway





Book Corner

IN 2010 Google set up a program called Google eBooks. It is a multifaceted program but the most interesting to me is an ongoing effort by Google to scan and digitize thousands of out of print (and out of copyright) books. If you have an interest in "old" technology or the roots of early methods this is a treasure trove that can answer many questions and consume hours of your time if you are not careful! As an example, I recently acquired some metal working tools (mini mill and lathe).

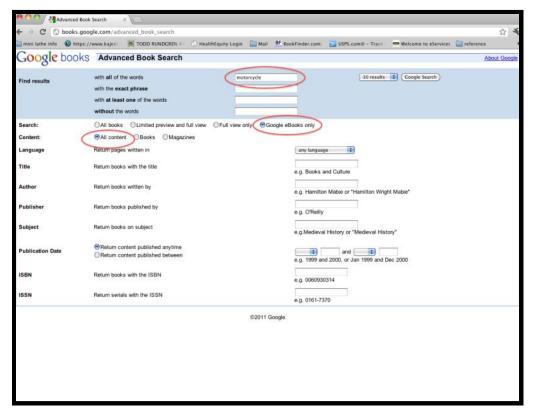
Knowing almost nothing about metalworking I searched Google eBooks for free content and found several books. Many of them were from the '20s to the '50s but the basics of metalworking has not changed that much over the years.

Now – what does this have to do with antique motorcycles? Well, lets give it a try.

The following instructions will introduce you to Google books and provide a path to a very interesting set of articles from 1917. Point your browser to:

http://books.google.com/advanced_book_search

You should see a screen like this:



Google eBooks and Antique Motorcycles (cont)

At the top of the screen is a shaded area with four search criteria.

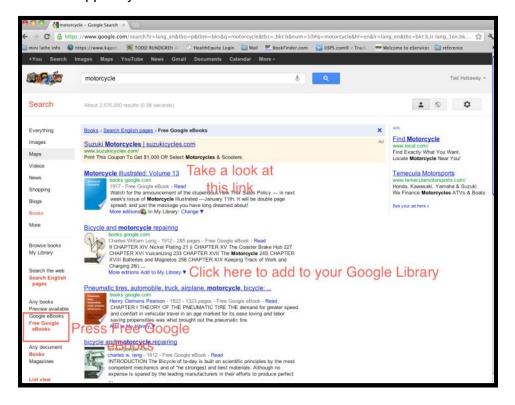
Type "motorcycle" in the top one next to Find Results with ALL the words "Motorcycle"

Next to search select Google eBooks Only

Next to Content select Books or all content

Then press the "Google Search" button on the top right

When the search results appear you should see a screen like this:



On the left, about half way down the page you will see:

Any books

Preview available

Google eBooks <this should be highlighted since we selected this on the first page> Free Google eBooks

CLICK on the Free Google eBooks.

The first link should in the list should be Motorcycle illustrated: Volume 13. If you click on this link you will have weekly copies of the 1917 January to March editions of Motorcycle Illustrated magazine. Each copy is about 40 to 50 pages so there are several hundred pages of period photos, articles like "Repair Kinks and Shop Wrinkles" and adds for all brands like Cleveland, Pope, Thor, Henderson and Indian.

Try some other search terms and take a peek at some of the other titles – there are many volumes of free information. At this time much of the free content is from the early 1900's, great for reading up one early motorcycle and other vehicles.

If you have a Google account you can create a personal library and save copies for future reference. When you find an interesting book click the link below the description that says, "add to my library". To see the books in your library open a Google window (like gmail). Along the top you will see a list of services – like Search - Images - Maps - Youtube etc. At the far right should be "More". Click More and scroll down to "books". When the window opens click "my Library". Once books

are in your library you can move them to your electronic devices (Iphone/Ipad) for offline reading. Enjoy.

