



San Diego Antique Motorcycle Club

# The Herald

Volume whatever, issue blah de blah.

Autumn 2013

**It's the Autumn issue because we never use that other word!**



The big news is that *Indian* is back,  
but as far as RJ is concerned they were never really gone!

Check out our 25th annual T-shirt ride inside this edition.

Fantastic cover painting by Brian "Airhead" Downing who has decided to go full Renaissance Man and will soon be appearing at Carnegie Hall conducting the London Symphony Orchestra.

### **SDAMC Officers**

#### **President:**

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#### **Board Members:**

**Membership:** Ted "Super Suit" Holtaway  
**Social Sec:** Donna "Boomer" Schmidt  
**Herald Editor:** Marc "Ramon" Lemieux  
**Webmaster:** Richard "This button?" Thrift  
**Ride Captain:** Richard Thrift  
**Ride Captain:** Butch "Turn Here?" Doering  
**At-Large:** Gene Smith Past President

#### **Herald Suggestions?**

Marc Lemieux  
[Lemieuxmc@yahoo.com](mailto:Lemieuxmc@yahoo.com)

#### **SDAMC Mailing Address:**

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!**

**That's the 11th of November if you are on the Aztec calendar.**

## **Herald Policies & Editorial Statement**

*The Herald Newsletter* makes no promises that you will find anything in here interesting or informative, and if you are really picky about spelling and punctuation you should try and get a job as an English teacher. This is a forum for all antique, vintage, and classic motorcycle related information (some of which may actually be true) and will attempt to "git er done" in a timely manner. The Herald is currently published on a quarterly basis, or whenever we manage to put it together. Any member can contribute, and you are encouraged to put crayon to paper and help make it happen!

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 that are even suitable for polite company).

We hope to hear from the garages, sheds, secure undisclosed locations, and disembodies voices manifesting themselves through the membership. This publication will remain viable only with the help and consideration of all. E-mail your editor directly, or any board member who is telepathically receptive with your input. We (What... do I have a mouse in my pocket?) look forward

#### **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, particularly those that actually run!

#### **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 get off your dead behind and let us know. One of the benefits of our club is our collective experience, our passion of motorcycles and our individual ideas. Share them with the club: then we all learn, or at least we'll have good material to make fun of you!.

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

## Upcoming Events

Sidecar Ride to Palomar (non-club)	Saturday Oct 26
Hansen Dam All British Ride (non-club)	Sunday Nov 3rd
November Classic Ride	Check SDAMC.net
Pierre's Thanksgiving Day Ride	Duh!
So Cal International Motorcycle Show @ Long Beach (non-club)	Fri-Sun Dec 6,7,8th
So Cal Norton Club Palomar Ride (non-club)	Sunday Dec 8th
Pacific Beach Xmas Parade	Dec 14th?
SDAMC Holiday Party	Saturday Dec 14th

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<u>Topic</u>	<u>Page</u>
Motorcycle Stuff	You'll figure it out...



UltimateMotorCycling.com

# From The President

## My First Ride

Grandpa Clark's Ranch  
Spring Valley, Nevada 1943



Hi All,

Well here we are with the Autumn issue of the "Herald". You'll notice that I didn't say Fall; we motorcycle rider don't like Fall! Summer was busy with a lot of good rides and events, I hope you enjoyed them all. On Sunday the 13th we had a Birthday Bash at Donna's house and Marc's garage. Thanks to Donna for all her hard work and to Marc for the entertainment and his shop skills.

My Birthday was on the 9th and I celebrated my 74th. That got me to thinking how lucky I am to have made it this far and have the blessings of a good family, friends, good health, and still being able to ride motorcycles. The picture up there shows me (so I've been told) on a motorcycle owned by a ranch hand on my Grandfather's ranch. I'm not sure what make or year the motorcycle is, probably a Harley or maybe an Indian. I was told by my Mother that Clint, the owner, took me for a short ride. Clint went into the Marine Corps 2 months later (I hope he survived the war).

Growing up, I always had an interest in aviation and motorcycles. Living in Nevada I was able to get a driver's license at age 14. The day before my birthday I went to Sears with my parents and bought an Allstate motor scooter, it was really a Cushman with the Sears badging. For the next 2 years I enjoyed the freedom of riding on 2 wheels, I moved up to a Cushman Eagle and then to a BSA Bantam. I have never forgotten how much fun it was just to be able to get on a bike and go.

