



2024 OFFICERS

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President's Comments

December 2024

Hello Fort Sutter!

Hope your last few weeks of 2024 are going smooth and your holiday plans are landing nicely! Lots has transpired since our last newsletter and I'm happy with how everything is working out. My email about Dixon was definitely some info for us to confront as a group, but I'm happy with the results it brought. The true measure of a group (or Club in this instance) is not in how we weather the good times, but how we find solutions in the turbulent times. BUT- that was the whole point, to bring things out so we can work through it as a team, and I couldn't be happier of how our team is working on it.

The Nevada city toy run was a huge success even though we were rained out, and I want to thank everyone who donated toys, time or braved the rain to make a appearance for the club. We are also a \$500 sponsor for the event so its nice to show out for the Club.

So -onto the big news -we had a Board election! I want to first thank Karie Schenken for her time spent on the Board. Although she stepped down from the Board, her time spent still doing Membership and Dixon registration a still critical to Club operation and very much appreciated. With that in mind I would like to welcome Tunie Crawford as the new member of the Board. I really look forward to seeing what she brings to the table and it's a great fit as she has been in Fort Sutter her whole life! Myself and Mark Loewen have been re-elected as directors and will be filling in the gaps behind the scenes. Also Joe Giammona has also stepped up and taken the role of Vice president, so great things are in store for the Chapter.

(Continued on [page 2](#))

IMPORTANT:

Our Next Club Meeting will be Saturday, February 15, 2025 to avoid conflict with the banquet. Location TBD.

Chapter Banquet is Saturday, February 1, 2025 at Chicago Fire Pizza, Folsom. RSVP by Jan. 15

(President's comments, continued)

Now I'd like to say a big thank you to Tracy Stahlman for taking the helm as your next Chapter President! He's a THIRD generation Fort Sutter member and is a great fit for the role. His roots run deep here, and I look forward to seeing where his leadership takes the Chapter. I also hope he remembers all sales are final and no take-backs.

In closing, thank you Fort Sutter the opportunity be your President. It's been a period of great growth for me personally, and more than that, it's been a period of great growth in my friendships with a core group of you. I feel lucky to have met that core group and have the chance to experience so many kool things I would have otherwise never done. Like I said before, if you are not going on the road runs, you are missing out!

I'll see you out on the road.....

Bob Henry

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Fort Sutter Meeting Minutes December 7, 2024

Call to Order: The December 7, 2024, meeting was called to order at 1:02 pm by Bob Henry, Fort Sutter President

- **Welcome New Members:** _____ **None** _____ **1** _____ **Guests:** **Jerry** at the meeting. He has a panhead and a shovelhead and has been riding 50+ years. He is a Yerba Buena chapter member and a prospective Ft. Sutter member since he just moved to the area.
- **Membership:** Karie Schenken, Charmain reports there are: 85 Primary members, 27 Associates, 3 Junior members, and 11 Honorary members.
- **Treasury Report:** BBQ stipend for Dixon has been received, and donation went out for the Nevada County toy run. Checking stands at \$10,509; savings at \$21,475.
- **Minutes:** [No review was made of the October 5, 2024 meeting minutes.]

Old Business

- **NORCAL Cycle Swap:** The next NORCAL Cycle Swap will be on December 8, 2024. This is often an opportunity to recruit new chapter members. Bob Henry and Mark Milton will be going.

