

Central California Classic Cycle Club



"We're stuck on old bikes"



Web Site: www.5csclub.net

August 2007



August 15th meeting (7:30pm) at
The Dam Diner, Friant California

Red Bull U.S. Grand Prix report by Will Puckett

Friday July 20th 8:00am, Shawndel and I arrived at Mazda Raceway Laguna Seca for three days of world class motorcycle road racing with all of the manufactures displays, excitement, and race fans that accompany such an event. We set-up camp in an overflow area on part of the golf course about three quarters of a mile downhill from the track with thousands of other fans. The KLR-650 was used to transport us to motorcycle parking closer to the track. Fridays schedule included Moto GP practice



and AMA Supersport qualifying. This allowed close-up viewing of the GP bikes at speed and exploration of the huge displays, vendor areas, and food and beverage concessions. That evening we were kept entertained by a variety of moderately loud music and kids on pit bikes doing wheelies and racing around the camp area. Saturday morning was spent revisiting the display and vendor areas for T shirts etc. In the afternoon we watched GP qualifying on the hill above turn two and the AMA 600cc Supersport race. Moto GP points leader

Casey Stoner (Ducati) qualified fastest and Roger Lee Hayden won the Supersport race.

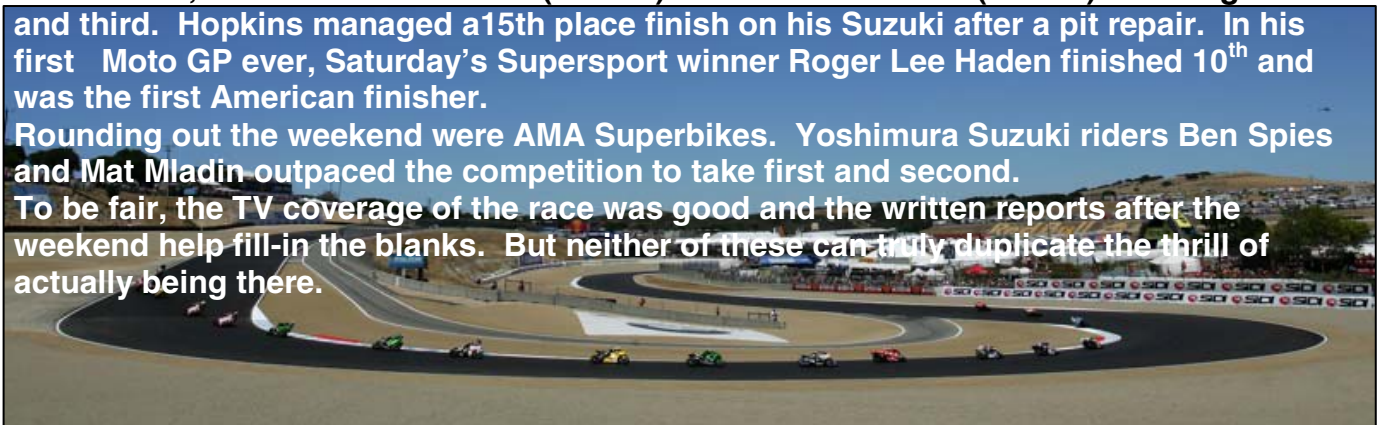
Sunday we got to the track about 11:00 AM to secure a viewing area for the 2PM Moto GP race. With a sell-out crowd of over 300,000 spectators we settled on a fair viewing area with shade above turn two. On the first lap, we saw bike contact between two American hopefuls, Nicky Haden and John Hopkins. Hopkins fell, remounted and headed to his pit for repair. Hayden continued with a damaged bike until lap 22, and then pulled in for good. Casey Stoner won the race by nearly 10 seconds, with Chris Vermeulen (Suzuki) and Marco Milandri (Honda) finishing second



and third. Hopkins managed a 15th place finish on his Suzuki after a pit repair. In his first Moto GP ever, Saturday's Supersport winner Roger Lee Haden finished 10th and was the first American finisher.

