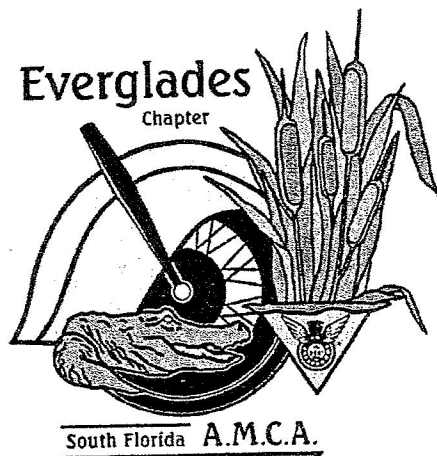


ANTIQUe MOTORCYCLE CLUB OF AMERICA (AMCA)

THE AMCA SOUTH FLORIDA EVERGLADES CHAPTER LINES



Chapter News

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FROM THE PRESIDENT'S DESK,

By Roy Wasson (The Original Nightrider)

With the Holiday season almost upon us, the dates of our National Road Run starting at the end of February, 2006 will be here before we know it. Our officers, board members and several other active members have been working hard to make this first national event a memorable and fun time for everyone who attends. But we need still more help in a few specific ways. That is where you come in.

First, we need volunteers to staff our event from noon on Sunday, February 26th until Wednesday evening, March 1st. Please commit yourself, your spouse, or significant other (ask him or her first!) to working one or more four-hour blocks. The shifts will be: noon till 4:00 p.m. and 4:00 to 8:00 p.m. on Sunday; and those shifts plus a morning shift (8:00 a.m. until noon) on Monday, Tuesday and Wednesday. After we get the schedule filled out, we will assign duties of things like manning the

registration/information desk, parking lot security, telephone/radio dispatcher, banquet host, and so on. Take some time now to look over your schedule and block off some time to work the event, then call me or send me an email about what time(s) and day(s) we can count on you. Even if you are riding with us on some or all of our routes, we hope you will pitch in and help with the work as well. Remember, once you sign up for shift, we need you to follow-through and be there when the time comes, so mark it down in your calendar.

Next, we need people to lend one or more of their antique bikes to some of the AMCA National Board officers and directors who will be in attendance. The National Board has honored us with the decision to hold their board meeting at the Miccosukee Resort, so the entire board will be in Miami for our Road Run. Several of those folks are coming thousands of miles (Pete Gagan is from British Columbia, for example), and will have a hard time getting their bikes hauled all this way to join us in the ride. If you normally don't let other people ride your pride and joy antiques, remember these board

members are capable riders with more experience on ancient iron than most people ever will gain, so I wouldn't worry too much about them having a problem with your loaner. Please let me know ASAP if you have a bike or two to offer our National leaders to permit them to participate. Thanks.

Finally, we need everyone to register for the road run soon, so we can finalize plans for everything from ordering t-shirts, to planning our banquets, and other tasks that require lead time and head counts. Please fill out your enrollment form (also available on our chapter website) and mail it to our trusty Treasurer, David Porter.

I hope to see everyone at our next chapter meeting and bike show in Fort Lauderdale the first weekend in December! Remember, if you have trouble getting started,

Keep Kicking!

Meeting Minutes, 17 September 2005:

By Kelli Webb

1. The meeting was called to order by President Roy Wasson.

A. Those in attendance were:

1. Roy Wasson - President
2. Bob & Penny Anderson - Editor
3. James Howe - Vice President
4. Dave Fisher
5. Rob Graney - Director
6. Mike Pruszyński - Webmaster
7. David Porter - Treasurer
8. Jeff Alperin & guest (Gary)
9. Robert Schweinler (Doc)
10. Mr. & Mrs. Howard Cole - Vice President.
11. Flathead Jack Stauffer - Director
12. Kelli Webb - Secretary

A. Roy spoke briefly about the President's Meeting that he attended in Davenport Iowa.

- a. At the President's Meeting there was a discussion regarding Chapter incorporations and that our Chapter, which was already incorporated, could recoup the money that it cost to become incorporated. This fee was paid by our President, Roy Wasson.

B. Roy suggested that our Chapter should nominate specific persons to be in charge of specific events.

- a. We need to create a list of areas of responsibilities and who is in charge.

b. Bob and Penny Anderson nominated Roy to be in charge of the National Road Run.