New Business

- **Upcoming Club Rides:** Nevada City Toy run, Dec 14. Tracy discussed meet up points: Mel's Diner, Sacramento, 8am; or McDonald's, Rocklin, 9am. Everyone welcome; not required to be a chapter or AMCA member.
- **Discussion of Past and Present insights:** Bob Henry led discussion of topics in his emails that had been sent out to the membership. Bob brought topics up now in order to get comments before it's too late to change anything. Do we continue to have Dixon every year? Do we change things? Are people burned out and in need of new help to relieve them of some duties? A wide ranging discussion followed which covered Dixon and other club activities. Major points are summarized below.
 - In the past, Dixon preparation was handled by a group of members, not necessarily officers or board members, who have gradually passed these tasks on to other members. Much of the overall responsibility for Dixon has fallen to the president and other board members.
 - Some of the Dixon planners are nearing burnout. Loss of even a couple of these members' efforts might doom Dixon. In years past some members have walked away from their work on Dixon due to burnout.
 - Volunteers are needed to take full responsibility for specific tasks in the Dixon preparation. (And, if you take on a task, follow through.)
 - There was considerable support for simplifying the Dixon banquet to a spaghetti feed, an enhanced BBQ, food trucks, or the like. Possibly move to Friday night and/or not rent Denver hall. The banquet does not have to be a formal catered sit-down to get the stipend from national.
 - Mark said that typically in clubs (motorcycle, quilting, etc.), most of the work is done by 20% or less of the membership. He thinks Ft. Sutter overperforms in that more than 20% show up for Dixon.
 - In the past, the Moores handled much of the Dixon planning, and perhaps the membership got spoiled. Committees for Dixon used to meet in between chapter meetings to facilitate planning. In the age of social media, recruitment may have become too passive. Direct phone calls might get more commitment to help out than emails.
 - Transitioning to a regional meet rather than national could reduce the level of effort for Dixon, but both John and Mark pointed out that without support from national, it could be hard to get the necessary insurance.
 - Several members expressed a desire to get back to the fun of gathering to ride and talk about antique motorcycles. More club rides with informal picnics afterwards was a suggestion to get back the fun factor. Bob felt rides would be more likely to attract younger riders to the club than events like Dixon.

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(continued from [page 4](#))

- In response to a question, Julie reported that typically Dixon makes about \$2,500 for the chapter. Profitability is, however, driven in large part by donations and sponsorships. Nevertheless, the profit funds could be used to hire outside help to relieve chapter members of some tasks. (E.g., the chapter now hires a janitorial service.)
 - Ft. Sutter might ask ISHI and Yerba Buena to team with us to gain more manpower.
 - Pins are a major expense for Dixon. Perhaps the number of pins distributed should be revisited.
 - Attendance at events and rides has not been a major success in recruitment of new members.
 - Bob moved that up to \$500 be authorized for professional finishing of art work for Dixon. Seconded by Julie and passed by voice vote.
- **Election of open board of director positions:** Mark Loewen and Bob Henry are running for reelection to the board, although Bob will not be serving as president; one open director spot to replace Karie Schenken. Tunie volunteered to serve on the board. Tom noted that board position alone does not use a lot of time. Joe concurred and said basically coming to the meetings and a few phone calls account for the time he spends as a board member. Danny Marquis expressed a willingness to serve on the board. John nominated Danny. Tom nominated Bob Henry. Joe nominated Tunie Crawford. Mark nominated himself. Ballots were distributed. Tunie, Bob, and Mark (by one vote) were elected to the board.
 - **Ft. Sutter banquet:** Tracey announced the luncheon banquet (\$30 per person) on Feb 1, 2025 at Chicago Fire Pizza, Folsom, CA, and reservation forms were available. We need at least 30 people to attend the luncheon to cover costs we're committed to. Tracy also suggested we think about the club picnic for summer.
 - **Remarks from Bob:** He appreciates the opportunity to serve the club. He wanted to thank Mark and Vicky Milton for club honors and thank them for their help. Seconded by Karie. Approved by voice vote. Bob also thanked Karie for her time on the board.
 - **Award for Julie:** John and Bob presented Julie with a "Well done" coin from the AMCA.
 - **Ride reports:** Tom asked that any members who would like to submit pictures from rides to send them to him for inclusion in the newsletter, for instance:
 - All British ride, Novato, CA
 - Lincoln to Grass Valley ride
 - Comstock Classic
 - Travis AFB Museum

Meeting adjourned at: 2:59 pm

Postscript:

After the membership meeting the board met and selected officers for 2025 who will officially begin their terms on January 1, 2025. In 2025, the board will be made up as follows:

President: Tracy Stahlman (1 year remaining on board term)

Vice-president: Joe Giammona (1 year remaining on board term)

Treasurer: Julie Loewen (1 year remaining on board term)

Secretary: Tom Myers (1 year remaining on board term)