Rounding out the weekend were AMA Superbikes. Yoshimura Suzuki riders Ben Spies and Mat Mladin outpaced the competition to take first and second.

To be fair, the TV coverage of the race was good and the written reports after the weekend help fill-in the blanks. But neither of these can truly duplicate the thrill of actually being there.



12th Annual Classic Japanese Motorcycle Club Show & Swap

Sunny and hot, that was the forecast for Auburn CA. That's where I'm headed for the 12th annual CJMC Classic Japanese Bike Show and Swap. This is the second year the event is being held in Auburn at the Gold Country Fairgrounds. In previous years it was held in Lake Tahoe at Squaw Valley Ski resort. That venue was lost three years ago so the event was moved to Lathrop near Manteca at a place called the pumpkin patch. They sell pumpkins there in the fall. Well in July Lathrop is pretty darn hot and there isn't any shade except for one little scrawny tree with very few leaves, so the following year it was moved to the Auburn and the fairgrounds.



The Auburn facility has plenty of mature oaks trees for shade and well watered grass that keep the grounds cool on hot summer days. This year the temps were in the mid ninety's, hot if you were in the sun but cool in the shade with a light breeze blowing.

Roland Berry and I arrived Friday afternoon. As we drove in Bob Miller, Aaron Busch and David Gearhart were there to greet us. Soon to follow was Al Madril and Tom Lee, Leilani Koop, Janette Ferry and Dave Cook. Also to arrive later was George Copeland. Missing out of this group from the C's was Larry Koop, he was somewhere in the Yukon riding the Alcan Hwy with his buddy Willie Hardin. They were on there way to Alaska in search of wide open spaces and maybe a Moose or two. The full story of their adventure will come in a future issue of the newsletter.



After parking the truck it was time to look for any treasures from swappers who arrived early like we did. I found a pair of vintage Koni shocks attached to '77 Yamaha RD-400 parts bike. They should fit on one of my T-500's. I made a thirty dollar offer and they were mine. More people were arriving bringing their junk; I mean treasures as the afternoon went on. Early morning Saturday when the gates open (7:00am) will be primetime for this treasure hunt.

Early Saturday morning, Rolo and I arrived at the fairgrounds which were already buzzing with activity. Leilani, Janette and Dave were already there setting up the easy-ups and folding chairs. Bob and Aaron strolled by and hung around for a while. Doug and Marshall VanTassel dropped by to say hello and mingle. Even Rueben Pena, his wife and brother showed up to sell there wares. Some C's members in attendance used our swap space as a homebase for the weekend. After helping Rolo set out his stuff to sell, I hopped on my 1964 Yamaha YG1S 80 and took off to survey the grounds in search more treasure.

Through out the day more people were arriving bringing there stuff to sell or bikes to for the show on Sunday. I stopped by Al and Tom Lee's swap space. They had a load of Yamaha 650 twin and early DT enduro and other stuff they were selling. I noticed that there was a lot vintage Yamaha enduro stuff for sale this year. As I continued on my quest I didn't find anything that I was looking for. I was searching for Kawasaki 250 Samurai and 350 Avenger 2 stroke twin stuff. As it ended up all I had purchased that day was some NOS Suzuki stuff that Rolo brought to sell. As the day was winding down it was time head back to the hotel, grab a quick shower and find a place for dinner. Italian sounds good tonight.



It's Sunday morning and after a quick breakfast it was time to head back to the fairgrounds. After setting up our swap space again, I ventured out to the area where the bike show was being held. There were already a lot of beautiful bikes on display. Roland Berry and George Copeland entered there bikes in the show they restored this past year. Roland entered hid 1972 Yamaha DT-2 Enduro and George entered his 1976 Yamaha XS-750 triple and 1986 Suzuki Tempter twin.. All the bikes entered were now being judged. It's a people's choice type of judging. If you didn't restore your bike to exact factory specs you won't have to worry about losing points because there aren't any. The people vote for the bike they like the best in a number of different class categories. When the judging was over one of our C's member came out a winner. Congratulations to Roland Berry, he won 1st place in the modified enduro class. Best of show went to Allen Siekman for his rare 1937 NKB Castle (*Nihon Keijidousha Kougyo, a small company based in Hiroshima, Japan, produced this motorcycle. It is a pre-war machine*).



