



San Diego Antique Motorcycle Club

The Herald

Volume whatever, issue blah de blah.

Summer 2013

It's Summer!



Let's get with it and make the scene while we're still young!

Or at least get on the chat group and start asking for some advice or help...

SDAMC Officers

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Social Secretary:	Donna Schmidt
Herald Editor:	Marc Lemieux
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Ride Captain:	Richard Thrift
Ride Captain:	"Butch" Doering
At-Large:	Gene "PBR" Smith

Herald Suggestions?

Marc Lemieux
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SDAMC
 P.O.Box. 178197
 San Diego, Ca. 92177

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, but the Editor is a notorious slacker... so don't hold your breath. The Herald is currently published on a quarterly basis. Any member can contribute, and if you can come up with anything remotely worthwhile you are strongly 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 (some might even be almost true).

We hope to hear from the garages, sheds, shops, and cells of the membership. This publication will remain viable only with the help and consideration of all. Email your editor directly to the Editor, or any board member. We look forward to publishing your stories (or at least getting a good laugh out of them before we toss them into the wastebasket!)

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, get your ass in gear and please let us know. One of the benefits of our club is our collective experience, our passion for motorcycles and our individual ideas. (Well, all that and our willingness to front Gene and Ray a cold PBR) Share it with the club: then we all learn.

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

From the Prez.

Epic Utah 1000 ride!

Southern Utah has always been one of my favorite areas for touring. Last month Lynette was going to a seminar in Las Vegas, so we planned to do a motorcycle trip after her seminar was over.

I had originally planned to ride my Road King to Las Vegas to pick up Lynette and then head out; however Lynette got wind of a big antique furniture sale in St. George Ut. So our plan changed to trailering the Road King there, going to the sale, and then heading out. Because we went to the sale and loaded the truck with newly purchased treasures, we didn't get on the road until a little after 1:30 pm. Our destination for the night was Torrey, UT and dinner at the "Diablo" restaurant, which Rock had told us about.

As soon as we left town the scenery started, vibrant red hills all around, then through the quaint towns leading into Zion National Park, we have been through Zion before but it still a treat, especially on a motorcycle. The ride to Torrey was spectacular, seeing Bryce Canyon, then on to Highway 12, designated "A Journey through Time" an All American Road. Passing by the Escalante Staircase and the Escalante Basin, where all the rivers flow into the Colorado, then up into the mountains, it was getting late and cold (41 degrees). There were forests of Aspen Lodge Pole trees and several herds of deer alongside the road. As we reached the summit it started to rain, but only for a few minutes. We arrived in Torrey about sunset, got a room and then went to Rock's favorite Restaurant. The "Café Diablo" lived up to the promotion with great food, Thanks Rock!

Day two, we headed out for Moab UT. On the way there we went through Capitol Reef National Monument, Canyonlands National Park and Arches National Park. We spent the entire day taking pictures, talking to other moto-tourists and enjoying the scenery. A tour bus operator offered to trade me his bus for my Harley, but I declined his offer when he told me that 45 Japanese tourists came with the bus.



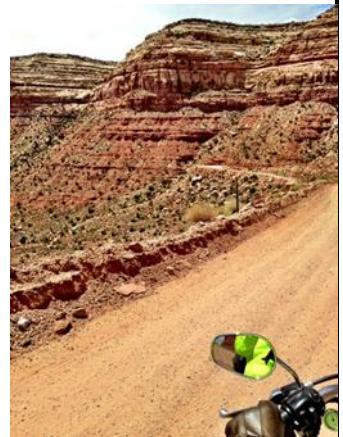
On day 3 our destination was Page AZ, this day had the most miles and the most surprises. We left early with clear skies and cool temperatures. Every day before the weather had been blustery with occasional rain showers and 20 miles down the road the weather turned really cold with more rain. We pressed on regardless to our first stop at Natural Bridges National Monument, where I had trouble seeing the difference between "Arches" and "Bridges", but both looked pretty cool.