Anyway, that's how I got started. I've had to take some time off here and there for family, career, etc. In the 60 years since I got my first bike I've never lost my love for riding. Looking back I have to say that I've been pretty lucky, I never had a bad crash, although I've had plenty of close calls and I did get run over by a BIG dog one time, but that's another story!

Whenever you can, take the long way.

Gordon

# Alpine Fourth of July Parade

A good turnout, but how about a few more American bikes!



Always the crowd pleasers



Showing our colors



## July Classic Ride



Starting off from The Waterfront, past the Airport and out to Pt. Loma



A little hazy, but still great views.  
Can it get any better than living in San Diego and riding cool bikes?



## More July Classic Ride Photos



Gene has really been working his fleet for that Vintage Participation Award...



After a nice lunch Larry, Moe, Curly, and Shemp contemplate the definition of “Classic”...



# National City Heritage Day Car Show



A good turnout from SDAMC and lots of positive comments.

The show almost didn't go on this year due to restrictions and fees imposed by the city. As of 10-15-2013 we don't know if the organizers will even have it next year. That would be a darn shame!



Lots of cool rides and the woody sidecar got first place in the modified or custom motorcycle class. I guess this makes it official, I'm now a trophy hound!



## **Bob Jensen Ride to Moto Doffo Winery Collection**



We rolled out for Escondido via Del Dios Hwy  
Along the way we picked up some questionable company in Del Mar.



We don't care what's on those little signs in the window from the Health Department, we like The Wagon wheel.

A nice turnout of classics, but unfortunately some oil leaks can't be fixed with a tampon and baling wire.  
One of the best accessories for an antique bike is a valid AAA card!



## Bob Jensen Memorial Ride Continued



Now listen up kids... it's more like a parade than a race, and let's try not to get too lost this time!



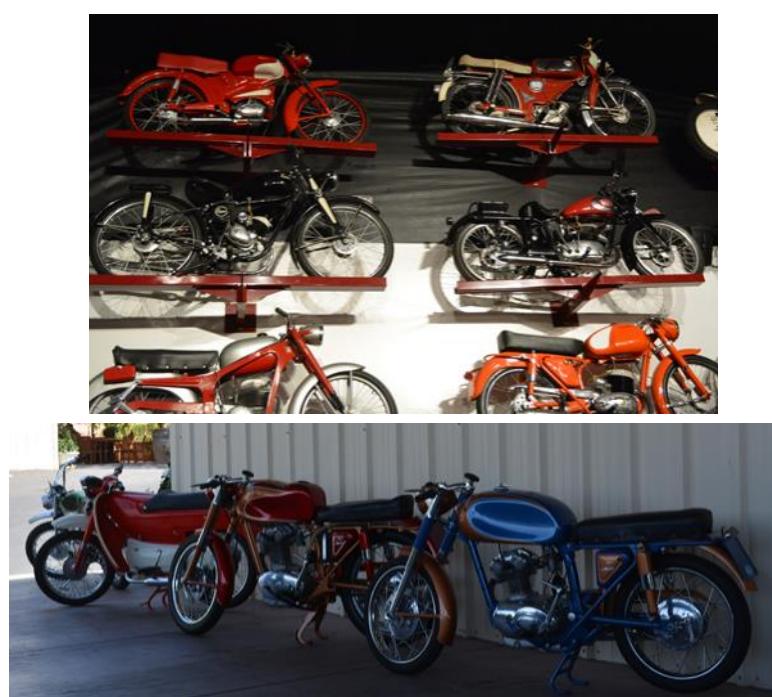
Why yes, as a matter of fact we do own this whole damn road!



## Bob Jensen Memorial Ride Continued Some More...



It was exactly the kind of day that Bob would have loved to spend with us, and even though he wasn't there with us... he's still with us.



## 25th Annual SDAMC T-Shirt Ride



All roads lead to The Flinn and eventually pretty much everybody will wander in,  
Throw in some beer and food and you wind up with an Airhead infestation!



## 25th Annual SDAMC T-Shirt Ride Continued



Okay people, pay attention now. We're gonna have a nice, safe ride. Watch out for gravel in those slow turns up on Engineer Road. Didja get that last part? Now listen up boy... I say... I say now, now listen up while I'm talkin to you boy!



