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Schedule of Events

NOTE: Board of Directors (B.O.D.) meetings are open to all members. When held at a chapter members home, please notify the host ahead of time.

June 1 (Wed) – B.O.D. Meeting 7:00 pm
Kiwi Indian Motorcycle Parts Co. 5301 Industrial Blvd Edina, MN 952-657-5245

June 3 (Fri) – Kennedy High School Chopper Class Open House 3:00 to 5:00 pm
9701 Nicollet Ave So Bloomington, MN

June 10-12 (Fri-Sun) - Viking Chapter AMCA National Meet Minnesota State Fair Grounds Friday 8am-6pm, Saturday 8am-8pm, Sunday (judging only) 8am-1pm Sean O'Neil 612-870-0766

June 23 (Thurs) - Garage-Get-Together
Paul Davidson's 9330 Overlook Trail Eden Prairie, MN 952-941-4997

July 13 (Wed) - B.O.D. Meeting 7:00 pm
Sean O'Neil's 5528 13th Ave S Mpls, MN 612-870-0766

July 17 (Sun) - Viking Chapter President's Ride 763-755-8520

July 28 (Thur) - General Meeting & Ice Cream Social 7:00 pm Veterans Home 5101 Minnehaha Ave. So. Mpls, MN

continued on page 2

RE-CYCLE

JUNE

Newsletter of the Viking Chapter
Antique Motorcycle Club of America Inc
Published Quarterly

2011

March, June, September, December

vikingamca@yahoo.com

http://www.vikingmc.org

RADEMACHER'S RAMBLINGS

by Dave Rademacher

Well here we go again... Another month of spring down the tubes. I guess we did have summer but I had to work that day. I know the weather has not been real great but on the other hand it gives you that much more time to get your bikes ready for our National meet coming up.

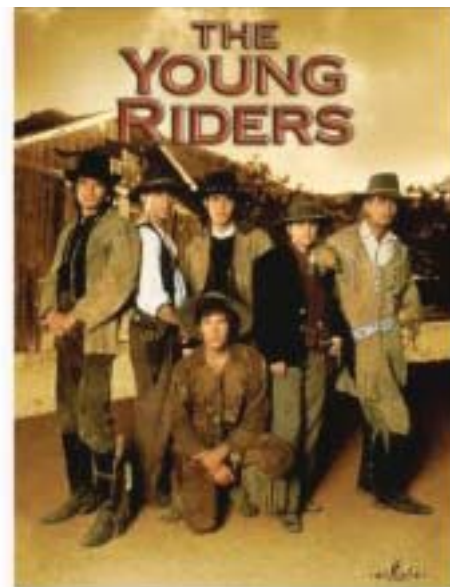
Speaking of the National meet, I hope all of you can put forth a real effort to bring 1, 2, 3, or more bikes to show. Every year has had some of the same bikes, but also many bikes that have never been seen before, lets keep that up and blow the top off of the building with bikes!!!!. There are a lot of younger riders coming to our meet, and they are getting very excited about seeing the newer bikes (at least to some of us) that show up. These are the bikes that they grew up dreaming about and wishing they could own, so lets show em what we got!!!

Even with the cold and rain we had a great showing for the Mid-American Auction. The club had 13 members help push the 50+ motorcycles up on the block. While that was happening other members were at the bike show that Fury motors put on. Of the 14 bikes that showed up our club had 12.

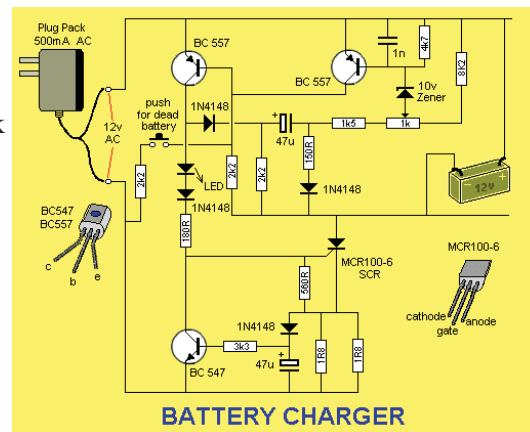
Doug our new webmaster has been working very hard on updating our web site. This is a work in progress so please be patient and look in on it often. This is going to be a real life line on what is happening with the club.

That's about it for now, so charge your battery, gas em up, wax em pretty and get em out on the road!!!!

See you at the events this summer.



