



The Evergreen Times



Volume 1, Issue 1

1st Quarter, 2008

Chapter Officers

President - **Paul Edwards**
923 Madore Ave, Coquitlam, B.C. V3K3B4
604-729-3154 & 640edwards@gmail.com

Vice President - **Tom Deem**
415 NW Riddell Rd, Bremerton, WA 98310
360-377-1208 & tdeem@comcast.net

Secretary - **Otto Allison**
6720 N 28th St, Tacoma, WA 98407
253-759-3224 & ottoa@w-link.net

Treasurer - **Shaun Brown**
PO Box 723, Tenino, WA 98589
360-264-4210 & shaun@sei-av.com

Editor - **Mike Brown**
PO Box 723, Tenino, WA 98589
360-791-1239 & mike@sei-av.com

Chapter web site link: www.evergreenamca.org



Tim Lien Update

For those who don't know, Tim had a bad motorcycle accident on Sunday, Feb. 24. He was rear ended by a 31 year old man in a Ford Taurus going up Martin Way out of Nisqually. Tim was going about 35 to 40, the other guy we estimate between 50-60. OUCH!!! Bike has about \$21,500 damage (probably totaled), and Tim just came home from the hospital on Wednesday night. Right kidney damaged, but started functioning better by Wednesday. His spine was fractured at L3 & L4, the bone spurs/tabs snapped off, and ligaments torn away from the spine. This all will heal, but takes 10-12 weeks +/- . He is walking some now, but that took 2-3 days before he could. He is using a walker to get around just a little bit. His entire right side is very, very sore (go figure!!)

He is resting most of the time in the hospital bed downstairs in our family room. Today he made it upstairs for a shower, the first in a week (whew!) and then back downstairs & into bed. That was pretty amazing, but now he feels so much better. PT starts here tomorrow sometime, not sure what time. That will be 3-4 times a week. His pain level is holding pretty good, we stay right on time w/the pills.

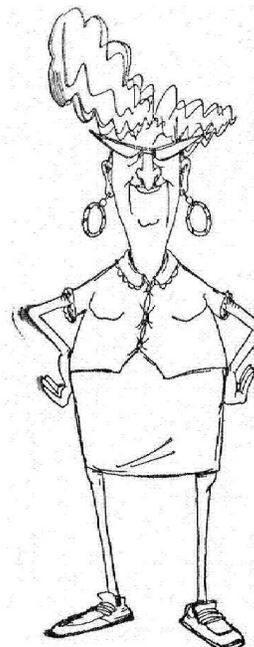
We are trying to hold visitors to coming between 10am & 1:00pm, then again from 3:00pm until 7pm. We really appreciate that because there are so many wonderful friends wanting to see & talk to him, this will help us immensely. Very tiring days, and this allows for his (our) naps!!

Thanks so much for all your care & concern.
Jill & Tim

From the Treasurer's Desk

I second what Deaddog writes about our 1 & only Karen. You did a **STELLAR JOB CHA CHA !!** Mike has some mighty tall high heels to fill coming on the tail of your retirement as our Newsletter Editor. You slaved over that computer while most of us ignored your requests for tidbits and tales from our own motorcycle diaries. Thank you for a job well done. See you soon as we all hit the dusty trail on our chapter's '08 road trips.
Xox, bubbs

P.S. we can use your skills with the Karaoke machines and those pesky fire extinguishers ☺☺



FROM THE EDITOR

It's not going to be the same without Cha Cha slinging the ink. I will miss her perspective, her insight, and her infectious good will and humor. She did a great job over the years: getting newsletters out on time, with useful content, entertaining yarns, and most of the time without a whole lot of content contributions from others (the life of an editor). Thank you Cha Cha, muchas gracias, hasta luego.

So I'll try this editor gig for a bit, see how it works out. What the heck, you can always fire me.

I will be producing, as you can see, this newsletter in digital format. Which means mostly, that I will be able to send it out via email. That one small change will reduce the Chapter's production costs enormously. This first issue will go out as a printed version via standard mail. **Future issues will be sent by e-mail only (if I have your email address), unless you tell me you want a printed version between now and the next issue.**

I welcome any and all submittals for inclusion in the newsletter. I would especially appreciate technical stuff that others could find helpful in restoring or repairing their two wheeled projects. And, if you need help putting your knowledge into words, I know some folks who can help with that too. "Bring it on"!

