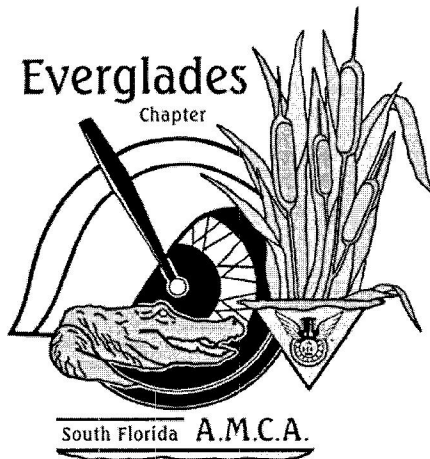


# ANTIQUe MOTORCYCLE CLUB OF AMERICA (AMCA)

## THE AMCA SOUTH FLORIDA EVERGLADES CHAPTER LINES



### Chapter News

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Vice President Howard Cole

Secretary  
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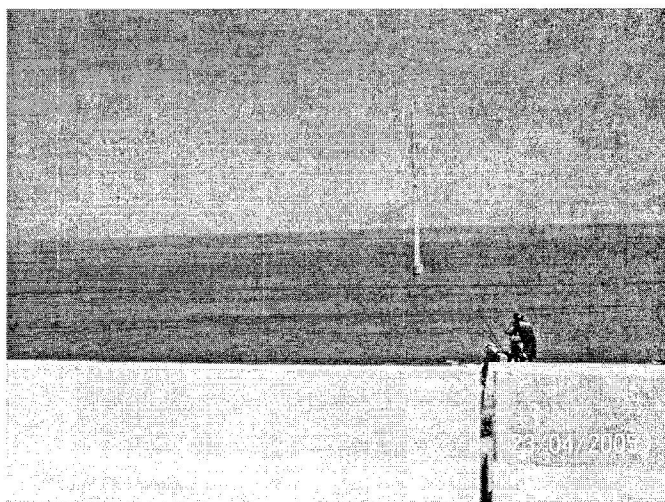
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### FROM THE PRESIDENT'S DESK, Everglades Chapter's First Keys Ride: By Roy Wasson (The Original Nightrider)

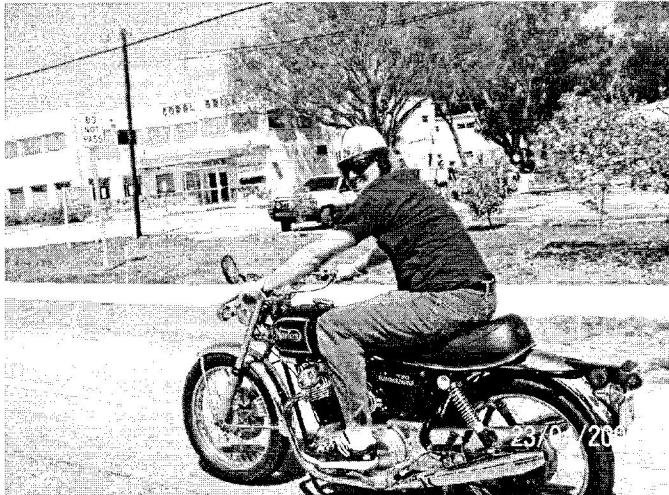
It takes something pretty special to get someone known as the Nightrider enthused about anything scheduled before the crack of noon. Our chapter's first ride through the Florida Keys was indeed something special. It took us fifteen months from our inaugural ride to make our way down to the chain of coral islands which is home to several of our charter members and founding members, but it was well worth the wait.



God's Fishin Hole

Just getting to the starting point took us past exotic locales. For those of us who just "had" to take Card Sound Road to pause Alabama Jack's on the way down to Key Largo, that route th

took us through Crocodile Lake National Wildlife Refuge. (No I didn't hit Jack's at 7:30 a.m. on Saturday before our ride; course—provided ample room for trailers and four-wheelers Chapter member Hal Burton hosted the Nightrider at his luxurious resort-like home on Bahama Avenue in Key Largo the night before our ride, so I passed by Jack's on Friday on the way. Thanks again, Hal!)



