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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.

### Mar 16 (Wed) – March General

**Meeting 7:00 pm** - Jack Crane Museum  
13001 East Cliff Road Burnsville, MN  
952-927-8126

### April 13 (Wed) – B.O.D. Meeting 7:00 pm

Dave Rademacher's 10642 Madison St NE  
Blaine, MN 763-755-8520

### April 20 (Wed) – April General Meeting

**7:00 pm** - BlueCat Motors 460 North Prior  
Ave St Paul, MN 651-645-1172

### May 11 (Wed) - B.O.D. Meeting 7:00 pm

Jerry & Trudi Richards' 3295 Victoria St N  
Shoreview, MN 651-482-0096

### May 14 (Sat) – 2nd Annual Antique Motorcycle Show & May General Meeting 10:00 am to 4:00 pm

- Fury Motors 740 N Concord  
Ave South St Paul, MN 651-251-8230

### June 1 (Wed) – B.O.D. Meeting 7:00 pm

Kiwi Indian Motorcycle Parts Co. 5301 Industrial Blvd Edina, MN 952-657-5245

### 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

see complete 2011 schedule on page 2

# RE-CYCLE

MARCH

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

Here we go!!

I realize this is unusual to take over in the middle of a term but due to other obligations, Paul Davidson had to step down and I will try to fill his shoes for the rest of his term.

It has been a while since I held this position and I will try to keep the club going in the correct direction.

Things are already starting to get busy, We had a wonderful Holiday party thanks to everybody on that committee!!! The committee made some positive changes in serving which were welcomed by all. Next came the Progressive Motor Cycle show at the Mpls Convention Center. Ron Spargo and Sean O'Neal found members willing to bring some wonderful bikes to display and club members to work the booth talking to the public about the bikes and a about the club. It was noticed that the crowd was wandering around looking at all the other vendors, but stopped and really took time at the Viking Chapter Display.

Coming up next will be the Donny Smith Bike show in St Paul. This again is a big deal. The club is very lucky to be invited to participate in this. This is the largest custom bike show in Minnesota and they are asking us, the Viking Chapter Antique Motorcycle Club, to put on a display.

You will see in the newsletter we have the event calendar through January of 2012. The club officers are hoping that with this you will be able to fill in your own calendar with the events so you will not miss any club events. Some are not complete but the dates are set and more info will be coming. This information will also be listed on the Club website, so please be sure to look at the site for any other information.

I do believe that is enough out of me for now. As most who know me, I am normally not short on words. In closing if anyone has any questions, concerns, moans or groans please give me a call or drop me a email. I will do my best to answer your questions.

Until next time ride-em don't hide em!!!!



## Editors Note

Once again, this months Re-Cycle is a bit late getting out. With any luck I'll have this "only so many hours in the day" thing figured out by next issue.

A special THANK YOU! to all the members that contributed content for this issue.



## To All Members...

*submitted by Trudi Johnson-Richards*

It is with deep regret, The Antique Motorcycle Club of America, Inc. informs you that Raymond Dhue, Treasurer, died this past January in Florida from complications related to his treatment for cancer. Raymond was elected as a National Director effective January 1, 2006 and assumed the duties of Treasurer on January 1, 2009. He was a loyal and dedicated AMCA member and went beyond his duties and responsibilities as treasurer. Raymond will truly be missed.

Raymond Dhue's death has left an opening for a National AMCA Treasurer. If you have accounting or bookkeeping experience and an interest in this position, contact Richard Spagnolli, AMCA President at [rspagnolli@aol.com](mailto:rspagnolli@aol.com).

The Antique Motorcycle Club of America, Inc. Treasurer Responsibilities:

1. The Treasurer shall collect and disburse the funds of the organization as may be directed by the Board of Directors.
2. The Treasurer shall render a financial report of the organization at the annual and semi-annual Board of Directors meetings and at such other times as the President or the Board of Directors may require the same.
3. The Treasurer shall have charge and custody of the financial records of the organization and shall be responsible for depositing in its name in one or more state banks or incorporated trust companies designated as depositories by the Board of Directors, all monies received.
4. The Treasurer shall have the authority to sign such papers as may be required in the sale of securities or other assets belonging to the organization or in connection with the settlement of estates or trusts in which the organization has an interest.
5. The Treasurer shall have authority to withdraw funds from any depository as may be necessary to conduct business.
6. The Treasurer will coordinate and monitor tax reports.

