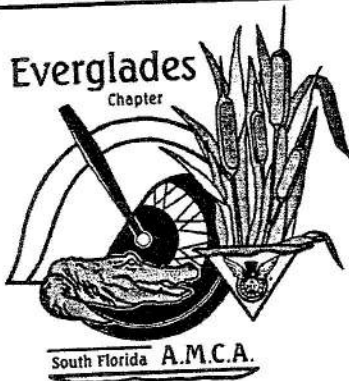


# ANTIQUe MOTORCYCLE CLUB OF AMERICA (AMCA)

## THE AMCA SOUTH FLORIDA EVERGLADES CHAPTER LINES



### Chapter News

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### FROM THE PRESIDENT'S DESK

By Roy Wasson (The Original Nightrider)

#### Annual Election Meeting and Road Run Route Scouting: I'll Bet You'll Be There!

The Everglades Chapter will meet on September 17th at the site of our upcoming National Road Run: Miccosukee Resort and Gaming Casino on U.S. 41 (S.W. 8th Street) at Krome Avenue (177th Ave) in Miami. This is very important meeting as we will conduct our annual elections for officers and directors, and will be doing final planning for our winter Road Run which begins in February, 2006. We will gather for breakfast at 9:00 a.m., hold our elections, and then split up into two groups for rides to the staging areas for our three road run routes to map the territory. We should have time later on to try our luck on the slots and poker tables.

Our Chapter Secretary, Kelli Webb has negotiated special room rate at the resort for our members who want to come in on Friday night, September 16, or stay over until Sunday. That rate is a low \$89.00 plus tax. Availability is limited, so make your reservation now. (877) 242-6464 or (305) 925-2555. Those who spend the night can then provide reports to the rest of us and the national club about the accommodations we can expect in February.

By now everyone should have seen the great color ad for our road run in the latest *Antique Motorcycle* magazine. That wonderful ad was created by board member Mike Pruszyński. Thanks to Mike and to

*Antique Motorcycle* editor Rick Schunk for the other publicity in the magazine. Each of us needs to register for the road run now, so we can get a better idea of how many meals to order, t-shirts to purchase, etc. Send your form and check in to David Porter now, or bring them with you to our meeting on September 17th. See you then.

#### Little Switzerland: By Hal Burton

Last fall (2004), after suffering through my fourth hurricane scare, I decided some riding therapy was in order. My destination: Little Switzerland. Where is this mystical land? No further than the confluence of Tennessee, North & South Carolina, and Georgia. That's where the Appalachians start to really show their stuff, and the riding is extraordinarily good.

As soon as Jeanne cleared through Florida, I packed my Yamaha VStar and headed north. It was my first trip to travel the length of Florida, a distance of just over 500 miles from Key Largo to the Georgia border. Highway 27 through Lake Wales showed lots of hurricane damage (epicenter for three of our storms). Once I reached northern Georgia, the fun began. I had thoroughly copied all sorts of directions for scenic rides, which were promptly discarded. As Jimmy Buffett says, "any direction you head will be fine".

Practically all the secondary roads provided a great ride. I quickly learned the meaning of "Limited Sight Distance", a road sign we don't have in the Sunshine State. Interesting locations I hit were Hiwassee (GA), Tellico Plains (TN) and the Smokies (NC). But my no

means are your options limited. I could easily pick any direction and meander for hours on back roads full of twisties and serious elevation changes.

My favorite was the nirvana of mountain riding (at least in the East Coast): Deals Gap, aka, "Tail of the Dragon". Why is this called the Dragon? It has bitten the ass of many overconfident riders. Technically this is US 129 and is on the Southwest border of the Smokey Mountain National Park where it connects NC to TN. Their claim is 318 curves in 11 miles, and I certainly don't dispute that number. The road is a tiny two lane asphalt road with narrow radius curves and constant climbing and descending. My first concern was how to ride this beast, but quickly realized that staying at a rational speed kept things safe. This is not a good place for hot-dogging, as the road rarely has a shoulder and no guard rails. The drop offs are steep, and I suspect you would not be seen or missed if you skidded off a curve.

