



From the Chapter President

With summer ending and cooler riding weather now on its way, I am looking forward to getting out and doing more riding.

Recently my motorcycles have let me know that it's either been a while since they were last ridden, or they just are not eager to start and ride in the south Texas heat. After kicking away on my 1948 Harley FL for what seemed to be forever the other day, I was worn out before the ride even began. Luckily once started she did fine the rest of the day.

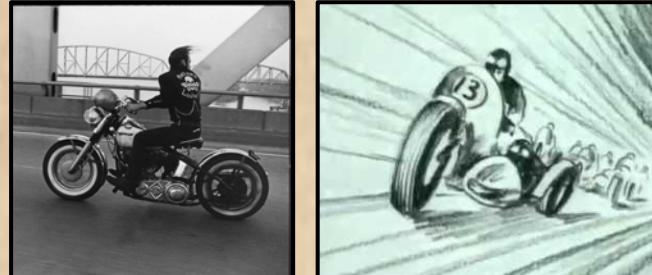
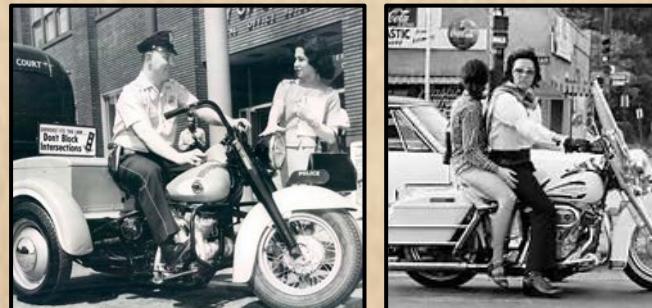
Having multiple motorcycles has advantages and disadvantages. There is the constant upkeep of a fleet of vehicles. Something always needs to be repaired, replaced, or ridden. On the other hand, you can choose what you want to ride depending on how you feel that day.

Riding my 1948 Panhead made me feel like I was in a 1950s parade with people waving and giving thumbs up as I cruise by. When I ride my BMW R100GS I feel like a European Polizei, fast and nimble racing through the countryside like a scene in a James Bond movie. Keeping with the police theme, riding my 1966 Harley Servi-Car I feel like a big city cop back in the 1960s putting through the neighborhoods and talking to people as I slowly but steadily go about my day. With a sharp kick my 1977 Shovelhead bobber lights off and I become an outsider who the rules don't apply to, free to roam the open road without a care in the world. And on my pearl white 1980 Harley FLH dubbed "Fat Elvis", I'm ready to road trip at a comfortable easy pace as cool as the King himself during his later years.

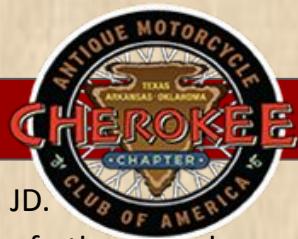
For me riding different styles, years, and makes of motorcycles brings me great joy and happiness. Each bike has a soul and its own history which I vicariously become part of as the rider. This is one of the biggest pleasures for me in collecting and restoring vintage motorcycles. If soon I happen to pass by you on my latest project, a 1978 BMW R100RS, please don't think I'm being rude, I am probably just imagining myself in a European Moto GP race battling it out for the big win against some nefarious opponents. So whichever bike you choose to ride and whoever that bike transforms you into, I hope to see you soon on one of the rides we have coming up in the fall. Enjoy the ride and be safe. Vic

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Tour de Windmill - JD Update



For those that made the Tour de Windmill Run last November, here is a report on the green JD. The rear piston broke at the oil ring just before we got to Fort Chadbourne. With the help of other members, Mike Bell, Kerry Glaze and Forrest Baucom the JD got new Pan Head pistons, fresh honed jugs and reground valves and seats. All is well now and is running better than ever. Oh, I have disk brakes on the rear wheel now. With all of that I still had a great time. Hope to see you soon..

Michael McCormack



SAVE THE DATE



CHEROKEE CHAPTER OF THE A.M.C.A.

'WILD COTERIE'

Hi everyone, here's this year's scholarship raffle quilt! 84.5" X 87", she comes with 100% cotton sashing, batting and backing. Everyone knows how comfortable cotton t-shirts are, and well here she is, sporting 18 of them. Comfortable and cozy and machine washable.

Your support to this scholarship program is greatly appreciated. Obtain your opportunity tickets on line at the AMCA website or from Rosie at multiple events throughout the rest of the year. Raffle to conclude and winner ticket drawn at our Cherokee Chapter Christmas Party.

1 ticket for \$5, 5 for \$20, 14 for \$50 and 30 for \$100.

Thanks again for your continued support. – Rosie Sterling





Lone Star Section - Vincent Owners Group

Eureka Springs AMCA Ride Story in Ride Texas

Our ride in Eureka Springs Arkansas in May is featured in the Fall issue of Ride Texas magazine! The Ride Texas folks are true enthusiasts and give voice to the thrill and joy of riding. Holding that glossy magazine in your hand is a different experience than just looking at the phone screen or even your desktop. Looks great on the coffee table or the 'reading room'! Consider subscribing and supporting the magazine with a special 1-year subscription for \$8.95 (new subscribers only) at the link below. This subscription gives access to the e-edition and full digital archive access to all the cool Vincent stories they have published in the past. Go here for a \$8.95 subscription: <https://sfsdata.com/ridetexasmag/subscribe.html?KEY=9NEW24>

Any new subscriptions before September 20 will get the Fall issue with our Eureka Springs story!

2025 VOC North American Rally in Kerrville, April 1st to 4th 2025

Plans are moving along for the Lone Stars to host the 2025 Vincent North America Rally in Kerrville, April 1st to 4th 2025! We will show those out-of-town visitors what Texas hospitality is all about. We are planning 3 days of Hill Country riding, a bike show, and a big banquet at the end. Hopefully, we can even get our international friends from Mexico, the Vancouver section, and maybe even our Irish members to attend!