David's Snortin Nortin



The Instigator and his CREW

Before the starting point of our ride we passed by landmarks (or is it a "seamark"?) like Pennecamp Coral Reef State Park; the Caribbean Club, where the Humphrey Bogart and Lauren Bacall movie was filmed in the Forties; and the African Queen vessel herself, on display at the Holiday Inn. We assembled at a restaurant called Craig's in Tavernier. Some of us had never been there before, but we felt right at home as soon as we came through the door. Some of the regulars came on motorcycles of their own, giving the visitors and locals a common subject of conversation while hot cakes and hot coffee aplenty fortified us for the road ahead.



After breakfast our group loosened-up our aging mounts at the assigned staging area, a couple of miles down the road, at the Monroe County Government Center. There the parking lot which

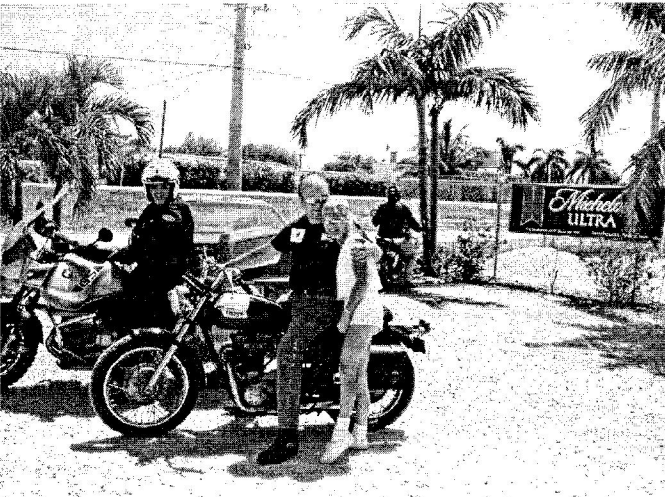
Our multi-national band soon headed out, down A1A in a direction of Key West. It was one of those rides where you want to stop, time and time again, to check out sights along the way but at the same time you want to keep the throttle open, enjoying the curves and bridges and wind against your face. The island and bights look great anytime, but they are so much nicer when you are out in the open, on a two-wheel pirate frigate with your shipmates riding along. These bridges have names like Lignumvitae, Snake Creek, and Indian Key (I heard that Dick Schweinler is lobbying to change the name of Bahia Honda Bridge, which is a little farther down than we went, to Bahia "Harley"). The islands' names are, for the most part, adventurous and romantic-sounding places as well: Islamorada, Matecumbe, and Fiesta Key. (Okay, I give up, who's the white guy who named the spot called "Layton"?)

We all arrived safe and sound at our planned destination: the Seven Mile Grill. Just this side of the famed bridge by the same name, and half way down to Key West, the Grill exudes local flavor and welcomed our large party, where we did business as a dove into the fresh seafood, juicy burgers, and other fare.



Lunch, The Conch Fritters Were Great

Organized ride complete, we went our separate ways. I heard that one member never showed up back home for work the next week. He called-in "cured" instead. The Florida Keys: forever a part of the Everglades Chapter. We'll make 'em part of our National Road Run in February. Don't miss it! (Editor's note: What a silver tongued devil our Instigator is. Great literary work Roy, keep it up.)



Let'er Go Roy, It's Time To Go Home

## **Meeting Minutes, 23 April 2005 Meeting:**

By Kelli Webb

The Everglades Chapter meeting was called to order by President Roy Wasson.

1. The first item on the agenda was a motion to purchase 100 t-shirts if less than \$500.00. Two different shirts were discussed.
  - a. One would be the official logo t-shirt

- b. The other one would be the Swampwater Sam first edition t-shirt with the date. This would be a time limited edition t-shirt.

The sale price will be:

- c. \$10.00 per shirt in advance or
    - d. \$15.00 at the time of purchase.

Rob Graney has the artwork and is to email the logo Robert Schweinler (Doc) who will then present it to the lady who prints his t-shirts for him. Doc will find out the price and inform David Porter.

