

Garage Cleaning Day

By David Edinger, Texas

I have motorcycle issues. Ever since I rode a friend's Honda Elsinore 125 (I still have one), back in the day, I was hooked.

In high school when friends would load up to go to the coast, I followed on my CB360T (I still have one). When they would drive to Big Bend National park, I followed on the 360. I have been obsessed from the beginning. When I would talk to old timers and they would tell me stories like selling an Indian Chief for \$500 to get married or some other invalid reason, I thought, just buy, and don't sell.



Now I am not saying I haven't sold a bike. I have, but none of my collectibles have ever been sold. I started buying bikes that I knew would go up in value. My wife and father tried to convince me to sell some bikes and with that money go buy one or two more expensive bikes. Less to maintain, insure, license etc. One time I tried, I counted up seven bikes that I thought I could sell. A Kawasaki Z1, a Triumph T120V, a BSA M20, a Yamaha RD400, a BMW R71, a Honda 305 Super Hawk and a Moto Guzzi V7 Sport. I totaled up the approximate value in my head and started buying before I started selling. I actually ended up buying seven more and

never sold a single bike. I asked myself, how can I sell these bikes, they are all classics?



Auctions are also a bad thing for a weak man to go to. One auction in Las Vegas landed me my 1916 Royal Enfield, another got me my first British bike, a BSA Lightning. It cost me more than I had in my account. I think back about that and think it was a good thing I was single at the time. A Daytona auction bagged me a 1947 Norton 500 Model 18 and my 1974 Moto Guzzi V7 Sport.

more **GARAGE** on 4 ↪



Do I have a favorite, yes my Ducati Monster S4RS Tricolore. I can easily say Ducati is my favorite brand. I have ten Ducatis and all are going up in value except for my ST3S Sport Tourer. I tell everyone that my ST3S is my rain bike. I try not to ride the classics in the rain if I don't have to.



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I move a lot and moving 26 motorcycles is almost as bad as insuring 26 motorcycles, 19 of which are antiques. This is why I am just renting a house. The house has a detached garage where I keep around 15 daily riders. I try to ride a different bike to work every day for three weeks, then start over. It's a bit tight in the garage and battery tender cords everywhere doesn't help. I usually decide which bike to ride the evening before and play musical motorcycles then, so that the flavor of the day is front and center. Space is so critical that it's almost a good thing when bikes are in the shop or going through a restoration. I have three bikes in different shops now.



The rest have to go in the house. There is a room with a polished concrete floor, a bar, a big screen TV, a Norton engine as a coffee table and now eight motorcycles, I call it the museum. For the most part they don't have gas in them, with two exceptions, my 1932 Raleigh MH32 and my 1985 Ducati Mike Hailwood Replica which just finished a ground up restoration. Now that this is done, the next one will be my 1979 Ducati 900SS. Luckily it won't need a full up restoration because I have fallen in love with another bike, a 1973 Ducati 750 Sport. I told my wife I would finally sell three bikes to get this iconic piece of Ducati history. But now I think I have changed my mind. What if I take the money out of my retirement account? Technically this is an investment, it's just one you can ride and stare at.



When my wife first saw the room where the eight bikes are, she said this would be perfect for four bikes. She then drew the line in the sand and said no bikes in the living part of the house. But she has been gone and working overseas since July and doesn't know where the 100-year-old Royal Enfield is sitting, between the dining room table and the divan. We will see how that goes when she gets back next month. It really looks good there!

One of the great things about old bikes is they are all different, they all have their own little routine to get started. A good example is my 1942 Harley-Davidson WLA which starts on the first kick if you do all the things prior to that first kick properly. Some of my bikes are right side shift, some on the left, some are hand shift and one even has a hand crank to start it and some have a reverse shift pattern.

Like I said, I have motorcycle issues.