The Schedule is coming together and up next is a planning meeting to finalize details and solicit sponsors to help defray the costs. Contact me if you want to volunteer to help, or know potential vendors or other folks who could help with sponsorships. We hope to have a schedule with the registration links in the next month. All sponsors are invited to include marketing materials or swag in registration packages. Check out the photo collage of all the fun at our 2018 North America Rally: <https://rumble.com/v4s9cz0-vincent-national-2018.html>

Trophies

Handmade LSVOC trophies for the bike show will be so much more special! So far, Vincenzo has offered to make us a special one in his blacksmith shop. I need 4 or 5 other volunteers to make cool LSVOC special awards for the bike show. C'mon all you ace machinists and welders! Let me know if you can help out.

Vincent at the Keels and Wheels Galveston Show, May 3rd and 4th 2025

Our friends at the Hill Country Motorheads Museum in Burnet are organizing the bike part of the Keels and Wheels Galveston show and are asking for 4 or 5 Vincents to be included in the festivities. Early days yet, and we can talk about it at our Burnet non-event in November. It would be cool to show off some Vincents to the wider car and boat collector crowd. Plus, you get weekend passes to the event too!

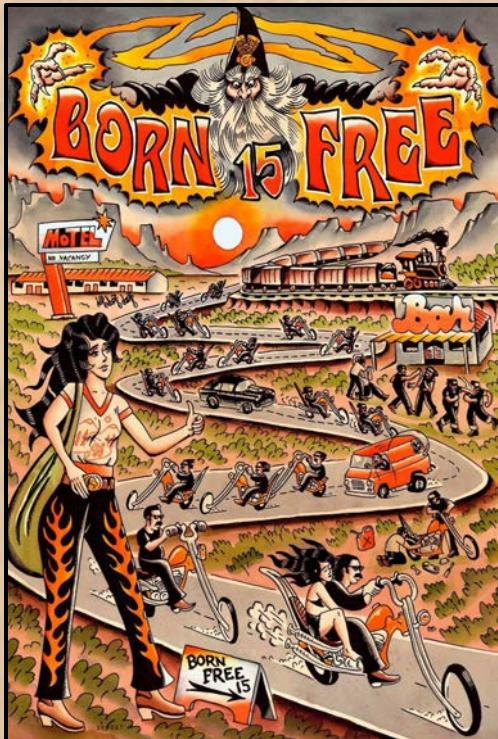
Speaking of Burnet October 31st to November 3rd: Book your room ASAP if you plan to join in. Best Western, 908 Buchanan Dr, Burnet, TX 78611, 512-756-4747

In non-Vincent (but LSVOC) news, we have 5 LSVOC members taking part in the Small Bike Big Adventure (SBBA) ride in the Dakotas this week! Peter Allen, Jonathan Chaikin, Hollis Lewis Vincenzo Murphy, and Corey Levenson are all enjoying that beautiful part of the country on sub-350cc bikes built before 1972. While most folks are on late 60's Japanese bikes, Peter is doing the loop on his New Imperial.

That's it for now! Keep that beast in fine fettle and ready for some rides!

Mark Scott
Lone Star Section
Vincent Owners Club
<https://lsvoc.vincent-hrd.co.uk/>





The 15th Annual Born Free Motorcycle Show in Silverado, California, was a thrilling event that brought together motorcycle enthusiasts from all over the country to celebrate the spirit of freedom and creativity on two wheels. This year's show featured an impressive lineup of custom-built motorcycles, live music, vendors, and special guests, making it a must-attend event for anyone passionate about motorcycles.

One of the highlights of the show was the presence of celebrities like Jason Momoa, known for his roles in popular films and TV shows. Additionally, a couple of cast members from the movie "21 Days Under the Sky" also made an appearance, adding to the star-studded atmosphere of the event.

I also had the unique opportunity to be part of the exclusive invite-only Harley-Davidson pre-party. This gathering was held on Thursday before the event to congratulate the invited builders. It was a firsthand look at the talent and innovation within the motorcycle community and the builders themselves.

Another exciting aspect of the show was the Biltwell People's Champ voting, which took place at Cook's Corner. This event allowed attendees to vote for their favorite custom motorcycle, giving them a chance to play a part in recognizing the best builders in the industry, won by Andy Martin and his baby blue 1948 panhead.

Overall, my experience at the 15th Annual Born Free Motorcycle Show was nothing short of amazing. From the incredible custom motorcycles on display to the opportunity to rub shoulders with celebrities and industry insiders, the event truly captured the spirit of freedom and creativity that defines the world of motorcycles. I left feeling inspired and energized, already looking forward to next year's show and the incredible experiences it will undoubtedly bring.

I also wanted to end by congratulating Dominic and Mari for their hospitality, amazing opportunities and for letting me be a part of Doms wedding proposal to Mari on stage at their 10th anniversary Born Free event. And yes she said Yes.



See y'all at Born Free Texas in October. AJ Bengoa





Images Courtesy of: AJ Bengoa - Choppular Mechanics

I had the pleasure of attending the Badger chapter road run this August. Arriving early, I was pleased to run into many old friends from across the nation. I can recommend early arrival at any national road run, as this time allows me time to catch up on old friends and be updated on their lives which strengthens these friendships.

This run included scheduled lunch stops on all three days of riding. we also were able to "pre-ride" some of the routes on the day before the schedule started. This happened to make up for day two, on which rain was expected. Lots of riders, myself included, did this day by automobile. We made the lunch stop, a good one.