## LAST DANCE!

If you haven't re-enlisted (paid your 2011 Viking Chapter membership dues) and are not current with your AMCA National membership, this will be the last issue of the Re-Cycle you receive. Boo Woo...

## AMCA Judging Guidelines

*submitted by Jerry Richards*

The AMCA judging program is pleased to announce the introduction of the Judging Guidelines Manual, a companion document used in conjunction with the AMCA Handbook of Judging. The Manual specifies general rules and procedures in the AMCA Handbook of Judging, and provides point deduction guidelines for judges to use as a general reference on the judging field to maximize consistency of judging.

The Judging Guidelines Manual is principally a reference guide for AMCA national judges. Current AMCA judges and members may download the manual from the AMCA website. Click on "AMCA Judging Guidelines" under Events from the navigation bar of any page. Members can view or download the manual by entering their last name and AMCA membership number. For more information, contact AMCA Chief Judge Steve Dawdy at [ssdawdy@hughes.net](mailto:ssdawdy@hughes.net).



## Support Our Friends

A last minute change in the date of the Spring MidAmerica Auction has put our events calendar in a bit of a bind. The Auction (which was originally scheduled for May 21) now falls on May 14th which is the same date as the Antique Motorcycle Show and May General Meeting at Fury Motors in St. Paul. Please plan on attending the General Meeting and get your bikes out for a ride and show with our friends at Fury Motors.

If you are willing and able to push bikes at the auction, please do, as this service is a great fund-raiser for the club. At press time it is our understanding that this will be a combined motorcycle and auto auction with the motorcycle auction first and the autos to follow. We have not been asked to move autos so there should still be plenty of time to make it over to Fury Motors in the late morning/early afternoon. Contact Trudi Johnson-Richards at 651-482-0096 or [trudijr@visi.com](mailto:trudijr@visi.com) and get on her list of "Pushers".

# Viking Chapter 2011 Events Calendar

We all know how fast our summer calendar fills up, so in addition to the regular events calendar that appears on the front page of every Re-Cycle (listing B.O.D. and General Meetings for the next three months) we decided to publish a "Full Season Events Calendar" in this issue as well. So now you can protect all of these important dates and you won't have any excuse to join us for some fun.

Get into the habit of checking the Events Schedule on our club website [www.vikingmc.org](http://www.vikingmc.org) for new listings and last minute changes.

**Mar 26-27 (Sat-Sun) – 24th Donnie Smith Motorcycle Show & Parts Extravaganza** Sat 9:00 am to 8:00 pm, Sun 10 am to 5 pm -  
St Paul RiverCenter 175 West Kellogg Blvd, St Paul, MN

**April 16 (Sat) - Spring Flood Run** [www.floodrun.org](http://www.floodrun.org)

**May 14 (Sat) - MidAmerica Spring Motorcycle & Auto Auction 9:00 am** Minnesota State Fairgrounds Grandstand 651-633-9655

**May 21 (Sat) - Vintage Japanese Motorcycle (VJMC) Show 10:00 am** Moto Primo 16640 Kenrick Ave Lakeville, MN 952-465-0500

**May 22 (Sun) - Viking Chapter Spring Ride 11:00 am** Excelsior to Henderson 763-755-8520

**May 25 (Wed) – Garage-Get-Together 5:30 pm till...** Louise & John Ulrich's 3992 Stonebridge Drive No. Eagan, MN 651-686-8816

**June 3 (Fri) - Kennedy High School Chopper Class Open House** 9701 Nicollet Ave S Bloomington, MN

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

**June 19 (Sun) - Blind Lizard Motorcycle Rally 10:00 am to 3:00 pm** Nicollet Island Mpls, MN

**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 23 (Sat) – Bearded Lady Motorcycle Show 9:00 am** - The 331 Club 331 13th Ave NE Mpls, MN 612-331-1746