Board member: Mark Loewen (2 years remaining on board term)

Board member: Bob Henry (2 years remaining on board term)

Board member: Tunie Crawford (2 years remaining on board term)

**Comstock Chapter's Comstock Classic Road Run
Lone Pine, CA
October 24 – 26, 2024**

(Commentary and photos by Joe Giammona)

Comstock Chapter



Antique Motorcycle Club of America

6th COMSTOCK CLASSIC ROAD RUN

The Comstock Chapter Road Run was held in Lone Pine Ca Oct 24th – 26th. Mark Wiebens made it to the Run too, so it was great to hang out and ride together. The Hub for the Run was the historic Villa Hotel, if you stayed in the historic section there was a little detail they fail to mention when you book. Not all the rooms have a bathroom, which means you get to use the community bath at the end of the hall. I was fortunate to have one of the few rooms with a bath. The hotel was very nice, clean and the parking lot served us well for staging the bikes and rides. Lone Pine is a pretty nice town, with a population of around 1,000, the cities claim to fame is many western movies were filmed there in the 40's-50's and 60's, in fact they have a film festival every year which is quite the big deal and a vintage movie theater in town. The area is also rich with historical landmarks and sites. The town is only about 10 blocks long but it seemed to have two restaurant's on each block and a variety of things to do. Lots of tourists and desert campers around and it seems to be an oasis for offroad bike enthusiasts as well . A bunch of adventure bikers were there for a rally doing 140 mile per day desert races over the weekend. The weather was clear and cold for the 25 bikes that were on the run. A nice assortment of bikes from Marks 27 JD on up.

(Comstock Classic, continued)

Day one;

After the morning meeting our first stop was the Larry Peckham Engine House at the Carson and Colorado Railroad Museum outside of Lone Pine. One of the Comstock members, Dave (Napa Dave) Mull was one of a few local people to restore a 1916 steam locomotive that sat in a local park for about 60 years. Over 20 years of effort, old #18 is one of the last surviving narrow gauge steam locomotives to operate in the country. Dave did a great job giving us the history of the train, tour of the shop and pulled the train out of its shed so we could really see it. We parked the bikes around it and got to climb inside (Me and Mark got to ring the bell!)

From there we headed up some great twisty roads to Mt Whitney which is the highest peak in the continental United States hitting an elevation of 8,500 feet.

That evening we went to the historic theater and had a private viewing of High Sierra starring Humphrey Bogart. The big final scene was Bogart making his getaway chased by two cops riding JD's up the same roads we rode up to Mt Whitney. Fitting movie to finish the day.



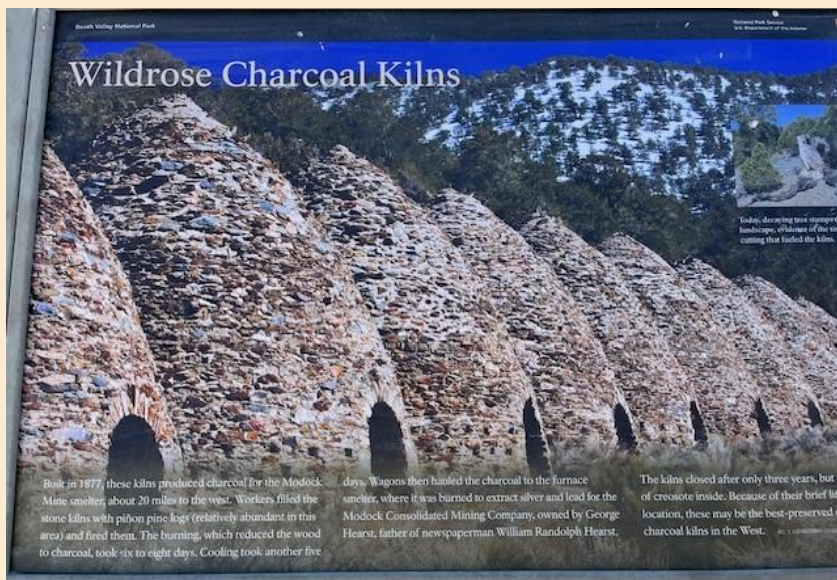
(Comstock Classic, continued)