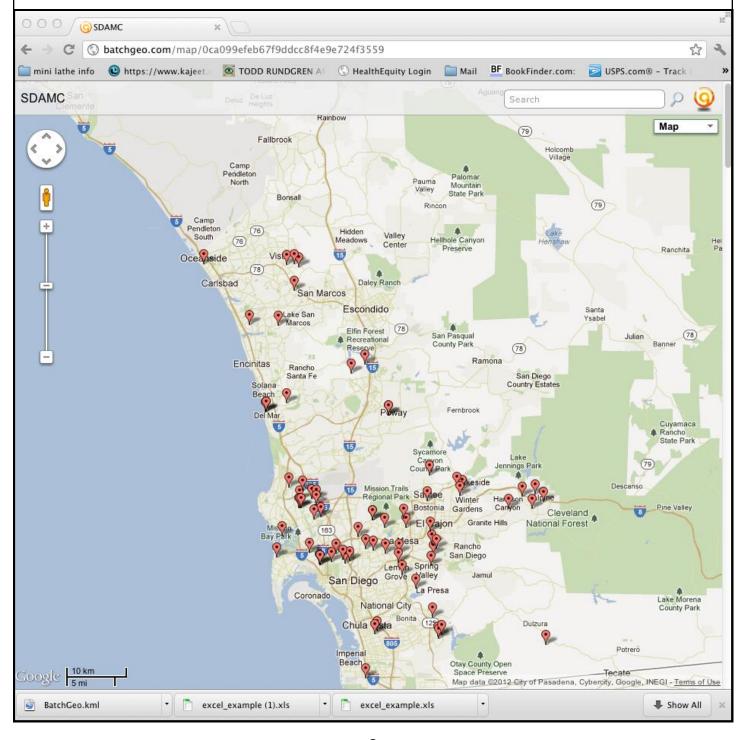
SDAMC in San Diego: Membership map

The question came up at a BOD meeting about the geographic distribution of our membership.

I found a mapping site and plugged our address list into it (no names/no emails, just street town zip) and it spit out this map.

No big surprises - I zoomed in here so about 3 to 5 members out side this area are not shown (1 fl, 1 nv, merle jr.....) Regards,

Ted Holtaway, Membership



From the Prez (cont)

the riders and look at bikes.

Sunday morning, the day the North Rim of the Grand Canyon opens. Off we go. It's about a 150 mile trip to the Grand Canyon from St. George, we had strong crosswinds along the way, stopped for gas and found there was a Visitor Center at Pipe Springs National Monument, near Kaibab Az. for the Ute and Navaho Indians, took the tour, pretty interesting, never realized the Navahos were warlike. Next stop was at Jacob Lake a beautiful spot in the mountains of northern Arizona.



After gassing up we're on our final leg to the Grand Canyon. We arrive and check in late after-



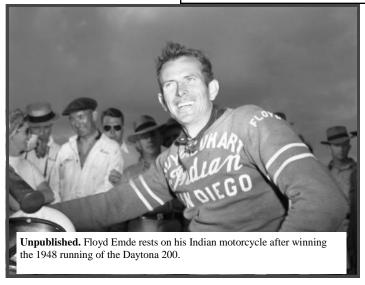
noon, being hungry we head for the dining room of the Lodge, oops the dining room doesn't open till 5 and you need a reservation, ok let's get a reservation. Sorry the dining room is booked for the evening and there are NO Reservations . Hmmmm. Well fortunately there is a deli and a bar and they have a waiter that serves the Observation room so we didn't starve, We actually got some good food from the waiter guy. After eating went on a walking tour of the canyon rim, some places on the path were narrow with drop offs and it was windy so it was a bit of an adventure but the views of the canyon were spectacular.

Now on to our room For only \$170,00 we got a Motel 5 room, like motel 6 but not as good . very basic and NO hot water. They had forgot to light the water heaters for our group of rooms. They did light them, and we had hot water in an hour. Got up in the morning and rode back to St. George, Got loaded up and headed for Vegas.

This was a fun fun ride averaged about 170 miles a day spectacular scenery. Snow alongside the road every day. Southern Utah is beautiful, a great place to ride. Weather in the spring can be warm in St. George and quite cool in the mountains. I highly recommend it, we're going back. Gordon



A Walk back in time: Peter Springer





Read more: http://life.time.com/culture/daytona-motorcycle-madness-1948/#ixzz1qpkYn5Cj

Pete Springer reminiscenced on our yahoo groups recently of times gone by, and it got in the Herald!