CLASSIFIED & LETTERS

Wanted: Service Manual for a 1926 Indian Big Chief. Contact: Armand O. Ensanian, ensanian@juno.com

Got something you can't stand to have in the garage anymore? Need something that isn't already in there? Can't find it under all that junk? Have a speech but no soap box? This is the place to sell it, buy it, or talk about it. Send in your want ads or your two cents. If it's decent, we will print it. If it's cheap, I might even buy it. If it's not cheap, someone might love it enough to give it a new home.

Send it all to:

Mike Brown, Editor
PO Box 723
Tenino, WA 98589

Or:
mike@sei-av.com

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The following was submitted by Evergreen Chapter member Terry Wright, with permission for use in the Evergreen Times

By: Dave Kilgore

Sent: Friday, October 26, 2007 10:55 PM

Subject: [Virtual Indian] Yosemite & Death Valley

Just got back a couple of weeks ago from the Yosemite and Death Valley road runs. Rode a little over 7K miles on my 47 Chief in 3 weeks and had a blast! The only mechanical problem was a "Swap Meet Special" front axle that was never heat treated....it reared it's ugly head in a little town called Ulysses Kansas. Upon inspection, I noticed two deep trenches cut into the bottom of the axle....so I turned it 180 degrees and put it back in...this is not a recommended method of repair, but it got me through the Rockies. I made a quick call to Todd at Jerry Greer and had an axle overnighted to a friend's house 600 miles down the road in Dolores Co...they saved the day! The UPS truck was leaving my friend's house as I pulled up...what luck! (and service) Thanks Todd

After installing the axle and bearings (and a badly needed rear tire) My friend Wally and I headed out for Yosemite...what a beautiful road run! When we arrived, Wally noticed a broken rear axle when he went to adjust his chain....what a bummer...but Lowell (who lives at Yosemite)brought one out to the cabin the next morning and all was well....we got it fixed just in time to go on the run.

When Yosemite was over,we headed out to Hollister to visit Wally's son who works for the local HD shop. Wally had the HD shop install a rear tire on his 51 Chief (against all my warning of possible HD cootie contamination) On our way to his son's house I noticed a little smoke coming off the back of his bike. When we stopped I checked his rear wheel...the bearing in the rear brake drum had worked loose!! The next day,the HD shop replaced the damaged tire for free...even though we told them it wasn't their fault! I spent the rest of the day "entombing" a new bearing in Wally's rear drum with sleeve retaining locktite and a couple of cotter pins. This is also not a "recommended procedure" but it took us another 2k and it's still holding...but who knows for how long.

After playing around the Monterey area for a couple of days, we headed out for Death Valley...another beautiful road run! The only thing I hated about DV was the fuel was total crap! I have high compression heads and it hates low octane. The drag races on the dry lake bed were a blast! Everybody wanted me to run..but I was over 2,000 miles from home...I had to ride back...no trailer. I probably could have bummed a spot in Dale Walksler's rig...but I'd rather ride. When we finished DV, Wally and I headed out to see the Grand Canyon...a sight I had not seen since childhood...it was still as beautiful as ever. After the canyon, Wally and I split up...he headed for Colorado, I was working my way back to Mississippi. The 4 speed overdrive tranny made easy work of the 75 and 80 mph cruising on interstate 40...the ole girl just purred for hours on end. When I got to Flagstaff, I found out about another rally, Cottonwood. It was OK but I wouldn't go out of my way to attend it again. Stopped in Amarillo and found a really neat bar called "Skooterz"...OK...so it's a Harley bar...but ole saddle tramps like me can't be too choosy! Met some really cool people who ride some serious miles.

Oh well it had to end sometime... My Corbin tells me my 47 has done 108K since 2001...not bad, but I'm sure it's no record.

Follow up question from: Ron

How many times have you had your engine apart in that 108K miles? Have you had the lower end apart in those miles?