On day three the early call was for rain by afternoon, but rain, as usual, did as it will, and started early. The day was almost all hard rain. Many attendants bowed out on day three, which was probably a good call.

A great banquet was hosted by the badgers as wind and rain continued to fall. The outdoor location was pretty and well served by a large circus-style tent, and the barbecue dinner was excellent.

I can recommend your attendance at any future national road run, as these events are, to me, the heart of the national organization. three cheers to the badger chapter as this event was another great badger event. sm



This is Bill Sarwas from the Michigan chapter. He won the knife that Victor donated to the Badger Chapter.

Stewart Stephenson



TOUR THE WISCONSIN NORTHWOODS WITH THE BADGERS!



Badger Heritage Chapter
NATIONAL ROAD RUN 2024
AUGUST 13-15, 2024
EAGLE RIVER, WISCONSIN
NORTHERN HIGHLAND AMERICAN LEGION STATE FOREST
CHEQUAMEGON-NICOLET NATIONAL FOREST
Register on-line at antiquemotorcycle.org



Images Courtesy of:
Stewart Stephenson



Langhe Hills Chapter, Italy

Patina Garage Italy/France held its 2nd Oil Leakers Party! Fabio Costamagna and Cristiano Pelganta, along with many excellent volunteers, did an amazing job at making everyone feel welcome at Agriturismo Cascina Zanot. Present at the party were AMCA, Langhe Hills President Cristiano, Vice President Fabio, Secretary/Treasurer Massimo Esso, Representative for Italy and Germany Claudia Krause, Spain Ambassador Carolina Sales Martorell, and other members of AMCA Langhe Hills and United Kingdom Chapters. United States, Texas guests Cherokee Chapter Hill Country Ambassador Rodney Sterling and myself, Cherokee Secretary Rosie Sterling made it to the party as well.

The European gang can surely throw a party, starting with an excellent Thursday dinner ride to Pascomonti Trattoria. Friday was a day to receive all the guests to Cascina Zanot with lunch and dinner by Fabio. Throughout the day, some enjoyed the pool, some the sun, and some took short rides through the hills of Piedmont until dinner time. After dinner, everyone enjoyed the documentary of the Patina Garage Team at Cannonball 2023, great live music, and a DJ with plenty of classic vintage music to complement the American vintage celebration.

The great adage, 'Motorcycles bring people together,' couldn't have held more truth at this event. There were enthusiasts from Italy, Germany, France, Netherlands, Spain, Hungary, America, and Croatia with one language in common, the language of motorcycles.

Saturday was the ride to Azienda Agricola Gillardi, through some of the most beautiful vineyard and hazelnut tree-saturated hills and winding roads, perfect for motorcycling, where guests enjoyed a great lunch and a tour of the winery by a very gracious guide. Upon returning to Cascina Zanot, a refreshing sangria from the damigiana and a spread of pane, formaggio e salami for aperitivo was enjoyed at the top of the hill of Zanot followed by more shop talk, dinner, and music. Everything wound down on Sunday for tutti (everyone) to travel to their homes and respective countries. Some headed to the Black Forest Road Run to be held in Germany in two weeks.

Ciao for now! Hope to make it to the European International Meet in the Netherlands May of 2025 and hope to see many of you there!

Arrivederci!!

-Rosie Sterling
Cherokee Chapter
Secretary





Cherokee Chapter 2024 - 2025 Event Calendar



Hey Gang!

Hopefully, the summer heat is almost over as we look forward to the fall events for the Cherokee Chapter. I tried to replace the freon for the A/C on my Shovelhead, but apparently the Motor Co. has obsoleted it! The Yellow Rose Canyon in Mt. Enterprise, TX has 2 big events coming up in October. First, the North Texas Norton Owners Association (NTNOA) annual Land O' the Pines rally on Saturday, October 5th which caters to all brands and makes. Second, the big annual Born Free Texas! Weekend is Friday-Sunday, October 18-20.

The Flying G Motorcycle Museum is Coming!! Cherokee members, Luke Garrett and Dennis Leggett have put in countless time, effort and bucks to put together a first class motorcycle museum in Joaquin, Texas. East Texas ambassador Jerry Morgan has been putting together a 3 day fall road run around the Grand Opening of the museum for Thursday-Saturday, October 24-26. Saturday the 26th will climax with the Grand Opening party at the museum featuring The Ives Bros. Wall of Death Stunt Show! Back on the first week of August, Rosie sent out an evite for the event in your email. Go back and take a look and register if you're coming so we can get an approximate headcount. (If you haven't seen Cherokee member, AJ Bengoa's brick work on the museum on Facebook, you need to take a look!)

A little bit farther southwest, Cherokee member Graeme Ford has put together another Shiner brewery tour weekend run for us the weekend of November 1-3. The run will be on Saturday which will include the brewery and a lunch stop. Several hotels are in nearby Columbus and 12 RV spots have been reserved at the Thousand Trails Colorado River campground (under Cherokee). Reservations (888)846-3139, rvonthego.com or general campground info. (979)732-8229. Christmas party details are still in the works, so stay tuned! Once again, if you have a ride, party or get together that you would like to have posted in the chapter newsletter or need help putting one together, give myself, Jason Smith (254)652-4014 or Graeme Ford (281)734-6165 a call.

Thanks!