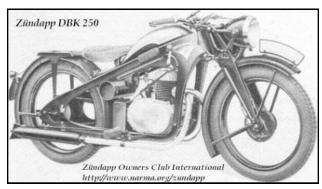
From the olden times....One of the photos shows that Floyd Emde was sponsored by The Urquhart Cycle shop in San Diego. I began my drooling career there in 1954. In fact I bought my first bike, a 125 Harley Hummer, there that year. I was 14..... It's been all down hill from there. :)

In those days at 14 years old, and living in Solana Beach, (25 miles north of SD) I didn't get to San Diego often, but whenever I did. I'd stop into Guy Urquhart's shop, and walk up and down the isles of new and used bikes. I especially like the used bikes.....I could imagine one of those in my future.

I don't remember how I came to buy the Harley Hummer from him, but that was my start. As you can imagine, I didn't know much about motos in those days. I didn't have a license so I rode the Hummer mostly around out track house...around and around and around.



I probably had that bike for about 6 months. I remember putting a new set of rings in it, and dropping a wrist pin snap ring inside the engine. I just got another keeper and put it back together. The engine ran for a few moments and locked up. Looking back I doubt that the lost keeper was the problem. I prolly didn't end gap the rings.



At any rate my father took me and the bike to Urquhart's and I selected a 250cc 2 stroke Zundapp. I was working at the Solana Beach lumber yard bagging nails after school and Saturday to get Money. A short fat 50 year old salesman and I had become acquaintances/friends. He made me a trade in deal on the Zundapp.

Continued on pg 12

Member Spotlight: Ted Holtaway

Q. When did you first start riding motorcycles?

A. Around 13 or 14, the neighbor had a Honda S90 (manual clutch, 4 speeds, gas tank between your knees, not one of those sissy step- thru bikes!) that he left outdoors through a couple of winters. He let me have it for something like \$40.

Q. When did you know you were hooked?

A. The day I got that thing running! My brother was about 8 years older and a gearhead, so I had learned a lot by watching him. I cleaned out the carb, flushed the tank, got some fresh gas and a battery in there, got it running but it wouldn't idle so I had to keep revving it. Well, my folks had a Cadillac and a big Chrysler parked in the driveway about 3 feet apart and I figured I would just ride down the driveway and start exploring the area, but I hadn't really learned the clutch thing yet... so I just wound it up to



redline and dropped the clutch. I did a power wheelie right between the two cars (with inches to spare) and I managed to keep hold of the bars and skidded to a halt at the end of the driveway. That's when I knew... "I was born to do this!"

Q. So that was your first bike?

A. Yes it was, and I rode that thing around for hours and hours from the moment I got home from school until it was dark. I'm sure the neighbors got sick of hearing me lapping the yard. When I got my drivers license I worked a trade/purchase for a 160 Dream, but I wanted to go bigger and worked into a 305 Scrambler which was kind of a disaster, and then got a 450 "Black Bomber" which I rode off to college.

Q. Where did you grow up?

A.That was in New Jersey.

Q. How long have you been in SDAMC?

A. About 4 years, since I heard about the club from Wesley through the BMWOCSD and went on the T-shirt ride.

Q. What bikes do you own currently?

A. 1964 R69S "Sugar", 1972 R75/5 SWB Monza Blue, 1973 R75/5 LWB Monza Blue, 1973 R75/5 LWB Black with Ural sidecar, 1988 R100G/S "The Free One", 2002 1150 RT

Q. What is your favorite classic bike?

A. If money was no object I like the mid 30's Ariel Red Hunter. Bikes like that, maybe a Norton ES2 like Phil has, or the Matchless G-80.

Q. If you could only have one bike, what would it be?

A. The BMW /5, they modernized a classic design and nothing since has really been a better all around bike.

Member Spotlight: Ted Holtaway (cont)

Q. Crashes? (And I define crashing as losing control and parting company with the bike, followed by some period of ballistic flight, and impacting the ground or some immovable object with sufficient force to cause injury requiring medical attention or replacement of expensive motorcycle parts)

A. Not on a street bike, just that unpleasant bit where I was on a DRZ 400 and the bike was so good I thought I could jump a ravine. My Orthopedist explained how my shoulder wasn't built like a Suzuki.

Q. Close calls?

A. I had a real sphincter clencher when I was riding home from college on the New Jersey turnpike. I had a bunch of stuff strapped on the back and was going as fast as I could to stay ahead of the trucks and stuff, I was freezing like a popsicle and must have hit some debris on the road. Got into a huge tankslapper that ripped the bars out of my hands as I tried to slow from 70 to 50, threw my hands up and prayed to Jesus... Jesus saves. I'm a pretty conservative since those days.