These Guys? (the editor)



Editors Note

Woo Hoo! For once I'm getting this thing out on time...

It's Summer in the City my friends. So Ride the wheels off your bikes while you can. See you at all of the great motorcycle events the club and this town has to offer.

As always, THANK YOU to all the members that contributed content for this issue.

Schedule of Events (continued)

Aug 6 (Sat) - Viking Chapter Ride to Sturgis 8:00 am Hilltop Restaurant 727 Water St, Excelsior MN (come earlier for breakfast)

Aug 17 (Wed) - B.O.D. Meeting 7:00 pm Kerry & Sue Rasmussen's 9282 Stonebridge Trail N. Stillwater, MN 651-492-0735

Aug 21 (Sun) - BBQ & August General Meeting 12:00 noon Firemans Park 100 West 6th St. Chaska, MN

Aug 31 (Wed) - Ride to Davenport #1 8:00 am Little Oscar's Restaurant 23470 Emery Ave. Hampton, MN (come earlier for breakfast)

Sept 2 (Fri) - Ride to Davenport #2 6:00 am Downtown Gas Station Prescott, WI Tom 763-533-9163

Sept 10 (Sat) - Viking Chapter Ride to Wings & Wheels 8:00 am Leaves from Kerry & Sue Rasmussen's 9282 Stonebridge Trail N. Stillwater, MN 651-492-0735

Sept 14 (Wed) - B.O.D. Meeting 7:00 pm Tom & Judy Jones' 6516 Ronald Place Brooklyn Center, MN 763-533-9163

Check out the *NEW* Events Calendar at vikingmc.org

Working Hard at the Donnie Smith Show

Seriously, this event (and the many others we attend during the year) don't just happen. It takes manpower and a bit of time. No wonder these cats are taking a moment to take a load off. Thanks Guys - Another Great Display!



MidAmerica Motorcycle Auction

By Jerry Richards & Trudi Johnson-Richards

Viking Chapter members volunteered at the MidAmerica 15th Annual Twin Cities Spring Classic Auction on Saturday, May 14, 2011, at the Minnesota State Fair Grounds Grandstand in St. Paul, Minnesota. Members handled vintage motorcycles for sale: Tom Broich, Carl Eide, Jim Geisler, Craig Kotval, Paul Martel, Ivar Natins, Sean O'Neil, Doug Nelson, Jim Petsch, Kerry Rasmussen, Jerry Richards, and Roger Rimnac. Trudi Johnson-Richards distributed fliers for the Viking National Meet, June 10-11 and signed up new members.

The Viking Chapter receives a contribution for assisting at the auction. Thank you to all the volunteers who made this auction a success.

Spring Ride (Excelsior to Henderson)



The following Hardy Souls braved impending doom and destruction (bad weather actually) to enjoy this year's spring ride. Oh, by the way, 2011 marks the 100th anniversary of the Henderson Motorcycle Mfg Co.

- Jim Koskovich = 1942 Harley FL
- Sam Niskanen = 1942 Harley
- Charles Sells = 1947 Indian Chief
- Jean Hostetler = 1967 Honda 305 Scrambler
- Dena Natins = 1975 Honda 400F
- Tom Koskovich = 1978 Moto Guzzi
- Paul Jaswich = 1993 Sportster Bobber
- Bob Hopf = 1998 Harley
- Ron Spargo = 2000 Moto Guzzi
- Stan Mewhorter = 2004 Sportster

Volunteers Appreciated...

HELP! We need volunteers to staff the Welcome Desk at the National Meet. Each shift is two hours long. Come and **HAVE FUN!** Talk bikes, kids, pets, favorite recipies, or nudie bars... whatever... and welcome old and new members. Please call Kathi Rimnac 612-825-2550 or Deb Riggs 612-229-7244 to sign up.

New Board Member "Membership Chair"

By Dena Natins

As the Viking Chapter is the largest chapter of the AMCA (283 members as of 12/31/10), the board of directors started discussions in 2010 about splitting the responsibilities of Treasurer and Membership. After discussing it during two general meetings, a vote was taken at the meeting held at Jack Crane's Museum to add Kathi Rinnac to our board with the title of Membership Chair.

Many of you already know Kathi due her time as the Treasurer several years ago, and by her presence at many of our club events. Thank you Kathi for coming forward as a volunteer (once again)!