Of course I did a couple of passes on the Dragon, including a great stop overlooking Calderwood Dam, where I met other riders who had come for the exact reason I had. Also of interest on the NC side is the Harrison Ford "Fugitive" dam. Wild game is abundant throughout the area and sometimes makes its presence known on the highway. A word of caution, if traffic is heavy (weekends) the fun factor goes down, as it really becomes demanding. And of course avoid the area in winter conditions unless you have a suicide wish. For more details, photos, and great information about Little Switzerland, try this web site:  
<http://www.tailofthedragon.com/index.html>

Other great rides in the immediate area are the Cherohala Skyway which has elevations to 5500 and is very motorcycle friendly. Just east of Deals Gap is the start of the Blue Ridge Parkway, which I completed from start to end, a distance of 469 miles. My next goal: the real Switzerland and the Alps. I'm off to do that ride this month.

## **Hulett, Wyoming or Bust:**

by Bob Anderson

Penny and I travel to the Sturgis, South Dakota Motorcycle Rally every year. This year was no different. We loaded our truck, camper, and trailer around the middle of July in anticipation of the trip north. Penny and I both get weary of the Florida hot humid weather and can't wait to travel north to escape the summer heat. This year along with our usual Honda Gold Wing we had 8 other bikes loaded in the trailer. The truck was almost completely loaded with bikes and camping gear.

We left Florida on 26 July bound for Fairmount, North Dakota to pick up a Suzuki rotary motorcycle for a close

friend. That particular Suzuki is getting really rare as very few of those Wankel Motorcycles were ever made and sold in the United States. They were extremely popular with European Police but never sold well here in the good ole U. S. of A..

We travel slow with truck, camper and trailer so it was the afternoon of the 30<sup>th</sup> of July before we were able to pick up the Suzuki. It was a really nice example. It cranked easily and ran perfectly. It had a few minor blemishes and Oh Yeah ! was fitted with a Vetter Fairing. That fairing caused me a lot of hassle cause it made the bike larger than I had planned for. That fairing was gonna cause lots of trouble on the return trip when I've got to find room in the trailer for at least one more bike. And that last bike couldn't be just any old Honda Z50, S90, or maybe even a Harley Hummer. That last bike was a 2002 Harley Davidson Classic, full dresser. My trailer was gonna get crowded on the way home.

Penny and I arrived at the Glencoe Campground just north of Sturgis, South Dakota on the afternoon of 31 July. Even though the campground wouldn't be officially open until 01 August we had secured permission to arrive early. We were expecting the Campground to be essentially empty but there were already about 2000 campers present. We quickly found a good spot under a large Oak Tree and set up camp.

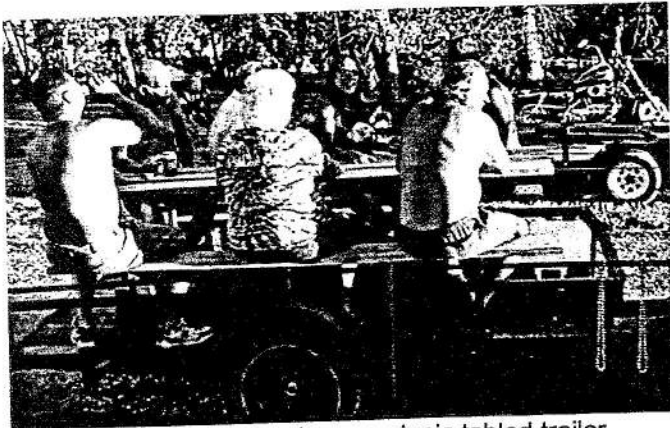


Penny's and Bob's 2005 Sturgis Campsite

We were a week early, the Sturgis Motorcycle Celebration didn't officially start until the 8<sup>th</sup> of August but that was O. K. by us. We were looking forward to several days of quiet camping before the crowds arrived. We spent the next few days relaxing, riding the Gold Wing, grocery shopping and shopping for Sturgis Rally T-Shirts for our friends and family.

On Thursday, 04 August, we noticed that the campsite was beginning to fill up. That's a tall order as the campground is about 2 miles long and almost a mile wide. Thursday night began a scenario that would be duplicated every night until the end of the Rally. The campers started riding their bikes through the campground at about 8:00 P. M. All night long they rode through the grounds. Sometimes slowly and with great care but as the evening progressed the party atmosphere changed and the music, revelry and sounds

increased. There were motorcycles everywhere. Most of em were Harleys, open piped Harleys that made lots of music. It got **REAL LOUD** until about 4:00 A. M. Only then were we able to get much sleep although Penny and I had put in our ear plugs and layed down at about 11:30 P. M. We didn't get much sleep that night or any other night during the rally. But we did Party.



