

# *Central California Classic Cycle Club*



**"We're stuck on old bikes"**



Web Site: [www.5csclub.net](http://www.5csclub.net)

June 2007



**June 20<sup>th</sup> meeting (7:30pm) at  
The Dam Diner, Friant California**

# Gary Rosa's 1970 SACHS 125cc Enduro

There were three different models of the 125cc Sachs in 1970...the MX (gold tank), this model...the Enduro (red tank) and the Cross Country (blue tank). The models only differed in how they were equipped. They all shared the same engine, frame, suspension, chrome wheels and spokes, fenders, tank and battery cover (tank and battery cover chrome trimmed with paint and pin striping).

This 1970 Sachs was sold new by Wayne Sumner in September of 1971 and was registered for only one year (original license plate on the bike). It was ridden very little by the new owner. Wayne bought the Sachs back after being stored in a not too weather tight shed for some time. When I acquired the bike from Wayne there were only 223 original miles shown on the odometer. The time spent in stored in the original owner's shed caused the chrome to rust, paint to flatten and wear off as well some "hanger" damage to occur. With the exception of one C's dirt ride (ridden by "well know" dirt specialist Dave Gearhart...which explains some of the additional wear and tear!) the bike lived in the corner of Wayne's storeroom then on his showroom on Belmont for many years.



Jump forward 35 years...When Wayne started to down size some of his inventory I acquired the funny looking but somewhat rare Sachs (damn...couldn't afford a Gold Star!). The bike was in a very original and un-molested condition but in definite need of, and worth, a full restoration. The obvious beauty of finding such an un-molested original bike with so few miles was that I was able to use all the original parts in its resurrection. Enough of the original finish was found on all the original parts that would enable me to recreate the finishes as they were when the bike left the West German factory.

After an initial spin around the block I decided to restore and show the Sachs. With that decision and after my experience of "over-doing" and showing the Yamaha DT3 that I did last year I resolved to avoid the temptation to over polished and over restore after all not a lot of factory effort was spent on cosmetics for these little enduros. The effort was to reproduce an "as left the factory condition" as best as I could. With the exception of not splitting the engine case (remember the bike only has 223 miles on it) I completely disassembled every part, nut and bolt, wiring, etc. All fasteners are restored originals and used in their original position. As much as I like the powder coat finish that I have received from Caps Powder Coating in the past nothing on this bike is powder coated (didn't exist in 1970). I was even able source the original style fabric tape used by the factory to secure the wiring (no zip ties or vinyl tape in 1970 either).

A couple of restoration tricks that I used was to restore the original German VARTA battery, restore the original cables with their in-line oilers as well as to “renew” the original Metzeler tires. In restoring the dead dried out Varta battery I carefully cut its top off and gutted the case (not as easy as it sounds by the way). I then painted the inside of the case and the outside of the top with gloss black enamel giving it a fairly new appearance. Next step was off to Sparky’s Electronics where I bought a sealed 6V gel cell battery that just fit inside of the original gutted case. Silicone the gel cell in the gutted case, connect the gel cell terminals to the original terminals and glue the whole thing back together again.



*Original German manufactured Varta battery*

The cables were in excellent but discolored condition and like many Japanese bikes of the era were gray/silver in color, not black...plus the original cables had the inline oilers (absolutely impossible to find). Simple solution that I have used in the past: thoroughly clean the cables make a trip to Pep Boys for a spray can of vinyl upholstery spray in the correct gray color and...wah la...new cables. Sounds “Mickey Mouse” but it works and is very durable. The original tires are Metzler Enduros with a tread pattern and size (3:50X18 rear) that hasn’t been available for many years. Since the originals still had the mold flash but were almost new but slightly worn condition (thanks Dirt Bike Dave) I decided to re-use them as opposed to using an inaccurate new tire. So scrub the hell out of them, redo the minor grooves in the tread with a vee shaped Exacto blade and rub them with brake fluid and you get a like new, but not glossy, appearance. At the Hanford show I was scored down one point for tire wear but the penalty for the wrong tire would have been more significant.

Another “trick” for us old guys with short term memory was to photograph all steps of disassembly, and how all the parts go back together...guarantee you will not take enough photos. I also kept a detailed written log with sketches so when it came time to put it all back together you just start at the back of the log and work your way forward. After all you can’t buzz over to your buddies to see how a 1970 Sachs went together. There were times I take a small part off the bike and set it on the bench...then just a few minutes later wonder where in the hell it came from!

As with most old German rubber parts in The Valley heat they were toasted and not even close to show quality. I was fortunate to source new old stock shift, kick, and peg rubber as well as new Magura grips. The tank decals were originally water transfer type and pretty much gone. There was enough left however of the originals that I was able to create the art and have them scanned and reproduced in vinyl. The original seat cover was in very good condition but the foam had hardened and the base was rusty so disassembly, new foam, a freshly painted seat pan and a new vinyl cover was the order of the day. As to the chrome...all parts were rusted so, all that was originally chrome was re-chromed. The rest of the restoration was pretty straight forward.

