

# AMCA Zia Chapter Newsletter

## Fall 2021



### President's Corner

Greetings from the oval workshop, or something like that!

I'd like to thank Tom, Sam, Doc, Doug and anyone else involved in making our fall swap meet a success. A good time was had by all. If you missed it, plan to make the next one.

Along that line, this is your club! If you want to put on a ride, swap meet or get together be like that ad. Just do it. Build it and we will come. We need more activities and reasons to ride our old bikes. There's no reason you, yes you, cannot organize an event.

Fall finds me busy in the workshop planning my projects and looking at swap meet schedules. I'm downsizing my project list and looking to find a manageable number of rideable old motorcycles. If you're looking for a particular bike, send me an email and we'll see if we can make us both happy.

I realized at the swap meet that all members need a supply of club business cards to hand out. That's my old school thinking. Recruiting enthusiasts is the responsibility of each of us. More members, more activities, more fun! Isn't that why we joined in the first place?

Have you visited the Antique Motorcycle Club of America (AMCA) website, [www.antique-motorcycle.org](http://www.antique-motorcycle.org) lately? They are a great resource with their virtual library of documents, brochures, manuals and information. All library documents are FREE to download and share with AMCA members. You can also read the latest digital issue of The Antique Motorcycle magazine or check out the calendar of events.

Speaking of which, have you visited the Zia chapter website at [www.zia-AMCA.org](http://www.zia-AMCA.org) recently? Karl Franklin has done a great job revitalizing our website. He's added many new features. Check it out and be sure and let him know how much you appreciate his hard work.

Finally, how often do you want to meet as a club? Let me know your thoughts. -- Jimmy Allison ([jimmy@championmotorsportsnm.net](mailto:jimmy@championmotorsportsnm.net))

# Auld Lang Syne

Based on a Scottish folk song, its traditional rendition is sung to bid farewell to the old year at the stroke of midnight on New Year's Eve. I am sure that all of us have attempted this tradition, albeit most likely under an inebriated state and, if lucky enough, solemnizing the moment by planting a juicy kiss on your spouse or significant other, or perhaps in your younger days, some damsel standing within arm's reach.

For Auld Lang Syne as it appears in the first line of the chorus has been loosely translated as "for the sake of old times". This is the first newsletter as past President of our beloved Zia Chapter that I pen this entry to the newsletter for the sake of ol' times to express my appreciation for all the support I received during my tenure. Reflecting on this wonderful opportunity, I am drawn to the words Bob Seger so aptly penned in one of his most popular songs: Night Moves, "working on mysteries without any clues". It refers to a relationship that was sexual and exploratory in nature, more than based on romantic notions of love. Well, please do not get me wrong as being the head honcho was anything but sexual; however, it was definitely exploratory and there was a romantic component I suppose, as I dearly love these ol' machines and cannot get enough, especially of the WWII versions.

I loved the camaraderie at our chapter meetings and on the Musket Ball and Tiddler excursions. The strength of that bond and kinship was evident during the swap meet held in Sandia Park on October, 23 (thanks Tom and Sam). It was a cathartic day for me. Our chapter activities were stymied for so long due to this vile pandemic. It was a most enjoyable day to see and talk with members, look at all the offerings of parts long ago, and engage with other attendees over the most yummy hot dog anyone could prepare (thanks Sam). The card signed by chapter members and gift of that Franklin Mint 42 WLA was unexpected and a bit overwhelming, but heartfelt and appreciative (thanks everyone). Both share a spot on my bookshelf in my office.

As I look to the future, I see nothing but good things happening with our chapter under the leadership of our new President (thanks Jimmy). For the sake of old times and times to come, let us keep on rolling on these ol' iron horses with shiny side up and rubber side down. -- Doc

## Fall Swap Meet

The Zia Chapter sponsored a vintage motorcycle swap meet October 23rd in Sanda Park. It was a huge success, drawing sixteen vendors and was enthusiastically attended. After the visitor parking area filled, folks started parking on both sides of Frost Road! Thanks to Tom and Sam for doing all the heavy lifting organizing the event. Sam even supplied tasty hot dogs for lunch!

