

# Shifting Gears

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



Winter2021 Volume 3

## Words from The President

What a long strange trip it's been, well it seems like a long time since things shut down in March. The one way it has had an effect on me it has kept me going to swap meets and AMCA meets because most were cancelled. The one really bright spot was the Chesapeake Chapters meet in Maryland. VP Mike and I took the three-hour ride down there just to check it out and it was definitely one of the best. As you may know this was the meet that used to take place at the White Rose MC in Pennsylvania and was moved about a half hour south to Maryland but the time to get there wasn't much different since you can travel more on highways than the rural PA roads to get to Jefferson.

The state of our Chapter is good even though we had to shut down meetings in March. We had a board meeting on June 17<sup>th</sup> to see what we could do to get things up and running and in July we had a get together at TK's Ice Cream in Cream Ridge. At these meeting we met outside, socially distanced and had limited numbers. I found out through a friend about the Military Vehicle Museum at Info Age in Wall Twp. and we set up a museum tour for the chapter in the beginning of September with our first try at serving some food. Yes, I over cooked the hot dogs and they exploded a little but they tasted good and I have since changed my cooking technique to avoid the explosion.

After that we have been having meetings at Military Vehicle Museum. If you haven't been there the museum is a fascinating place, filled with some real gems including a rare Harley Davidson XA. The museum owners have been very gracious to us and allow us to have meetings there. Fortunately, or unfortunately they have no heat or air conditioning in the building which is fortunate as there is no HVAC air blowing around to spread the virus but unfortunate because it gets cold in there. Again we had limited numbers and practiced social distancing as per state guidelines.

If you haven't been to one of the meetings at the museum you missed out on not only the amazing displays but also the delicious gourmet hot dogs. OK it's not gourmet really but it is something to eat and many have really enjoyed having food at the meetings. Eat, walk around the museum and then talk motorcycles, what could be better – don't answer that.

I wanted to mention at the board meeting we had in June, we had it in my yard because no one thought it was a good idea to meet inside and it would be easy to social distance. It started well, weather didn't seem too bad, Gary brought some food, I cooked it on the barbeque, didn't burn the heck out of it like I usually do and no one had to be rushed to the hospital so I guess I did OK.

We started the business part of the meeting but I live near the water and the fog started rolling in off of the river. At first it was a little misty so we continued. It got worse and worse and by the end of the meeting everything was soggy, including us. You couldn't write notes as the paper got way to wet, would tear and the ink would run. We switched from cold beverages to hot as we were all cold but we got the work done.

Unfortunately, there is some sad news to report, long time AMCA member and friend of our Chapter Ted Goushy passed away, as did Dale, founder of Dale's Wheels Through Time Museum and Jerry Doering owner of the fantastic Indian display at Motorcyclepedia. RIP Ted, Dale and Jerry.

What's going on this year, well the Neshaminy Valley Chapters meet was the first casualty in the AMCA meets this year as it had to be postponed until June 12<sup>th</sup> and switched from indoors to outdoors, the Sunshine Chapter meet is still on for March 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>, as is Perkiomen Chapters Meet (Oley) 4/23&24, Wauseon 7/16-17-18, the Yankee Chapters meet 8/6&7 and the Chesapeake Chapter meet 10/1&2. Colonial Chapters meet (Harmony) is postponed until 2022. Our Chapters Board is always looking for things we can do or participate in. We will have more meetings, with hot dogs at the Military Vehicle Museum and some meet ups in different places (TBD) and we hope to see you all there.

Ride Safe,

Tom, President

CJAMCA



# *Latest News From the Board*

## From the Board

Here are some of the things your Board of trustees are working on for 2021;

Joe I is working on a new website, linked directly to the AMCA's web site. The new site will have better graphics, better member communications, the ability to host club information, better access to event information and so much more.

Having a display booth at the Gather of the Nortons, the Vintage Motorcycle Days at Millville and others. We encourage members to come and display their bikes at these events. More information will be coming soon.

We also have a table at the monthly Belmar Car and Motorcycle show that takes place once a month during the summer at the Belmar Municipal Parking lot and we encourage members to show up and bring their bikes.

Gary R (our Road Captain) has a few rides shaping up to some fun events with food, bands and vintage bikes.

We are working on club meet up locations for this year as well as meeting places. Besides the Military Vehicle Museum in Wall we are looking at restaurants in the Brielle area where private rooms are available and we may be able to meet up in comfort as well as getting something to eat.