We are in the process of updating the website, and our membership form, but in the mean time here is her contact information for your membership needs:

Kathi Rinnac 5516 13th Ave S, Minneapolis, MN 55417
(612) 825-2550 or Motokat2@yahoo.com

15th Annual Richards Sturgis Get-Together and Chili Feed

From the Host Jerry Richards & Hostess Trudi Johnson-Richards



We'll be having our annual Sturgis Get-Together again this year at the cabin. This is always a big turnout for Viking Chapter and other AMCA members that are in the area for the Black Hills Motor Classic. Nearly 70 people attended last year's event. It's quite a crowd and we always have a good time. This year's date is Monday, August 8 from 12:00 noon until 6:00 p.m. Chili and beverages provided as usual. So motor over to 21432 U.S. Highway 85 South near Lead, SD (605-584-9082). The cabin is .09 of a mile South of Cheyenne Crossing Restaurant (intersection of U.S. Highway 85 South and Spearfish Canyon Road). Look for the slow moving triangle sign on Fire Marker 21432.

Viking Chapter National Meet Update

By Sean O'Neil

National Meet Preparations in full swing It's hard to believe that we're only a few weeks away from our National Meet at the Minnesota State Fairgrounds. We're really excited about this years theme and want to see as many Harleys and Indians as we can possibly pack into the building. But remember that our guest have expect a huge diversity in our display, so bring your bike even if it doesn't fall within this year's theme. Encourage your fellow club members to bring their bikes. If you have a friend in the club that doesn't show their bikes, give them a call and get them fired up. Maybe they need a little help getting their bike on a trailer or don't know the best way to the Fairgrounds. Or maybe they just need a little push to get going. It's a lot more fun to shlep bikes around if you're doing it with a buddy. Speaking of invites, ENCOURAGE YOUR FRIENDS to come to the meet! Although we do a lot of advertising, pass out thousands of fliers and business cards, the thing that will get folks through the door is a personal invitation. Think about your neighbors, co-workers, distant relatives you only see at Christmas... if they're into bikes, cars, history or even just antiques in general, give them a shout and invite them to the show. Tell 'em that YOUR bike is in the show and that they should come down and see it. That personal connection is what will get them to the show and open up a whole new world.

If you already know what bikes you're going to bring, get me the specs so that I can make up the bike sign. Although we can always make the sign the day of the meet, it's much easier on all of us if you send me the info ahead of time. Email moneil2@comcast.net or even antique mail at 5528 13th Ave S, Mpls, MN 55417.

Owners Name (optional - some people want their identity confidential and we'll respect that), Year, Manufacturer, Model, Displacement, Transmission (speeds), Country of origin, and what's special about this bike to the industry or to you.

For the bike description, be creative and informative! For example, something special or interesting about that specific model year.

Tidbits about the restoration project. How you got the bike. Why this model was a success (or a flop)! Give us your own personal opinion of what you like about your bike. You are encouraged to display any other paraphernalia you so desire with your bike that will help educate and entertain the masses.

Bike setup times are: Thursday, June 9, 8:00 am to 8:00 pm. Or Friday morning, June 10, starting at 8:00 am. We would like bikes to be on display until Saturday evening, June 11, 8:00 pm

The Frankenstein Project (Part 3 - continued from March 2011 ReCycle)

by Ron Bohm



At this stage I thought everything was apart but I realized I had forgotten to remove the headstock bearing race cups. They needed to be removed as I am replacing them with tapered roller bearings. The bottom one would not come out. Necessity is the mother of invention and I had to make a removal tool or grind them out. I looked around the shop to see if I had a piece of 1 1/2" round steel to make the tool. I had nothing that big except a piece of 2" S7 tool steel. That stuff is not easy to machine and it would have taken several hours to make it. Then I noticed the big clutch puller for the M20. That is the right diameter, it has flats on it for a wrench and a threaded hole which exactly fits my slide hammer. It is threaded on the inside so making threads on the outside would do no harm. Here again BSA likes fine threads as the bearing cups are threaded 1 1/2" x 24 tpi. The threads were easy to cut on the lathe and 15 minutes later the cup was out. Now I could take the frame to the car wash and blast all the grease, oil, and mud off.