Our next stop was lunch in the town of Mexican Hat, Utah. Well, there are 2 ways to get there: Route A, 45 miles or Route B, 130 miles. I'm starting to get a little hungry so that's a no-brainer! As we turn on to Route A there is a sign that says "30 miles ahead 10% down grade, 5mph switchbacks, no trucks allowed!" I'm thinking that's a great motorcycle road! 2 miles later another sign proclaims "Caution Deer Migration Area" and sure enough there is a dead deer alongside the road. A couple of miles later another dead deer, so I'm really heads up for deer. As we crest a hill what do I see? Not a deer, but a big black cow! Plenty of time to miss it, but I'm sure glad it wasn't dark. At about mile 30 on this road there is another sign that warns "10% downgrade, 5mph switchbacks, no trucks" and then the kicker, "Pavement Ends 500 Feet"! I've spent plenty of time in Baja, but I wasn't riding two up on a Harley, so this gets my attention. I slow to a crawl, see that the road looks to be smooth dirt and gravel so we proceed with caution.

At the first switchback I looked to my right, there was a 1000 foot shear drop off, no guard rail, and a pretty breath taking view across the valley. The road appeared to be well maintained, with no ruts or potholes, so I just put the bike in 2nd gear and idled down. We met a car and he waited at a wide spot until we got by. This road is called the Moki-Dugway Road and you can Google it for all the good info. Eventually we got to the bottom OK and went on to Mexican Hat for lunch. We met a Navajo fellow at the Café who said that his family uses that road to gather firewood for the winter and he hates it!

After lunch we crossed the San Juan River and entered the Navajo Indian Reservation on our way to "Monument Valley". I've wanted to go there forever just to see where all the classic John Ford/John Wayne western movies were made. Beautiful scenery to see, but the neatest thing was that as we were going slowly to take pictures along the highway 3 horses started running alongside of us for about a quarter mile. I thought that was pretty cool.

Leaving Monument Valley we were still on the Navajo reservation all the way to Page AZ. Approaching Page there are 4 very tall smoke stacks which I found out belong to a coal fired generat-



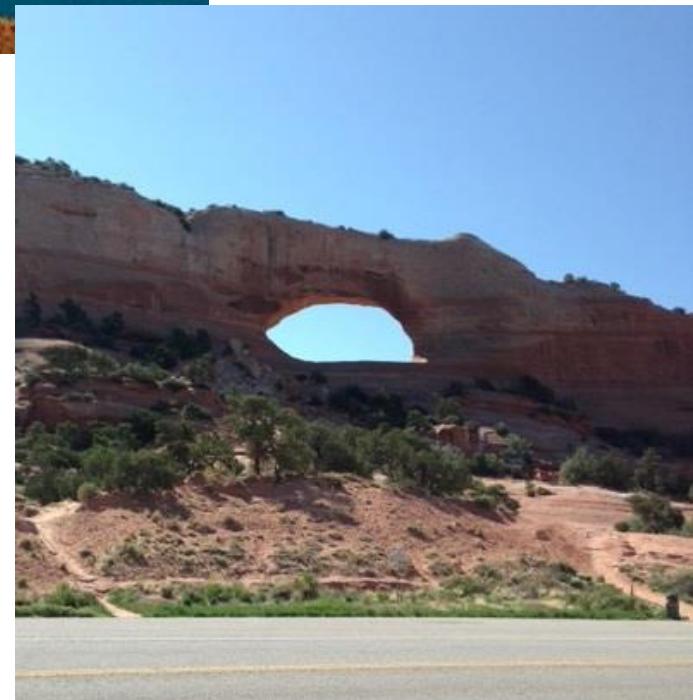
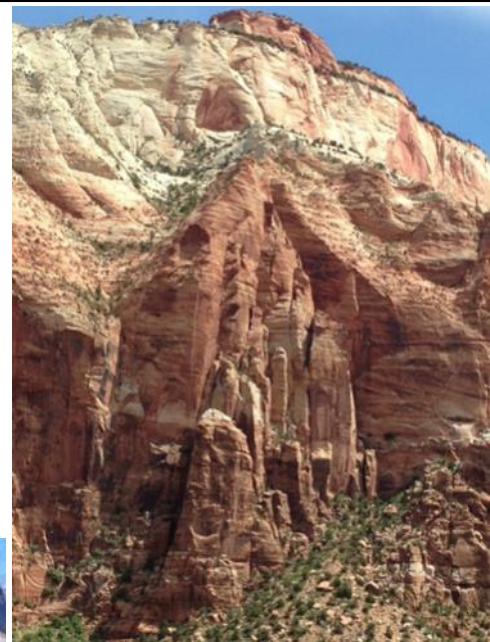
ing plant that is owned by the Navajo nation.

We stayed the night in Page and the next day spent some time looking at Lake Powell and then on our way to St. George. Nothing eventful, just a pleasant ride with lots of nice scenery. We went back though Zion, which is always beautiful, and stopped for a nice lunch in Springdale before making it to the Harley dealer in Washington UT. And loading the HD into the trailer for the drive into Vegas.