- i. It was voted on and passed unanimously.

C. Our National Road Run was the next topic of conversation.

a. The t-shirts were discussed.

- i. The front of the t-shirt should have Everglades Chapter National Road Run 2006.
- ii. The back will have the Swampwater Sam logo.

b. We discussed setting up a tent (or possibly using a trailer) to organize the departure for the road run and to sell t-shirts.

c. We will create a calendar on the website for the chain of events for the road run.

- i. Sunday we will need to set-up around 9:00 A.M. and put up the banner.
- ii. Sign in will be 12:00 P.M.

1. We will need to provide a sign-in sheet and a registration packet.

iii. We will need 3 people to direct traffic and 1 person as a floater.

1. 1 person at the front entrance.
2. 1 person at parking and
3. 1 person at our registration site.
4. The floater will address specific problems and relieve other posts for rest and bathroom breaks.

iv. We will need 2-way radios.

1. Jim Howe has agreed to loan 2-way radios.
2. Bob and Penny Anderson have also agreed to loan us 2-way radios.

3. Howard Cole also agreed to loan the Chapter 2 two 2-way radios.
- v. List of equipment needed for the road run:
 1. Tables
 2. Cooler – Bob & Penny Anderson agreed to furnish.
 3. Tent
 4. Banner
- d. We then discussed that money would be needed to fund items needed for the Road Run. Items needed to purchase are:
 - i. Ice
 - ii. Water
 - iii. Soda
 - iv. Generator Gas
 - v. Printing for Programs, Placemats and Maps.
 - vi. Wristbands
 - vii. Tickets for Guest Dinners (Bob and Penny stated they had a roll of tickets they would donate).
 - viii. Gas for chase vehicle.
 - ix. Pins (Jeff Alperin stated he would check on the cost for the pins)
- e. We discussed selling water and soda – with permission of the Casino & Resort.
 - f. We need to find out if the Casino has entertainment that they provide, when check-in time is for rooms, if they will allow us to put signs up and if we can have a sectioned off area for setting up our registration. (Kelli is doing this)
 - g. We discussed what time dinner will begin.
 - i. Cocktails will begin at 6:00 P.M.
 - ii. Dinner will start at 7:00 P.M.
 - h. We discussed having to breakdown our registration/vending site before the Wednesday meal.
 - i. We discussed items that we are going to have to fund.
 - i. Arm bands, a hat, t-shirts reading "staff" or a badge showing the Road Run Staff.
 - ii. Wristbands – hospital type Penny Anderson will look into.
 - iii. We decided the Everglades Chapter Members who have volunteered need to have t-shirts and those can be re-used.
- j. The next discussion was entertainment for the final banquet dinner.
 - i. Either a D.J. or an Entertainer.
- k. We discussed door prizes and asked for sponsors.
 - i. Roy will ask Steve Gissen of Heaven Cycles to provide a door prize.
 - ii. Wes Scott agreed to provide (a) door prize(s).
 - iii. Doc Scherbin agreed to provide (a) door prize(s).
- l. We discussed trophies for the road run. (Kelli and Jack have done this).
 - m. We discussed providing transportation from the Micosukkee Resort and Casino to the Mobil station at the beginning of the Seminole Reservation ride. This needs to be verified with the Mobil Station.
 - i. Bob Anderson agreed to haul the motorcycles from the Micosukkee Resort to the starting point of the ride for those who would prefer not to start the ride at the Micosukkee Resort.
 - n. We then discussed taking the Museum out of the ride, but since it is already in the registration form we decided to leave it as it is.
 - o. We discussed people reserving Swamp Buggy and Airboat Tours, which the attraction providers recommend. This needs to be addressed at the registration dinner.
 - i. We need to print out the brochure for the Swamp Buggy and Airboat Tours. (Kelli will do this).

- p. We discussed selling pins with the Swampwater Sam Logo.
- q. Discussions ensued regarding camping and availability of leaving trailers at the Resort or do we need to have someone stay with them. (Since our meeting, Kelli has contacted the resort and inquired and learned that there are security officers patrolling the parking lots.)
- r. Further, we discussed that bikes registered need to be 35 years or older unless the rider is 65 years of age as per A.M.C.A. National Road Run Rules.