I now have fenders, a magdyno, misc frame and fork parts. I have started to mount the rear mudguard (fender). I reinstalled the rear wheel to make sure I had the fender on the centerline of the bike. Then it was to make two brackets, drill some holes and it was mounted, almost. Somewhere in ancient time a wicked and evil person cut off the rear part of the rear fender stays. Success, Randy Baxter in Iowa had the left side stay. Now I only need the right one. I'll find one sooner or later. The rear mudguard is on after some trial and error. Now the front mudguard, I just need to make a center brace and four stays. Having a set of homemade dies to form the ends of the stays is a big help. The dies help flatten the tubing and provide a bit of radius at the crush point. The center brace required a bit of fettling to form. Six 1/4" bolts will secure the front mudguard. I think I will continue to build up the whole motorcycle as it is to make sure it all fits. I am still waiting on a clutch from the Bronx, rims and parts from England. I now have all the tin ware except for the chain guard. Looks like that will come from India also.

I have borrowed the wheels from my 1948/49/53 A7 so now the M31 can be rolled around. The A7 is a plunger frame also, so most rear wheel and suspension parts are interchangeable.

Now some serious work can be started. First to change crankcases so the one can be repaired, it has a broken front lug. That will give me a look inside the engine. The BSA flat heads do not have a oil seal from the crankcase to the primary case. They have a oil slinger. If you have a leaky oil pump (they all do) the crankcase fills with oil and then runs into the primary case. Then it runs on the floor. The solution is to replace the outside left main ball bearing with a sealed one. Presto you have a oil seal. There is also a spacer between the two drive side main bearings that gets shorter with age as every time the cush drive is tightened it gets compressed which moves the crankshaft left. That will be changed. The rest of the motor hopefully is ok, new rings and a valve job should do it. I was very lucky to get a Terry valve spring compressor from Henk Joore in Holland. Henk runs the BSA M20 website. That will make a valve job much easier. The M20 website is a good one if you need BSA M20 information. Plus Henk sells parts and tools that he finds at the swap meets in Europe. Check him out. It is amazing that there are still brand new factory parts for these old Beezers. New footpegs are on the bike with the factory primer still on them. I still have more things to do but am missing some parts that are central to the project. Christmas is fast approaching so I will have other things to do anyway.

To be continued...

Now We Know

by Paul Davidson

Motorcycle parking in Minneapolis. Something I have been wondering about, and finally have the official response from the city of Mpls. It is legal for motorcycles to share a metered parking place, as many bikes as will fit in a space. But if the meter expires, all bikes parked there will get a ticket.



New AMCA Judging Guidelines

by Jerry Richards Viking Chapter Deputy Judge

As of December 14, 2010, a new Judging Guidelines Manual was printed to clarify the Judging procedures. The Manual is a definite help in the point deduction in each of the 25 categories as well as an automatic 6 point deduction and what would disqualify a motorcycle.

Category 1, Frame/Rear Suspension: There is an automatic 6 point deduction for a reproduction frame. If the frame is incorrect for the year, the motorcycle is DISQUALIFIED.

Category 8, Engine: If the crankcase is a reproduction, the motorcycle is DISQUALIFIED; Invalid serial numbers—DISQUALIFIED.

Category 25, Paint Work - Original Motorcycle: An automatic 6 point deduction for 2 or more major components with non original paint.

Category 25, Paint Work - Restored Motorcycle: An automatic 6 point deduction for major components that are incorrect color or color scheme.

SAME RULES PER AMCA HANDBOOK OF JUDGING

Class 1 – Motorcycles manufactured before 1919

Class 2 – 1920 through 1929

Class 3 – 1930 through 1939

Class 4 - 1940 through 1949

Class 5 – 1950 through 1959

Class 6 – 1960 through 1969

Class 7 – 1970 through current qualifying year

All motorcycles must be 35 years old or older. Award categories remain the same:

Junior Second – 85 Points Minimum

Junior First – 90 Points Minimum

Senior – 95 Points Minimum

Winners Circle must meet 95 points to qualify; then maintain 85 plus points in subsequent judging events.

The Chapter Judge or any National Judge must observe a starting and running procedure prior to check in and entering the judging field or location in a building.



A Century of Henderson

from *Henderson Motorcycle* by Michael de Whalley
reprinted from the *Oregon Trail Chapter Newsletter* May 2011

The Henderson Motorcycle Company was founded by William and Tom Henderson in 1911. During 1911, the brothers constructed a single, belt-driven prototype designated Model A. Final drive changed to chain for production.

Model A

Model A production began in Detroit Michigan using the inline four cylinder engine and long wheelbase that became Henderson trademarks. First available to the public in January of 1912, the Model A has a 57 cubic inch, inline four cylinder engine. The Model A made 7 hp and sold for \$325.



