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2

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

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New Board Members & Officers

Recently, 3 new members were elected to the SDAMC Board of Directors. These new members are:

1. Ron Caudillo
2. Scott Garland
3. Joe Michaud

Each member will serve a 3 year term.

Other Board members are:

1. Art Bishop
2. Mike Loper
3. Nina Pacelli
4. Jon Saltz
5. Kevin Sisterson
6. Will Speer

Your new officers are:

- ◆ President: Kevin Sisterson
- ◆ V.P: Joe Michaud
- ◆ Treasurer: Ron Caudillo
- ◆ Secretary: Nina Pacelli

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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.

Tiddling in New Mexico

Alan Greer

A trucking trip with a few days layover before returning to California presented me with an opportunity to ride in New Mexico. The weather forecast for early December had the lows in the teens and highs in the 30's, so I didn't plan on any long distance riding. Plus this would be my first attempt at loading a bike on the back of the tractor, so the 1971 Triumph 250 got the nod.

I decided to load the bike on the space between the tractor and trailer. After rolling the bike up a reinforced 2x6 to the deck on the back of the tractor I removed the bike's

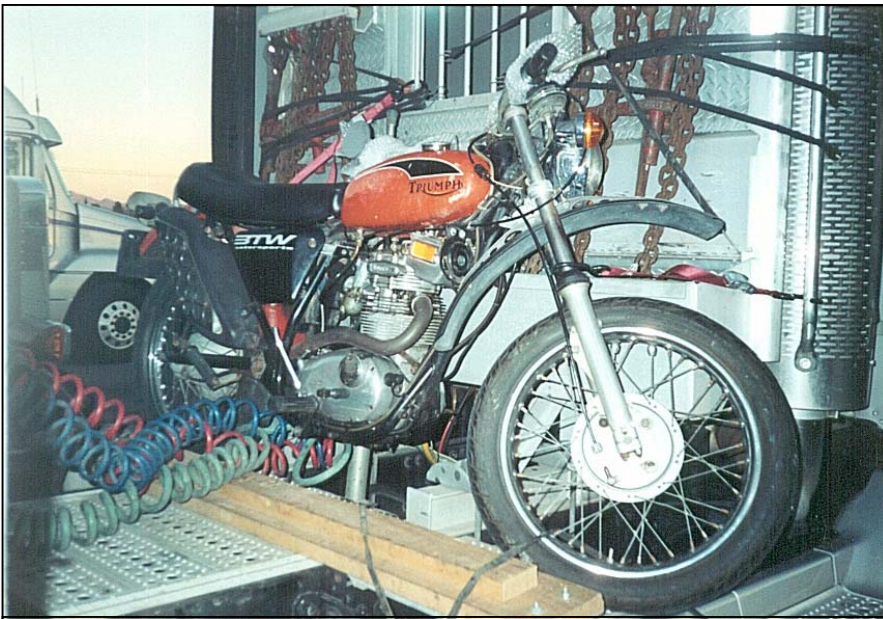
sans lid, to explore around town. Navigating unknown streets in this smaller southwestern town made for an exciting ride, so different from riding the familiar big city streets of San Diego. Alamogordo's old downtown was festive for the holidays. The old brick stores, gaily lit with Santa's and blinking lights gave me a feeling of being back in a simpler time.

Unfortunately the weather man was right and the temperatures over the next couple of days got much colder. The daytime highs were around 40, and dropping into the teens every night. I still got in a few rides

every day, exploring town and to make a trip to the Space Museum. I went to a movie one night and the ride back to the motel was a chilling experience, even with gauntlet gloves, a scarf and full coverage helmet. A pair of chaps would have been much appreciated.

For the last free day there the temperature got back into the 50's, presenting a perfect opportunity to ride out to White Sands National Monument. This park contains the largest gypsum sand dunes in the world and having passed it many times in the truck I always wanted to get a chance to explore. Today was my chance.

The half hour ride from town went well, with the little Triumph holding a steady 50MPH out to the park. I stopped at the Ranger Station and took in the story of the forming of the dunes, all very interesting. Paying the \$3.00 entrance fee, I headed out into the dunes. The first five miles or so are paved, then the road turns into hard packed



Bike Loaded on the back of the tractor. Note the screened exhaust cover on the tractor near the front wheel

handlebars to make sure that the trailer would not hit it in tight turns. The whole operation took about 30 minutes.

We arrived in the town of Alamogordo and had the bike off the truck and running by 7PM. The real cold weather wasn't due to arrive till the following evening, and the current temperature was perfect for an evening ride. With no helmet law in New Mexico I took off,

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sand. Riding through the sand dunes, unchanged for thousands of years while Air Force Stealth Fighters rumbled overhead made for quite a contrast.