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

**Aug 6 (Sat) – Viking Chapter Ride to Sturgis 8:00 am** Hilltop Restaurant 727 Water St, Excelsior MN (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 (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** 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

**Sept 17 (Sat) - Fall Flood Run** [www.floodrun.org](http://www.floodrun.org)

**Sept 18 (Sun) – Viking Chapter Fall Swap Meet 6:00 am to 2:00 pm** Minnesota State Fairgrounds North Parking Lot

**Sept 21 (Wed) - September General Meeting 7:00 pm** Fury Motors 740 N Concord Ave South St Paul, MN 651-251-8230

**Oct 8 (Sat) – Fall Mystery Ride** Leaves from Rick & Nancy Wyatt's 11:00 am 7515 Knollwood Dr Mounds View, MN 763-784-4086

**Oct 12 (Wed) - B.O.D. Meeting 7:00 pm** Deb George & Jim Petsch's 1345 Cohansey St. St Paul, MN 55117 651-487-1723

**Oct 19 (Wed) – October General Meeting 7:00 pm** Bob's Cycle Supply 65 West Viking Drive St Paul, MN (651) 482-8181

**Nov 2 (Wed) - Volunteer Appreciation Dinner 7:00 pm** Old Country Buffet 9 East 66th Street Richfield, MN 612-869-1240  
(check in by 6:30)

**Nov 9 (Wed) - B.O.D. Meeting 7:00 pm** Taste of Scandinavia (Festival Foods) 401 West 98th Street Bloomington, MN 952-358-7490

**Nov 16 (Wed) – November General Meeting 7:00 pm** Leo's South 6375 Kenrick Ave. Lakeville, MN 952-435-5371

**Dec 14 (Wed) - B.O.D. Meeting 7:00 pm** Dave Rademacher's 10642 Madison St NE Blaine, MN 763-755-8520

**Jan 7 (Sat) – Viking Chapter Holiday Party** 4:30 pm to 9:00 pm Roseville Community Center 2661 Civic Center Drive Roseville, MN



## The Frankenstein Project (Part 1)

by Ron Bohm



A long time ago in a land far away a shiny new BSA B31 rolled off the assembly line in Birmingham. The destination for this bike was of course America. England needed cold hard cash as they were almost bankrupt after the war. Consequently most of BSA's output went as export. This new 1951 B31 arrived someplace in America and was purchased by a nice young man who took great care of it. He rode it for some years and then traded for something with a bit more power. So the B31 was now a used bike. Again it was sold and taken care of but not quite as well. This repeated itself for some years. Eventually it was unreliable and sat in a garage for some years. Sold again and again until everything of value had been stripped off. Its engine and transmission and sheetmetal were gone leaving only a bare frame and forks. Finally someone came along who thought he could bring it back to life. A 1957 M21 600cc engine was found and the idea of a hybrid was formed.

Combining a B31 frame with a M21 engine of course is folly but I will try anything. I personally like big singles. They are easy to work on, many parts are still available and they are a blast to ride. So please follow along as I build this frankenstein creation. I am not a restorer, I rebuild a bike so that it follows the original concept but not be as it came from the factory. I make them to ride, not necessarily to look at.

I have a 1951 frame and a 1957 engine. The transmission is a stock B31/33 unit year unknown, it looks OK. The wheels are a disaster and will have to be rebuilt. New chrome rims have been purchased. I am missing mudguards, magdyno, clutch, oil tank, controls, cables, and who knows what else. So the project begins. Now to make lists of what I need, find suppliers, order parts, and get to work.

Suppliers are needed and your local BSA dealer is long retired. The sources I use are Dragonfly BSA in England, DeGroot in Holland, British Austria, British Cycle Supply in Nova Scotia, Doug Wood Magnetos in Pennsylvania, Domiracer in Ohio and Randy Baxter in Iowa. There are many more out there. Oh yes, I also purchased aftermarket reproduction fenders from India. The fit and workmanship is maybe a 7 out of 10 but they have it if you can't find it elsewhere.