## Even More 25th Annual SDAMC T-shirt Ride!



For crying out loud... you pull out a camera and suddenly it's the Tournament of Roses Parade  
And everyone's a freaking Rose Princess!



# **And Still More Of The Epic 25th Annual SDAMC T-Shirt Ride!**

**Lord will it never end?**



## You Just Can't Have Too Many T-Shirt Ride Photos!



Some sketchy characters were sighted loitering about the Lake Cuyamaca rest stop.

How about all of those turkeys that were out on the road!

*Did you mean the ones with the feathers or the ones that were wearing the helmets?*



Chris Dolan took home the award for “Oldest Bike”

Doug Hill was our “Most Vintage Rider”

Kasey and Cindy Doolin came down from Fallbrook to make the ride and hang out at The Flinn with SDAMC.

# Half-Fast Questions With Cover Boy RJ Casale

**Q. When did you first start riding motorcycles?**

A. When I was 16 years old back in 1952, that makes me 78 now.

**Q. When did you know you were hooked?**

A. The first time I rode that Cushman scooter I knew I was going to have a motorcycle.

**Q. What was your first bike?**

A. I rode a Cushman scooter for about a year, then I got a car and moved to CA where I got a 1951 rigid frame Harley from my friend Alan Dobson. It was an original black paint, panhead and I rode that bike back to New Jersey when I was 20 years old. I actually tried to track it down through the Jersey DMV to try and get it back, but it was out of the system. That was quite a trip, I had some electrical trouble and spent a couple of weeks locked up in St Louis because I punched a jerk in the face (breaking his jaw). Eventually the truth came out that he was a local trouble maker and I got sprung, meanwhile the nice couple in the local bike club who had befriended me got my Harley fixed and when I got home and back working I sent them the \$85 that the repairs cost. Really nice folks.



**Q. Where did you grow up?**

A. I was born in New York and lived mostly in Newark N.J and Verona N.J.

**Q. How long have you been riding with the SDAMC?**

A. I dunno exactly, what's it been... about 8 months or so? Butch talked me into it, he's quite a character. (*Laughing over phone!*)

**Q. What bikes do you own currently?**

A. I have 3 Harleys, a late model Softail Heritage that is my daily rider, the blue and white '59 Pan with the electric starter conversion (*That's the one you rode on the Sept. 11th ride. All of the guys on their modern bikes thought that was really sweet!*) I have a '65 Electra Glide, (that was the first year for electric start, last year for the panhead). Also the yellow '52 Chief and a red '53 Chief. (*What do you think of the new Indians?*) I'm buying one as soon as they come in! I also have a Honda 600 Shadow that I bought for my girlfriend. (*A Honda Shadow, really? The Honda is a good, solid bike, but it sure doesn't have the character of your other ones...*) That's true, it's about as exciting as a refrigerator but it didn't cost an arm and a leg to buy and it's really dependable and easy for my girl to ride.

**Q. Crashes?**

A. Nope, I've always been a careful rider and pretty lucky.

**Q. Close calls?**

A. Oh yes, but thankfully not too many.

**Q. What is your favorite classic bike?**

A. My '59 Harley and my '52 Chief are pretty much everything I like in a classic motorcycle.

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

A. My Heritage Soft Tail, it rides great, it looks good, it's been pretty trouble free.

**Q. What is your favorite piece of riding gear and why?**

A. My Indian jacket I guess, I'm not really a "gear" guy, I just like it.

**Q. Is there anything that you simply must have with you when you go for a ride?**

A. No, nothing in particular... but a AAA card is sometimes useful!

**Q. Any closing thoughts, pearls of wisdom?**

A. I always try to ride very defensively. I like riding country roads when there aren't a lot of cars around. I'm not a big fan of flat concrete highways filled with impatient jerks in cars, I prefer my motorcycle riding to be as pleasant as possible.

*Thanks for taking the time to share some of your experiences and letting us get to know you a little better, we're looking forward to seeing you out on the road and at more SDAMC events! Marc.*

## Patriots Day Ride Sept. 11th

Not an SDAMC event, put on by San Diego Harley and The Smokeaters MC



Meeting up at San Diego Harley's new Morena Blvd location, there must have been 150-200 bikes.



The swarm headed down to Little Italy for a fundraising stop at the San Diego F.D. Museum.