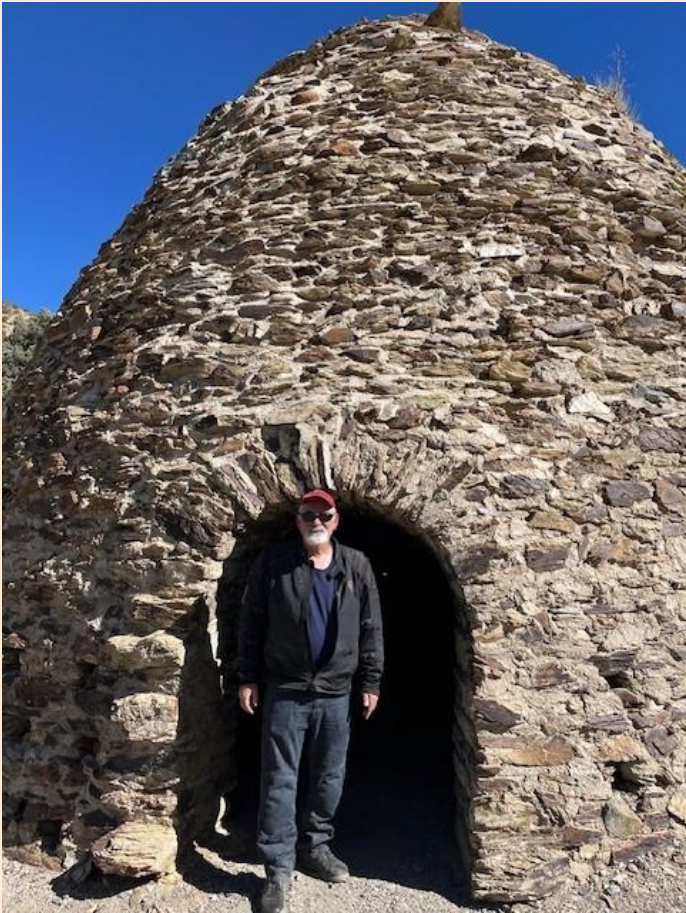
(Comstock Classic, continued)

Day 2 took us about 100 miles into Death Valley to the Wildrose Charcoal Kilns. Awesome place with about a dozen Kilns that were used from 1877 into the 1900's to supply charcoal to operate the smelting plants for the silver and lead mines that operated during that period. Of course, no Run Run is complete without a dirt road and this one did not disappoint. We had to navigate about six miles of serious gravel and rock road to get to the Kilns. Only one casualty, a BMW high centered on a berm and cracked a case, poor guy left a trail of oil for a quarter mile .

From there we headed out to Napa Dave's hide a way for lunch and just hang out. The name of the town escapes at the moment but up to the 1950's it was a booming area for mining and smelting. After the mining boom and fires that decimated the town in the 50's the place now is a virtual ghost town. But Dave's got a very cool spot carved out in the middle of it all. From there we headed home for the night off after a great day



(Comstock Classic, continued)



(Comstock Classic, continued)

Day 3 took us into the Inyo mountains up some really twisty roads and a steep climb to 11,500' elevation to the Bristlecone Pine Forest "Land of the Ancients". This forest is home to the oldest living trees on earth with bristle cone pines that are 4,600 years old. The trees don't look like much, kind of scrawny and sparse but the needles are soft and smooth as silk. This is the only place in the world these trees grow. If you can handle the altitude, there was a really nice trail loop to walk and visitor center.

We made the descent off the mountain and stopped at several look out points with spectacular views then headed to lunch at a roadside BBQ joint, then home to load and clean up for the banquet.