Where do I start? This thing is rusty, dirty, greasy and pitiful. It needs help. Stay tuned for another exciting chapter

To be continued...

## Group Riding Etiquette

submitted by Dave Rademacher

as provided by the Motorcycle Safety Foundation

Riding with a group of friends appeals to many riders and is an activity that can enhance your motorcycling experience. However, riding with a group that has not developed any group guidelines can be a most unpleasant experience. Riding a motorcycle by nature is a solitary activity, but riding with others will bring some benefits, such as: someone to be aware of you if you have trouble, someone to help with routes, and someone to socialize with at stops.

The following are suggested recommendations for reducing risks while enjoying group riding. A group consists of two or more riders.

Arrive at the starting point early and with a full tank of gas. Communicate your gas/mileage range with the ride coordinator so stops can be planned ahead of time. If you decide to leave the group, inform the ride coordinator at one of the stops.

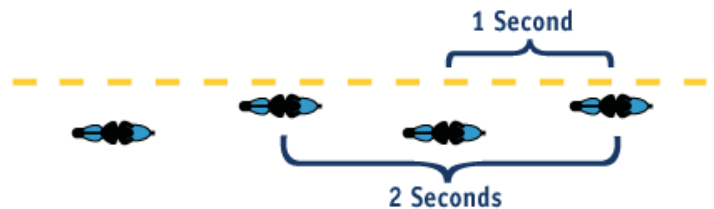
Each rider is responsible for the safe operating condition of his/her motorcycle. Carry appropriate riding gear for the conditions you expect to encounter. Ride within your limits. Don't allow peer pressure, pride, or stupidity push you beyond your comfort level. Expect to carry a map or a route sheet and know where the planned stops are if you need to fall back.

### POSITIONING

Maintain the following formation for normal group riding. On narrow roads, curvy or mountainous roads, areas where visibility is limited, construction areas, loose surfaces, and when there is an obstacle in the roadway, ride single file.

It is inadvisable to ride side-by-side. Riding side-by-side looks cool on that old TV show, "CHiPs," but is not safe—it decreases your space cushion and reduces your possible paths of travel and escape routes if there is a hazard. Sharing a lane with another vehicle is illegal in Minnesota, unless the two motorcyclists agree to do so beforehand.

When coming to a stop, consider lining up side-by-side to take up less room in traffic, and to proceed more efficiently: two at a time.



Adjust your lane position to deal with hazards and invasions of your space cushion. Use at least 2-second spacing when riding single file, such as in twisty sections. Above all, use common sense.

Remember that two seconds is a MINIMUM space cushion, and more room is needed at high speeds, in heavy traffic, in the rain, or at night.

- Allow as much space for yourself and others as you would riding alone
- Don't follow any rider closer than the distance that rider is following the vehicle in front of them.

Even if your group is large, break up into smaller groups of no more than 3-5 riders. Smaller groups are less likely to cause disruptions in traffic flow, and the spaces between the groups allow other vehicles to merge, exit, or pass safely.

- Break up into small groups

### PASSING:

Passing cars or other riders in the group is fine, as long as passing is done on the left, and adequate room is given the vehicle being passed. Each rider passing is responsible for making sure that they have enough room to pass. Although lead riders may pass aggressively to make sure they leave enough room for other riders to also pass, it is the responsibility of following riders to make sure they have enough room before pulling out to pass. If you are being crowded by a rider following you, move to the right and slow down, wave them forward, and let the following rider pass.

**RIDERS PASSING ON THE RIGHT, WEAVING THROUGH GROUPS OF RIDERS, TAILGATING OR OTHERWISE RIDING IRRESPONSIBLY ARE NOT WELCOME ON GROUP RIDES.**

- Pass only on the left
- Pass only when you are certain you have enough room
- Allow other riders to pass you
- Respect the space of others

### ROUTE:

Everyone on the ride should know where it begins, goes, stops, and ends. Use a traditional map or a specific route sheet.