FYI the Sachs scored a 97 out of a possible 100 at Hanford. In the class there were about 14 bikes. In that class was best of show (a beautiful BSA Scrambler done by Don Harrell).

The Sachs missed first by ½ a point...don't use a NGK spark plug (Japanese) on a German bike...go with Bosch!

Sources used in restoration:

- Chrome: All parts, excluding the tank, Clovis Chrome. The tank, Western Chrome
- Paint: Bodies by Bruce
- Striping: Bob Kovacs
- Seat: Wall and Eades
- Wheel build; Wayne Sumner
- Spokes: Buchanan polished stainless
- Vinyl graphics: Gary Rosa and Display Advertising
- Battery: Sparky's
- NOS Rubber and tank badge: Ebay Vendors

#### SACHS ENDURO SPECS

Price in 1969	\$598.00
Tire, front	3.00in. x 21 in.
rear	3.50 in. x 18 in.
Engine type	Single-cylinder 2-stroke
Compression ratio	9:1
Piston displacement	125cc
Carburetion	24mm Bing
Ignition	Bosch magneto
Bhp @ rpm	12.5 @ 7300
Gear box	5 speed
Top speed	65mph
Fuel capacity	2.6 gal.
Wheelbase	52 in.
Seat height	32 in.
Ground clearance	10 in.
Weight	220 lb.





## 16<sup>th</sup> Annual Open House held at Danny Rouit's Flat Track Museum

It was a great day for the 16<sup>th</sup> Annual Open House held at Danny Rouit's Flat Track Museum. I rode over on one of my trusty T-500's and when I got there every thing was in full swing. The place was packed, so I didn't waste anytime and got on line for a fantastic lunch.

After a great meal I walked around and said hello to friends and others acquaintances I haven't seen in long time. I saw a lot of nice bikes on display and, parked out on the street. Instead of writing a bunch about the event, I'll let the photos tell the story.



*Street view*



*Street view*



*Inside the museum*



*Doug Wilson and Harold Matthews*



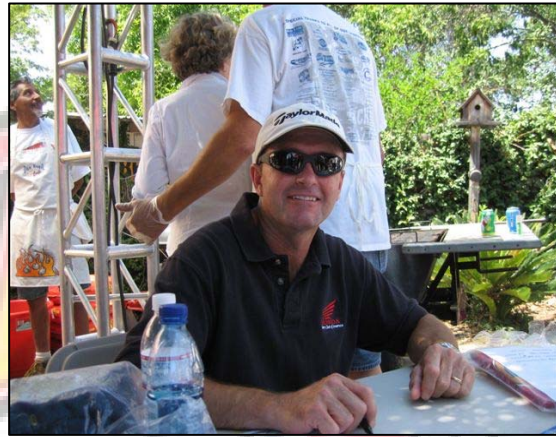
*BSA and Matchless*



*Beautiful Indian*



**Danny and the many volunteers**



**Bubba Shobert signing autographs**



**Dave & Gunter taking a break**



**The happy food crew**



**Sky shot from the plane. See me; I'm the guy in black & white.**

# **RUMBLE TO THE SUMMIT**

## **June 22 & 23, 2007**

### **Fresno / Clovis, CA**

On June 22 & 23, 2007, 3,000 motorcycle enthusiasts will gather to attend the Eleventh Annual Rumble to the Summit event benefiting Make-A-Wish Foundation® of Central California. Funds raised at the event will be used to grant wishes of children with life-threatening medical conditions in its eight county territory, which includes: Fresno, Inyo, Kern, Kings, Madera, Mariposa, Merced and Tulare counties. The presenting sponsor for Rumble is the Central Valley Chevy Dealers.



The Make-A-Wish Foundation was founded in 1980 after a little boy named Chris Greicius realized his heartfelt wish to become a police officer. Since its humble beginnings, the organization has blossomed into a worldwide phenomenon, touching the lives of more than 150,000 children and their families.

Although it has become one of the world's most well known charities, the Make-A-Wish Foundation has maintained the grassroots fulfillment of its mission to grant wishes of children with life-threatening medical conditions to enrich the human experience with hope, strength and joy. The proceeds from this event will enable the Make-A-Wish Foundation of Central California to continue its mission in the Central Valley.

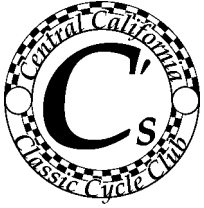
Rumble to the Summit is a two day event that will commence on Friday, June 22 and conclude on Saturday, June 23.

The Clovis Rodeo grounds will host a pre-registration party to kickoff the event on Friday evening at 6:00 PM. The evening's festivities, open to the public with no entrance fee, include live music, a barbeque, vendor booths, bike show and a beer garden.