Model A

Models B ~ G

The 1913 Model B made several improvements over the Model A. Girder forks, lower saddle position and a better brake. The 1914 Model C added a two-speed gearbox in the rear hub. Shortly after the Model D was announced in 1915, it was followed by a Model E, with a reduced wheelbase resulting in improved handling. The 1916 Model G incorporated the now standard shorter wheelbase, a cam gear driven mechanical oiler and kick-start.

Model H

The brothers sold their business to Ignaz Schwinn, the manufacturer of Schwinn bicycles and Excelsior motorbikes in 1917. Henderson production moved to Schwinn's Excelsior Motor Mfg. & Supply Co. in Chicago, Illinois. Production resumed in 1918 with the Model H.

The 1919 Model Z included a generator on the Z 2 electric model. The 70 cubic inch, 4-cylinder developed 14.2 hp. This model had a new logo including the red Excelsior "X"



continued on next page...

A Century of Henderson (continued)

Model K

The Henderson Model K, introduced in 1920, was the first motorcycle to use pressurized engine lubrication. The Model K was also the first to offer an optional reverse gear. The frame uses steel forgings at every joint. Forks and handlebars were the same as the Series 20 Excelsior. Other features were electric lighting and fully-enclosed chain.

Model K sales continued to 1922. Sales continued to increase despite a post WWI depression. Henderson motorcycles were the choice of law enforcement as their reputation continued to improve due to proven durability demonstrated by several distance records.



Model K

The De Luxe

Late in 1921 saw the introduction of the 28 hp, 1922 De Luxe. Improvements included a larger carburetor, improved intake manifold, improved rear brakes, redesigned crankshaft, cylinder head cooling, straight-down exhaust system and seating. The De Luxe was offered at \$50 over the regular model, at \$525.

Riding a stock 1922 De Luxe, Wells Bennet set a 24 hour endurance record of 1,562.54 miles averaging 65.1 mph at the Tacoma Speedway. This record fell in 1933 to a 4-man Peugeot team. The solo record held until 1937 when Fred Ham averaged 76 mph on a 61 cubic inch Harley Twin.

By 1927 the De Luxe featured polished Ricardo cylinder heads and made 35 hp at 3,800 rpm. Two plates were added to the clutch for strength. Also, a new tank top instrument cluster including a speedometer, ammeter, oil pressure gauge and headlight switch was added. There were new valve spring covers and an updated Zenith carburetor.

The 1928 De Luxe, the last in the line, improved on earlier designs by increasing cylinder compression and using hardened, polished steel valve guides. The front end now had leading link forks and a front brake. Sometime during the production year, the wheels changed to drop center rims.

KJ Streamline Model

The Streamline model, commonly called the "KJ", appeared in 1929. The KJ featured improved cooling, a return to the IOE (inlet over exhaust) valve configuration and

produced 40 bhp @ 4000 rpm. The Streamline was capable of 100 mph and advanced for its time, with leading-link forks and an illuminated speedometer built into the fuel tank. The Streamline model was produced from 1929 until 1931 and sold for \$435.

In 1929, while Wall Street crashed, Henderson sales remained strong. Excelsior Motor Mfg. & Supply Co. was one of America's "Big Three" motorcycle manufacturers, alongside Harley Davidson and Indian.



Model KJ

Special KL Models

In April of 1930, the Henderson Special KL solo appeared on an Illinois highway. Joe Petrali ran 116.12 mph and 109.09 mph on two successive runs, averaging 112.61. The higher compression two-ring pistons and enlarged 1.25-inch carburetor increased KL engine output to 45 hp at 4,500 rpm. The KL was remarkably flexible in top gear, pulling smoothly to 110 mph. The Special KL model was priced \$30 more than the KJ model, and was available in 1930 and 1931.

The summer of 1931, Schwinn called his department heads together and bluntly told them, "Gentlemen, today we stop". Schwinn felt the depression could continue for years, and even worsen. Despite a full order book, Schwinn chose to focus on bicycle manufacture. By September 1931, Schwinn ceased production of Henderson motorcycles.

Henderson produced 4 cylinder motorcycles from 1912 until 1931. They were the largest and fastest motorcycles of their time, and appealed to sport riders and police departments. Police favored them for traffic patrol because they were faster than anything else on the road. The company began during the golden age of motorcycling, and ended during the Great Depression.

Henderson motorcycles were marketed overseas as well as in the United States during the Schwinn years. Today, there are almost as many overseas as in the U.S. The Excelsior name had already been used in Germany and Britain, so export models were marketed as the American-X. The legacy of the marque continues to this day.