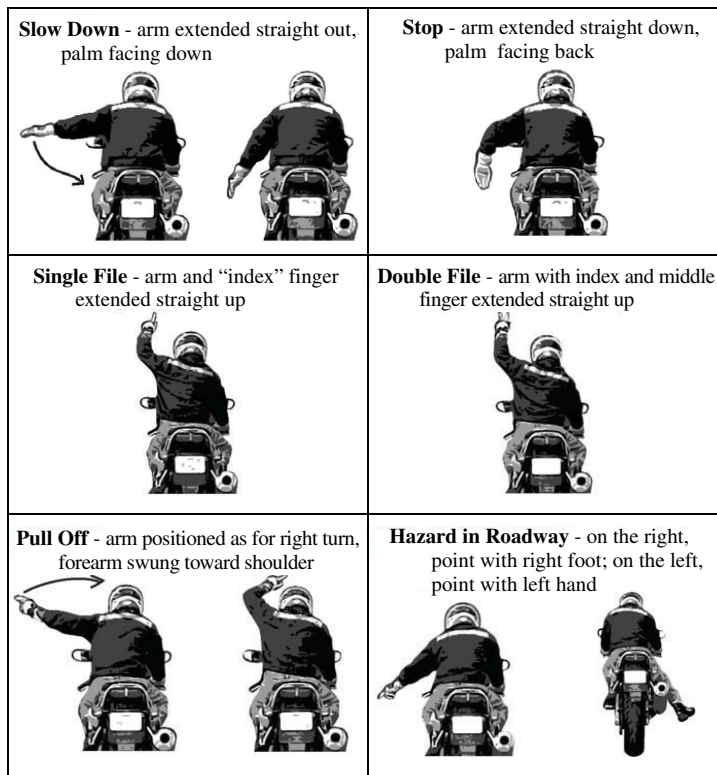
If you don't want to use a route sheet, there is an alternative. Some groups make it a practice to wait at turns for the next rider.

It works like this: you are responsible only for the rider behind you. The leader is the one who knows the route and waits for the next rider at every turn. When the second rider has seen and acknowledged the leader, the leader continues. The second rider then waits at that turn until the third rider sees and acknowledges them, then continues. And so on.

This is a great method for an informal group outing. You will find that keeping a consistent pace and distance from other riders will allow you to conduct a group ride without ever stopping to wait at a turn.

### COMMUNICATION:

Establish hand signals before the ride. All riders pass the signals back. Also, combine hand signals for turning and stopping with automatic signals if equipped.



HAVE FUN!

## We Need You...

by Ron Spargo

On March 26th and 27th the Viking Chapter will have a display of our motorcycles at the 24th Annual Donnie Smith Bike Show. This is always a great show featuring some of the most beautiful and sometimes outrageous custom bikes around. There is also a pretty good swap meet as well. The show runs from 9am to 7pm Saturday and from 10am to 5pm Sunday. All of the slots for show bikes for our display are filled but we still need folks to meet and greet the show visitors and talk about the bikes and our club. Anyone who has volunteered at other shows knows this is a lot of fun. The Saturday shifts are; 9am to noon, noon to 4pm and 4pm to 7pm. The Sunday shifts are: 10am to 1pm, noon to 3pm and 2pm to 5pm. If you would like to volunteer for any of the shifts please contact Ron Spargo @ 952-443-2020 or ronspargo@mind-spring.com. Some shifts fill quickly so if you have a preference let me know as soon as you can. Anyone who volunteers for any shift will have free access to the show and swap meet any time during the entire weekend.

Please note that in order to display a bike at any show or to volunteer your time at these shows your National AMCA and Viking Chapter dues must be current.

## Intl. Motorcycle Show Report

by Ron Spargo

The Minneapolis International Motorcycle Show (IMS) was held at the Minneapolis Convention Center on February 4th, 5th and 6th. There were fewer exhibitors this year but the crowd seemed to be just as large as in the past. Missing from the show was BMW, Triumph, Moto Guzzi, and Royal Enfield. Leo's South had a few BMW and Moto Guzzis. in their display.