The ride was 998 miles in 4 days, with lots of stops to see the sights. We met some nice people out on their bikes, mostly BMWs.

This ride should be on your bucket list. It was well worth the effort and we are ready do it again. We saw a lot, but there is still a lot to see because there is just so much out there.

Gordon & Lynette



Upcoming Events

Monthly Meeting

Monday, August 12th 6pm

Pot Luck at the Fiddlers Cove Marina on the Silver Strand

Classic Ride Point Loma

Sunday July 21st

National City Car Show (non club event)

Sunday, August 4th 8am-3pm

Doffo Vineyard and Motorcycle Collection (club members and guests) Sun, Aug 18th

Del Mar Motorcycle Auction and Show (non club event)

Sept 13,14,15th

25th Annual T-shirt Ride

Sun, August 24th

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Old bikes and the people who like them.

Yeah, they're numbered alright!



Idyllwild Weekend

We had our annual trip to Idyllwild in April. We gathered up the herd at Packards in Ramona before heading out. Butch and a video camera is like gum on your shoe.



Once we got up there we proceeded to do what we do best... relax!



**Dinner at The Aroma Café is kind of a tradition.
Unfortunately, they do not have a \$5 hot dog special.**



The Aroma Café has instituted a new wireless computer based ordering system. Some of the crew thought that they would be better off with an Amish based order processing system after the order got screwed up and they didn't get fed for about 45 minutes. Those of us who GOT our dinner thought that it tasted mighty fine!

**Saturday morning we rode down into the desert, man was it hot down there!
Rick caught up (and blew past us) when we stopped to check out an old Triumph for sale.**





Saturday we had lunch at another place in Idyllwild, this place had a hot dog special; but no pizza. Saturday night we had pizza... lots of pizza.



We looked around for the spot where Butch accidentally made contact with his riding buddy and departed the pavement back in 1970, but we couldn't find it. We did spot/smell a bighorn sheep and we saw a clown driving a Mercedes... a real clown, with the red nose and the orange hair and everything.



What Is This?

Ted Holtaway testing your M/C trivia knowledge

Did it start as a sketch on a napkin? Was there a grand scheme, carefully planned over several winters, or was it an evolution of parts fitting until it ran? We will probably never know for sure. Parked in the middle of a field at the Barber Vintage Festival was this unbelievable home built machine. The history of this machine is lost to the ages but the owner was told it was built in the 1970's as a salt flat racer. The front end has a hub center steering system that uses connecting rod ends for axle clamps. The wheels and tires are claimed to be from a model A Ford (though I did not think so, I know the rear hub is BMW).



That big chrome horn is reported to be from a Packard. The engine is a 1970 Opel Kadett 1.1 liter 4-cylinder water-cooled. The radiator can be seen on the (drivers) right side next to the front wheel. This engine is equipped with dual carburetors so it should be good for 50 to 55 HP.

The side view shows the long front and rear swing arms that are supported by massive torsion bars installed on a very strong box frame. There are shock absorbers buried toward the center of the frame. The custom built exhaust system flows through a square section tube to the rear where a small muffler is attached. The comfortable looking driver's seat is from a V Star.

This close up of the frame shows the level of detail incorporated. The frame is formed around the distributor to allow access, there is full wiring and switching to support running and brake lights, and even an inline fuel filter!

It is hard to guess the weight of this creation but is not light! The turning radius must be in excess of 30 feet. Not a bike you would want to run down to the pub on but it seems to be "over equipped" for the salt flats.



Editor's opinion on the subject

I believe that this particular bike is one of "Wild" Bill Gelbke's creations, The Auto Four, a smaller version of the "Road Dog".

From Wikipedia;

The Auto Four was Bill's attempt at a production model. There were 7 or 8 built total.

Engine: Inline 4 cylinder, liquid cooled 1275 cc British Leland engine with lots of torque and horsepower. The bike is not fast off the line but has a vibration free cruising speed of 90 mph. Shaft driven to BMW universal mounted to rear wheel hub.

Ride: Some had a similar suspension to the Roadog and some used Harley suspension both front and rear.

Frame: Hand made frame, swing arm, gas tanks (2 & ½ gallon on the front and 12 and ½ gallon capacity on the back.