We are still taking donations of old parts, gear and whatever to sell to fund club activities. Between this program and the 50/50 at the meetings we were able to renew all members for 2020 without charge to them. Please remember to renew your AMCA National dues though.

We are planning a club ride and drive to a New England Motorcycle Museum in Connecticut where they have two floors of motorcycles from Germany, Italy, England, Russia, Japan and the USA.

We are always looking for ways to improve our Chapter and if any of our members have any thoughts on this, we would welcome your input.



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/>

## Living Room Furniture

A few years ago I met a guy at my friends shop. This guy has 200 BMW's. He asked me if I could work on some of his bikes, so I drove to his place . The building is 66,000 square feet heated and 3 dehumidifier's in the place where the bikes are stored.

The minute he opened the door to the room I said, so this is what heaven looks like. He has 100 BMW's lined up on one wall and 100 on the other. After giving me a tour he had mentioned that he was getting rid of a few bike's. One was a 1932 BMW R2 which I was able to purchase. I made a deal with the guy that owned it. I would pick up the tab for the parts and eat the labor on the bikes he brought to me to fix.

I found out from the archives in Germany that it was built on April 9th 1932 and delivered on the 12th to Ernst Henne Auto-Henne in Munich. He was the person that held the record for the fastest motorcycle for a few years in 1930. He was clocked at 220 KM/h (136.70 MPH). The R2 bike is all original, the only thing that was changed was the harness to a newer one. I was able to locate a cloth harness and rewired it. The bike was the smallest BMW that they ever built, 198CC with 6 Horse power @ 3500 rpm's. The bike still has the original grips that are now flaking off.

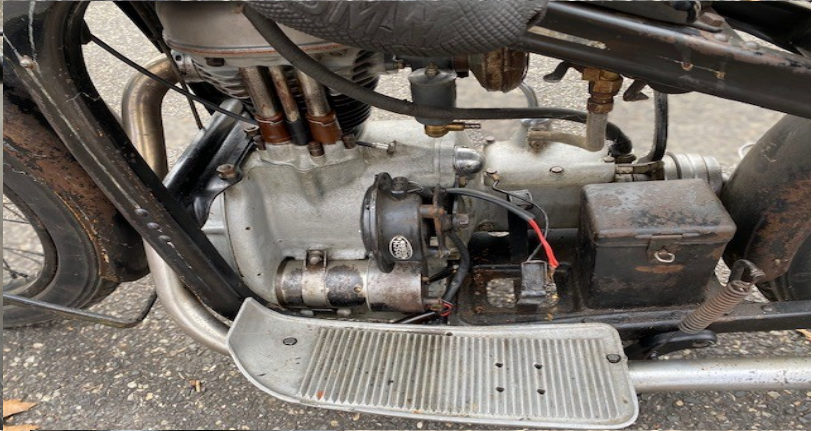
In November he dropped it off to me. The bike has the original paint on it. The R2 might have been used in WW2 because it was painted with a brush in a tan color. The person that owned it before my friend got it stripped it and was able to save the original pin stripping and paint. The original tank was taken off and repainted to the correct paint scheme.

A paint color of a blue top with black sides. I was told that the reason those colors were used was to let the police know that you did not need a license to ride it. The bike came with a headlight but no tail light or brake light. Just a reflector. A tail light was added later on and can be disconnected and used as a trouble light if the 6 volt battery was any good.

I was able to find a guy in Poland that makes the style license plates that were used back then. Most of the plates started with 11 then the letter A was used for the town of Munich. Don't know how he does it but the plate looks it is 90 years old. In 1931 the first year they made the BMW R2 there was no valve cover. I guess the bike dumped out a lot of oil and they decided to put a valve cover on it. The frame was a stamped steel frame or some call it a star frame. In 1932 they made 1850 of these bikes. They built the R2 from 1931 to 1936. During the war the military commandeered most of the bikes. If you wanted to keep the bike they drafted you too. I was shocked on how original it was.

It now sits in my living room between my BMW 1955 R50 6 day trials bike that was a factory test bike built in 1954 and a 1962 BMW R50s. Who needs furniture! Don't know what I'll bring in next. I'm sure it won't be another wife!

Mike Kowal– pictures on following page.





## ***Updates to Joe's 48 Indian Chief Restoration***

A couple of years ago Tom L. was approached by an owner of a 48 Chief. He had said that he bought it in 1993 as a completed restoration and never really rode the bike on the road, in fact it was never titled and still had the bill of sale from Alabama. He said that he just retired from the NJSP and was cleaning up his parents house. I asked if I could come out and check it out. He was looking for the bikes value and I was interested in it but didn't tell him that. Two things that I was always interested in was a pre war Indian and a Knuckle head. It's neither but it seemed like a good project and I bought it.