The Frankenstein Project (Final Installment)

by Ron Bohm

I received a package from Dragonfly BSA that had some more bits and pieces. I had ordered a set of front engine plates for a B31/33. They don't line up. A frame that is well used, BSA tolerances, a number of things can factor in here. Three of the five holes do line up so will plug the two mismatched holes with pressed in cold rolled steel plugs, weld up solid, grind flat and redrill. I found an E Bay listing in England for new wheel bearings. The wheel bearings are inch sized, those are expensive here. I am still looking for my wheel rims. I guess I should get some tires also. Denny Kirk here I come. I need two tires which will probably be Avon. Denny also sells Drag Specialties frame clamps that will hold the tool box. My two daughters and their family's will be here tomorrow for Christmas so I must put the motorcycles on hold for now.

Christmas was fun as I don't get to see my two daughters very often. Now they have gone home and I can get back to work. It is January now and I am wondering where the time has gone. I have all the tin ware for the bike, now it is just to finalize everything. I will have the parts powder coated. I give up, I am cold and hate snow.

We have arrived home, now the whole month of January is gone and I still do not have anything to show for it. At least I was warm in New Orleans. Some things to finish on the A7.

We frittered more time away in Nashville but it was warm there too.

Now it is the end of April and I am far from finished. I have all the parts I need except for a petrol tank. Finding one has been a test of patience and I have run out of that commodity. I found what I thought was a genuine B31 tank in England was a late M20 tank. That was a hassle to return. There are tanks that show up on the internet but buyer beware. Some of them I doubt would even hold air much less any gas. So I have elected to purchase a new one. That is the end of the parts search for this beast.

All the pieces have been powder coated and mostly assembled. I still have the wheels to build but I am borrowing the wheels from my A7. That thing leaks so much oil it's best if it stays put for awhile. I am running out of CEI and British Standard nuts and bolts. DeGroot in Holland has a good selection of the shorter stuff, if one needs longer you have to order from the the dealer. The prices seem to continually rise. Back when I first started restoring Velocettes the dollar was worth TWO British pounds. You could buy a lot of "stuff" that way. Geoff Dodkin sold me lots of parts. There was Eddie Dow also who sold some awesome BSA Goldstar parts. There are still some of his alloy tanks around. So time moves on, we old dinosaurs who seem to be stuck in the past remember what the good parts were and forget about the bad stuff. I forget the times the dynamo quit working 10:00 at night 50 miles from home. Or all the lost parts that vibrated or broke off.. I lost an entire battery assembly from my 1949 B33 on a trip up north. You didn't need lights those days as you do now. Don't forget water in the magneto so it wouldn't start after a rain shower But you know those fifties bikes had class.

Their design is timeless and they look like a motorcycle should look like. Today we have bat-cycles or something of that ilk.

Due to a number of problems not related to the bike I have put it on hold until later this summer. Its status as of now May 20 is as follows.

Everything powder coated and assembled.

Wheels are built with tires on them.

Forks are reassembled with new bushings.

Mudguards are primed and installed.

A new petrol tank is on the bike.

The entire motorcycle is assembled as a mock up to see what is forgotten; I forgot about mounting the toolbox!

The motorcycle is on its own wheels and can be rolled around.

Everything fits!!!!!!!

Left to do is installing the real engine, chains front and rear, miscellaneous electrical work, cables, and carburetor.

I have applied for a title, and have a license plate for it.

Lastly taking it for a spin. It should move under its own power by September.

That's about it for this project. I am gearing down and selling off some of my stuff. Would I do a rebuild again, no probably not. The fun is making something out of what others have decided is junk. These bikes are disappearing quickly and it is up to us who can do it to save what we can.

What have I learned from this?

You will never find all the OEM parts.

It will cost more than you estimated.

It will take a lot longer than you anticipated.

You will sell it for less than what you have in it.

You will have a lot of fun doing it!!

Wave when you pass...



JUNE 2011

RE-CYCLE

Viking Chapter AMCA, Inc.
Antique Motorcycle Club of America, Inc
7314 Chicago Avenue South, Richfield, MN 55423



Wanted:

Indian Side Car Frame or Parts to fit post WWII Chief. Kerry 651-492-0735

Ignition Switch for my bike. I'm getting tired of the one I installed a few years ago (shown below). Contact Bob...



Coming Soon - Free want ads "Buy and Sell" on the club web site vikingmc.org



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