Here a 4 wheeler drags a picnic tabled trailer

There were maybe 20,000 Harleys in our campground, a dozen or so Honda Gold Wings, 1 Yamaha Seca 750, 2 or 3 boxers and 3 rice rockets. The Harleys were everywhere. There were so many of em that Penny and I both began looking for any other bike than a Harley. We didn't see very many.



Here's a 1996 model Toilet Motorcycle

To make matters worse, my Honda Gold Wing has a really quiet set of pipes. It makes almost no sound at all. Penny and I received lots of good natured ribbing from the Harley crowd about our boring Sturgis ride.



No Harley here. This 4 wheeler dragged a trailer

After several days of open piped Harley choppers flat tracking past our campsite at 100 mph at 3:00 A. M. every morning I began to get really weary of the sound.



Anyone wanna ride a bar stool.

There's always some kind of exotic machine riding past our campsite, but mostly it was Harleys, thousands and thousands of open piped Harleys.

As much as we enjoyed the camping activities we also like to ride the Wing in the South Dakota country side. Rapid City was about 35 miles east and we went there many times to shop for groceries. We also shopped in the local Sturgis stores but kinda liked getting away from the crowds.

We had already toured most of the tourist sites in previous years so had very little interest in joining the other bikers to see Crazy Horse, the bad lands, and of course the ever popular Mount Rushmore.

We had never been to Devil's Tower, however, so on Wednesday, 10 August, we climbed onto the Gold Wing and headed west towards Wyoming. We didn't want to just merge onto the Interstate 90 and ride there. We thought it would be fun to take the back country roads all the way to the Tower. The Devil's tower is in North Eastern Wyoming, just about 160 miles from our campsite. The ride down those back country roads was gorgeous. We kept our speed down and enjoyed the cool morning and the mountain air. We rode from one small town to another sometimes stopping for a cool drink or a short rest. There were bikes everywhere but it wasn't overly crowded. Most of those bikes were Harleys though.

One rider on a 2005 BMW K1200 dresser pulled up and mentioned that he was going to Devil's tower. I've got the co-ordinates plugged into my GPS he said, and I'm hopelessly lost, could you direct me to the tower. I just happened to have several area maps so I gave him one and explained to him which highways would get him to his destination. He thanked me for the map and mentioned that knowing that we were exactly 43.9 miles away from the tower didn't help much when that silly GPS wouldn't tell him which highway to ride. That free map I gave him worked a whole bunch better than a \$500.00 GPS.

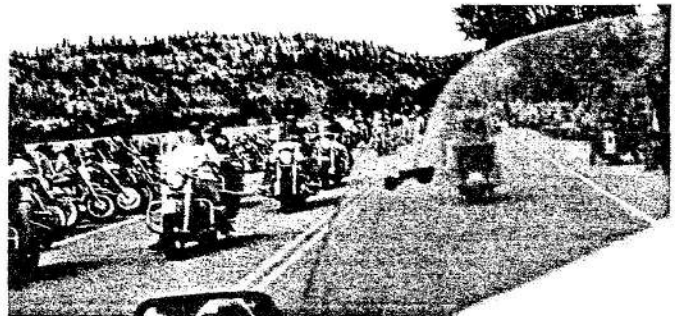
We noticed that most of the towns were really small. One town had a population of 85, then another town had a population of 1. I'm not sure how many people it takes to make a town but you'd think it'd have to be more than 1. We didn't snap a PIC of that sign but really wish we had.

The Devil's tower is an extremely popular biker destination so I wasn't overly concerned when I began to notice that there more and more bikes on the road all headed west toward the tower. The last town before arriving at the tower would be Hulett, Wyoming, exactly 9 miles east of the tower. I mentioned to Penny that we might stop in Hulett for a cool drink before making the final trek to the tower. It was hot and we were both anxious to get off the bike and stretch our legs. We were forced to stop our bike about 5 miles east of town though. The highway was full of bikes, all going west towards Hulett. We inched our way through the mass of cycles not really understanding what the hold-up was. It took about 30 minutes of paddling the bike towards town before we arrived at the city limits and I noticed that the town population was 408.