—Jason Smith

October	5	Land O' the Pines Rally (NTNOA)	Yellow Rose Canyon, Mt. Enterprise, TX
October	18-20	Born Free Texas!	Yellow Rose Canyon, Mt. Enterprise, TX
October	24-26	Flying G Motorcycle Museum Grand Opening/Fall Road Run	Joaquin/Center, TX
November	1-3	Shiner Run	Shiner/Columbus, TX
November	9	Pistons and Paint Car & Bike Show	Denton, TX
December	7	Cherokee Christmas Party	TBA
2025			
January	11-12	Lone Star Swap Meet	Dallas Fair Park, Dallas, TX
March	20-22	Nitty Gritty Chopper City	Grapeland, TX
April	4-6	Fandango!	Fredericksburg, TX

Membership Renewals

To renew your Cherokee membership online, visit Cherokeeamca.org

To renew **both** AMCA and Cherokee memberships online, please go to

[AMCA Renewal](#)

Contact Lecil Morgan for any membership questions:

Email: leceliv@yahoo.com Call or Text: 940-391-9570



Destination Piney Woods! - Fall Road Run and Flying G Motorcycle Museum

Cherokee Chapter Fall Road Run - Piney Woods

This is the 1st of 2 Chapter Fall Road Runs for 2024 based out of Center, Texas. Enjoy three days of riding - October 24th - 26th - Thursday, Friday, and Saturday. Route maps will be available.

Saturday's run will end at Flying G Museum in Joaquin, TX, for the celebration of their Grand Opening.

Food trucks and entertainment will be available.

Center will be the hub with RV park and hotel available. Details on those coming soon.

Call Jerry @ 214-926-6180

Call Rosie @ 956-369-5775



Please check your email for the invite to this Fall Road Run. RSVP as soon as possible!

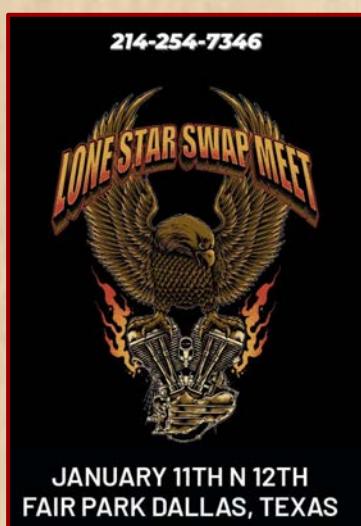
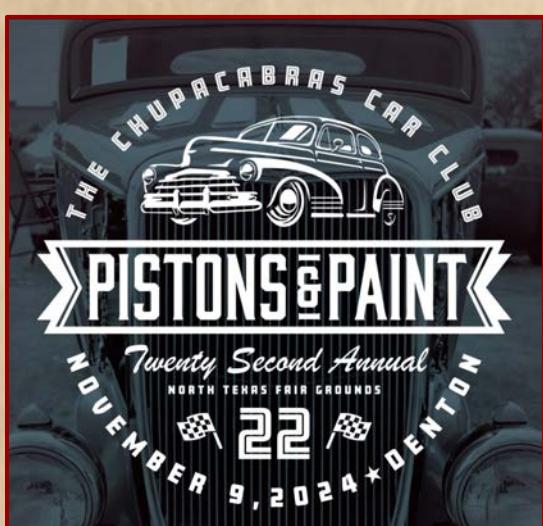
GRAND OPENING
★ Beautiful Downtown Joaquin ★



10.26.2024



The [Cherokee Chapter of the AMCA](#) proudly presents The Texas Fandango. The Texas Fandango is a vintage swap meet, vintage bike show, and vintage races all rolled into one fun-packed weekend, April 4-6, 2025. The Fandango is located in the beautiful Texas Hill Country at the [Gillespie County Fairground](#) in historic Fredericksburg. The premier event in Texas for any vintage motorcycle enthusiast. A portion of every ticket sold benefits the [Optimist Club of Fredericksburg, Texas](#).



CHEROKEE CHAPTER OF THE A.M.C.A.

Do you have a project that you are willing to share in an upcoming edition of the Cherokee Chapter Newsletter? Do you need help writing an article to showcase your build? Send your pictures and project details to Kim Unruh at cherokeeamcanews@gmail.com and we'll work together to create an article to share! You can submit completed projects, or we can showcase your project each quarter as a "work in progress".



China by Dave Edinger (aka Johnny Cool - Factory Rider)

So on my 19-hour flight from Dallas to Beijing, I thought I would opt for the Japanese Dinner with Sake on that leg to get into the mood. In preparation for seventeen days of Chinese food, green tea and chop sticks. You never know what things are but it is always interesting.

As I exited the plane in Beijing a guy holding a sign with my name on it met me. Bill Chedsey from Houston was also going on the bike trip and we had agreed to meet in Beijing for a few days and work off our jet lag. We stayed at the World China Hotel a very nice 5 star hotel. Bill had arranged for a representative from the hotel to meet me. It was good since I thought all I needed was my Chinese drivers license, visa and passport. I needed three more forms at



different points along the process, which the rep got for me and walked me through. He got me to the waiting Audi A6 with a driver and off I went. There is no tipping in China but I felt he needed more than a thank you. First impression during the ride, hot humid and lots of flashing neon lights. After checking in, Bill and I walked to a little bar for some Chinese beer to try and help us sleep.

The next day we hired a driver and a guide and went to The Great Wall (that was exercise, hot, humid and steep). We also visited the Ming Tombs and the Summer Palace. The smog there was unlike anything I could have imagined. You could not see a block away. That night after an adventurous taxi ride we went to a place called "Rear Street Bar Street." The traffic on the way came to a stalemate in a major intersection and nobody could move. We did a u-turn and made it eventually. Anyway the place surrounded a small "Town Lake" with bars and restaurants and women of the evening walking amongst the crowd. It was some good people watching as I ate my Octopus. On our way out we passed a little square by the street that was full of Chinese couples dancing. We watched for a bit and then hailed a taxi.

The next day we started off on our own. We took a taxi to an ancient place called Heaven's Gate. Heaven's Gate was where they would worship and give thanks for that years harvest. It was impressive but like most of the city due to the upcoming Olympics part of it was being restored. While walking through, I saw a group of people playing a Chinese version of Hacky Sack. I couldn't resist and invited myself into the game. They don't use a bag, they use some round pieces of metal spaced apart with feathers coming out of the top. It felt like the bag and worked the same. They were impressed I could hang and asked if I had played before. I tried to explain the difference but failed.