2. The next item on the agenda was recognition awards was decided that the awards would be t-shirts once they are purchased.

- a. Recognition for longest distance ridden went Flathead Jack and Kelli, at 203 miles.
  - b. Recognition for the oldest bike went to Rob Schweinler.

3. The Membership Committee headed by Flathead Jack to distribute a current and up-to-date membership list to all the board members.

4. The next item on the agenda was the National Road Run. This will be a 3-day event – Monday, Tuesday and Wednesday, February 26 thru March 1, 2006, preceding the Sunshine Chapter National Event at Eustis. Roy Wasson will contact other members who have organized a national road run to discuss protocol.

Topics discussed:

- a. Loaner bikes for National Board Members.
  1. Volunteers are needed to donate the use of antique motorcycle to national board members traveling a long distance. Volunteers will receive official recognition for loaning your machine.

- b. The location of the headquarters for the National Road Run, was discussed?

Suggestions included:

1. Florida City
2. Miccosukee Indian Casino
3. Lynda Scherbin to find out prices and availability on rooms.

c. Routes and destinations for each daily ride were discussed:  
Suggestions included:

1. Everglades City
2. Clewiston – Miccosukee Reservation Museum (Jim Howe and Flathead Jack will look into routes for this area)
3. Florida Keys – Alabama Jack's, Caribbean Club, Holiday Isle – (Ed and Lynda Scherbin to figure out routes)
4. Coral Gables – Old Cutler Road

d. Marketing and Advertisement:

1. Robert Schweinler will look into contacting the Tourist Development Center for the Keys segment.
2. Mike Pruzynski and Rob Graney will contact Peter Heintz regarding advertisements in the Antique Motorcycle magazine.
3. Ed Stewart and Robert Schweinler will help with printing tickets for the banquet, t-shirts, pins and patches.
4. Robert Schweinler suggested that we contact the Monroe County Sheriff's Department to let them know about the Keys segment of the road run.

5. Final topic of discussion was the Everglades Chapter Membership and information booth at the Sunshine Chapter National Eustis Meet.

- a. Next year we need to have our booth set up next to Bob and Penny Anderson
- b. We must have members commit to volunteer for specific times and days to work the booth and adhere to it
- c. We need to work out a schedule in advance

This concluded the Antique Motorcycle Club of America Everglades Chapter meeting.

## To The Keys Or Bust: by Bob Anderson

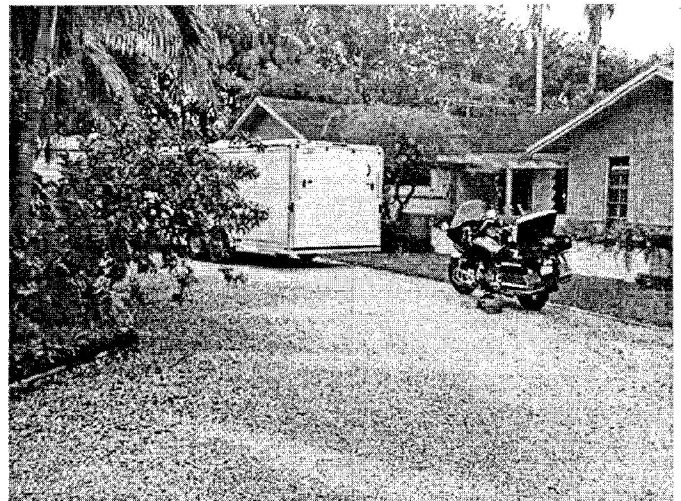
Penny and I both wanted to attend the Keys ride, so on 22 April we loaded up the truck, camper, and trailer and headed south for the Keys. We decided to take the 1987 Gold Wing for the ride. That particular bike doesn't meet the 35 year criteria but it's

incredibly comfy for both my wife and I so knowing that we'd riding it over 200 miles in 1 day of riding we both opted comfort over age.

We planned to camp in the Miami area on Friday night and met David Porter at his house early on Saturday morning.