Lights: Brake lights in back are eight 1959 Cadillac bullet taillights. Yellow front running lights on separate switch. Truck styled turn signals in back and bullet light turn signals in front. Set of 2 GM head lights.

Seat and Saddlebags: Original Harley seat and specially made saddlebags

Tires: both front and rear are 5x16.

Weight: About 1000 lbs.

In 1978, William Gelbke was shot and killed by local police in a [domestic dispute](#) in which an armed Gelbke shot at police. The bikes disappeared, only remembered by occasional reprints of photographs and posters. Finally in the mid-1990s they resurfaced, and are owned by private collectors. The Roaddog once again has resurfaced in 2013. Steve "Doc" Hopkins has bought it and has placed it in his museum for the public to see at Doc's Harley-Davidson of Shawano County. Doc was also able to purchase one of the Auto Four and that is also in the museum for the public to see.

The original Roadog surfaced and was featured in Motorcyclist magazine. Contributing author John Burns rode Roadog, promptly tipping it in a cul-de-sac; the bike suffered minimal damage. One of Burns' comments on its handling characteristics was "You have to be an Olympic weightlifter to move the bars while standing still; once moving, you have to be an Olympic weightlifter to move the bars"



Here is an original photo of "Wild Bill" on the Road Dog and a recent photo from the ill-fated Motorcyclist magazine road test. I believe that the bike is currently owned by Buzz Walneck who keeps it securely bolted to a trailer (kind of like King Kong) so that he can display it at motorcycle rallies across the country.

La Jolla Concouse de Elegance

Whoo-hoo!



Saturday night there was a fancy schmantzy soiree' where Gordon and I kissed up to Cy Conrad, the Chief Judge. It was an elegant gathering of the sophisticated and beautiful people surrounded by art and culture... there were also free tequila shots. We successfully avoided site security.



There were a bunch of really cool vehicles on display... and at least one sketchy one.





Really nice bikes, how many can you recognize and identify?



The BMW with sidecar belongs to Theresa Worsch and Dan Reichert, while the NSU is owned by Ziggy Dee. The NSU took “Best Motorcycle” honors.





Really outstanding examples of their type.

This Yamaha looked just like the day it was sold.

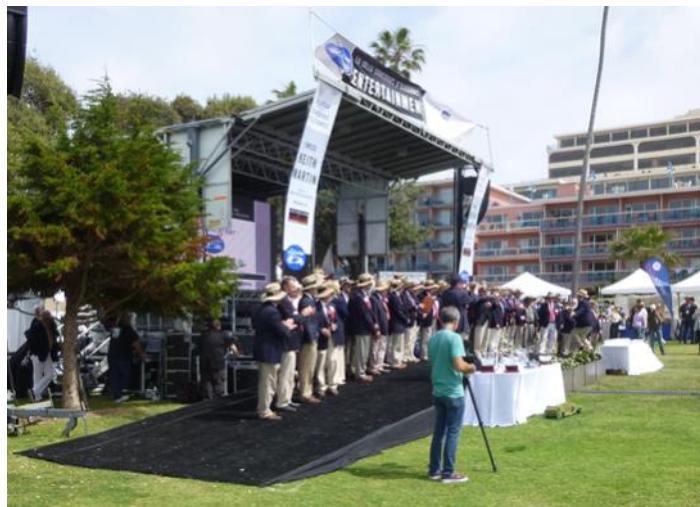


When you wear the blazer and straw hat, you don't just get free admission and lunch, you can also pick up the hot girls!





This fellow was leaving on a cross country ride to raise money for The Wounded Warrior Project.



The awards stage and the trophies. Rick was eyeballin these big time!
Recognize these cars?



Bike Night at The Tower Bar

April 10th

Donna and I made the scene at Trophy Motorcycles semi-monthly event. The place looks a little tough and sketchy, making it pretty popular with the chained wallet and tattoo crowd, but we were well received. Gordon and Rick were also on hand.



Doffo Vineyard Italian Bike Celebration

April 14th

Marcello and Zulma Doffo have a family vineyard in Temecula and a really cool motorcycle collection. Marcello grew up in a small village in Argentina and does this fundraiser every year to support the country school he attended as a kid. Special featured guests were Pierre Terblanche and Miguel Galluzzi former chief stylists at Ducati and Moto Guzzi (and a bunch of other places).



This event drew Italian bike fans from all over Southern California, primarily via the Ducati Owners Group and also our friend Bob Vivers and the Moto Euro Breakfast Club in North County. Really a very cool experience and we are going back on the 18th of August, so mark your calendar!



