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A Newsletter for the Members of the San Diego Antique Motorcycle Club

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Editor Wanted!

Mike Loper is taking a much-deserved break from editing the Herald, so we are looking for a new Editor to take his place. Each editor takes a turn assembling the bi-monthly newsletter (currently there are 3 editors), so your commitment would be 1 – 2 times a year. For software the club provides Microsoft Publisher. Having never used Publisher myself before being an editor, I found it easy to use. If you can use MS Word and Excel reasonably well you'll be able to figure it out in no time, and the current Editors will be glad to give direction and guidance. Editing the Herald is fun, and it's a good way to help the club out. If you are interested please contact one of the editors or Board Members listed on page two of the Herald.

Will Speer



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Monthly Meetings

Are held at:

**The San Diego Automotive Museum
In Balboa Park**

On

**The Second Monday of Each Month
At 7:30 P.M.**

**Enter at Door to North
of Main Museum Entrance**

Herald Policies & Editorial Statement

The Herald promises to provide an interesting forum for all antique, vintage, and classic motorcycle related information and will attempt to do so in a timely manner. Since we publish bi-monthly, please present any items for publication early enough for inclusion. We accept no responsibility for items furnished after the deadline.

As a volunteer staff, we expect other members to help by providing items from time to time. We have a large club membership base with a varied interest in all aspects of motorcycling and, as such, we believe all members have stories of interest.

Let us hear from the garages, sheds and shops of the membership. This publication will remain viable only with the help and consideration of all. Our Editorial phones and e-mail addresses are available. We look forward to publishing your stories.

SDAMC CHARTER

The San Diego Antique Motorcycle Club is a non-profit mutual benefit corporation organized and dedicated to the preservation of antique motorcycles, and in furtherance of such purposes, the sponsorship of antique motorcycle rides, exhibitions and related activities, and the encouragement of social, fraternal and educational activities among its members and the public, with membership open to all persons having an interest in antique motorcycles.

EDITORIAL DISCLAIMER

IDEAS AND THOUGHTS EXPRESSED IN THIS NEWSLETTER REFLECT ONLY THE VIEWS OF ITS EDITORS AND CONTRIBUTORS. IF YOU HAVE ANY SUGGESTIONS TO IMPROVE THE APPEARANCE, CONTENT OR ANY OTHER PART OF THE HERALD, PLEASE LET US KNOW. ONE OF THE BENEFITS OF OUR CLUB IS THE SHARING OF EACH OF YOUR IDEAS AND EXPERIENCES; THEN WE ALL LEARN MORE.

Please send your contributions to any of the Editors as listed above.

A Message From Your SDAMC President



What do you want from your club? In the past three years I have been President and have provided the direction for the Board of Directors (BOD). We have steered the club, organized rides, shows and events. In my view participation from club members is waning. The club is nothing without members; the club exists for the members and not the other way around. I think that the BOD is out of touch with the membership, or we would have re-sounding participation, instead of what we have been seeing. I

feel a strong sense of responsibility because the club has chosen me for it's President and quoting President Truman, "The Buck Stops Here". The BOD can expend it's energy planning events, but if it's not what the membership wants to do then the energy is wasted. We all have jobs and families and or a combination of responsibilities and we would like to make the most of our time. The T shirt ride had very good participation, and although it's our most attended event during the year that leads me to think that the membership mainly wants to ride. Is this true? What would make it better? A ride calendar for the year, mailings versus email? What kind of rides, short, long, oldies, sport, cruiser, lunch stop, Saturday, Sunday, weekday? The monthly meetings are held on the Second Monday of the month at 7:30 pm at the Automotive Museum. Here's your chance to make difference. The August 8th meeting will be dedicated to determining what the membership wants. This is your club; we're here to listen.

Kevin Sisterson

The Herald needs your help! We need club members to submit articles about vintage bikes, road trips, product reviews, you name it, as long as it's moto-related. Maybe you're tired of seeing nothing but Brit bikes in the Herald every time I'm editor.* Well, you have the power to change that! Write up a little story about that Eastern Bloc diesel powered 3 cylinder motorcycle you've got sitting under the tarp in the garden shed, buried under boxes of Christmas ornaments. Send in a photo with your manifesto, and sit back and enjoy the kudos you'll receive for a job well done from your fellow Perros, as you sit around the big table** sip-pin' Waterfront java and holding court on a Saturday morn.

Will Speer

* Not bloody likely, I mean, who could get sick of Brit bikes?

** Seat at the big table not guaranteed, your seating experience may vary depending upon how early you're willing to get up on a Saturday morning.



I Won't Give Up!