New York Mike couldn't believe his eyes when he saw R.J.'s panhead with an electric starter!

Next the mob took over the streets and rolled up to Mt. Soledad for a few words of remembrance.



## Patriots Day Ride Continued



The view from Mount Soledad



Down the hill and over to Kearny Mesa for food and entertainment

San Diego F.D. Motorcycle Club

Big Marc Pinkerton realizing why a sidecar is a terrific accessory for your bike

Rock has started an outreach program to recruit more women riders into the club.

Nice T-Shirt!

New York Mike working hard at selling some rube a new Harley.



## Encinitas Cruise Night for Wavecrest Woody Meet

Not an SDAMC event, but I like woodies.



## Pair of New Indians at Broc Glover's Ride In Show

Not an SDAMC event either, but several members stopped in. Phil was on his way when he crashed.  
These were ridden by VIP's on Saturday, but I couldn't get my name on the list...DAMN!



## Saturday Sidecar Ride In September

Not an official SDAMC event, Sept. 7th was International Ural Rally Day



Meeting up at The Waterfront with Pete and Tracey Kushner, Aaron and Sooz-e Serafino, as well as Gary Jackson and a few assorted Airheads. We rode through Balboa Park, down around the Gaslamp and over the bridge to Coronado. One sidecar is a head turner, three sidecars makes people think the circus is in town!



Ye Olde Planke Inn in I.B. has special vintage bike and sidecar parking as well as a certain low rent, beach ghetto ambiance.



## Celebration Of The Motorcycle at Del Mar

Although not an official club event, we had a good turnout of members as entrants, judges, and spectators.





Amazing Munch Mammoth and some raggedy Triumph bobber



Over view of the show, there was a great turnout and a great selection of top notch bikes.

Rick picks up an award, Barry "Storage Wars" Weiss picks up some girls, Maureen picks up Phil's prizes.



## Alpine Car Show



Yes, it is my motorcycle and no, you can't touch it!



## Brain Teaser

Who is the girl and what kind of bike is that? Bonus if you can name the country, and the dude in the sunglasses.  
Hint, she was The Fairest of the Fair.



## PBTF Ride For Kids

Not an SDAMC event, but any excuse for a sidecar outing will do!



Al is a big man at this event, he has raised thousands of dollars for the PBTF. Way to go Al!

Ted H. and Aaron Serafino made the scene as well as a crap load of Spyders.