Sergio making it a memorable experience by fondling Pierre Terblanche's bottom!



Everybody knows that having an Italian bike turns you into a chick magnet!



Don't you wish that you had a "Wall of Bikes" , and those are just the "B" listers.

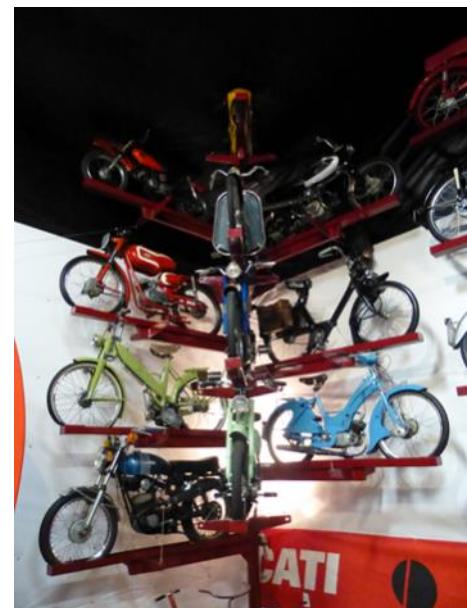




Really, it's like an all you can eat buffet...



And the hits just keep on coming!





Herald editor with our friends from the MEBC.



Motorcycle stories are so much better when told with an Italian accent.



Our gracious host Marcello Doffo punctuates Miguel Galuzzi's remarks with some well placed revs.
You've got to love the smell of race gas and Castrol!

April 27th Waterfront Photo Shoot



What kind of a nut job straps a dirt bike onto a sidecar chassis?
Beats me, I don't know the guy.



Alright people, people, places everyone... lights, camera, action!



Got it, Thank You!



We're outta here... which way to The Flinn?

May Classic Ride to Hernandez Hideaway



Gordon's Mexican import, runs really good considering it's full of ten year old gas!
Kurt on his /7, Robin on his Triumph.



I don't always ride my classic bike... but when I do, I prefer to hang with Gene, Ray, and the rest of the SDAMC. Stay thirsty my friend.



Is this a group shot, or a cluster?

Ooooh look... Donna is back in the saddle again, HURRAY!





Donna had so much fun being back on the road with the mooks that she picked up the tab for lunch. Is she wonderful or what!



Eastlake Village Walk Parking Lot Show



Sidecars are always a hit with kids



Good SDAMC turnout



More classics



Model A club had a good showing



Ring-A-Ding Dinger



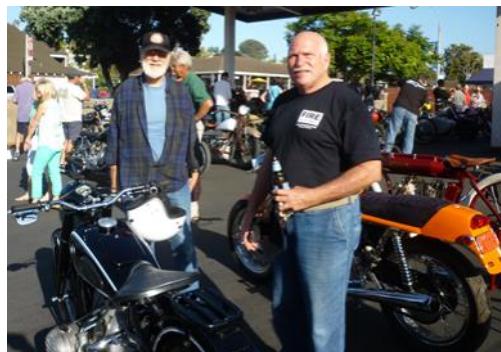
Well duh, of course it actually runs!

Encinitas Bike Night

June 20th



A great turnout with lots of cool bikes and happy people.



Dana Point Concourse

June 23rd



A really classy event, even more so since Phil's Metralla took home a class win and 2nd overall bike.
See a short video here at http://youtu.be/GNu6mjS_FIE



Even though it was kind of a long, early drive to get up there for this event it was well worth it.
Beautiful golf course venue, and really good food for the judges.





Ziggy Dee on his Gold Star



This is a VanTech with a Hodaka motor



Theresa Worsch and Dan Reichert



Yoshi Kosaka's Vincent

German police BMW



Mitch Talcove's Munch takes Best in Show





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.

NAME: _____

SIGNIFICANT OTHER: _____

ADDRESS: _____

CITY : _____ STATE: _____ ZIP: _____

PHONE (H) _____ (W) _____ (C) _____

E-MAIL ADDRESS: _____ (FAX) _____

Primary Bike _____ Secondary Bike _____

May we include your name, phone numbers and e-mail address in our Club Roster sent only to SDAMC members?

YES

NO

NOTE: HOME ADDRESS IS 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. hereafter referred to as SDAMC, Inc, the 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 risk 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 there from. 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: _____

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

Mail Application to:

SDAMC P.O.Box. 178197 San Diego CA 92177