D. David Porter gave the Treasurer's Report.

- a. It was suggested doing 4 newsletters instead of 6 and then quickly withdrawn since we have a wonderful newsletter and are proud of it!
- b. We then discussed raising dues to \$25.00 and decided to wait on this.
- c. The last discussion before the voting of new officers was regarding selling advertisements in the newsletter to avoid raising the dues. It was voted on and passed unanimously.

E. We then voted on officers. The following are our new officers.

- a. Roy Wasson – President
- b. Flathead Jack Stauffer – Vice President
- c. David Porter – Treasurer
- d. Kelli Webb – Secretary
- e. Bob Anderson - Editor
- f. Howard Cole – Director
- g. Rob Graney – Director
- h. Mike Pruszynski – Director
- i. Jeff Alperin – Director (Editor's Note: Jeff since resigned and his seat will be filled by the board at our next meeting.)

Removing Damaged Fasteners:

By David Porter

Actually I was tempted to title this article *This Makes me Really Angry* or something like that. I enjoy restoring old motorcycles; it's a relaxing and rewarding activity. No need to rush, just take it step by step. But there is one aspect of restoration that just makes me mad and that is when I am confronted with nuts, bolts, studs, screws etc: that have been inexcusably damaged by some ham-handed "mechanic" (no, that's not the right word but I will refrain from using the correct one).

I sometimes wonder if the word "wrench" has something to do with it. We're not supposed to *wrench* nuts and bolts on an off. It's only necessary to select the tool which fit's the fastener correctly and then, gently but firmly, apply the required torque.

Anyway, when I started work on my 1971 Triumph Daytona I soon found out the "mechanics" who had worked on it over the years had not followed this philosophy. I thought our members might be interested in some of the methods I have found effective in removing and replacing damaged fasteners. Lets take a look at the different types of fasteners we have to deal with. These include normal hexagon, nuts, bolts, and screws those with a recessed head (hex wrench) and slotted and phillips head screws and, of course, studs.

I suppose it's helpful to apply a penetrating liquid to the damaged fasteners before trying to remove them. At least that's what most of the restoration manuals suggest. Sometimes they also suggest tapping the fastener to break any rust or corrosion. If the fastener is not too severely damaged you may be able to break it loose. Sometimes an impact wrench may prove effective. Best to use a low air pressure setting. Wes Scott demonstrated this method for me on a jammed cap nut so I plonked down sixty bucks and bought a nice Husky impact wrench. Got three nuts off that way so that worked out at \$20.00 each! Well, this restoration business isn't cheap and I'm sure I'll find other uses for the wrench on future projects. Sears sells a device called a nut and bolt remover (or something like that). It's like socket wrench but the internal portion of the socket is tapered. You bash it down onto the damaged hexagon head until it jams into position and then, if you're lucky, you can loosen the fastener. I haven't used one actually but it's worth a try.

If you are dealing with a broken or stripped stud you may be able to remove it with a stud remover. These are sold in most auto parts stores. However, if the length of stud available for grip is short (broken stud) this probably won't work. The method I found very effective was to drill through the protruding portion of the stud sideways and insert a rod or tapered, pointed tool (bradawl) . This may allow you to turn the fastener loose. I was even able to use this method on several hexagon headed bolts which had been rounded off. It takes a while to drill all the way through the head but it works.

Most auto parts stores and Sears also sell a device called a "screw remover" (or something like that). "Easyout" is another trademark for a similar device. This is like a tapered, four edged tang on a file. You first drill a hole into the center of the fastener and than tap (bash) the screw remover down into the hole until it's locked in position and then give it a turn. My friend in California

who restores antique cars (ten at last count) cautioned me to take care when using this device not to apply too much pressure which might result in breaking the remover. He pointed out that if this happens it will be extremely difficult, if not impossible, to drill down though the remover to remove the remnants of the fastener. Good point (no reverse pun intended). Nevertheless I found these devices worked well in many instances.

Something else you might try. In some cases, if there is no risk of damaging any parts, it may be possible to heat the area surrounding the fastener thus loosening it. None of my damaged units were in locations where I could try this method. The opposite of this method and one which I found most intriguing is to freeze the fastener using liquid nitrogen. The problem is where do you get the liquid nitrogen? The medical profession of course uses it for various purposes. My dermatologist told me they receive it in a bulk cylinder and transfer it into small units for use. He kindly offered to lend me such a unit which I thought most kind but in the end I was able to complete the job without taking advantage of his offer. I'm sure he was relieved.