The best part was the riding on the hard pack sand roads. The wide avenues through the sand offered a great opportunity to enjoy opening the bike up to it's limited speed potential and throwing it around curves in a poor man's flat track racing style. An hour of playing around out there went by fast



White Sands National Monument New Mexico
The author alongside the road indicating a Nature Study Area. Off road fun began 3 miles ahead in the heart of the dunes.

and left the Triumph and myself coated with a

fine covering of sand. With the sun starting to get low in the western sky I reluctantly said good-bye to the Park and headed back to Alamogordo. It was time to reload the bike and head back to California. I was glad to have had a chance at another motorcycle adventure in New Mexico.



The 1971 Triumph 250 Trailblazer IN White Sands New Mexico



First Rides

Greg MacDonald

Before moving to Fallbrook four years ago I had spent the greater part of my life in Riverside. Over several decades I had the pleasure of riding and working on bikes with some real pioneers in the motorcycle game, all within the confines of that once-small town.

For me, it all started in 1949 when I was walking by the mayor's house. OHMYGOSH! He had a brand spankin' new Harley-Davidson, a monster of a machine which I can now identify as a 125 "Hummer." Mayor Evans said, "Skip (Skip Fordyce was the Harley dealer then) just gave this to me. He says that it would be good for business to have the mayor riding around town on a Harley-Davidson motorcycle. Would you like to go for a ride on the back?" Life was never the same for me again.



John Miller's first and most recent ride: a 1949 Harley Hummer

Recently, I asked some of my fellow motorcycle friends in Riverside about their first rides and first bikes and the result was so entertaining that I thought that I would put them together for our club members who will no-doubt recall some first experiences of their own.

At the same time that Skip gave Mayor Evans the 125 Hummer, he also gave one to Dr. Miller in lieu of payment for some major medical services. Dr. Miller took it home to his son

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John and said, "Want a motorcycle? It's yours." John, who also became an M.D., has kept it all through the years and I recently restored it for him. Now if we could just find the mayor's old 125. . . .

My good friend and partner in a BMW R90, John Gabbert, is 95 and still rides once a year—on his birthday—around his neighborhood, executing all right hand turns. John fondly looks back on his first ride. This was a 1910 single cylinder Wagner, built in ST. Paul, Minnesota. He bought it in 1921 for \$10. The bike had a direct V-belt drive, a bicycle rear brake, and an ignition system utilizing three large dry cell batteries and a coil. The ignition "key" was simply a ten-penny nail which the rider would insert into a hole in the coil to make the necessary connection. The purchase of the bike was made from his life savings and the proceeds from his younger sister's piggy bank, mostly the latter. His parents were out of town when he acquired the machine which, incidentally had wheels but no tires. When his father saw him riding along on the rims, he explained that, for safety's sake he ought to use tires. His father bought a set at the local sporting goods store. It was also pointed out that John would need a driver's license. This was quickly obtained, as the proud Wagner owner had just turned 12 years of age, the legal age in 1921 to obtain a license, with no test, no questions, and a fee of fifty cents!

"...Pop, in a fit of rage, ordered them to bury the machine in the backyard. All indications are that it is still there. I have the address on Cedar Street and have been tempted to go by with a metal detector, but it would be too hard to explain to the current resident. . . ."

In 1918 Joe and Vern Lawson pooled their resources and bought an early Harley-Davidson. It was proudly on display on the driveway when their father arrived home from work. The boys might have called this wrong because Pop, in a fit of rage, ordered them to bury the machine in the backyard. All indications are that it is still there. I have the address on Cedar Street and have been tempted to go by with a metal detector, but it would be too hard to explain to the current resident. . . .

Another friend, Tom Adderton was recently telling me about his first motorcycle and his adventures with it. In 1929 he was working at the keystone Airplane Company in Bristol, Pennsylvania, assembling the first LV10 bombers. His friend and co-worker Franz Steinbracher had lost a brother who crashed flying out west to Wyoming. Franz asked Tom if he wanted to buy his brother's Henderson Four, which he did. Tom decided to head out West himself—on the Henderson. He noticed the engine had a knock and so when he got to Chicago he took it to the Henderson factory where they dismantled it but found no problems. In other words, it was supposed to knock! At the factory Tom met the Henderson test rider who, by the way, tested the machines by riding them up and down the aisles of the assembly plant. This new friend knew of some farm jobs in Aurora, Illinois and Tom went there and got a job on a farm to raise money to continue west. The farmer ran a tight ship and Tom was fired for washing his face and brushing his teeth before milking the cows! Tom Continued west on the Henderson to

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Marshall, Missouri where he worked at an aircraft company, carving propellers. Then it was time to continue on. . . but the adventure came to an abrupt end when he ran out of pavement on the east end of Kansas City. He sold the Henderson for \$50 and bought a Model T for \$5 and turned east, back home to Pennsylvania.