By
Bobbi

It's 5:30am and the fog is so thick I can barely see. My hair blows free in the wind; my bare feet buzz with the bike's vibration; I couldn't find my contact lenses but I can make out the road OK – riding feels like flying, down Ingraham, up Balboa, left on Genesee, turn into the parking lot where I work at Golden Donut. TURN into the parking lot, whoaa.....can't quite make that turn, going wide.....

"DON'T PUT YOUR FOOT DOWN!!" I snap back, from 1976 to 2005 and the Motorcycle Safety Class I'm in the middle of taking a test in, and although I've swerved WAY outside the allowed figure eight, that only loses me a set amount of



Tearing Down Carbs at the Dining Room Table

points – no matter HOW wide my turn – unless I put my foot down! I don't put my foot down. Incredibly, ridiculously, I pass the class, making it possible for me to become a legal motorcycle driver for the first time.

After months of scanning side and back yards, garage sales, garages – anywhere I might see a bike that someone just wants to get rid of cheap, I see it: FOR SALE: \$500 Just the kind of bike I like the looks of. A '79 Kawasaki KZ400. Black. No red or orange or green or yellow in sight. My kind of bike. RT makes me do some research online, then with a four-page list of questions to ask and things to look for, we go take an up-close look at my find. It's in pretty good shape – with a battery charge, it starts right up.

Beautiful blue-ish gray smoke billows out of the right exhaust pipe. Is that normal? "The carbs

probably need cleaning" offers the owner.

I take it home for \$450.00. Actually RT takes it home, me following behind in my truck in case anything happens. I'm very pleased!

Although it rides OK, it "sputters", and the billowing smoke is a problem. I come to believe that the mysterious "cleaning of the carbs" that I've heard so much about will solve these problems and in the process bring me closer to my bike. I believe this process will take a few hours, tops.

Hah!

Just getting the damn carbs off the bike takes a good 30 minutes and a lot of huffing and puffing, trusty manual open by my side as the sun sets and I realize this might be more difficult than I thought.

Taking things apart is fun! But I do have the foresight to realize that labeling everything is probably a good idea – by part number in the manual, and by "Left" and "Right". It takes no time at all to get to the diaphragms, and to see that they both have holes in them. Everything else seems to be in good shape – straight needles, no corrosion to speak of (except on some exterior screws). Two weeks and \$238 later the new diaphragms are installed; the parts are cleaned and reassembled, step by careful painstaking step. Getting the edge of the new diaphragms to stay in their little grooves is a real chore – it takes four hands, and even then I press the lid down quickly, *hoping* they didn't pop out before I was able to make the seal.

We start him up. Sounds great! Roars! MUCH less smoke than before! RT goes to give it some gas, and... it dies. We try again. It roars! Wow! Then RT goes to give it some gas, and... it dies. Hmmmmm. We turn it off to think. It starts leaking gas from a source near the fuel shutoff valve. Hmmmmm. I think.

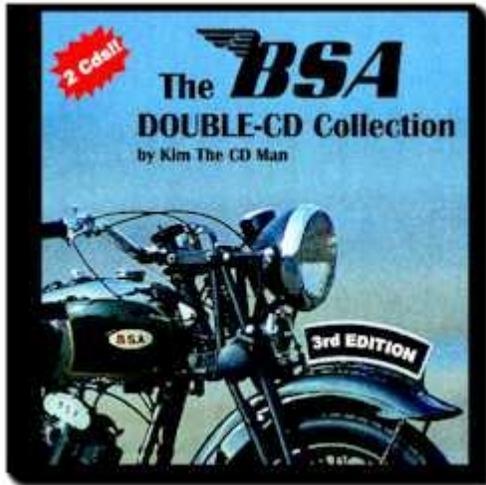
Hmmmmm. I think.

I think, "With \$450 down, what might I get new at a dealership?" Visions of shiny new bikes with warranties make me flush with desire.

But no! I won't give up! This is a learning journey. And it will only bring me closer to my bike.



Product Review:

Kim the CD Man BSA Double CD Collection, 3rd EditionBy
Will Speer

If you're like me you're probably wondering how it is that some unlucky guy got the first name "Kim", and what are these CD's he sells? Is it some cheesy, mullet-shod rock band with pointy guitars looking for a niche audience, or are the CDs filled with the glorious sounds of Goldstars ridden in anger as they lap the Isle of Mann? Sorry to disappoint but there are no sounds on these CD's, just hundreds and hundreds of pages of factory shop manuals, parts books, owners manuals, and super top secret, for-dealers-eyes-only, service bulletins. Kim the CD Man has spent much time and effort to find and assemble this information and we benefit from his obsession. I've had my CD for over a year now and I'd like to pass a few observations on to you.