Q. What is your favorite piece of gear and why? (It's like asking Clark Kent about "The Suit")

A. My Aerostitch, I've gotten so used to wearing it. Hot, cold, I just don't feel right on a bike without it.

Q. Is there anything that you simply must have with you when you go for a ride? A. Besides my "Super Suit", I always have the smart phone and the Visa card.

Q. Any closing thoughts, pearls of wisdom?

A. Never pass up a deal on a good classic motorcycle. Costco has free food samples every day, but you rarely find a low buck Airhead at your average neighborhood yard sale.



A Walk back in time (cont)

I soon made a deal with a judge at the Vista court to be allowed an early license to ride the Zundapp to work and back. I believe I stretched those limits a bit. Now I could get to San Diego by myself to drool over the bikes at Urquhart's.



Jim's BSA A10 Golden Flash Feb 23, 1955.

My older cousin used to take me riding on his 650 BSA twin with straight pipes. I loved those rides. He'd also take me to the scrambles races of the day....and I fell in love with the British 500 singles....oh how I loved the sound of those bikes. There is/was nothing like that sound.

Well one day I walked my 150 lb, 5"10 self into Urquhart's to stroke the machinery. I think I was nearing 16 by this time. My little fat salesman had no other customers so we talked about the

various bikes. There was an AJS scrambler sitting there in the line of used bikes that stood out from the others. I kept going back to it, sitting on it, imagining actually riding it, and

making vroom, vroom sounds in my head. It was a glorious bike.

My little fat buddy could see I was very excited about the bike. He made me a deal. He said, "I think that bike is too big for you". I said "I don't think so", although I probably new it was. He also said, "If you can start that bike, we can talk about a trade in for your Zundapp". Hell, yes, 'I thought". Well, you all now about compression releases....but I had no idea about them.

We got the gas turned on and the choke and tickled the carb. I was ready to kick that bike into the next county. I eased the kick lever into the highest position, and rose up to the sky and plunged my foot down with a mighty effort. The kicker moved about an inch and stopped dead still. Huh, I thought there must be some mistake.

By this time all of Urquhard's was in on the joke and were all gathered around watching the dumb kid try to start the AJS. I knew my manhood depended on my right leg. I must have spent 5 minutes trying to get that bike to go through one simple revolution.

I was completely humiliated before my little fat buddy took pity on me, and let me in on the joke. As I recall, I did eventually manipulate the compression release well enough to get it started.....but had failed the challenge and didn't get to talk about bigger bikes for about another 6 months.

Ahh.....the good old days



Barrett Junction, 14 January

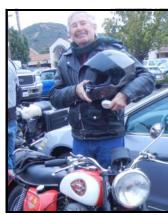
















Mods and Rockers, 29 Jan























Past President's Ride, 12 Feb



















Bob Jensen Memorial Ride, 10 Mar

























Anza Borrego Desert Flower Ride, 31 March



























NAME:

San Diego Antique Motorcycle Club

Membership Application

Purpose of Club

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.

SIGNIFICANT OTHER:				
ADDRESS:				
CITY:		STATE:	Z]	IP:
PHONE (H)	(W)		(C)_	
E-MAIL ADDRESS:	(FAX)			
May we include your name, p SDAMC members?	phone numbers and e-1	mail address in o	ur Club	Roster sent only to
YES NO EXCLUDED	A Walk back in time: Peter Springer			NOTE: HOME ADDRESS IS
Note: THIS IS A RELEASE OF L RELEASE. The San Diego Antiq members shall not be liable or res SDAMC, Inc. meeting, activity, or a understand and agree that all SDAM Inc. meetings, activities, and events. injury or loss to my person or proper board of directors or members for an activity or event.	ue Motorcycle Club, Inc. he ponsible for damage to pro event even where the damag C, Inc. members and their gu I RELEASE and hold SDArty which may result there from	preafter referred to a operty or any injury ge or injury is caused lests participate volumed AMC, Inc. its board of the preafter that the second of the second om. I understand this	to person to person I by negli ntarily and of director s means I	C, Inc, the board of directors and as, including myself, during any gence (except willful neglect). If at their own risk in all SDAMC are and members harmless for any agree not to sue SDAMC, Inc, its
Applicant's Signature:			Date: _	

Annual dues are \$25. Please make checks payable to SDAMC
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