From there, we were going to walk to Tiananmen Square. I spotted a rickshaw and talked Bill into taking it. He said his guidebook advised against it, and he was right. The guy diverted us off into a local Hotong (poor living area) and left us short of our destination. We felt a bit uncomfortable. As we tried to get our bearings, a group of people crowded around us offering advice. Bill felt someone brush up against him and thought they were trying to steal his wallet so we moved on down the road. We checked out Tiananmen Square and then it was onto the Forbidden City. After that we had seen all the tourist sites we needed to see for this trip. We found a place for a bite and a beer. After lunch, we took a taxi back and then I ventured off on foot to get a Chinese massage. We meet the President of the local Harley club while at dinner that night. All the members were from Europe. On every corner in Beijing some one is saying, "excuse me sir" trying to sell you something. It was wearing on us so we were ready to get on with the ride. We took another Limo / Audi ride to the airport where a girl (once again a

China, continued...

hotel employee) met us and walked us through checkout.

In Kumming we were met by our guide, a German named Claus. Afterwards there was an introductory meeting with Claus, the other guide from China and a couple from Austria. Bill and I headed out for another massage before dinner. There was a sub group with us I had not met and they would be riding with the Chinese guide. They were nine well to do businessmen from Taiwan. That night they went up to a club within the hotel to sing Karaoke. I decided to find the party. I expected a big bar with their group over in a corner, wrong. It was the whole floor full of private party rooms. I didn't know which one or even what they looked like. I told the lady, "Taiwanese" and that did it. Upon opening the door they looked at me (white guy). I rotated my right wrist like I was gassing a bike and they signaled me in. They had food, drinks and women of the evening in there. They even got me to sing a song. As the party wound down they headed back to their rooms with their new girlfriends, I went back to my room where Bill was asleep. I tossed and turned all night excited about the ride and was exhausted the next day.

Day One: Kumming (6,000 ft.) – Dali (6,000 ft.) 432 Km and 13 hours

The route started with a ride through the city of 11 million. Although it wasn't raining at the time, it had rained for days so the city was still soggy. Within a mile we saw a missing manhole cover at the last second and everyone successfully avoided it but never forgot it. Driving in China is like being in a game of chicken armed with a horn. Nobody looks they just hit their horn and merge. Most bikes in China are under 250cc so no bikes are allowed on the highway.

To get out of town we worked through traffic jams by splitting lanes, riding through mud, and swerving to avoid huge puddles. Two bikes went down just trying to get out of town. The bikes suffered minor damage and the riders were fine. The roads were poor and the traffic varied from scooters, to three wheeled tractors, buses, trucks etc. An hour or so up the road, on wet streets, in a turn, a bike went down and slipped off into a small pond. The bike was pulled out. The rider would be flown home the next day with a cracked bone in his ankle.

We stopped for lunch midday and it started to pour. We waited a bit, put our rain suits on and then as it happens it stopped. The scenery was interesting; the area was a farming province. The people were poor but I don't think they knew it. They farm every inch of land to exceed their quota and keep the overage. We got a bit more rain later but not much. As we ended the day it was dark, our shields were dirty and our headlights poor. People were remembering the manhole cover and huge storm was about to let loose on us. We struggled to find the hotel and when we finally saw it we could not get to it due to construction. As it started to rain I put the dirt bike part of the bike to use and everyone followed to the hotel. When we arrived, we found out that our luggage had been left at the original hotel! To make up for it Edelweiss paid the bar tab. It had been a long first day. We had dinner in the hotel and we called it a day. The luggage showed up in the morning via a courier.

Day Two: Dali (6,000 ft.) – Lijang (7,500 ft.) 173 Km and 4 hours

Easy day got up in the mountains for the first time. (Way up) We got a brief but hard shower along the way. We also passed a big Red Army training area, complete with tanks and troops. The hotel was picturesque, small and decorated inside and out in traditional Chinese styling. Once settled in I ventured into the old part of town, bought some souvenirs, found a place for lunch and strolled through the market where I saw some old dogs tied up for sale. (Yes, to eat). Then I went to go find another massage and got it for \$6. For dinner we went back into the old city. It was alive with people. Dancers wearing authentic dress were doing traditional dances in the square. I got my first try eating bee larvae. It looked like bees and was on the chewy side. After dinner it was back to the courtyard for toasting and man talk with both groups of riders.

Day Three: Lijang (7,500 ft.) – Zhongdian (9,000 ft.) 275 Km and 9 hours

Started with our first all Chinese breakfast. Odd that there was nothing to drink! The Taiwanese brought instant coffee since you could not get any anywhere. This was nice after drinking so much hot tea with every meal. After

China, continued...

our breakfast I noticed my rear tire was flat. Several tries and two hours later the tire was pronounced ready. The Taiwanese had headed off so it was just our group. That afternoon we rode the most beautiful stretch and most of it was unpaved. We caught up with the other group at lunch. One of their guys had put diesel in his tank. Great group lunch, at this point it is all chopsticks, all items served are meant to be shared. There is never a lack of food. Leaving the gorge we hit good pavement and twisties. Then with 40 km to go I got my second flat. It was decided after much debate to let a lighter rider ride my bike with the tire completely flat. He would stand up on the pegs and try to load the weight on the front. It was crazy and dangerous. The rear tire walked all over as I rode behind him shaking my head. In about 20 miles the truck showed up. The bike was loaded and I rode the last leg on the back of the guide's bike. The nice thing is I got a new tire out of it, which I really wanted. That night we were close to Tibet and Burma so the people, dress and buildings were different. There is less farming and more ranching. This was our first rain free day. The hotel was nice, quaint but had no elevators. Getting to our third floor room – at this altitude had us puffing.