Hulett City Limit Sign. Population 408

Both sides of the highway were filled with parked motorcycles and their riders were walking into town. This highway parking lot stretched for about 2 miles before entering town.



Highway Parking Lot

Everywhere, people were parking their bikes and walking into town. Penny and I decided to just ride through town and get our cool drink elsewhere. So we continued paddling our Gold Wing into town. What a revolting development that was. The town was small and there were at least 100,000 bikers walking around. We paddled down the main street on our way through town, but the people were everywhere around us. At one point I couldn't see where the street went, as we were completely surrounded by people standing out in the street. There were so many people in town that there was no place for them to be except in the street.



We were completely surrounded

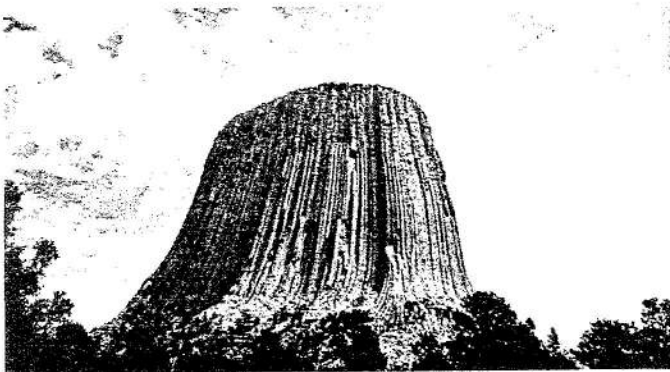
All the stores and alley ways were consumed with people. I told Penny, "Holey Moley Penny", what are all these people doing in this little town.



It was a pretty town

We finally emerged onto the west side of town and were greeted with another highway parking lot of motorcycles several miles long.

A few minutes later we entered the Devil's Tower National Park. It was well worth the ride, as we spent several hours in the park. The tower is actually an extinct volcano composed of an igneous rock that hasn't eroded nearly as fast as the soft sandstone that surrounds the tower.



Devil's Tower National Monument

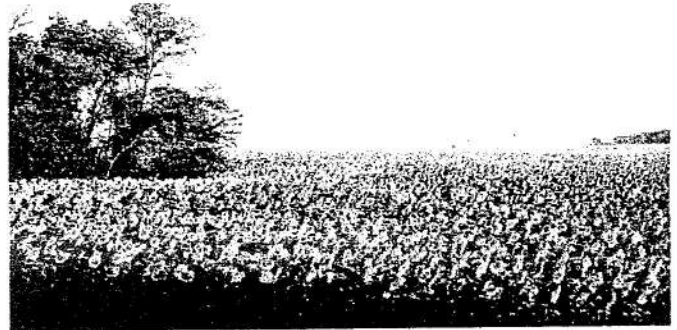
Eventually, we started the ride back towards the Glencoe campsite but the town of Hulett was a real mystery. Penny and I talked about it for hours but were never really able to explain why 100,000 bikers descended on that little town in North Eastern Wyoming that lazy Wednesday afternoon.

It wasn't until several days later when we were visiting with other Glencoe campers that someone casually mentioned hearing of some small town in Wyoming that hosted a special party for bikers every year during the Sturgis Rally. Hulett holds this biker party every year on Sturgis Rally Wednesday. It's a secret that's sure get out. So for some strange reason Penny and I are looking forward to the 2006 Sturgis motorcycle rally so's we can go to Hulett, Wyoming on Wednesday.

## **Freedom Riders:** by Penny Anderson

A lot can be said about the motorcycle... its power, speed, comfort, maneuverability, mpg (especially at today's gas prices), but little is said about what it offers in a totally different aspect. I'm talking about "freedom".

By now you know Bob (Your Editor) and I recently attended the motorcycle rally at Sturgis, South Dakota. What an experience! This being our 3<sup>rd</sup> trip to Sturgis, some things never change. Loud pipes, crowded streets, jammed roads, eye catching wearing apparel and people EVERYWHERE! But on this trip, I encountered an awesome feeling. Besides getting into the thick of things in downtown Sturgis, Bob and I did a little sight seeing. We took a day to visit the Devil's Tower in North Eastern Wyoming. The ride was fantastic. The demographics of the area were a sight to behold.



Sunflowers by the millions

Miles and Miles of open fields, grasslands, mountains, creature in the wild, the smell of clean air, and freshly baled straw.