A riding friend, John Cox's first and most lasting motorcycle experience was in the early Fifties when he and a younger brother had walked downtown to buy Christmas presents. Five dollars bought a big bag of presents at Woolworth's back then. As they started walking the long distance home it was getting dark and motorcycle patrolman Forrest Pratt came along side of them and asked them where they were going. When they replied, Officer Pratt said: "Get on." John's brother sat on the tank and John sat on the rear fender with the sack of presents. It may not have been that many years ago, but it was definitely a different age.

"...motorcycle patrolman Forrest Pratt came along side ... and asked them where they were going. When they replied, Officer Pratt said: "Get on." John's brother sat on the tank and John sat on the rear fender with the sack of presents. It may not have been that many years ago, but it was definitely a different age."

Bud Swing, 90, remembers being nine years old and having a friend who was a minister's son. The latter bought a 1914 Harley-Davidson on the sly and could not take it home, so instead parked it at Bud's house. One of the benefits of this arrangement was that Bud could ride the machine whenever he wanted. Problem was that he was not big enough to get on by himself so the older kids would get the bike started, lift Bud on and shove him off down the street. Bud said that the arrangement worked equally well on the return where they would snag him like a jet fighter landing on an aircraft carrier.

In 1958 Charley Hutchinson traded a friend a cheesy bumper pool table for a Whizzer . . . or sort of. It had a Schwinn frame and a Whizzer pulley on the left side of the rear wheel and a long drive belt. But instead of the tidy little Whizzer four-stroke engine nestled in the frame, it had a big "honkin' " Briggs and Stratton lawn mower engine mounted to a 3/8" steel plate welded into the V. In order to line up the engine pulley with the wheel pulley, the engine had to be mounted considerably right of center. This posed some riding style concessions-trying to look cool as you were leaning over to the left in order to remain upright. There was a primitive clutch that Charley removed making this a direct drive. In his words, "This was a real performance enhancer." Starting out was a challenge but nothing like stopping. According to Charley, this is how the typical stopping operation would go:

1. Pull back on the handlebar-mounted lawn mower throttle.
2. Get shocked shorting out the plug-top tab (remember those?)
3. Push down on a lonely dangling right coaster brake pedal.
4. All the while leaning to the left of course.
5. Think positive thoughts.

As for paint finish, "Everything, tires, included, had been painted metallic gold. The aesthetic and emotional impact of this whole package on a twelve-year-old boy was devastating."

I've got more first ride stories but I'll call it quits before getting into those involving emergency rooms and jail cells. . . .



Stop & Go Tubeless Tire Repair Kit

Kevin Sisterson

Editor's Note: This is an abridged version of an article Kevin sent to us recently. We apologize in advance for shortening it, but we certainly appreciate the time you spent putting it together. Thanks.

Also, the photograph is of my pocket plugger. While I haven't used it as much as Kevin has, I have practiced. As long as the instructions are followed, it works quite well. Check it out at www.bestrestproducts.com—Mike Loper.

My 1999 Victory V92C is the first bike I've owned that had tubeless tires. Since I use it primarily for touring, I decided to purchase a tire repair kit. I ran across the Stop & Go Tubeless Repair Kit several years ago. It had little rubber mushroom shaped plugs and just looked right, so I purchased one. The original device had a gun, was a rather large kit, and I was not completely satisfied with it after repairing 5 or 6 flats—none on my motorcycles you understand—they were all on my 4 wheeled vehicles.

Jim Weseman contacted the manufacturer for a photograph after I had prepared my initial, rather negative, evaluation. After understanding my opinion, they sent me an improved kit to try out. I like it.

The zippered case is half the size of the old one. The plug delivery unit is no longer a gun, but a barrel shaped, solid feeling aluminum device, knurled on the outside and smooth inside. Instead of a gun to deliver the

mushroom plug, there is an allen screw in the end, and an allen wrench is supplied with the kit. There is no longer a need to supply copious amounts of lubricating fluid to the mushrooms, they come pre-lubed with what appears to be a silicone lubricant already applied. I did a "dry run" at the kitchen table and all seemed to work well.