I got it running, needed a carb rebuild, some parts reinstalled and some TLC. 3 or 4th kick she started right up. First thing I did was to install electronic ignition and swap the throttle and spark advance. I am sure I would of killed myself with a left handed throttle. I also swapped the shifter to the left side for ease of use. I never rode a bike with a foot clutch and hand shift but it came to me real fast. I stayed in the yard before getting on the road to insure I'd be ok with it. For those of you that familiar with Harley's foot clutch system, it is toe to go. On a Harley you press the front of the pedal down to engage the clutch, on Indians it's heal to go so you press the rear of the pedal down to engage the clutch, like a automobile. You can also swap an Indian for toe to go. It is confusing enough so I will stick with the factory default. I rode her spring and summer of 2019, put about 100 miles on it. The bike also had 1993 tires on it, I got her up to about 65 on RT 70 one day and decided that I don't want to be on it when the tires peel apart.

I started on the restoration in late summer 2019, stripped it down to the frame, painted the frame and all of the parts, I had to pull the jugs off to paint them and install new base gaskets. Seems someone really liked RTV gasket maker which led to leaks everywhere. Upon inspection, everything internally was new. I threw new .20 over pistons and rings in it anyway. There was no wear in the bore at all. Just about everything on the bike has returned back to original and many new parts including, exhaust system, new chrome, wheels, tires, gaskets, etc. from Jerry Greer's in Deadwood, SD. Ashley, his parts person and I have become acquainted over the last year or so. She is great, it usually takes 2-3 days to get an order shipped via the USPS.

I scoured the internet for anything I could find on Indians and turns out Kiwi Indian has a lot of good fixes. One was that the tranny had oil pouring out of the small hole below the sprocket, it is there to punch out the counter shaft when disassembling the trans and has a felt seal. The fix was to tap the hole and put in a pipe plug, which I did. Have to wait to get it running to see if it is fixed.

Mike K had given me a box of new Indian hardware and small parts from an Indian restoration that he did years ago. Indian used non marked cad plated fine thread hardware throughout the bike. Which is impossible to buy unless you go to one of the Indian restorers. A 1/4 x 1 bolt cost around \$5.00 with a nut and lock washer. I was able to change every nut and bolt back to original spec. thank you Mike. Indian mostly used 1/4" & 5/16 bolts on the entire bike. He and Tom also had found me a used rear fender in great shape from a swap meet they attended. The sheet metal on the bike was the worst I have ever seen. Patches were welded on right over old sheet metal and tons of bondo was used. In fact the bondo was about 1/4" thick in most places and cracked and peeling off. Whoever restored the bike just slapped bondo over everything. I was able to salvage the front fender but the rear would of required too much work. New sheet metal is available from India for Indians but I wasn't sending \$1k overseas for crap. I found an outfit in CA, Iron Horse Corral— they reproduce Indian Sheetmetal that is true to original, same gauge metal, hand built etc. I gave Matt a call at IHC and found that they were no longer producing fenders. Got many stories but it seems they were contracting them out to a machine shop with a press that was no longer taking on work or something like that. I was able to commission a set of new tanks from Matt. I ordered them Nov 14, 2020. They came in this week (3 months later). Amazing how well built they are and with 16 gauge steel. I was calling Matt once a week since January, he let me know that they are going out of business after 35 years and my tanks were one of the last orders he was fulfilling.

Once it gets a little warmer, I will start the body work on the tanks and paint them, original Seafoam Blue which I found a code on Jerry Greer's. The Sherwin William paint shop that I use in Cherry Hill was able to match it with a Dupont code.



I wasn't happy when I first saw the color, in fact I told my wife it looked like a fleet color that was on delivery trucks of that era or maybe a Ford engine color. Plain old art deco blue. I was right, after researching I found it was a Ford Fleet color until the mid sixties. It seems that both Indian and Harley would regularly use left over paints from other manufacture's to save money. I painted it right in my driveway and used a fast reducer because it was getting cold in October. Once I cut and polished the sheet metal, I grew to like the color. It has some green in it, hence the Seafoam name. Below are some pictures, once the tanks are painted and I finish the wiring she will be back on the road. Hopefully I can get her to a couple of shows in the future along with my 76 Electra Glide. Joe I.