Baled Straw Field

What a majestic feeling to be surrounded by such beauty. Perhaps the phrase, "to be one with nature", was started by someone who had experienced the "freedom" that a motorcycle offers. (Freedom Rider.)



Devil's Tower many miles away

So if you haven't been to the Sturgis Rally, go at least once. Perhaps you will take a different look at why you chose to ride a motorcycle. Take in "Everything". Like me, you will leave with knowing that riding is not all about speed and looks but rather the freedom to experience what is offered to all of us.

### Chapter Member Profile:

by Don Johnston and Flathead Jack

One of the Everglades Chapter's few women members, and also our group's secretary, has always been into motorcycles. Her early experiences were on a '74 Honda 350 piloted by her high school sweetheart. "I didn't actually ride, though. I guess you could say I was ridden," she added laughing. "I don't know how to ride one."

But it's not for a lack of trying. Kelli has been riding around with fellow AMCA Everglades chapter member Flathead Jack for the last three years, but none of his bikes are small enough for her to learn to ride.

"I'm a runt. I'm only five feet tall," she joked, adding that Jack's bikes are too heavy for her to hold up. "Or they're too old and expensive," she quickly added. Kelli explained she could learn to ride on Jack's Hummer, but it was the first bike he ever restored, so she's a little nervous about learning on his pride and joy. "And the Durkoff in our living room is another, but it's very fast. It has a modified engine. So I don't think I could learn on that one either."



Flathead Jack & Kelli



Kelli Webb

Did she say there was a motorcycle in their living room? Boy, talk about an understanding woman. [Editor's Note: Hope Jack knows what he's got.]

And she's still determined to learn to ride herself. "One day I'll have to take my body down to the Harley shop, and they'll teach me."

Flathead Jack was responsible for reigniting her love of cycles. "Kelli and I had our first unofficial date on November 23, 2002 at a Downtown Fort Myers Bike Night. I was going through a difficult divorce and Kelli was my legal assistant. I had asked her if she would like to join me for the evening and was not quite sure what she was going to say," Jack explained.

"When she called and said she would meet me there I was thrilled. That was the first time she had ever seen any of my old motorcycles and right away she developed an interest in them. Kelli enjoys all things old, cars, buildings, furniture, jewelry, whatever. When we received an invitation to join the newly forming South Florida Chapter of the A.M.C.A. she was ready to go."

Since then she has been an active member of the chapter enjoying the road runs, taking pictures, and meeting new friends. Kelli really enjoys getting involved and helping out. She has been active in our chapter as well as helping out at the Sunshine Chapter's Eustis meets.

Kelli has also been a quick learner as far as hunting down parts and is not at all afraid of getting her hands dirty hunting through old greasy cardboard boxes. (She is invaluable.) In January 2005 she was elected to be the secretary of the Everglades Chapter and in March she signed up to be an apprentice Field Judge for the A.M.C.A. She is definitely a quick learner and is quickly becoming adept at pointing out what is or is not correct on her favorite subject, Harleys from the '40s '50s and '60s.

Until then, she's perfectly happy getting together with Jack and their friends and hitting the highways of southwestern Florida. "We ride through Marco Island,

Port Charlotte, Punta Gorda. Everywhere really. We try to do country rides. It's exhilarating."

Nearly every Sunday, she and Jack get together with a group of fellow bikers and meet for breakfast and then go for a ride. But what she really enjoys are the Everglades Chapter organized rides.

"We go to so many cool places," Kelli explained. "And we have a great group of people. We have entirely too much fun. We're a bunch of clowns. Especially Roy."

"Oops. I shouldn't have said that. Don't tell him I said that."

Don't worry, Kelli. He'll never know.

Kelli's plans for the future include learning how to ride a motorcycle, although she doesn't want to learn on one of those "valuable old ones" and to help me with my current restoration projects including the '58 panhead that we have started together. Kelli also has her sights set on becoming a Field Judge as well as remaining active with our chapter.



Kelli and one of Jack's Restoration Projects

As for advice to the fellas whose best gals aren't quite up to hitting the open road with them, Kelli isn't quite sure what would get them to make the leap, but she knows it's been great for her and Jack. "It's good to have common interests. It makes a relationship go better when you do that."

So there you have it from a woman who knows. Wives who want more fulfilling marriages, exhilaration, and fun? Turn off Oprah and get on the back of a 1940s Hummer. Happiness is just a few miles down the road.