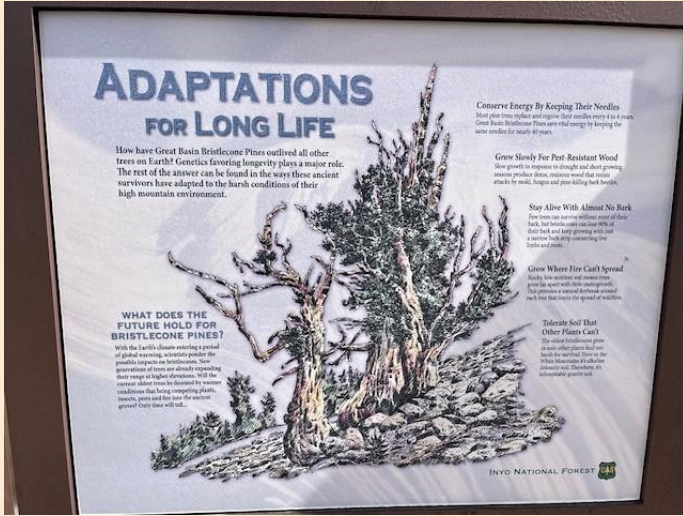
The banquet was held at a little diner that pretty much everyone ate breakfast at every morning but they did a great job serving your choice of steak or chicken picatta . It was really good dinner and the little place was booming with all of us in there.

The Comstock Chapter really did a good job on this run, nice routes all 3 days, train museum, movie night, lunches, the banquet, and of course hanging out and socializing in the parking lot. Over time you meet so many people at these things and it's always great to reconnect.

I rode my 67 Shovelhead all 3 days and it never missed a beat, even in the high altitude. Great last Road Run to finish off the year.



(Comstock Classic, continued)



**Travis Air Force Base Museum
Chapter Ride
November 16, 2024**
(photos by Tom Myers and Andy Kleber)

John Markley organized a ride to the Travis Air Force Base Museum which included tours led by very knowledgeable veteran docents. The motorcycles on the tour were able to park in front of this C-124 that the docents called “Old Shaky”. We were able to up close with the aircraft on display.



(Travis AFB, continued)



We got to tour the interior of the C-124 and view the large cargo space and the complexity of the cockpit instrumentation.



Other aircraft on display: SA-16 (left); A-26 (below); T-33 (below left).



(Travis AFB, continued)



Left: John Markley poses with the Cessna Skymaster that he helped restore years ago.
Below: Docents explained the meaning of some of the memorabilia in the cases.



Engine displays give a sense of what it takes to push (or pull) some of these aircraft through the air.



Nevada County Toy Run

December 14, 2024

(photos by Tom and Jayne Myers)

The Ft. Sutter is a sponsor of the Nevada County Toy Run and annually delivers toys and makes a donation to the cause. Rainy and windy conditions dissuaded a lot of riders from attending, but several Ft. Sutter members drove up to deliver the toys.



The building would continue to fill as more donated toys rolled in.



(Toy Run, continued)

Members admired the variety of toys that had been donated.



Many of the children show their appreciation with decorated notes.



Volunteers sort the toys into appropriate age groups.



(Toy Run, continued)



Several hardy souls rode and even decorated their motorcycles despite the weather conditions.



An interesting trike setup provided partial shelter for passengers.



**Chapter Meeting
December 7, 2024**
(photos by Joe Giammona)



Bob Henry chairs his last meeting as chapter president. Bob will retain his position on the board, so his positive presence will continue to be an asset to the club.



AMCA
President John
Markley
presented Julie
Loewen with a
“Well-done”
coin for her
service to the
club including
serving as
Treasurer and
board member.



New Ft. Sutter chapter board of directors and officers

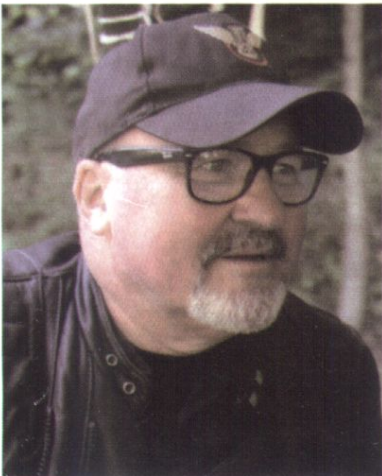
During the December 2024 meeting, elections were held for the three seats on the board of directors whose terms were expiring. Mark Loewen and Bob Henry were reelected to the board, while Tunie Crawford was elected to fill the seat vacated by Karie Schenken. The board selected officers from the members of the new board. (See the minutes for more details.)