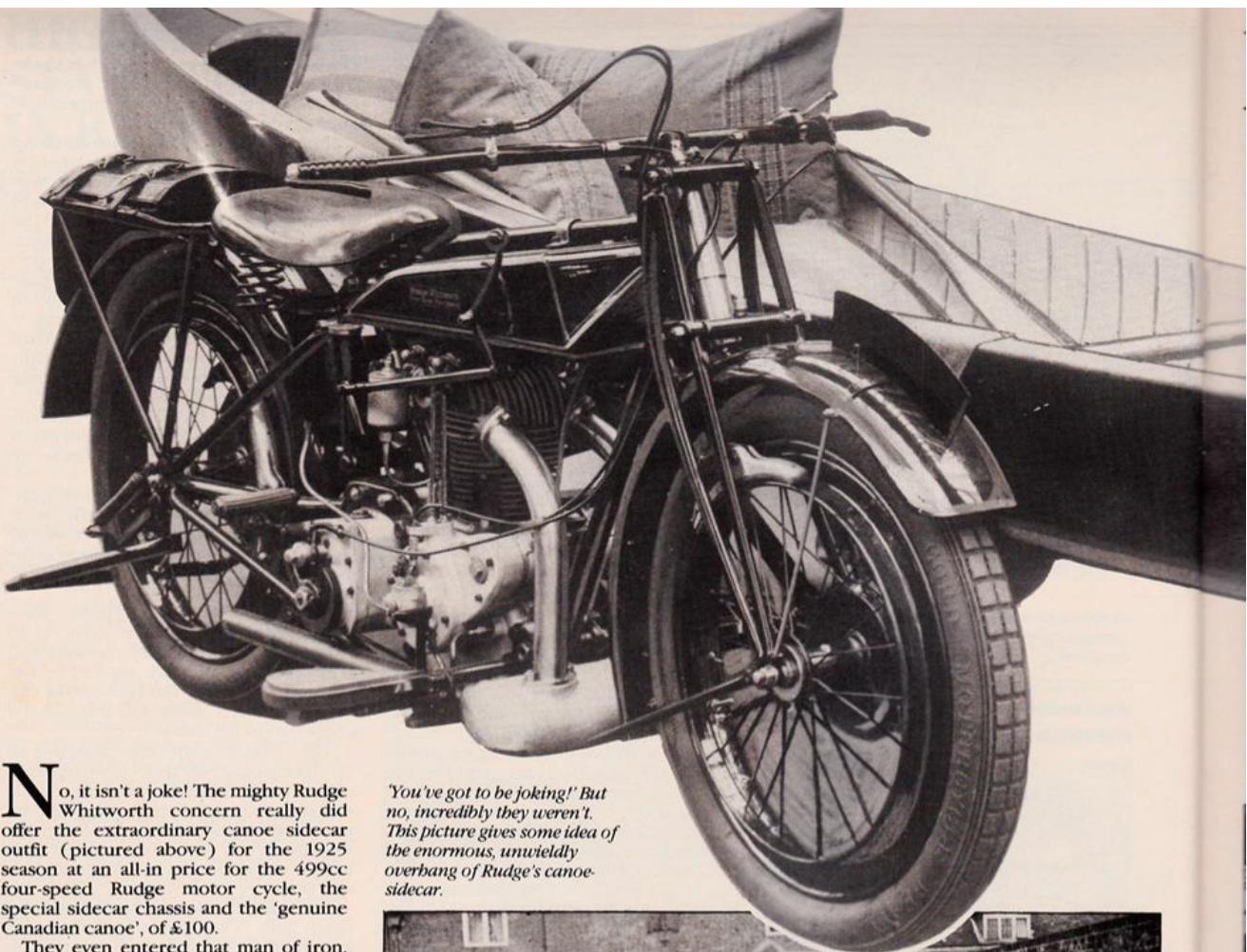


This is Paulina who rode in my sidecar, she also took these nice pictures.



## Rudge Canoe Sidecar

For all of you guys who think my sidecar looks like a boat,  
this is from "The Classic Motorcycle" magazine October 1988



No, it isn't a joke! The mighty Rudge Whitworth concern really did offer the extraordinary canoe sidecar outfit (pictured above) for the 1925 season at an all-in price for the 499cc four-speed Rudge motor cycle, the special sidecar chassis and the 'genuine Canadian canoe', of £100.

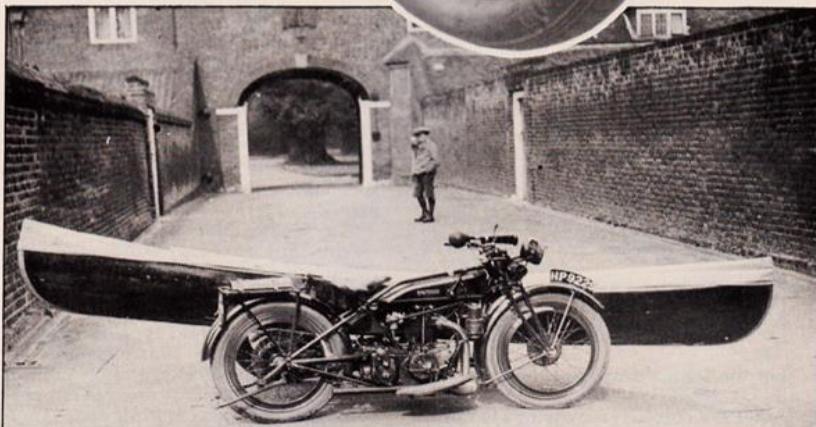
They even entered that man of iron, Rudge stalwart Ernie Nott in the Victory Cup trial and before the incredulous eyes of the observers, he managed a 'gold'!

Does this sound to you like a 'publicity exercise'? It does to me and it does to present day Rudge expert Dave McMahon. It did too, to 'Ixion' in 1925 and he remarked, 'It is possibly a mere stunt, for surely nobody wants to be burdened with a hoodless screenless sidecar thirteen feet long and of excessively fragile construction!'