## Classified Ads:

### FOR SALE:

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

100 Bikes from a dealer buyout. 1953 200cc Adler with clear title, Black Bomber complete with clear title, Super Hawks, many 70s vintage Hondas, NOS CZs and 1 NOS JAWA Californian. Many many others. Call Bob Anderson at 321-727-1039 or E-Mail [RAnder0345@aol.com](mailto:RAnder0345@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 [RAnder0345@aol.com](mailto:RAnder0345@aol.com).

### WANT TO BUY

WANTED! 1939 Sport Scout rear head; 741 frame parts (forks or rear section); misc. Sport Scout parts . . . What do you have? CONTACT: Art Delor P.O. Box 880602, Boca Raton, FL 33488; Phone 561- 750-4501; e-mail: [indianracing12@aol.com](mailto:indianracing12@aol.com)

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

# Tired of pushing your bike in the snow?

## Everglades Chapter Inaugural National Road Run February 26 - March 1, 2006



Reserve your place now & join us in sunny South Florida this February. While everyone else is knee deep in snow, you could be working on your tan & riding your motorcycle at the same time.

The fun starts February 26, 2006 with sign in from 1:00 p.m. till 6:00 p.m. at the beautiful Miccosukee Resort & Gaming. Please note, a quality check of your machine's braking system is a must. A banquet will follow at 6:30 p.m. (Attendance is required.)

**The Rides: Monday, Tuesday & Wednesday**  
Our routes will include tours through some of Florida's most scenic areas. Experience Everglades National Park, which shows what Florida looked like hundreds of years ago. Learn about Seminole culture at the Ah-Tah-Thi-Ki museum, located on Big Cypress Indian Reservation. The Reservation also offers swamp buggy & airboat rides. Not to be outdone, the final ride will include a run through the Florida Keys to John Pennekamp Coral Reef State Park in Key Largo. Take a trip on a glass bottom boats, snorkel or just bask in the warm Florida sun.

Our appreciation banquet, for all Road Run participants, will be held at 7:00 p.m., Wednesday February 28.

### Accommodations

Please contact out host, Miccosukee Resort & Gaming, and request reduced rates for AMCA at 1-877-242-6464. On the web, visit [www.miccosukeeresort.com](http://www.miccosukeeresort.com).

### Rates at other hotels:

Comfort Suites 305-220-3901  
Hampton Inn 305-500-9300

### RV & Camping information:

Milton E. Thompson Campground  
305-821-5122

Deadline for registration: January 10, 2006  
No refunds or substitutions after deadline.

### Registration Form

Rider: \_\_\_\_\_ DOB: \_\_\_\_\_ Passenger: \_\_\_\_\_ DOB: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Current A.M.C.A. # \_\_\_\_\_ Chapter: \_\_\_\_\_

Year/Make/Model of bike: \_\_\_\_\_ Distance  Ridden: \_\_\_\_\_  Hauled: \_\_\_\_\_

\$125.00 Each motorcycle & Rider (includes two meals, T-Shirt (specify size), museum tickets) \_\_\_\_\_ x \$125.00 = \$ \_\_\_\_\_

\$ 32.00 Each additional meal ticket (two meals) \_\_\_\_\_ x \$ 32.00 = \$ \_\_\_\_\_

\$ 15.00 Each additional T-shirt (please specify size) \_\_\_\_\_ x \$ 15.00 = \$ \_\_\_\_\_

\$ 7.00 Each additional museum ticket \_\_\_\_\_ x \$ 7.00 = \$ \_\_\_\_\_

\$15.00 One-year membership Dues to Everglades Chapter (Optional) \_\_\_\_\_ x \$ 15.00 = \$ \_\_\_\_\_

Donation to AMCA Member Disaster Relief Fund (Suggested amount: \$25.00) (Optional) \_\_\_\_\_ \$ \_\_\_\_\_

Make check payable to AMCA Everglades Chapter Total amount enclosed: \$ \_\_\_\_\_

Number of each T-shirts size Small \_\_\_\_\_ Medium \_\_\_\_\_ Large \_\_\_\_\_ Extra- Large \_\_\_\_\_

For more information, visit our Web site: <http://evergladeschapter.tripod.com>  
Return this form to: David Porter, Everglades Chapter Treasurer, 13250 SW 224 Street, Miami, FL 33170