And now we come to what, perhaps is the last resort. That is drilling out the fastener. Unhappily I had to use this method in several cases. The problem is that in drilling out the fastener there is a good chance of damaging the internal threads. Again my California friend told me that some people prefer to use a left hand twist drill bit as this does help to remove fragments of the existing thread from the hole and applies a counterclockwise (removing) torque while doing so. By the time we had located a source for these special drill bits (Neiko) I had removed all my damaged fasteners. I'll let you know how it works as soon as I have the chance.

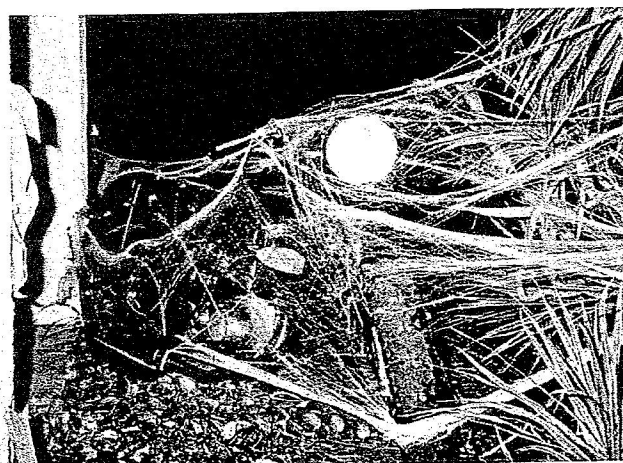
One last thing; if you do damage the thread beyond repair you may be able to repair it with a helicoil. Wes Scott did one of these for me and he did it so quickly I didn't have a chance to really see how it was done. Oh well, nothing ventured...as they say so I went off to Pep Boys and bought a 5/16" helicoil set to fit the damaged hole on the bottom of the Triumph petrol tank bracket. First you drill out the damaged threads with a 21/64" drill bit. Then you tap the hole with the special tap. Then you screw in the helicoil with the special little device included in the kit. Then you simply screw in the 5/16" bolt. Oh, but GOSH! I had used a coarse thread helicoil kit and of course my Triumph bolt is fine thread. Hmm!

The Halloween Bike:

By Flathead Jack

Autumn had set in, in Northern New Jersey, the nights were cool and crisp and the full moon cast an eerie glow on the bare tree branches. On the night of October 30,

1970 a young friend stopped over after dinner and told me he that while helping his father he had seen an old motorcycle that was sitting by the side of the road along with other trash. He had checked it out and told me it was a Harley Davidson. I was of course excited and had visions of an old flathead, knucklehead, or panhead just sitting there waiting to be rescued. Within minutes we had push started my old '59 Ford panel truck and were on our way to check it out. When we pulled up I wasn't quite sure what I was looking at. Leaning up against a telephone pole, in the pale moonlight, was a forlorn little motorcycle that had been sprayed down with shaving cream. It was missing the gas tank and who knows what else. I pulled the little bike out into the street to have a better look at it in the glow of the always-dim headlights of the truck. I was sure this wasn't a Harley, but my friend pointed out the words Harley Davidson on the speedometer. I stood their for a moment sizing up the situation, my breath forming little clouds of smoke in the cold night air, and decided this was just a waste of time and started to push the little piece of junk back into the pile of garbage from where it came. Suddenly something stopped me, the hair on the back of my neck stood up, I just couldn't abandon it. Maybe there might be a part on it that I could use someday? Maybe it was something else? I have always been into saving old things and the little bike had put a spell on me. After loading it up we headed home.



Flathead Jack's Halloween Hummer

The next afternoon I found the motor to be seized up, the headlight lens broken, and the rear fender cut off. Several times I tried pushing it down a hill and kicking it into gear to free the motor, but it just wouldn't budge (I was a firm believer in brute force would fix anything). When that didn't work the little bike was put into a small shed behind my mom's house where it spent the next 20 years. I was busy with other projects including moto cross racing (expensive), drag racing (more expensive), and raising kids (even more expensive), but I never totally forgot that little bike. One summer day, while paying my mom a visit, I decided to open up the shed

and check on the little Harley. I opened the door and moved a few things to get a better look and was greeted with a rather angry hiss. It seems a rather large raccoon had decided to have her babies right underneath the bike and she was not very happy that someone had discovered her. I very slowly backed out and closed the door. The little bike was hers for now.