The makeup of the board for 2025 will be as follows:

President	Tracy Stahlman
Vice Pres.	Joe Giammona
Secretary	Tom Myers
Treasurer	Julie Loewen
Director	Tunie Crawford
Director	Bob Henry
Director	Mark Loewen

Dr Sprocket's Column

THE RACERS



When I moved north to Sacramento in 1975 the first "old timer" I met was Armando Magri, the local H-D dealer since 1950. He was a Knucklehead rider since 1936 so we had something in common. He was my door into the area's motorcycling history.

In 1982 Armando and eleven of his friends started the second AMCA

chapter in California. They named it after the AMA club most of them had been members of from 1932 to 1972 when it disbanded. I became the 18th member of the new Fort Sutter Chapter.

Two brothers, Shorty and Whitey Tompkins, were both accomplished riders and racers and heroes of mine. They both started riding "101" Indian Scouts when they were young teenagers who hung out at the local Indian dealership, owned since the mid-twenties by Al Lauer, who was also a very good racer, hill-climber and FSMC member.

Shorty got serious about racing in 1937 and quit in 1951 after he earned enough money to pay off his house. He once told me that was his biggest reward for all the races he had won. He first rode for fellow FSMC member and local Ariel and Triumph dealer Joe Sarkees and later for Oakland Triumph dealer Vern Gardener. One season he won sixty out of ninety races and finished either second or third in the other thirty. A pretty handy man with a motorcycle.

His brother Whitey was just as good but a bad crash cost him one of his lower legs early in his career. It didn't slow him down much though and he still raced after that with a prosthesis. Later in life Shorty and Whitey both became top notch vintage

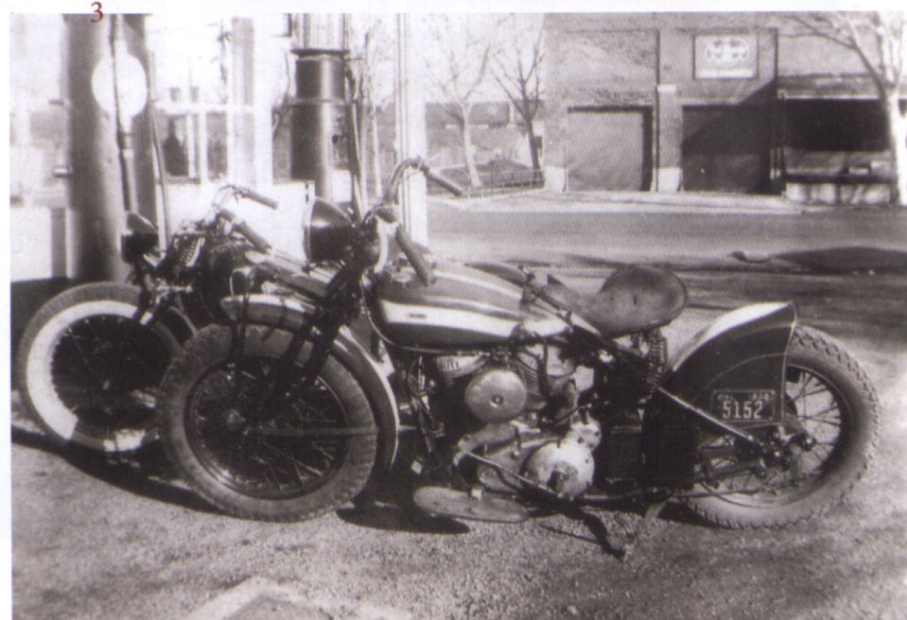
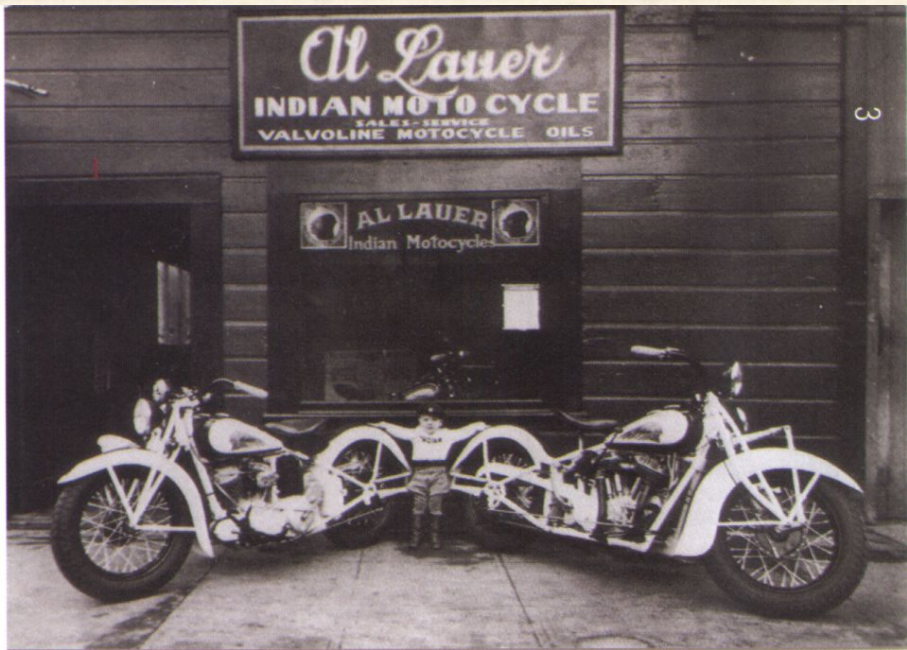
motorcycle restorers. Shorty finished his last restoration, a 1915 Cyclone racer, just before he passed on. It later sold for a record \$520k at auction. He would have been blown away.