Day Four: Rest Day in Zhongdian (9,000 ft.) 90 Km and 3 hours

Rest day so we slept in, had breakfast and walked to town to finish shopping for the few gifts I planned to tote around. Afterward we climbed some steep steps to a Buddhist Monastery. When you do anything at the Monastery it needs to be clockwise or it is bad luck. After lunch no one wanted to ride so the guide and I went off exploring down a dirt road. As we were leaving young school kids surrounded us. I let two of them turn my throttle and of course it was not just a bit but to the delight of the other boys it was full throttle. The road was rough, rutted and had potholes but doable on a dual sport. After 48 Km through the mountains we hit a village. Both of us believed we might be the first Anglos to ever visit. After some Chinese "surprise" snack, water and some pictures with the locals we headed back. Upon my return I went into town for a massage. For 100 minutes with snacks and hot tea it cost \$15.

Day Five: Zhongdian (9,000 ft.) – Xiangcheng (10,500 ft.) 380 Km and 9 1/2 hours

Today we started with our third flat, but it was not mine. So our group headed off, while they dealt with it. We hit some construction-leaving town. It was strange that a large dump truck in the oncoming lane was stopped due to a small pothole. The driver was nowhere to be found. The entire lane of oncoming traffic waited while a little old lady collected rocks to put in the hole. Then we had great roads and more twisties, followed by about 30 Km of construction and dirt. There were nice gorges, rivers; two mountain passes with one being up to 12,500 ft. One of the Taiwanese felt some altitude sickness and ended up in the support van for the rest of the trip. He like the rest of us had been proactive taking medication to keep it at bay. One of the bikes had a battery die and was quickly exchanged. The support truck got a leak in its diesel tank in the middle of nowhere. Then the police pulled us over for the third time. For some reason you cannot ride a bike in the daylight with your lights on and the BMW's cannot turn them off. That evening we searched and found a place to get foot massages after dinner with some of the others.



China, continued...



Day Six: Xiangcheng (10,500 ft.) – Litang (13,000 ft.) 217Km and 5 ½ hours

Three passes today - the second was the apex at 14,000 ft.- two thousand higher then the tree line, no pavement, or guard rails, (What I have been waiting for). We stopped at a Buddhist Monastery where a young monk (about nine) spotted us and signaled for us to follow. He gave us the tour without speaking a word; we lit candles, made small donations. We were signaled over by a meditating monk after the donation. He opened a jar and took two red pellets out and motioned for me to swallow them. Then the young monk gave each of us small silk scarves. Then we went to lunch at a place in a nearby town. As always we were the center of attention especially the GPS mounted on the guide's bike. We later passed a small festival and stopped for pictures. The guide gave one of the locals a "fast" ride on his bike to the thrill of the bystanders. Once in town we sat on a step to drink a beer and watch the world go by. We noticed across the street a makeshift shooting gallery where the weapons were copies of my semi automatic SKS. I could not resist and went over for my turn. The crowd was expecting the great white hunter but the cheap pellet guns left me with only two hits. While watching a small calf eat the fringe off a scooter's handlebar an English girl wandered by. She was traveling alone for 5 weeks with just her Lonely Planet Guide. She knew no Chinese and relied solely on public transportation. Impressive. We then went for a walk through the streets and the local market. We bought some pastries to supplement the anticipated Tibetan breakfast the next day that leaves a bit to be desired including Yak tea, terrible! (A Yak is the local form of cow). The hotel was ornately decorated and came with a dog tied up out front barking all night, one shower / tub for the entire hotel that didn't seem to work at most notably and open community toilet. It was a trough. Be sure to bring your own TP. Actually you never went anywhere without your own stash of TP in your back pocket supplemented by backup on the bike.

Day Seven: Litang (13,000 ft.) – Yaijiang (9,000 ft.) 140 Km and 3 ½ hours

The Taiwanese left at first light due to the uncomfortable beds and the barking dog. They wanted to get to the next day's hotel a short ride away for sleep. Our first stop was one more Monastery. I had seen enough so I waited with Claus at the bikes while the others took the walk up the hill. Most of the day we rode at about 12 to 14,000 ft. It seemed like we rode across the tops of the mountains. There was lots of Yak herds and the nomads that live amongst them. We could not find our lunch destination but that was fine, it was a short ride anyway. The road today could best be described, as "it once was a road." At the hotel they did not know who we were and our lack of Chinese did not help. After a phone call to the Chinese-speaking guide we checked in and had lunch. They had just fumigated the restaurant, which did not seem to bother them but I asked that we eat in the lobby instead. After lunch we headed for the rooms where the guide had arranged for us to get massages (\$5.75 an hour). The shower in the room was wide open pouring out onto the floor but at least we had our own Bathroom. The water in the toilet was brown as was the shower water. They also don't supply soap or shampoo in this part of the country.

China, continued...

Day Eight: Yaijiang (9,000 ft.) – Danba (6,000 ft.) 249 Km and 7 ½ hours

The day started bad, the most miserable day yet. It was raining, and the road was the worst so far. Picture a road after an earthquake with cracks, uneven road surface, and potholes filled with water, water pouring across the road, and fog. Then add in a military convoy going up the pass with 82 trucks on a narrow twisty bad road. The rain continued but slowed after lunch. One of the Taiwanese had their bike go down hurting his foot and he wasn't able to ride for the rest of the trip but stayed with us. Later in the afternoon we entered this beautiful valley and the sun came out. The adjacent river was swollen from the rains and roared through the valley. There were numerous rock and mudslides. At one point the rocks were still coming down. We decided to continue onto a town up in the mountains that is said to be the most beautiful town in China. Although relatively new at only 600 years old. We picked up a tour guide-*et* that rode on my bike. After some pictures, we went into this farmer's home for a tour and to see how they lived. After dinner that evening we found this walking street where crowds were doing a sort of circle dance. We also met two American women who were over there mountain biking.