It's time to wrap things up now. Everyone is packing up and headed for home. I would like to thank everyone who participated in this years CJMC Classic. Hats off to Chal DeCecco and his volunteers for hosting this event and Neil Rodriguez for coordinating another successful bike show. See you next year.

Back from Hibernation

If you read the article in last months' newsletter, you know that I resurrected an old 2-wheeled friend of club member Jimmy Johnston's. It is a cool 1965 Honda CB (or CL) 160.

The poor thing had been patiently waiting to come back to life after 30 some years of sitting and sitting...

Thankfully, for most of the 30 years, it had been covered up on a patio and pretty well preserved. The old Honda never gave up hope on one day waking up and being ridden again.

As I drove up the block looking for Jimmy's house, I saw the poor thing sitting in the middle of the driveway like it was waiting for a taxi or a bus. For a split second the idea of not stopping flashed thru my mind. I would keep going, claim I had been diverted by a pack of Labradoodles and hope for the best.

But I stopped, and Jimmy and I pushed it up my ramp with its flat tires squeaking and squishing. On the way home, the 160 reminded me of a skinny old hound riding in the back of a pickup truck. Not really caring where it was going, just happy to be going somewhere.

Most of us who like to bring old bikes back to life know that the first step in taking on the challenge of a "make run" bike is to stare at the bike for a couple of days.

During this time, we envision how we expect the bike to look once the grime and rust is replaced with shiny chrome.

Sheet after sheet of a yellow notepad gets used up as I sit and make lists.

Tires, tubes, foot peg rubbers, air cleaners....

One early morning, I push the Honda out in the driveway and begin to clean the carburetors.

Surprisingly, they clean up pretty good, fresh gas flows, a spare battery gets stuffed into place and I clean the points.

The big moment arrives. I push the start button and nothing. Not a click, groan or whirr. The headlight works, the horn bleats like a lost sheep, but that's it.

The kick starter works and the bike pops and sputters. Fiddle, fiddle, more pops and sputters. This bike has a sense of humor. Just when I'm ready to give up and push it back in the garage, it runs for a second or two. Now, I'm getting pooped and my foot hurts. But, every time I think about stopping, it belches out a lot of black soot and junk from the upswept exhaust.

Just as my patience and second cup of coffee runs out, it starts!

I nurse the choke and the throttle and talk to the old bike. We have all done this; you get a bike running and gently work the controls as you gain cylinder head temperature.

This procedure always reminds me of the ending of the old Jimmy Stewart movie "Flight of the Phoenix"

Just as the plane crash survivors are about to give up on the reconstructed plane, the thing starts and Stewart's hands gently work the controls and he talks to the old plane. Whoever wrote the screenplay probably had a stubborn motorcycle in his garage.

The bike has a nice sound to it. The stock mufflers were replaced years ago with some nice chrome tips. Typical to small Honda motors, it has the sound of a much larger bike.

After I check that we had a transmission and that it will restart, I called Jimmy. It's about 7:30 or so but I know he'll be up.

The phone rings, he answers and I told him to hang on for a second. The Honda roars to life as I hold the phone close to the open exhaust and goose it a little.

"What is that, a Ducati?" Jimmy asks?.....wait, that's not the little Honda.....

I shut the bike off as to not annoy the neighborhood and Jimmy and I both talking at once. We're both asking questions and somehow getting answers.

J-What was wrong with it?

A- A- How come the electric starter doesn't work? My foot hurts!!

J- Did you ride it?

A- A- The carbs were really gunked up but it seems fine now!

J- What electric start? We always kicked it!

A- A- No, the tires won't hold air....

And so on,

There were some odd flying insects buzzing around the bike. They were funny looking like long bodied houseflies with big wings. I guess all the heat and commotion got them airborne.

Real slow flyers they were.. I was able to down most of them with a can of carb cleaner. They seemed to come from under the gas tank and were hovering around the "mother ship" until I blasted them.