Two weeks later, Sandra had a flat



The new & improved Stop & Go Pocket Tire Plugger. The \$30 set comes with laminated instructions, a storage pouch measuring 3" by 8", rasping tool, tire plugger, mushroom plugs, razor, allen wrench, nozzle, & probe tool.

tire. I pulled the nail out with needle nose pliers, used the Pocket Plugger, and 10 minutes later had the tire repaired.

If you do purchase this kit, make sure you take some needle nose pliers along to remove the foreign object in the tire. Also remember to have a means of tire inflation with you.



God Speed Walter Worsch

Joe Michaud

Long time restorer and friend of SDAMC, Walter Worsch has passed away from cancer. He was strong in his lengthy fight and appeared to have beaten it in remission but sadly left us in February.

Walter, and his wonderful wife Theresa, were among the primary folks responsible for the Del Mar Show in it's heyday, and they were tireless workers for the club.

Walter was a consummate restoration man. His bikes were always excellent. His pre-war Goldstar was voted Best Restored Bike Of The Year by the editors of *CycleWorld* and they awarded him a new Triumph Bonneville for his labors. His BSA sidecar with its straw picnic basket was a annual favorite at Motorcycles In The Park. Walter would proudly display a vial of authentic English dirt salvaged from that bike during its restoration.

Walter rode his bikes—even the rare ones—and all he owned were 100 point machines. I remember riding alongside Walter and his DBD many times, affectionately known as the *Exxon Valdez* due to its large aluminum tank.

You will be missed, Walter. I will never look at a BSA Gold Star DBD without thinking of you. An excellent rider. An excellent wrench. An excellent man.

God Speed.

Joe Michaud 2005



FOR SALE

Fifteen year collection of vintage bike magazines...Classic Bike, Classic Mechanic, etc. Hundreds of magazines, boxed and unsorted. Bring a truck. Best offer gets them. Priceless archives. This is the collection of Walter Worsch.

Call the Club Phone for details...(858) 277-5408.

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BRITISH MOTORCYCLES



BSA

SDAMC Rides, Reminders & Upcoming Events

March 27th (Sun) Long Beach Cycle Show & Swap meet. Long Beach Veterans Stadium. Vendors 6:30- 8am, Buyers 7am Entrance fee . Contact TOPPING Events, (800) 875 0068 www.toppingevents.com

April 1– April 25-Motorcycles In The Park The theme of this year's event is "Quest for Speed" featuring antique and vintage racing bikes. Contact Kevin Sisterson, President for more information. Bikes with authentic racing provenance are preferred.

April 24th (Sun) BSAOC All British Ride meets at Hansen Dam Recreation Area. Join the BSAOC for their Hansen Dam ride via an alternate route, Osborne exit off the I-210 just south of the junction of Hwy 118. Ride departs 10 AM. "Best Ride By A Dam Site."

April 30 - May 1-Weekend in Idyllwild Starting in Ramona, join other motorcycle enthusiasts for an overnight ride to Idyllwild. Lunch in Idyllwild, and in the afternoon for those interested, there will be a ride to the desert floor and back. Accommodations range from \$65 to \$125 depending on room or cabin availability. RSVP Nina Pacelli at 619-287-2535

Cachuma Rally—Lake Cachuma/Santa Barbara—May 27-30 2005

A Mulrean event at beautiful Lake Cachuma, 15 miles north of Santa Barbara. \$125 buys you camping, showers, and 9 meals. Field events, bike show, daily rides, prizes, much laughter.

Call Toll Free 1-888-MCRALLY (1-888-627-2559) or email jmulrean@cox.net or check the website at <http://www.britishconnection.org/events.htm>

Red Bull U.S. Grand Prix—July 7-10, 2005

The MotoGP World Championship returns to the USA and Laguna Seca for the first time since 1994. Tickets and information available at:

<http://www.laguna-seca.com/Events>

SoCal AMCA Desert Tour October 2 - 5, 2005

This Road Run is headquartered at Death Valley's Historic Furnace Creek Ranch and Resort.

This is a truly unique, not to miss event. Desert Tour guided by legendary rider **Max Bubeck**. Stops at Scotty's Castle, Ubehebe Crater, Harmony Borax Works, Golden Canyon, Devil's Golf Course, Badwater, Artist Drive, Zabriskie Point, 20 Mule Team Canyon, and Dante's View.

<http://socalamca.org/2005/2k05dv.pdf>

SDAMC Annual T-Shirt Ride-Sunday, June 12, 2005

Details to follow. Contact Board Member & Ride Chairman Will Speer for event details @ 760-944-7339 or wilspeer2@yahoo.com





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**