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Hi Ron, I've had my engine apart SEVERAL times in the past 6 years. My first top end only lasted about 10K....I thought I had bad rings but the next top end only last about 12K and was "Sending up smoke signals" That is when I started experimenting with Totalseal rings, valve guide seals and breather valves. I've finally come up with a pretty good combination of parts....my last top end lasted 27K and was still not using more than a quart of oil between changes (every 2000 miles) The reason I tore it down was the exhaust guides had worn out...they had .032 clearance.....no I didn't misplace that decimal it had worn from .004 to .032....and was still running, just not as good as she should. I have noticed that my exhaust guides wear about .001 for every 1000 miles.....thus the .028 wear in 27K....another top end had 10K on it and had .009 wear on the exhaust guides....so now I kinda know what to expect when I tear her down. The intakes last way longer. Now the bottom end. My first bottom end was a 74 and it lasted about 45K. When I took it apart I noticed the bottom races were over .001 out of round...that's a lot! I figured I must have messed something up when I built the rods....so I bought some Carrillo rods and S&S 80 inch flywheels....after another 45K I tore her down....again almost .001 out of round....and definately no mistakes. Both times the crankpin looked great...I replaced it anyway each time...just cheap insurance. Each time I tore the bottom end down, it wasn't knocking or giving any signs of problems....just felt a little loose when I did the top end and I like mine tight (about.0006)

A good breather valve is a must for a long engine life. I started out with a stock valve and I guess I never got it right....my bike leaked more oil than the Exxon Valdez...it was horrible. I put a Moto Valve in and it was like magic....no leaks and no crank case pressure pushing oil up past the rings....dollar for dollar it was the best thing I ever did to my bike. Although I have seen the Moto Valve fail and blow gaskets and oil everywhere....you have to keep an eye on them. I actually modified my Moto Valve to keep it from pushing the pin through the brass casting....I just made a bushing to fit over the pin and it transfers the impact directly to the casting...not the pin....works great. I've recently been experimenting with the Krank Vent Valve supplied by Geoff Ringle of Old Iron. When I first put it on I thought I stepped on a frog when I first cranked my bike...it sounded pretty bad....I put a breather filter on the end...still a little to noisy for my taste...so I took the filter off and put a 12 inch piece of rubber fuel line on and routed it out the left side of the bike. It was amazing...my bike was so quiet...it was scary! Like everything else from Old Iron...the Krank Vent is very well made...it's a little bulky...a little pricey but when you put it on it's just like Forrest Gump said..."We don't have to worry about that anymore, just one less thing" I'm going to TRY to put about 30K on my bike next year...we'll see how everything holds up to the punishment.

Follow up question from: Greg

That's pretty drastic Exhaust Valve Guide wear Ron. Have you tried leaving the stem seals off the exhaust ? I've only put them on the Intakes on mine, but haven't run it yet.

Hi Guys

I guess I'll try and answer all the questions in one post. My usual highway speed is 70mph...but out west I run 75 (to keep from being run over) I have high compression heads (shaved about .060) and my timing has to be retarded to just a few degrees before TDC or she will ping. This high compression gives me 40 miles per gallon with my stock Linkert carb and adds a few horses to boot. When I pull my heads off after 25K there is almost no carbon at all...the high compression helps her run very clean but after several hours of highway speeds (especially during hot summer months)you have to watch out for detonation. I always run premium when it's available...my girl loves 93 octane.

Now as for valve guide wear and seals. I have always put the seals only on the intake valves because that's where all your oil is going...sucked up the intake guide. This oil turns to carbon in your heads and destroys your rings...this is why your manual tells you to scrape the carbon out every 2K....please, I just don't have the time.

Continued on page 5

Now this is going to sound really crazy...but just think about it. This season I put valve guide seals on my exhaust valves too...to help them get MORE OIL. OK now you think I'm a real dumbass...but think about this...as your exhaust valve opens some of that exhaust pressure goes down your guide and blows the oil down your push rod....also this happens while your pistons are going up, creating a vacuum in your cam case....so oil has no chance at all to reach your exhaust valve. So now you'll say it can't get on the valve with that seal in the way...not true. Valve seals are not actually seals at all...they are made to meter a small amount of oil onto the stem...the same way your oil rings meter a small amount of oil to your compression rings...a very small film. Since my exhaust valves never showed any signs of any lubrication at all I figured...what can it hurt? I only have about 10K on this setup...I'll let you know how it turns out when I pull her down for a rebuild...so far it's working great. Later Guys...Dave Kilgore-Δ