The next few mornings, I would push the bike out and start it up. I just wanted to hear it run and to get the old bike used to mojatating.

The big flies got fewer and fewer each day.

The mystery of the electric starter got stranger. I hooked up a pair of jumper leads to the starter motor and it cranked right over. It was fine!

Under the seat, the solenoid and all related wiring were gone. The only things left intact were the starter motor, the clips used to route the wiring, and the button on the handlebar.

The next week was very busy. A couple of helping hands came by and washed, polished, scrubbed, changed the oil, scrubbed again, and polished some more.

My nephew the CB160 guy came by with a good starter solenoid and related cables and within 20 minutes, had the old girl electric starting like a new bike.

He fine tuned the carburetors and with each run session, the bike ran better and better.

Parts were beginning to trickle in from all over the country and Canada.

Some of the parts were still available from Honda but things like cables are now being reproduced thanks to the CB160 craze that is so huge right now.

As a whole, the bike was very complete and original. But many parts were just worn out. The rear wheel damper bushings were beat into powder and there were lots of mismatched and missing nuts and bolts.

One bright spot was finding the original tool kit in the round tool box! Most of the tools were there and the missing ones, I scrounged up from my meager parts stash. I had the tools Zinc plated here in town so they would look just like new. They came out great!

I found it more cost effective to buy a reproduction gear shift and kick starter as the cost to re-chrome stuff is pretty high. I was careful to save all of the old bits just in case Jimmy wanted to completely restore the bike down the road.

The Honda's maiden voyage came a couple weeks later. One of my workmates came by to see the old girl and he was just the right size for the little 160.

We fired it up and with me following behind, we rode a few miles around the neighborhood. Lights, check, brakes, check, gears, check. The "things to do" list was getting smaller.

One thing I did have to re-do was the gearing. Due to short supply, I installed a larger countershaft sprocket than stock. This "Daytona gearing" would have been great for top speed runs but for just putting around, it was a bit tall. On a big bike, a tooth or two change can make a small difference. When you have maybe 15 horsepower, it's a lot!

I found myself each morning replacing a bolt here and there, polishing some aluminum and just "piddling" with it. It was relaxing and fun. But, I soon realized that it was like being seated in front of a big bag of potato chips.

I just kept having one more and replacing just one more tarnished bolt and touching up spot after spot. I finally made a final list and that was to be it!

The finish on the engine was really bugging me. It looked ok, but the old silver paint was worn through in many spots and the cylinder fins were oxidized.

Repainting the engine in the frame I had done many times before. It's all in the preparation. Wipe the engine down with alcohol, scuff it up with a Scotchbrite pad, and remove all the small things that get in the way. I spent about 2 hours masking the engine off and about 20 minutes painting it with a good engine paint.

After paint, I unmasked everything and there was a nice contrast between the small aluminum engine covers I had polished and the larger painted pieces.

Next came new engine case screws. The old ones were not rounded out or chewed up, but of course now they were painted silver. This would NEVER do so, I replaced all the screws with new original zinc plated ones. (I have a sickness, please help me).

Last, was the gas tank and sidecovers. The original metallic orange was dull and lifeless but overall very nice. I hated to ruin its original-ness-ness plus, metallic orange was how Jimmy and his brothers knew it. So, I polished and polished and I think we are all amazed just how durable the 42 year old paint was.

That was it. I was done. I know that I always tell people that motorcycle projects are never really "done", but the hot weather was here and I knew Jimmy was going to be out of town for a few days so I had to finish it up for delivery.

The morning of delivery day, I had the truck and ramp in position, I had a fresh cup of coffee in the cup holder and I was poised to load her up.

I hadn't ridden the bike at all. My co-worker Keith had ridden it and announced it was fine. I wanted to spare the poor thing hauling my big butt around so I didn't plan on riding it. I rationalized that for safety and quality control, I should ride it. Just in case. I put my helmet on and touched the now working starter button. It roared!

