

Shifting Gears

Newsletter for the Central Jersey Chapter of the Antique Motorcycle Club of America.



Summer 2020 Volume 2

Words from The President

By now we all realize the Corona virus has changed so much that business as usual is very unusual. We've had to change what we do and how we do it and we know it will be like this for some time to come. As the restrictions loosen, we all hope and pray that a new spike in cases doesn't happen and then we can start figuring out how we can get together and act as a group again. I am sure we are all missing the AMCA meets and the other swap meets we've grown to love but hopefully they will be making a comeback too.

Many of us, for maybe the first time in our lives have had time to work on projects we have been putting off but now we are finding it hard to do what we need to do when you can't just run to the store or the powder coaters or the paint shop or wherever. It can be more frustrating than not being able to find the time. Many of us have self-quarantined too for whatever reason and we want to go out but know it's best we don't at this time.

What's in the plans for the future, as the Governor allows group meetings, we plan on having a meeting at someone's house since restaurants are not scheduled to open. It will be a fairly informal, outdoors and it looks like Mike Kowal has volunteered his place for the first one sometime around mid-July. We are thinking of maybe a weekend day, possibly a Saturday afternoon. We will let you know the exact date and time

The Board has decided to wave the dues for this year. We have had some successful fund raising through donated bikes, items from personal stashes have been donated for sale and for all who donated and those that took on the task of pricing and selling the items I thank you. Our 50/50's have raised money too and not that we are rich but we have enough for this year, the bills are paid and since we can't meet as usual this seems like the right thing to do. Next dues are due in June of 2021.

Your Chapter Officers are here if you need to get ahold of us for any reason. Best way to contact us is through our website, or call me at 732-458-2150.

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Remember the website is there for you too, it has a swap meet section and a photo section if you just want to show off your bike, as well as an upcoming events area which I think is shut down temporarily because of the Covid 19, it is just not feasible to plan runs or to keep an accurate event list when there are so many cancellations. <https://www.cjamca.org/>

Don't forget the Facebook page, take a look, there is some good information on it and interesting pictures. Just log into Facebook and type in Central Jersey Chapter of the AMCA.

So, stay safe, ride when you can and we'll see you soon,

Tom Logan, President



Upcoming Events

- ◇ Club Ride: Sat July 25th 10am. Start is Our House Tavern parking lot. To Screaming Hill Brewery approx. a 2 hour ride. Destination may change due to restaurant restrictions. Please email Gary if you plan on going at grenna@ccwinsurance.com

Upcoming Club Meetings

- ◇ **Friday - July 17th 6pm-9pm -The board has decided to have an get together and grab some ice cream at TK's Ice Cream Ridge NJ 08514 Head on over– we will be gathering in the parking lot.**

<https://www.tksicecream.com/>

President –Tom Logan

Board Member– Gary Renna

Newsletter Editor– Joe Iacometta

VP and Treasurer– Mike Kowal

Board Member– Joe Iacometta

Secretary—Rick Booker

<https://www.cjamca.org/>

Busted Knuckles Tips

Freeing rusted bolts etc.

So like many of you while working on bikes, car etc., I have encountered many frozen nuts and bolts due to rust, salt, chemicals etc. There are some tried and true methods such as spraying the rusted item with rust buster, WD40, heating it, spraying with water after heating to break the rust, etc.

While stripping down my 48 Chief, I had to remove the kicker pin. The pin is a stud pressed into the frame located in the tube of the seat post. I went out to Kiwi Indian's website and sure enough he had a video on how to remove it using a torch and rosebud tip. Nowadays I only have small Oxygen Act set up and I can burn through a tank of oxygen real quick, at \$22.00 a pop it gets expensive really fast. Plus I didn't want to subject a 72 year old frame to that kind of heat. There is a access hole through the seat post for using a punch and hammer to get the stud out. I tried this method but it wouldn't budge. I could of left the stud in place but my plans were to sandblast the frame and if I ever needed it out in the future, well you see , it would destroy the frame paint job. I might be thinking about retro fitting the bike in the future with an electric start kit. Part of that process is to replace the kicker pin with and offset pin.

There is one tool I always wanted in my arsenal but they were really expensive, the Magnetic induction heater. I had seen these on the snap on truck, toolopia and other websites for low price of 600.00 to well over a thousand. I took a look on Amazon and turns out they were offering a 1000W 100volt model for about \$400.00. I thought I would give it a try. The device is basically a wand with a copper coil. Depending what model you purchase it can come with many different coils. The one I bought had a length of wire (12") and other coils. I inserted one end in the tool, tightened the clamp and made a coil by wrapping it around the stud (it is about 1" diameter). Put the other end in the tool, tightened the clamp and hit the button, in about 2 minutes the frame was glowing red, used a punch and knocked out the stud. The tool also concentrated the heat only where you want it.