Once again the Viking Chapter turned out in force with another great display of 10 bikes. Rather than try to round up a bunch of really nice show bikes that seldom, if ever, get ridden we chose to display bikes that are our "riders". The idea was to get the attention of the folks who may still have an old bike lurking in the back of the garage or shed who haven't thought of them as antiques and have had even less thought of actually getting them out and going for a ride with us. I lost count of the number of times I heard "I used to have one of those" or "That was my first bike" or "I still have one of those in the back of the shed/garage/basement". These are potential new members and we need to invite them to join us whenever we can.

Members who displayed their rides are:

Steve Hall - '75 Norton, Geo. Edwards - '38 Harley Davidson, Ivar Natins - '46 Indian, Ron Spargo - '69 BSA, Paul Davidson - '74 Yamaha, Mike Blackburn - '70 Ducati, Lori Marker - '70 Honda, Joe Grayden - '67 Velocette, and Rod Schmidt - '34 Moto Guzzi

The members who volunteered their time to meet and greet the show goers passed out a lot of flyers, cards, and other information promoting our club and future club events and rides. Everyone who volunteered to display a bike or work the show helped make this a very successful event.

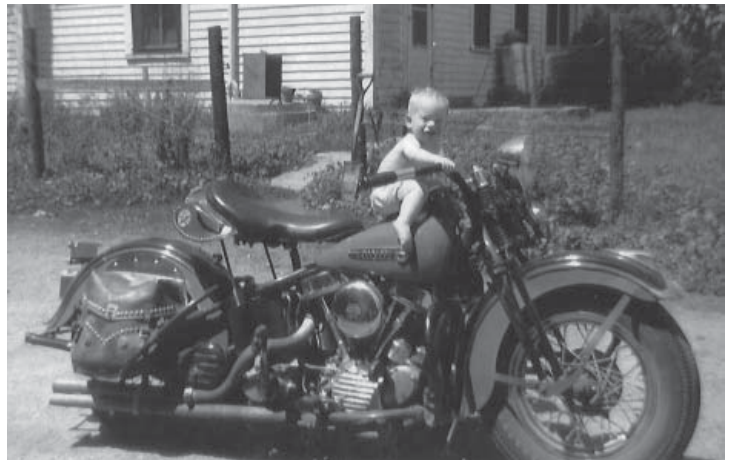
There is a pretty good chance the Viking Chapter may be given a larger display area for next years show. If that happens we will need more bikes to display. If you have ever wanted to display your bike this is a great place to show it off. Keep the show in mind and start rubbing on your bike early. We want to see those bikes that don't get out often.

## Viking Chapter Holiday Party



THE 2011 CHAPTER BOARD OF DIRECTORS

## mystery Biker



Recognize this club member on Dad's Pan?

## Here's a bit of BS... A?

- BSA was the single largest employer in all of Europe during WWII.
- During the 1950's, BSA sold 25% of all motorcycles worldwide. Maybe because they were on the side that won the war?

## The Frankenstein Project (Part 2)

by Ron Bohm

The frame is next with a complete disassembly to see if anything is broken or damaged. This frame is ugly. It has rust, mud, greasy oil, and bug stuff in it and on it. The first things to remove are the forks. BSA was very good at using the same parts on a variety of models. This frame came with the standard forks used on many other models. They come loose easily. A couple of raps with a lead hammer jars them loose and I can pull them free of the triple clamps. Wow, they both have water in them. How long has the water been in there? Probably years. Has it done any damage? Surprisingly it has not. They had been filled with oil and over the years the oil had protected the stanchions to a great degree. Consequently thick oil still covered the main parts so little damage was done.

Now to remove the once chrome oil seal holders. They were on tight, I mean tight. Since the chrome had flaked off probably in 1973 they were not worth saving anyway. Channel Lock pliers made quick work of them. They screw on with a very fine thread so can be difficult to remove. These I threw away and new ones will replace them. Now to remove the little spring wire so the forks can be pulled apart. Of course one just pops right out. The other one took about two hours to get out. Pulling the sliders free I could see what was inside. There was just dirty greasy gunk in there.

The stanchions are worn but serviceable for now. One has to make a decision what to keep and what to replace. I will keep these for now and if it handles poorly they will be replaced. New bushings and they will be satisfactory for now.