I spent the next 10 minutes or so riding around the neighborhood waving at the early morning joggers and dog walkers. I was also doing an excessive number of "blip throttle downshifts" and fantasizing that I was Jim Redman flicking thru Ramsey at the Isle of Man.

Finally, I pulled in and loaded the bike up. Big smiles.

That evening, with Jimmy's wife helping, I parked the 160 back on the patio where it had sat for some 20 years and gave it a final pat.

I have to thank "The Tom's" for their help in cleaning and polishing the 160. Tom Lee and Tom Ullmann, I owe you one.

My nephew Garrett was a big help in supplying the electric starter parts and his patient fine tuning. And of course my wife Irene, who kept me on time by announcing "Its 8:15! Your gonna be late!!! All those mornings when I was working on the 160.

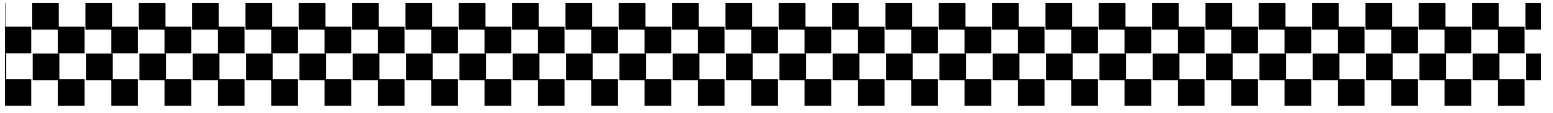
Since then, Garrett has found me a pretty cool CL350 Honda that RUNS! So far, I'm have only been staring at it until the cooler weather arrives. Where's my notepad?

Al Madril





EVENTS CALENDAR



September 15th thru 16th



For the first time in years two-wheel fans will have two distinct opportunities to see their favorite motorcycle road racing stars at Mazda Raceway Laguna Seca. Defending champion Ben Spies will lead the best that Yamaha, Suzuki, Honda and Kawasaki have to offer in the AMA Superbike Series. Support will be offered in the form of the AMA's Supersport, Superstock and Formula Xtreme classes. The two-day event will feature all four classes of AMA Superbike racing. For info www.laguna-seca.com/events/

September 26, 27, 28, 29

Motorcycle Races at the Caruthers Fair
Put on by the Fresno Motorcycle club

http://caruthersfair.com/motorcycle_Quad.htm
www.fresnomotorcycleclub.com

October 6&7

Pine Mountain Club CA.

FRAZIER PARK FESTIVAL / VJMC 2007 WEST COAST NATIONAL RALLY
<http://www.vjmc.org/calendar/FRAZIERPARK/FP2007.htm>

October 14th

The Annual 5C's Garage Tour

For Info Call Larry Koop (559) 456-3245

October 20 & 21

5C's Morro Bay Ride

For Info contact Larry Koop (559) 456-3245 or Bob Duncan (805) 772-1553

To submit articles or information for the newsletter, you can send it by e-mail to squeuegle@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

Classifieds

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**

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1973 Rickman Montesa Cappra 250 MX \$450.00 - **1972 Suzuki TM-250 MX \$350.00** - **1980 Honda XR-80 Make Offer** For Info Call **Dan Staples (559) 298-0960**

1980 Suzuki GS1100G 17,000 miles, Vance & Hines exhaust, needs some work. **\$500.00** For Info call **Rick (559) 273-1844**

To submit articles or information for the newsletter, you can send it by e-mail to 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

5th Annual

FRAZIER PARK
FESTIVAL OF VINTAGE
Motorcycles



October 6th & 7th, 2007

Pine Mountain Club, California

Saturday: 7am - 7pm • Sunday: 8am - 2pm

- ▶ Pine Mountain Club Vintage Motorcycle Show
- ▶ Mil Potrero Awards Banquet
- ▶ Tecuya Dual Sport Ride
- ▶ Frazier Park 100 Rally
- ▶ Mt. Pinos Endurance Rally
- ▶ Quatal Canyon Motorcycle Swap Meet



For more information, event descriptions and directions, visit:

www.visitfp.com

General Admission is FREE!



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