Day Nine: Danba (6,000 ft.) – Dujiangyan (3,000 ft.) 317 Km and 9 ½ miles

The day started out with rain again but this time I knew at the other end was e-mail and English speaking T.V. stations since we were going to stay at a resort. The roads were not to bad and we hit the last pass of the trip. The rock and mudslides had now become commonplace. Later we stopped at a famous Panda reserve. Then it was onto the resort. That evening Bill and I gave out little Texas mementos announcing the other riders as Honorary Texans. By the way, the only English-speaking channel was ...The Fashion Channel, it could have been worse.

Day Ten: Dujiangyan (3,000 ft.) – Chengdu (1,500 ft.) 100 Km and 2 hours

It was a hot, humid stroll into our final destination. Claus got the honor of the last flat tire on the trip. It was a very nice hotel, where I got one last massage. We turned the bikes in and had a final dinner while the Taiwanese went out for more Karaoke.

The next day we flew back to Beijing where Bill continued on. Due to my flight schedule I had to find a local dive airport hotel and spend the night before my departure home. I stayed in the room and watched one English-speaking movie after another to get my T.V. fix. I tossed and turned all night worried I would miss the early flight. The first leg was Beijing to Tokyo for a 6-hour layover and then home to Dallas.

Impressions:

The Roads: The roads for the most part are badly in need of repair. Drivers seem to drive in the center of the road and they just hit their horn going into turns. The horn is an integral part of driving. I thought it was to warn people. But in China it is also used to announce your presence as you enter town. Sort of, "Hey look at me". The roads are also not just for travelers. People will park their tractor sideways on the road to shovel dirt for bricks or cut bushes for wood. They will stop right in the middle and sit in front of it to have a picnic.



China, continued...

Tractors: Two different types: In the farmland of the South, the people's tractor is a single cylinder 18 Hp (22 max) 4 stroke. It is semi enclosed in the back and has conventional steering. In central China it is all-open. It has pull back handlebars like a chopper. You lift the bars to slow the engine and vice versa. This is also their truck, teenage cruiser and people transporter.

Animals: Are all over the road and show no fear except for the sheep. They won't even give you a second look on the road. They have lived their whole life grazing along the unfenced road and will lie right in the middle and make you go around. Calves will walk down the city street with pedestrians.

Yaks: Look like sickly steers with fur. The Chinese get everything from them including tea, milk, butter, wax, and jerky just to mention a few items.

Pool Tables: They are outside everywhere, including the nomad camps. They cover them with plastic at night. Usually it is a place where all the young kids on their scooters congregate.

Shops: A building consists of X amount of garage doors. They each have their entire business behind that single door including restaurant, hair salons and all sorts of parts. It is strange that most beer is served warm and dishes are kept in the refrigerator.

Restaurants: Scary! Water is dirty, nothing is sanitary. I am always surprised to see what is being served and that I am not sick the next day. The food is served in a multitude of bowls to be shared. The style changed as we moved north from blah to spicy. Rice is not eaten as much since they consider rice to be poor people food. They want to show they are not poor, but they are. You never receive coffee anywhere, only hot green tea.

Bathrooms: Entertaining! Most hotels have a Western style toilet in the room but in the lobby they have the leaner option (A hole) Away from the hotel it is open, co-ed and not much more then a stinky trench. As I said earlier always bring your own TP.

T.V.: Propaganda, lots of news, old Chinese type shows, military victory shows and western style weight loss advertisements that vibrate the weight away. Broadcasts are in Mandarin and have Cantonese subtitles.

English: They know hello, and good-bye. So we were all on about an even keel.

Road Rocks: Large painted rocks in the road pointing out a bad section of road ahead. So rather then fix it, they mark it with something equally as dangerous. Don't drive at night. If a truck breaks down the driver lays out rocks at an angle back to a single cone.



The Cherokee Chapter has a lunch every month. We meet in Anna, Texas at Crow's Country Cafe.

It's a great time to visit about our projects, trips, anything else!! We would love to see you there!

Ride if you can, drive or Uber! We don't care how you get there, bring your spouse and a good story.

The Cherokee family has the nicest people!! Come get to know them better and enjoy the great food and service at Crow's!!

The next lunch is going to be September 24th at 11:00

Text me if you want more information

Larry Martin

(903) 819-4682

National Road Run - Eureka Springs, Arkansas





Let me offer some vocabulary words. These are used to describe your journey!

Trip: this is when you plan things out and things go according to plan. (you took some pictures that you'll end up deleting from your phone)

Adventure: things didn't go according to plan and you didn't have the right stuff for the unexpected, but it was fine! (this makes for better stories)

Trial: you made it through. A tow truck may have been involved, you had to use the emergency credit card. You got home in borrowed clothes. (These are everyone's favorite stories to hear!! Not to tell)

Fiasco: you never made it to your destination. You're rethinking life choices, you're not sure who to call for a ride home when you're discharged from the ER (these are the stories that you take to your grave and if someone else tells them, you deny everything)

Ok, now I'm ready to give you my ride report!

It was another hot summer morning when I left the house on a three day journey across the Texas panhandle and to west Texas. I was hoping to pick up several Grand Tour of Texas stops and ride some places I hadn't seen in years.

First stop was in Whitewright for fuel. A lady in the stall next to me and I had a nice chat about Jesus and motorcycles, and off I went!