## 2020 Holiday Party

The CJAMCA hosted our annual Holiday Party this year at the Military Vehicle Museum in December. Joe and Christy Iacometta catered the event this year. It was a social distanced party and we adhered to our states gathering guidelines mandates. Paul W and Mike K. were kind enough to set and clean up the event as well as serve the food so that no one was able to handle any of the serving utensils. We used portion control packaging for silverware and condiments, wore masks, social distanced and followed NJ's guidelines for events. Not the same as having it in a restaurant but everyone enjoyed it.

The weather was unusually warm for a December day and it broke 60 degrees, so it made it enjoyable inside the museum. I was joking that we could have had a BBQ outside that day!

Also in attendance were the kids that volunteer at the museum, they dressed in WWII Army uniforms and helped direct cars and bikes coming to the event. In fact 2 of them were stationed as guards at the entrance to guide in visitors. It can be confusing if you have never been there before of where to go. We would like to thank Rich and Dan at the museum for helping us coordinate and host this event for us.

Tom had spoke to the fact that we are still accepting parts donations. The donations are placed for sale on various sites and all of the proceeds are used for the benefit of the club, in fact the donations not only off set your dues this year but paid for the holiday party and hot dogs and snacks at the meetings.

I would like to thank those of you that donated (cleaned out your garage) last year, especially Fred B and Tom H for their donations and Mike K for having to deal directly with the public in picking up the items and collecting the monies. So please donate to the club.



# Princeton in the Spring!!

## The Brick Farm Market

By Gary Renna

Mercer County in the spring is one of the most beautiful historic areas with all the trees and plants in there full colorful blooms. A few movies were filmed in Princeton and the surrounding area at springtime. This area is located in west central NJ. Mercer Country reaches out along the Delaware and offers motorcyclists great riding roads, beautiful scenery with many old farms and rolling brooks complete with coverage bridges.

A new farm market has open in Hopewell NJ just a few minutes from the town of Princeton, The Brick Farm Market. Whenever this rider can find an outstanding place to eat and it's tied to anything motorcycle or automotive it's a special place. The Brick Farm Market building started as a 1930's Chevy Dealership repair shop. The owners of Double Brook Farms opened The Brick Farm Market to retail their fresh organic products. The Brick Farm Market also has other local farms and business selling there goods under one roof to make this a very unique place for farm fresh organic gourmet foods.

The atmosphere is upscale but laid back, the market is surrounded with wood, stone and brick. High ceilings and plenty of room the building inside and out is beautiful architecture to look at. It can get busy on weekends at peak breakfast and lunch times, the best time to go is when they open for breakfast.

<http://www.brickfarmmarket.com/>

I highly recommend you bring your saddle bags because you will want to bring home some great items. One brand of Gouda cheese they sell will last all day in your saddle bag un-refrigerated. As well as take out items the Market offers sit down breakfast and lunch. They offer seating both upstairs, downstairs and outside in nice weather. The breakfast selection is small but outstanding. From farm fresh eggs dishes with fresh herbs, potatoes & bacon or a veggie scramble to waffles. They bake their own bread as well as homemade pizza. The fresh ground grommet coffees or any selection of herbal tea all are extremely good. They also have a full fresh squeezed juice bar for you healthy folks. The star of the show has to be the bakery. A woman standing next to me in line said "I'm from France, they have better pastries here than in Europe" that about says it all. I have not found a better cheese danish anywhere.

Upstairs where the parts department was is a world class cheese shop with local and international cheeses. The old parts department also houses a farm fresh meat and poultry butcher shop.

Whether you ride here for breakfast or lunch you won't be disappointed, there is even a Shell station on the corner to fill up after you do.

About 20 minutes into the ride you will pass Terhune Orchards on Cold Soil Rd. If you make a quick stop they have some of the best homemade pies, especially the no sugar apple pie. <http://www.terhuneorchards.com/>

The ride finishes up at the Pineville Tavern for lunch, a hidden gem among the rolling farm land of Pennsylvania. There is not one bad thing on the entire menu, all dishes are prepared fresh. They also sell local micro brews and change them weekly. Whether you sit outside on their newly remodeled patios or choose inside at the old Tavern built in 1742 they both offer great casual atmosphere. Some of the dishes they are known for are the homemade ravioli's, meatballs and rice pudding and they can also be purchased for take out orders at the side store. When it gets crowded they have special parking for motorcycles. <http://www.pinevilletavern.com/>

GPX Ride file for this article available by request, email board