If you own just one BSA this would be a complete waste of money for you. At \$59 for the 2 CD set, it's not cheap. The real benefit comes if you're like me and own multiple Beezers (because you've basically purchased every sickly BSA that's found it's way into GP's backroom over the last couple of years). Those of you with a similar sickness will appreciate the volumes of material here. I can't speak for the pre-unit stuff, but there's tons of info here for A65s and unit singles. The CDs contents are listed on various websites (try www.britbike.com), I would recommend looking through it to make sure it covers the models you're interested in, most likely it will.

Now to nitpick. The quality of the reproduction ranges from good to poor multi-generational copies. I don't mind that so much, I mean, some of this stuff is just unobtainable. What does annoy me is that a fair number of the documents were copied crooked! I realize that this was a massive endeavor but spending a few extra seconds a sheet to line it up straight would have given the CD a much more professional feel and made it much less annoying to use.

Another nitpick has to do with finding the files you want to review. The table of contents covers the entire 2 disc set and it's up to you to figure out which disc actually has the info you're looking for. The majority of files have part numbers for names, so it's difficult to just surf through the discs for what you want. You need to go to the contents page, cross reference the desired file to a number, then hope you've got the correct disc in the drive and search for the number.

Finally, realize that if you actually want to use any of these documents you're going to have to print them out. It's just too annoying to try to read anything that is page-oriented on these landscape-oriented computer screens.

Keep in mind that these are small annoyances, overall this two CD set is a valuable tool for anyone with multiple BSAs. Kim the CD Man also produces CD-ROMS for lesser Brit-bikes like Triumphs and Nortons.



Self-serving photo of my A65 inserted as filler





Scott takes the B40 for a spin



Scott, Jon, Lindsey, Norton, Beezer, Triumphs



Rich teaches Jon the finer points of starting a Velocette while Alan and Son snicker behind him



The Cachuma Diaries

By Will Speer



Knapp Castle



Chumash Indian cave paintings



Trumpets lined up outside of the painted cave



Solvang Museum MV Agusta!!! Yes it was LOUD!!!



Rich fixes his kickstart return spring, note Velocette Special Service Tool #68-5483, "Hammer, Sledge" at the ready



Rob North's finest were on display



The lineup outside of the Solvang Motorcycle Museum



Alan and Son watch Jon and Scott tart up their scoots for the bike show (they both took home trophies!)

Saved From Satan's Swapmeet!

By
Will Speer

I have too many bikes. There, I said it. I don't need any more bikes, and I'm not looking for anything, but as is usually the case, when you're not looking, that's when they find you. It started innocently enough, a certain club member sent out an email saying GP had a BSA B40 that had some minor accident damage but looked really fixable and would go cheap to someone that wasn't going to part it out on Ebay, or as Joe calls it, The Devil's Swapmeet. For the uninitiated, the B40 is a 350cc unit single based on the 250cc C15. The email just happened to coincide with an article about unit singles in *Classic Bike*, so my interest had been piqued.

As soon as my Dad and I showed up at GP, Paul knew that he had a sale. We followed him into the inner sanctum and there it was. The tank was crushed like an aluminum can under the foot of an angry homeless man. The handlebars were snapped off, and the fork tubes were bent backwards, but beyond that the bike looked straight and complete. It was a neat bike, a 1965 B40F side points model in bright BSA blue, plus it was the "sport" version so it had a hot cam, higher compression, bigger intake valve, etc. To seal the deal, Paul spent a few minutes and got it started, and the motor sounded sweet. We bought it and I set myself a goal: to get it repaired and running for the Lake Cachuma Rally, about 8 weeks out.

Once home I surveyed the damage and tore off the front end. I found the front wheel was straight and the fork lowers were OK, but the tubes were garbage, and the triple trees appeared slightly bent. Once the front end was off I used the factory-approved method of sighting down a broom handle stuck through the headstock to see if the frame was straight. Everything line up and there was no visible damage, so I moved forward.

Luckily there are no real internals to these forks so nothing was bent inside. I picked up some NOS tubes, bushes, seals, and bearing cups / cones, and rebuilt the front end. I wasn't sure what to do about the triple trees, so I took them down to GP where Isaac looked them over and suggested that they weren't bad and I should be able to bend them back. So using a vice, a propane torch, and brute force I persuaded the triple trees back to shape. The front end went together fairly easy, the only tricky part was figuring out how to remove the old bearing cups from the headstock - Dremel with cutting disc.