We spent the most of the day on Friday visiting all the Harley Davidson dealerships between Palm Bay and Miami. We were searching for customers for our yearly trip to Sturgis and I flyers at each of those dealerships advertising our Sturgis motorcycle transport business.

We spent Friday night in Hialeah Gardens, then arose early Saturday morning for the short drive to David's house. If anyone ever gets an invitation to visit David, ya gotta say yes. He lives in the South Florida countryside on a small fruit grove. He grows Lychees and Mangoes for the commercial markets. David's home is gorgeous, and the grove grounds are full of mature lychee and mango trees. Penny and I both enjoyed touring the grounds and visiting with David about the ups and downs of owning a working fruit grove.



David's Front Yard, My Wing and Trailer

We unloaded our bike and joined David and another club member for the bike ride to the beginning point of the ride in Key Largo. We arrived in Key Largo and met the other Chapter members for breakfast.



David's Back Yard, and a Late Model Cruiser for Today's Ride

The Chapter ride ended in the northern base of the 7 mile bridge in Marathon, a place I had been many times.

I won't bore you with meeting information as it is covered elsewhere in this newsletter.

We all headed home at about 3:00 PM. Again we followed David back to his home, loaded the Gold Wing back into the trailer and made the long trek back to Palm Bay that night.

Thankx David, for the opportunity to visit your home and spend the day riding with you. It was a pleasure.

### **Chapter Member Profile:** by Bob Anderson

The Instigator (Roy our Chapter President) has suggested that each Newsletter should contain an article about one of the Chapter members. I think it's a great idea so I'm writing the first Member Profile article. And, who better to write about than myself, so here goes.

The Instigator is a long time friend who invited me to join the Chapter. It was an easy decision. Roy is a good friend and I'm especially fond of old motorcycles so I sent in my 15 bucks and joined up.

I've been riding motorcycles since I was 13, I'm 60 now and except for a couple of years when I was recovering from a serious motorcycle accident, I've always owned at least 1 bike. I now own dozens of em, mostly 60s vintage Hondas. The list of runners goes something like this:

1962 CB77, 1963 CA72, 1963 CL72, 1964 CB72, 1964 CL72 Type 2, 1965 CT200, 1965 CL77, 1966 CL77 (4), 1967 CL77, 1966 CA78, 1968 CL90, 1970 SL175, 1971 CL450, 1972 SL350, 1973 SL350, 1973 CL175, 1974 CL200, 1974 XL350, 1975 CT90, 1979 CBX, 1981 CM400A, 1987 GL1200 Aspencade

Does that list seem like an absurd number of bikes for 1 pers to own? I agree, I really need to sell some of my collection I which ones do I sell? Hmmm, lemme think about it for aw. Nope, there's not one bike in that list that I could possibly p with.

Each of those bikes has a special history with me and my fam I grew up in the 60s riding Honda motorcycles, I couldn't afford Harley. Hondas were cheap and were about all I could aff and I really loved riding bikes back then, probably more th now. Anyhow, the Hondas have been my love for most of i life. I've had a few other bike brands, mostly of Japanese ori but I did own a 1961 Harley Davidson FLH for awhile. It was 2-tone Green Pan Head that I never really felt comfortable wi It was a kicker and somewhat difficult to start. I never did lea the proper procedure for getting it started. I didn't like the wa leaked oil on the floor of my shop, but then my youngest s explained that it didn't really leak oil, it was marking it's territo That old Pan Head must have been a boy cause it marked territory every where it went.

I have many friends who also own bikes and they often let r ride their bikes, so I've ridden just about every brand of bike existence, but for some unexplained reason I always look to f early model Hondas for my motorcycling enjoyment.

I ride the CT90 to the post office, the CM400A to the groc store, the CBX to bike week, the GL1200A to Sturgis, the CL1 around town, the XL350 on trail rides, the CL77 on the Toy R and any of the other ones when I'm bored and decide to go fo short ride in the country side.

So stop by my shop anytime you're in the area and view i collection. I never tire of visiting with my fellow motorcycle frien about motorcycles. Most of my old bikes bring back memor for each of my visitors. It's almost like owning those bikes a visiting with friends about them is almost as much fun as ridi them.