Jack's Halloween Hummer in the Garden

It wasn't until the late 1980's, that the spell was truly rekindled. I saw a little Harley that had been restored and entered in a show up in Connecticut, suddenly I realized it was the same as the bike in the shed behind my mom's house. I had to learn more about it. I found the owner, Brent Dugan, and learned it was called a Harley Hummer. Brent was very helpful with sources for parts and information. I couldn't wait to get back and check my own "hummer" out. I discovered it was a 1948, the first year made, and although there were some parts missing it was actually pretty complete. That was all it took, I was about to begin my first adventure into restoring an antique motorcycle. I began by making a list of parts that were missing and again visiting the swap meet in Connecticut where I lucked out and found not only a service manual but a parts book as well. As soon as I had checked the parts manual I found a gas tank. Standing there staring at the tank on the table and the picture in the book I couldn't believe my eyes. Finally the vendor said, "yeah, it's for a hummer" and a deal was struck, not bad for the first day of parts searching. In the spring of 1990 the bike had been moved to my basement for a total disassembly, and although it took me several years to finally complete the project it was well worth it. I joined the A.M.C.A. in 1994 to have my newly completed Harley Hummer judged at the Colonial Chapter meet where it scored an 89 on its first time out. The bike continues to be a source of enjoyment and is a blast to ride. So if your driving down some dark moonlit road the night before Halloween, and you happen to come across an abandoned motorcycle, beware, no matter how homely it may seem it just might put a spell on you that will last forever.

Next Meeting/Vintage Bike Show

Join us December 3rd in Fort Lauderdale for our next meeting and a Vintage (pre-1981) Bike Show. Thanks to our member Clive Taylor, the Everglades Chapter will co-sponsor the Vintage Bike Show with the South Andrews Business Association at the "**Holiday on the Avenue.**" Other events include a Classic Car Show, modern bike show, and 5-block long Street Fair from 10:00 a.m. until 11:00 p.m. Our chapter will have a booth to promote our club and sign up new members, so please contact Clive to volunteer at (954) 401-1405 cetriumph@aol.com. Entry fee is \$15 that day or \$12 in advance. Entrance and Registration at SW 1st Avenue and 13th Street. Judging starts at 1:00 p.m. Mail entry fee with your name, address, email, phone, and bike information to SABA's Holiday on the Avenue, c/o Russ Gagliano, 209 SW 16th St., Ft. Laud., FL 33315. Every competing bike gets a plaque. Display your bike (not judged) for \$5. More info at www.southandrews.org (show & info tab).

Our Everglades Chapter meeting will be at 5:00 p.m. following the bike show awards. Meet at the Copper Kettle, 1611 South Andrews Avenue. See you there!

Classified Ads:

FOR SALE:

1948 Indian Chief. 100% correct. \$35000.00 Call Ed Scherbin at 305-304-5875.

100 Bikes from a dealer buyout. 1953 200cc Adler with clear title, Black Bomber complete with clear title, Super Hawks, many 70s vintage Hondas, NOS CZs. Many many others. Call Bob Anderson at 321-727-1039 or E-Mail RAnder0345@aol.com.

50 Bikes for \$50.00 each. Many others available. Most are in poor condition, having been stored away inside a warehouse from 10 to 40 years. They are dirty, some are incomplete, some have stuck engines. Mostly Hondas from the 1960s and 1970s. Call Bob Anderson at 321-727-1039 or E-Mail RAnder0345@aol.com.

WANT TO BUY

WANTED! 1939 Sport Scout rear head; 741 frame parts (forks or rear section); misc. Sport Scout parts . . . What do you have? CONTACT: Art Delor P.O. Box 880602, Boca Raton, FL 33488; Phone 561- 750-4501; e-mail: indianracing12@aol.com

WANTED! 1971 Harley Superglide Nighthtrain. Call Jim at 561-504-3224.