I'm doing the Grand Tour of Texas this year. I'm trying to visit as many of the 50 stops as possible! This has taken me all over the state. This trip was through the panhandle and out west! The rain in Seminole caused the water to rise up to the floor boards and I was squarely into "adventure" mode!! The dust storm (less than a hour later) kept me there!! You can see the evidence in my paint!

The low fuel warning came next. The fancy navigation system offered to map to n the nearest fuel. It said I could get gas in 116 miles!! I had 25 miles of fuel. It was starting to look like a "trial". When my range was under ten miles it no longer gives a numerical value, just a flashing light. Nothing to do but keep riding.

It occurs to me that we are often in a similar situation in our walk of faith. The day to day life can slip by without much note. I would suggest that we should practice thankfulness during these periods of life. The adventure portion, when we are ministering and seeing the Lord work in and around us, will always be times we can look back on to help us through the "trials". Jesus said "in the world you will have trouble..." and we do. The job, the family, the diagnosis can turn our worlds upside down in a moment.

During these times we can, we MUST remember that God is good, even when things are not. This situation didn't surprise Him. Remember "this too shall pass" and "God can even use "bad" to further His Kingdom!

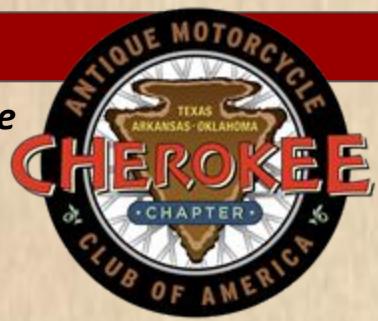
The Fiasco. In life, things sometimes go terribly wrong. I'm sorry, but they do. We must never forget that this world is not our home. We look forward to a better place.

Whatever this day brings, my prayer for you is that you will:

"Trust in the Lord with all your might and lean, not on your understanding, but in all ways acknowledge Him and He will direct your steps" Proverbs 3:5-6.

Cherokee Chapter AMCA Honorary Members

For outstanding contributions, dedication, and service to the Cherokee Chapter of the AMCA.



2022
Jon Neuman



2023
John Nixon



2023
Shelby Withrow

Welcome New and Returning Cherokee Members!

Jason Calvert
Mark Krawiec

Michael Kopchick
Jason Weir

Jason Fischer
Richard Rendon

Cherokee Member Spotlight - Mark Krawiec

Tasha and I have been married for 24 years and we have 3 boys. Cameron (22) is a Senior at Texas A&M University, Jackson (19) is a Sophomore at Texas Tech University, and Preston (13) is in 8th grade. We live in Waxahachie, Texas.

I work in the fire protection industry as an inspector of sprinkler systems, alarm systems, extinguishers etc.. My old bike is a 1960 FL that I've owned since 1998 but has been in my family since 1980. I also have a 2000 Road King Classic.

My love of old motorcycles started when I was a kid in the 70's because of my Dad. He and my Uncles were big into Indians and Harleys so I was always around them. My Dad let me ride with him on a lot of the "runs" he went on until I was old enough to ride my own. My first "real bike" was a 1972 FLH at age 15. (I wish I kept that bike!) I guess you could say I was brainwashed into all of this or it's hereditary. Either way, I love it! My Dad still rides his 70 FLH, is currently restoring his '53 Chief and is a member of the Smoky Mountain Chapter. He's also my main mechanic.

I've been a National Member of AMCA since 2007. I joined the Cherokee Chapter to start riding more, meet some good people with similar interests and get more involved in the AMCA Community. Thanks for letting me join.



Welcome!

Save the Date for Fandango - April 4 - 6, 2025 - Fredericksburg, TX



Please send
newsletter
information to
cherokeeamcanews@gmail.com

President - Victor Hugas
Vice President - Steve Klein
Secretary - Rosie Sterling
Treasurer - Veronica Kilpatrick
Board Member - Jason Smith
Board Member - Lecil Morgan
Board Member - David Miller
Board Member - Graeme Ford
Scholarship Program - Rosie Sterling

On September 1, 2024, the Cherokee Chapter lost a loyal and consistent member. Elton Morris has ceased his suffering and gone on to a better place. Some of us were here with him at his home in Canon City, Colorado. With a heavy heart I leave Elton in hands greater and more powerful than my own. My utmost sympathy for Debbie and Elton's friends and family.

—Stanley Miller

Merchandise Director - Tawny Tully
Membership Director - Lecil Morgan
Newsletter Editor - Kim Unruh
Calendar of Events & Ambassador Program Director - Jason Smith
Calendar of Events & Ambassador Program Director - Graeme Ford
Volunteer Coordinator - Rosie Sterling
Christmas Committee Chair - Rosie Sterling

EDITOR'S NOTE

Kim Unruh

It's Fall Y'all! The weather is finally showing some signs of cooling down - much better riding temperatures. I am so happy with the number of members that contributed articles and/or photos for this issue of the Cherokee Newsletter! Start planning now for articles for the Winter issue!

George, Amy, and I are currently driving back from the one and only Kansas State Fair - my fair goals are complete - a Pronto Pup (corn dog) and an apple dumpling ala mode. We saw the annual butter sculpture, a 1,300+ pound pumpkin, several of my students and former students, and enjoyed some quality people watching.

I've had the CT90 out for a few rides around town - I've had a little bit of a learning curve going from a Harley to a Honda!

The Unruhly Crew participated in the "Cruisin' the Square" car show in our hometown of St John, KS - "Tillie", the 1924 JDCA Cannonball bike, grandson Ellis' 1966 Ford pickup with a couple of bikes in the back, and Grant's 1970 Cutlass all won trophies. It was a scorching hot day - at least 110+ - Shawn's kids Tristian and Ellis and I may have cooled down a little bit in the fountain in the middle of the town square.