It is the same process that would be in your magnetic induction cook top, to boil water– it heats the pot not the surface.

Here is the definition

It occurs whenever a **magnetic** field and an electric conductor move relative to one another so the conductor crosses lines of force in the **magnetic** field. The current produced by electromagnetic **induction** is greater when the **magnet** or coil moves faster, the coil has more turns, or the **magnet** is stronger.

It was a large investment but there are many times where using a open flame is not the best practice. I was out on Amazon and it looks like you can have one for about \$200+ depending on what you need. This is one tool I am sure I can get a lot use out of.

Joe Iacometta Board Member

The Bike From Hell or How To Turn Old Friends Into X-friends

A friend of mine was trying to restore a BMW R69s. I've known him for about 15 years, I saw it on a table in his house back then and the bike was just about half done. He bought a set of bare heads from the guy that makes all the vintage parts for BMW, I had to supply the valves, springs and keepers, put them together, that was about 4 years ago and they sat. One day he told me that he was going to bring it over for me to finish off, I bolted the heads on, tried to bolt the carbs onto the heads and the bolt holes were drilled wrong so I had to open up the holes and I got them to work. Next, I tried to put the headers on but someone had chromed over stainless steel so I ended up buying another set of headers and they did not fit. The openings for the headers were machined to small so I opened them up and got them to fit.

Now I tried to start the beast and it had no compression. I did a leak-down test and the valves were not seated good so I sent both of the heads to a friend of mine in Connecticut, where there is a machine shop that we both regularly use but he looked at the heads, said they were good, did not bring them to the shop to get checked out and sent them back before I could get ahold of him. I put them on the bike and they still leaked so back they went for another vacation. I got them back and put the top end back on for the third time and it still had no compression. This time the leak down showed bad rings.

The pistons were brand new and the cylinders were bored out and coated but they bored them both out to 6 thousand over and it should have been 2 thousand over so the cylinders were also sent for a Connecticut vacation. After the 4th time of putting the top end on now I tried to start the bike, well the slide needles in the carbs were in the wrong position, the floats were upside down and the float bowls had new tops called lever tops that Bing uses as replacements to get rid of the old ones and the very fine needles to shut the gas off have rubber tips that embedded themselves in the hole and did not let the gas into the bowl so naturally the bike won't start. I was able to get some old tops installed and finally it started. A two-day job took 2 months and that is how you get a friend to become an X-friend. After this bike I have to sign up for AA.

Your VP Mike K.



Charles Lehman -Bayonne's Indian Racer

While on Facebook one day, I came across a picture in our friends profile. It was her Grandfather dressed in an Indian jacket in the late 1930's posing with his kids during Easter.

Some later conversations at a dinner with Jill and her husband Jack, I learned his name was Charles Lehmann from Bayonne born 1906 and he raced for Indian. Details are hard to come by these days since he had passed away in 1995. Many other clues into Charles life came to a dead end when his son Robert, Jill's dad passed away in March of this year. I understand that Bob was big into motorcycles also, choosing to ride Harley Davidsons. Don't know how Charlie felt about that!

Turns out we don't have much history of Charles Indian racing career, these have been lost over time. Was he a factory racer or sponsored by a local Indian dealer? Jill had spoken to Charles daughter to get some details. Looks like Charlie was employed as a union boiler maker and moved to the Port Reading area when married to Ethel sometime later, no details on his racing career.

Jill had mentioned to me that her Aunt had one of Charles motorcycles in her house. I was really interested now. Was it the Indian 4 just sitting in her house waiting to be rescued and see the light of day with a new rider. Or was it a basket case in pieces waiting for someone to bring it back to life. I inquired, I needed to know. This bike would have so much history, ridden by a racer for Indian, maybe more clues into Charles life.

From what I am being told, the Indian 4 pictured with him and Ethel was stolen while they still lived in Bayonne, lost to history. His daughter did tell us that later in life he owned a Triumph and it was at stored at her house but the motor was stolen or lost and only the frame may exist today. Who knows maybe we can get more info on Charlie and his Indian past for a future newsletter.



Above- Charles and Ethel circa late 30's on board his Indian 4— Any super sleuths out there come up with a year?

Below— Easter 1938 Charlie with his kids



East

Charles's son Robert and his Grandson Jayson—looks like an late 1990's or early 2000 Road Glide



Looking Back- Spring 2019 Charter Members



Vintage Speedo Rebuilds.

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