CHAPTER CALENDAR FOR 2008

March 15 & 16, 2008 Swap Meet Puyallup, WA

March 29, Chapter monthly meeting, Central/Seattle TBD

April 19, Washington Vintage Motorcyclist Swap Meet, Skagit County Fairgrounds

April 26, Chapter monthly meeting, Ship Harbor Inn, Anacortes, WA

May 10, South Prairie Ride and Show, South Prairie, WA

May 17, Chapter monthly meeting, South, TBD

June 21 & 22, The Gorge Run by John Stanley, headquarters at the Sunset Motel, Hood River, OR

June 28, Chapter monthly meeting, Central/Seattle, TBD

July 26, Chapter monthly meeting, North, TBD

August 15 & 16, 28th Annual Tenino Swap Meet and Chapter monthly meeting, Tenino, WA

September 8, 9, & 10, Evergreen Chapter National Road Run, San Juan Islands to Mount Baker, WA

September 27, Chapter monthly meeting, South, TBD

October 25, Chapter monthly meeting, North, TBD

November 22, Chapter monthly meeting, Central/Seattle, TBD

December, Chapter Annual Christmas Dinner, TBD

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\$12.00 Chapter dues (AMCA National membership required)

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Your motorcycles that you would like to be listed in the Chapter Directory

Year/Make/Model _____

Year/Make/Model _____

Year/Make/Model _____

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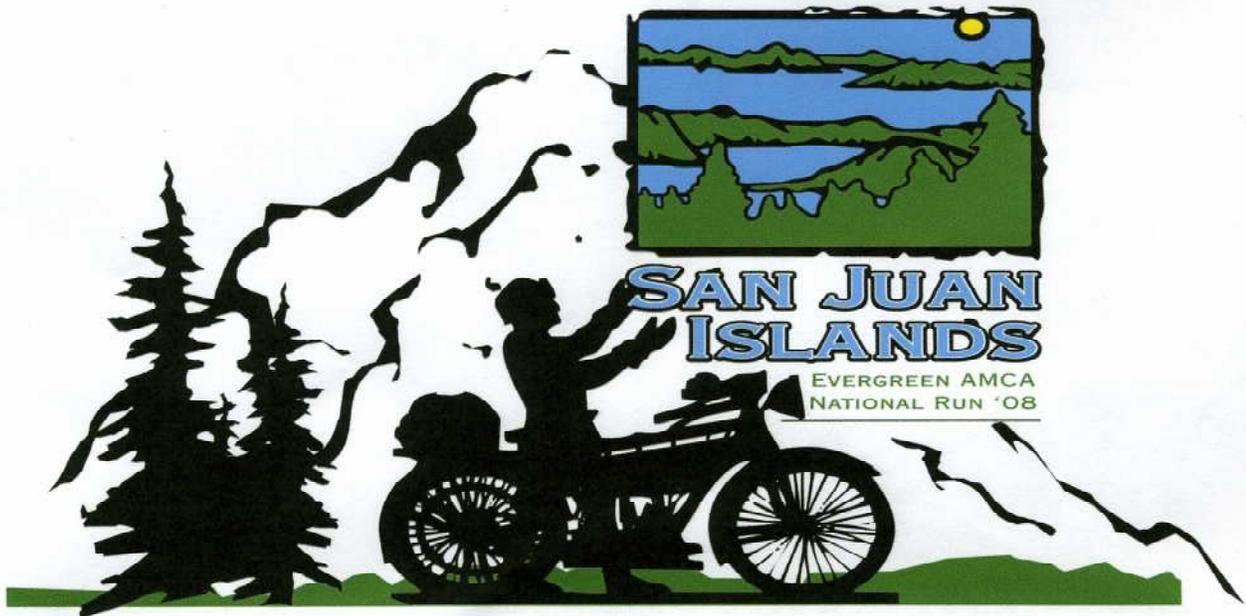
I would like to volunteer for Chapter events YES _____ NO _____

Return this completed form, with your check or money order, payable to the **Evergreen Chapter**

TO

Evergreen Chapter, AMCA, Inc.
c/o Otto Allison, Secretary
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Evergreen Chapter AMCA



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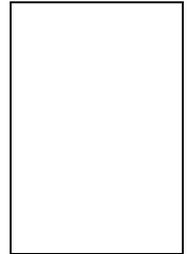
Camping available at City of Anacortes' Washington Park – Has full hook-ups and Camping
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For Information Contact:
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(253) 759-3224
Email: ottoa@w-link.net

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Editor, Evergreen Chapter, AMCA
PO Box 723
Tenino, WA 98589



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