Another early FSMC member and good friend was Paul Albrecht #78 Expert National Champion. He learned to ride on a "101" Indian Scout sliding around his father's two acre turkey ranch on the outskirts of Sacramento in 1936.

He started racing for Joe Sarkees M/C Service Shop aboard an Indian Sport Scout in 1939. He raced for Dudley Perkins' H-D stable in San Francisco from 1948 to 1956. His best year was 1949 when he won National Championships in three distances up to fifteen miles.

In 1987 he was inducted into the Sacramento Sports Hall of Fame and in 2001 he was named one of Sacramento's 100 greatest athletes. He was #35. Because of his race bike's loud exhaust Paul went deaf in later years. When I would go to visit him I'd check inside his back door to make sure all his guns were present and accounted for. I'd hate to surprise him out in the stables armed. He couldn't hear me and I'd have to tap him on the shoulder. You get the idea.

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From the top:

Al Lauer's 20th St. dealership with his son Gus between a new 1938 Scout and Chief.

Joe Sarkees M/C Service Shop on 16th (old Hwy 40). He's sitting on a late '30s BMW he turned into a racer for Cy Homer to ride in 1940's Oakland 200 mile race.

On the other side of Joe's shop sits Sacramento motorcop Bud Catlett's Chout. A stroked Chief motor in a Scout frame. Bud was also a FSMC member.

Another FSMC member and hero of mine was Cy Homer. Cy passed in 1975 just before I arrived in town and I never got to meet him but through his friends in the club I learned a lot about him and wish I had.

Cy won the Sonora TT in 1939 at the age of twenty riding for Hap Jones aboard an Indian Sports Scout. He also raced for Joe Sarkees' shop. He was a great motorcycle racer but he became an even better fighter pilot. In 1938 he wanted to join the Army Air Corps but they told him to be a pilot he needed some flying lessons and two years of college.