Next comes the plunger suspension. I wanted a plunger frame as riding a rigid frame M20, as I have been, makes one look for something a bit cushier. Both left and right assemblies were in very good shape. The spring covers are bad but everything else is tight. The plungers slide on a tube that has been hard chrome plated, these had hardly any wear nor had the bushings. On one of the tubes the little fine thread top plug would not come loose. Here again BSA loves fine threads. These threads had rusted together with the plug to make it impossible to remove. I had to use a lathe to drill and then bore out the plug to where it came loose. The other plug screwed out by hand! The only thing left is the triple clamp assemblies.

Everything screwed apart easily except counting the 1/4" balls I found only 38. There were supposed to be 40, 20 on top and 20 on the bottom. If you take the triple clamps loose the ball bearings just fall out. I use a big grocery bag to catch them so they are not all over the shop floor. Putting this all back together is a nightmare, as the balls fall out before you can get everything tight. These I will throw as I am replacing them with tapered roller bearings. The roller bearings make reassembly easy but also make the bike handle so much better. Now everything is apart, all the pieces are put in appropriate boxes and I can move on to the next step. But first I need to get some parts. I need to see my banker for a loan.

To be continued...

## Thanks Steve...

by Michael Blackburn



It is with sorrow that we report the passing of Steve Hall (1941-2011). But sadness shouldn't be added to the report. Those of us who attended his visitation discovered that Steve had a full and adventuresome time while on this big blue marble. While most of us followed the rules of life... Steve.. Had his own.

Steve was a native of Salt Lake City, Utah. Attended college and once

trained to become a Dentist. He visited such far away places as China, Guatemala, Ecuador, Mexico, New Zealand, England, Scotland, Germany, Spain, Morocco, Canada, Hawaii, Alaska and Wisconsin!

Somewhere along the line he was bitten by a bug (we suspect it was England). He was a die-hard fan of Triumph motorcycles. As friends we found out he did not appreciate any "humor" about the reliability and the maintenance... "fun" ... of owning a British motorcycle.

Steve was rightfully proud of his collection of British Iron. A pair of Tridents. The Norton (recently on display at the International Motorcycle Show) looked great just sitting on the garage floor. His 650 Triumph is probably the nicest example of that model and year in the upper Midwest. His Triton project was coming along and he recently picked up a 500 Triumph frame, wheels and "most" of the engine. That would be.. "the next project..". Steve's old Chevy pickup was another source of "fun" that many of his friends can attest to.

In 1990 Steve met Pat Albers and fell for her charm. In 1991 he made her a honest woman and they enjoyed 20 years as husband and wife. In 1998 they moved to the Twin Cities with Pat's acceptance of a position chairing the American Indian Studies Department at the U. of M.

Steve's other passion was golf. He had a natural swing and played above amateur levels. We discovered during the visitation why Steve spent so much time on the course last summer. He was playing "skins" games with his pigeons... golf buddies. They were paying for his green fees, dinner and drinks at the 19th hole.

Thanks Steve... for being a part of our lives.



# MARCH 2011

# RE-CYCLE



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

**If It Says:                      It Really Means:**

Rare Model . . . . . Dealer Could Not Sell  
 Older Restoration . . . . Can't Tell Its Been Restored  
 Needs Engine Work . . its Been Seized up 30 years  
 Uses No Oil . . . . . Just Leaks it out  
 Rough . . . . . it's Too Bad to Lie About  
 One Owner . . . . . Never Been Able to Sell

## For Sale:

**1963 Honda 305 Dream.** Clean! No parts missing. runs great, MN title, black, wife's bike. \$2600 - Dave 763-755-8520

## Wanted:

**BSA plunger rear fender stay #67-6772**  
 Ron 763-572-0909 rbohm@earthlink.net

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

mystery biker is Steve Doeden



Roger L. Glodowski      James Solberg      Chris Glodowski  
 Proprietor                  Motorhead                  Sales



Roger: (262) 331-4300                  James: (513) 420-8817  
 Chris: (262) 894-8711                  Email: chiefcrankcase@yahoo.com

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