Needless to say this drew a long letter from Rudge's eccentric chief John V. Pugh. 'Certainly it is good publicity,' said he, 'but it is much more. It gives access to any part of any river, and gives far wider scope to that spirit of adventure that dwells in most Britons than comes from keeping one's own canoe on a particular stretch of water. And I should like to say,' he concluded, 'that a real, genuine canoe is *not* fragile compared with a usual sidecar. Nor is there any reason of course why it should remain hoodless and screenless.'

In June 1926, *The Motor Cycle* actually ran a road test of the Amphibian as they

You've got to be joking! But no, incredibly they weren't. This picture gives some idea of the enormous, unwieldy overhang of Rudge's canoe sidecar.



And so does this one. Bad enough on the thinly populated roads of 1925. Imagine manoeuvring it in today's traffic!

called it, conducted by Patric, who managed to pad out his report to three pages without really saying much at all!

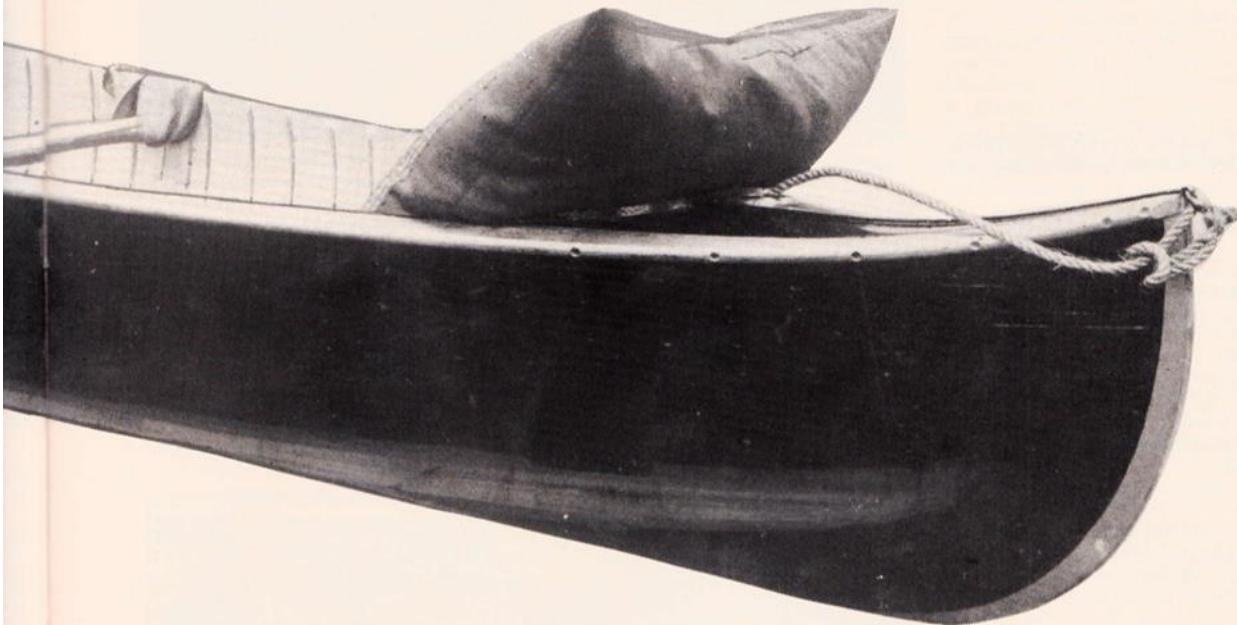
The canoe was secured on two wooden frames by four canvas straps, and early in the test the canoe nearly came to an ignominious end when these slackened off! After they were tightened

the canoe began to assume a nose-down attitude — the sidecar brackets had not been properly tightened so it was out with the spanners.

'The performance of the outfit on the road was remarkably good,' said Patric complacently, only, a few lines on to spoil the effect by approving of the

# MAKING A SPLASH!

Were canoe sidecars a serious marketing venture or publicity stunts for the manufacturers concerned? Brian Woolley makes a tongue-in-cheek investigation.



If you'll believe this, you'll believe anything! Pure 1925, cloche hats, Japanese parasols and voile summer frocks. A posed picture if ever there was one!



The Williamson family with their P&M and sidecar canoe in the Shetland Islands in 1917. Note the hand operated 'paddling gear'!

ability of the 500cc Rudge and its unconventional burden to 'maintain a steady 35mph for miles on end!'