Now that I had the front end sorted I turned

my attention to getting the bike running. Paul provided me with a nice gas tank from his old C15 in the same bright BSA blue. I found a pair of Ducati Monster handlebars that Jon had left behind, so I commandeered them and pressed them into service (thanks Jon!). All the oils were replaced and thankfully they appeared clean, looks like the previous owner took care of this bike.

With a new battery in place the poor little Beezer was ready to fire up. This is my first single so the whole starting routine took a while to figure out: kick it through to top dead center, pull in compression release and give it a small kick past TDC, bring the kicker back to the top, let go of the compression release, and kick it through like you mean it! The little 40 year old engine fired up and proceeded to scream to RPM's suited for a turbine. Hmm, I guess I should have checked the carb setup before starting! Carb properly adjusted, the bike fired up again and settled into a nice uneven idle.



The bike was ready for Cachuma with a week or two to spare. She ran like a champ, leaked oil like a sieve, and made a great "pit bike" for puttin' around the campsite. It was pretty much the only small BSA single there and it got a good amount of attention from fellow campers. I have a few oil leaks to chase down, the cosmetics need help, and the 40 year old tires need to be replaced, but I met my goal and saved the poor little BSA from the Devil's Swapmeet!



T-Shirt Ride 2005 Photos by Tom Trozzi



SDAMC Rides, Reminders & Upcoming Events

July 31 - Boot Hill Memorial Run - meet at Cycle Parts West, sign in from 8:30-11:30. Ride maps provided. This will be a North County route this year.

August 8 - SDAMC Monthly Meeting / Potluck - Potluck behind the museum, bring your favorite dishes to share with your buddies. This is also your opportunity to voice your opinion on the direction of the club, see Kevin's article on page 3 for details.

August 14 - Coastal Oldies Ride - Open to bikes 25 years old or older, meet at 10am in the parking lot of Chevy's in Del Mar, take the Via De La Valle exit east a block or 2 and it's on your left. We're going to take a leisurely ride through Rancho Santa Fe, ride out Elfin Forest, and back on Del Dios, stopping for lunch at Hernandez Hideaway. The SD Ton Up folks will be joining us so wear your Sunday best!

October 2 - Garage Crawl in the Fall - Start at 9:00am from the Waterfront. The route this year will wind through lovely east county ending with a baptism of Bob Rattazzi's new garage. BBQ to follow hosted by the Rib King himself. Vegheads, get together with Nina to work sum-p'in out. (*Or submit to the tasty BBQ! - Will*)

October 21—23 - Euromotofest - Camping trip co-sponsored by the So Cal Moto Guzzi Club and the SD Ton Up Club, Lilac Oaks Campground, Valley Center.

December 10 - Annual SDAMC Christmas Party - Details to follow as the date approaches. (SDAMC members only)



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San Diego Antique Motorcycle Club

Membership Application

Purpose of Club

The San Diego Antique Motorcycle Club, Inc. is a non-profit mutual benefit corporation organized and dedicated to the preservation, restoration, and enjoyment of antique, vintage, and classic motorcycles, and in furtherance of such purposes, the sponsorship of antique motorcycle rides, exhibitions, and related activities, and the encouragement of social, fraternal, and educational activities among its members and the public.

NAME: _____

SIGNIFICANT OTHER _____

ADDRESS: _____

CITY _____ **STATE** _____ **ZIP** _____

PHONE: (H) _____ **(W)** _____ **(Cell)** _____

E-MAIL ADDRESS: _____ **(FAX)** _____

**May we include your name, phone numbers, and e-mail address in our Club Roster,
sent only to members? YES NO Note: Home address excluded**

NOTE: THIS IS A RELEASE OF LIABILITY. DO NOT SIGN UNLESS YOU HAVE READ AND UNDERSTAND THIS RELEASE. The San Diego Antique Motorcycle Club, Inc. Hereinafter referred to as SDAMC, Inc. its board of directors and members shall not be liable or responsible for damage to property or any injury to persons, including myself, during any SDAMC, Inc. meeting, activity, or event even where the damage or injury is caused by negligence (except willful neglect). I understand and agree that all SDAMC, Inc. members and their guests participate voluntarily and at their own risks in all SDAMC, Inc. meetings, activities, and events. *I RELEASE* and hold SDAMC, Inc., its board of directors and members harmless for any injury or loss to my person or property which may result therefrom. I understand this means I agree not to sue SDAMC, Inc., its board of directors or members for any injury resulting to myself or my property in connection with any SDAMC, Inc. meeting, activity or event.

Applicant's Signature: _____ **Date:** _____

**Note: Annual Dues are \$25.00 Mail To: SDAMC c/o SDAM
2080 Pan American Plaza
San Diego, CA 92101**