He came back in two years and had met the requirements but because of a motorcycle crash his mouth

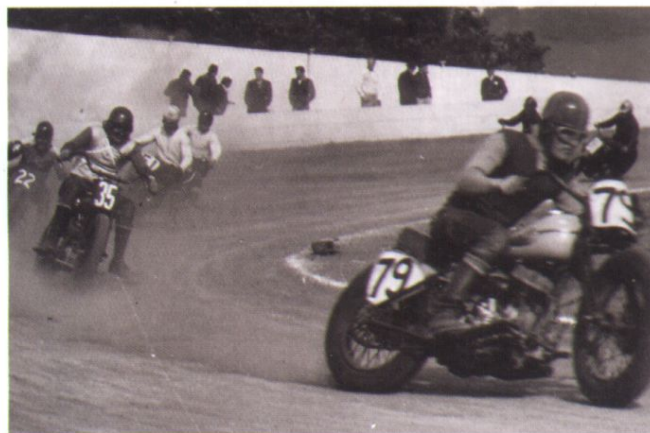
wouldn't fit the oxygen mask. When the war started he enlisted as a foot soldier.

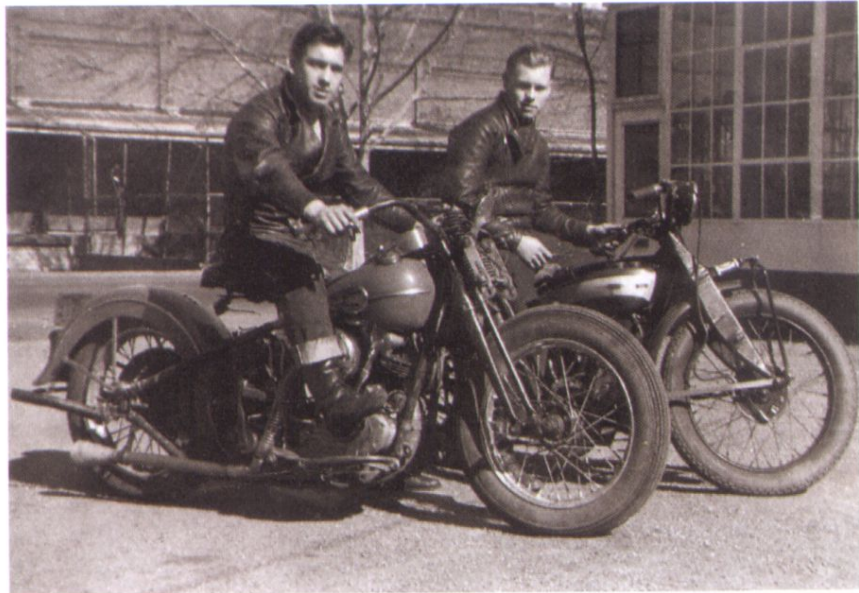
After they redesigned their oxygen mask he was given the go ahead for pilot training. He was discharged in 1945 with the rank of Major. Most his time during the war was spent flying P-38s out of New Guinea and the Philippines.

Here's a short list of his fighter pilot accomplishments; 843 combat hours in 28 months of combat time. 18 confirmed kills. On two occasions he downed three and once four in two fights. Six Battle Stars, nine Air Medals, three Distinguished Flying Crosses, one Silver Star, and one Distinguished Service Cross. He was

an ace almost four times over. His first P-38 was named "I came, I saw, I conquered", his second was "Yank from Hell", and his third Uncle Cy's Angel". After he came home he moved about to escape the hero hoop-la and settled into civilian life as a mechanic. Now you can see why I used the term "hero".

I could go on for days about these guys and a few more but you can see where I get my love of motorcycling history. Spend some time with these guys and how could you not? Till next time...





Clockwise from top left,
opposite page:

Shorty (second right) at the Lazy
J racetrack in North Sacramento,
1948, talking about the race.

Paul Albrecht #55 with Shorty
#72 at Lodi Stadium 1947.

FSMC "Indian Days" at Selby
Stables. Elmer Graves in the lead,
Shorty on the inside, Joe Sarkees
on the outside, and Cy Homer
bring up the rear.

San Arena #79 leading the field
with Cy Homer #22 in the mix.
Bayshore Raceway San Francisco
1947.

From the top, this page:

Shorty and Whitey at Sarkees'
shop. Shorty on his '41 Knuck
and Whitey on his "101" Indian
Scout.

The annual Colfax FSMC field
meet 1947. Joe Sarkees on the left
during the English Pursuit game.

Joe Sarkees (r), Whitey Tompkins
(l) playing "Whack the balloon"
at the FSNC field meet, 1939.