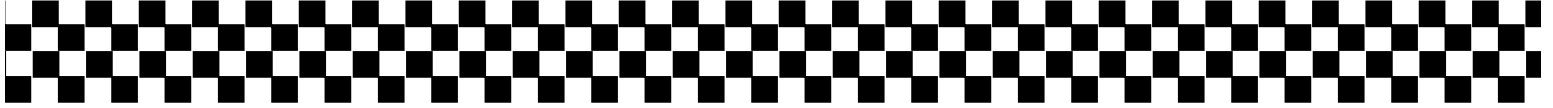
Saturday morning, participants assemble for registration and breakfast beginning at 6:30 AM, with live entertainment provided by 95.7 The Fox. The police escorted parade will start at 9:11 AM as the riders begin their amazing motorcycle journey into the majestic Sierra Nevada Mountains, ending at the Sierra Summit Ski Resort. Once at the summit, participants will enjoy live music by Rock and Roll Hall of Fame member Eric Burden and the Animals, barbecue lunch by world championship barbeque team, QN4U, and a special performance by the Victor McLaglen motorcycle drill team. The event will conclude with an exciting grand prize raffle drawing for a Harley-Davidson Softail Deluxe motorcycle.

Rumble attracts motorcycle enthusiasts from throughout California, and several western states. The combined assistance of the Clovis Police Department, Fresno County Sheriff's Department and California Highway Patrol ensure a smooth transition to the Summit. The Rumble to the Summit is also supported by the Clovis and Fresno Fire Departments and the Fresno Police Department.

This 100 percent volunteer driven event began in 1997 with just over 300 riders, raising \$13,000. To date, Rumble has generated more than \$1,187,000 net and helped the Make-A-Wish Foundation® grant wishes to children with life-threatening medical conditions in the Central Valley.



# EVENTS CALENDAR



**Club Ride to Cedar Grove in Kings Canyon Natl. Park**  
**Ride Host - George Copeland**  
**Meet at the Chevron Station, Belmont & Fowler at 9:00am**  
**For Info Call 291-1843**

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**June 23<sup>rd</sup>**  
**Rumble to the Summit**  
<http://road-shows.com/rumble.php>

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**July 20<sup>th</sup> & 21<sup>st</sup>**  
**12<sup>th</sup> Annual Classic Japanese Motorcycle Show & Swap**  
**Gold Country Fairgrounds, Auburn CA.**  
**See Flyer In This Issue For Info**

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## Cover Photo

The photo was taken at Manzanar. The site of a Japanese internment camp used during WWII. It was used to detain and house American Citizens of Japanese decent. Locted in the Owens Valley, north of Lone Pine along state route 395. In the photo are Larry & leilani Koop, Scooter and me behind the camera.

To submit articles or information for the newsletter, you can send it by e-mail to [squeegle@comcast.net](mailto:squeegle@comcast.net) or by snail mail to: T.J. Gilchrist 4444 W. Palo Alto Ave. Apt. 103 Fresno, CA 93722-9000 Phone # (559) 431- 0190

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# Classifieds

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## FOR SALE

**1975 Suzuki TM-125** unrestored original, asking **\$1000.00 obo** - **1971 Suzuki TC-125** duel range transmission (4 low & 4 high) Good condition asking **\$1000** For info please call **Dan Coghlan (559) 782-4651**

**1983 Suzuki GS 850** Shaft drive, fair original paint, starts and runs well, good chrome. **\$795.**

**FREE house paint**, various colors, good for shop or shed. Also free french doors. (double). For info on both items please call **David Gearhart (559) 283-1007**

**1984 Honda Goldwing Aspencade**, Very Nice Condition, Always Garaged and Covered Radio, Intercom, Air Compressor. Low Miles \$5,000.00 call **Rick - (559) 674-0598**

## WANTED

**VESPA SCOOTER WANTED...1949 to 1973. 150, 160,180 and 200cc in any condition. running or not...complete or not. I am NOT looking for a restored Vespa. Will travel through out the state to pick-up the right deal.**  
**Gary Rosa 559 696-2438 or 559 325-7076**

**Wanted...1974 -1980 XS650 Yamaha.**  
**Prefer running but will look at and consider what you have. Cosmetics including tank, seat and fenders are NOT important. Straight frame, forks, re-buildable wheels, complete engine with all wire harness and brake system is important.**  
**Gary Rosa 559-696-2438**

To submit articles or information for the newsletter, you can send it by e-mail to [squeegle@comcast.net](mailto:squeegle@comcast.net) or by snail mail to: T.J. Gilchrist 4444 W. Palo Alto Ave. Apt. 103 Fresno, CA 93722-9000 Phone # (559) 431- 0190

# CLASSIC JAPANESE

12<sup>th</sup> ANNUAL!



Classic Japanese Motorcycle Club



**EXCLUSIVELY!**

*2007 Signature bikes:  
Yamaha DS7, R5C, RD 250/350/400*

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**With RACES, BIKE CORRAL, VENDORS, FOOD, SUNSET RIDE, AWARDS, FUN!**

**20-22 JULY 2007 GOLD COUNTRY FAIRGROUNDS, AUBURN, CA**

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