About the only problem I have with my collection is finding i time and motivation to keep em clean.

### **Where Do Our Members Live?:**

By David Porter

A couple of weeks ago my wife and I took a drive out Everglades City. We always enjoy going there. It's peaceful a the scenery is lovely. We especially enjoy the boat ride from I Gulf Coast Visitor Center into the Ten Thousand Islands.

But that wasn't the reason we made this trip. This time we we because I wanted to scout out a route for a possible chapter rit It was while were driving gently up the road from Everglades C towards Immokalee that my wife asked me where the majority our members lived. Of course, our President, Roy, has alwa been anxious to arrange our rides in different locations so th

during the course of the year, all of our members have the opportunity to participate in at least one event. (where is that anyway .....somewhere close to the North Pole Anyway we hope you will be able to make it down here one day)

I thought it might be interesting and helpful to mark up a map with red dots showing where each of our members live so when I arrived home I took a map round to the Office Depot and made an 11" X 17" copy of it. Then I put in all sixty-four red dots, one for each of our members. Unfortunately there really isn't a space to show this map in our newsletter so I have put together a smaller version with numbers indicating the number of members located by general area.

So here it is. Going clockwise starting in the southwest it's like this:



Membership Location Profile

As you can see, our membership is pretty spread out. This makes it somewhat of a challenge to arrange rides within a reasonable distance to suit all our members. To date we have had rides on the A1A in the general Ft Lauderdale/Palm beach area and down to Flamingo in the Everglades National Park which is convenient for our more southerly located members. We had a ride in the general La Belle/Ft Myers area and, perhaps most central, from the Miccosukee Reservation off I-75 up to Clewiston. Finally our last ride was down in the Keys.

It would be nice if we could arrange something convenient for our more northerly members, possible in the general area of Lake Wales. Perhaps then we might be able to attract more members from the Orlando area. I'm sorry, Bonnie Evans, but I don't think we will ever be able to go as far north as Ft White

Finally I must say I do like the idea of a ride starting somewhere in the region of Everglades City. The ride from there up toward Immokalee is peaceful and the scenery is nice but the road is a bit too straight and featureless I think. Perhaps some of the members who live in the Naples/Marco Island area could suggest something.

## Classified Ads:

### FOR SALE:

1948 Indian Chief. 100% correct. \$35000.00 Call Ed Scherl at 305-304-5875.

100 Bikes from a dealer buyout. 1947 sunbeam with ex engine, 1955 200cc Adler with clear title, Black Bomk complete with clear title, Super Hawks, many 70s vintage Hondas, NOS CZs and 1 NOS JAWA Californian. Many more others. Call Bob Anderson at 321-727-1039 or E-Mail RAnd0345@aol.com.

60 Bikes for \$50.00 each. Many others available. Most are in poor condition, having been stored away inside a warehouse from 10 to 40 years. They are dirty, some are incomplete, some have stuck engines. Mostly Hondas from the 1960s and 1970s. Call Bob Anderson at 321-727-1039 or E-Mail RAnd0345@aol.com.

Space available for round trip bike transport to/from Sturgis. I will pick up your bike at any place between my home and Sturgis, deliver it to you when you arrive in Sturgis and return it to your home after the 15<sup>th</sup> of August. You can also deliver the bike to my shop for a discount. We will arrive in Sturgis on 01 August 2005 and depart on 15 August 2005. Call Bob Anderson at 321-727-1039 or E-Mail RAnd0345@aol.com

### WANT TO BUY

WANTED! 1939 Sport Scout rear head; 741 frame parts (for or rear section); misc. Sport Scout parts . . . What do you have? CONTACT: Art Delor P.O. Box 880602, Boca Raton, FL 33486 Phone 561- 750-4501; e-mail: [indianracing12@aol.com](mailto:indianracing12@aol.com)

WANTED! 1971 Harley Superglide Nighttrain. Call Jim at 561-504-3224.

WANTED: PROJECT BIKE. Triumph Daytona or Bonneville 1971 or earlier. Must have matching frame/engine numbers and a clear title. Call David Porter at (305)257-1305.