When it came to getting the canoe wet, Patric was so vague and evasive that one suspects that, yes, he made sure that the thing floated and then hastily strapped it back on the chassis!

At the end of his report, he rather gives the game away I think, when he reveals that 'The makers do not actually carry any canoe outfits in stock but can deliver one in a reasonably short time.' What? All the way from Canada? It had to be a publicity stunt! And yet, curiously enough, there is evidence that at the start at least, John Pugh may well have offered the canoe-sidecar in all earnest.

It seems to have escaped notice at the time that he had been anticipated by seven years by a Mr Robert Williams and his family who, living in the Orkney Islands, had built and extensively used just such a canoe sidecar.

Hauled by a 3½hp P & M, this was more securely attached to the chassis than was Rudge's canoe, and was further equipped with outrigger pontoons and even with a hand operated 'paddling' mechanism apparently made from an old push bike bottom bracket and pedalling gear.

That this article was published in August 1917, at the very height of the Great War perhaps explains why it excited no attention at the time and was not generally recalled later.

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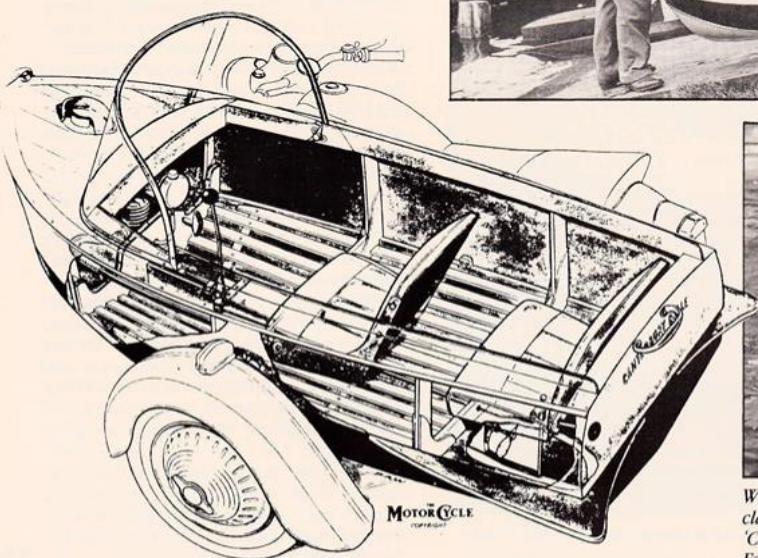
# MAKING A SPLASH!

Be that as it may, Rudge did not offer the 'genuine Canadian canoe' in 1926 and it generally faded from memory, to be recalled from time to time as an outlandish stunt. It was last recalled by Ixion in 1960 when Canterbury Sidecars launched (literally) their 'Canterbury Belle'. Yes — they were at it again! The 'Belle' — nicely built and finished in marine ply, with two seats and a large shapely perspex screen went one better, for it was power driven by an 80cc JAP two stroke engine in the nose of the 'sidecar'.

Deputy editor of *The Motor Cycle*, George Wilson, tested one on the Thames at Chiswick (and apparently frightened himself silly) and then, more soberly on Belfont Lake near Walton. Did it work? Well yes, although it shipped water via the propeller and rudder bearings and twice sheared the coupling between engine and propeller! And, reading between the lines, it seems to have handled like a sick pig both on land and water.

Did Canterbury sell any more 'Belles' than, 35 years earlier did Rudge their 'genuine Canadian canoe'? I don't know, but I doubt it. Perhaps I'm wrong, and somebody out there is busily restoring a Rudge sidecar, or a Canterbury Belle, or maybe even both. If so, *The Classic Motor Cycle* would love to hear all about it!

*The general layout of the 'Canterbury Belle'. The duck boards came in handy when water found its way in. Wonder if they provided a way of draining it out? Or did the passenger have to suffer in silence on the way home?*



Above: Mr Williamson rigs a sail and shows that his canoe sidecar at any rate is a practical proposition.



Left: Here, with outrigger pontoons attached, Mr Williamson demonstrates the hand operated paddling mechanism.

Below: It really needed three people to bump it about, but when did the truth ever stand a chance with a full page advertisement in prospect?



What some people have to do to earn a crust! The bikini-clad model looks happy enough at the controls of the 'Canterbury Belle', and maybe it was a nice day - but in February?



## 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) \_\_\_\_\_

**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**