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Damn I love our vintage motorcycle community. Everyone we contacted bent over backwards to help us promote the swap meet. Frances at OCD Custom Cycles put together an ad for us, and posted it on her website. Rust is Gold put out a lot of information about the meet. Tim Roberts,

New Mexico Airmarshal for the Airheads Beemer Club sent out meet info to the club. It was posted on the Motorado site. Karl put together our event flyer (on very short notice!) Thanks Karl! It's a beautiful thing, thanks everyone!

It was good to get together again with a bunch of old friends and get greasy digging through motorcycle parts. I found a few things I didn't even know I needed! Thanks to all that set up a booth, and to those that came to dig! -- Sam





# Member News

## Bill and Jimmy bring home Best in Class

This September Bill E. and Jimmy attended the 4:44 Motorcycle Show in El Paso and came home with a couple of Best in Class Awards. Congratulations gentlemen!



## Ken Miles 1966 Honda S90

I got a low mileage '66 Honda S90 as another pandemic project. Named the Hondell after the group that sang "Little Honda". Runs but needs a little work. Needs a nice two screw early type airbox cover, if anyone knows of one. The 2.50 x 18 tires are so hard and badly cracked they could be original. Looking forward to taking it on a small displacement twiddler run someday. -- Ken



Ken's dog Lacey checking to see if he needs any help with Hondell.

## Triumph K2F magneto refresh, and Easycap installation

I'm recommissioning a '56 Triumph I got from Tom a few months ago that has sat for many years. I serviced it, and set the magneto, and checked for spark. Got a good spark on kick through, so buttoned it all up and started it, good oil return to the tank, so we take it out for a short ride. It didn't want to idle, but went like stink otherwise. So Doc and I road it till the clutch cable broke!

Got it back on the bench to investigate the poor idle. I had already gone through the 'ol Monobloc carb and set it up, so pulled the magneto points cover off to have a look. The previous owner had done a lot of modifications to the bike. And removing the manual spark advance and putting in a later auto ignition advance was one of the changes. I could move the points plate by hand, but when moved to advance it just stayed there, and wouldn't return. So, I pulled the timing chest cover off to take a look at the auto advancer, and the action just seemed a little stiff. I pulled out the advance unit, and it magically seemed to work fine! Problem is friction in the magneto!! Ah well, it really should be serviced anyway, so off with the magneto. The grease in all the other bearings I had serviced was set up like cement, so I figure the magneto bearings couldn't be much better. I pulled the magneto apart, and everything looked pretty good. Someone had been in there before, the bearings were pretty dry, but not damaged yet. The magnets were still really strong. The condenser checked good, but it's buried inside the armature, the magneto would have to be taken apart again to replace it if it went bad later, so I disabled the condenser (a condensectomy!) and left it in place, and installed a Britespark easycap. It is then really easy to get to from the points end of magneto if it ever needs replacement.



One of the bearing races had continuity to the case, and the other bearing race was loose! So pulled both, and replaced the paper insulators. Put the magneto back together, and still had too much friction for the advance to work. The armature end play was maybe a little snug, so put another .005" shim under the end cap plate, and the advance worked as it should.

I haven't been able to take it out for a spin yet, (still a lot to do first) but it makes a good spark on the bench.

If anyone needs to take apart a Lucas K2F, I had to make a couple of pullers for the races, you are welcome to use them. -- Sam



The condensectomy, and the easycap installed

## Touring Southwestern Colorado

My favorite season is Fall, in particular after Labor Day when most folks are off the road having finished their vacations and school is back in session. It's also the beginning of the color changes in the foliage. This year my nephew Kyle from Kansas invited me to join him on a ride in southwestern Colorado. I rode my trusty (and very comfortable) '70 Moto Guzzi Ambassador and Kyle rode his most recent build, a very cool (but less comfortable :-)) Harley with a '47 Knuckle motor and trans in a '35 VL frame and fork. In short, when we stopped he got all the compliments and the Ambassador was ignored. We used a hotel in Gunnison as a base camp, and mapped two loops for two days of touring.



The first day was to explore canyon country. In particular, highway 141. I've eyed this highway many times, but never took it, it goes nowhere really and is way out the way to go somewhere. Which makes it perfect for a motorcycle ride. Actually, it does go somewhere. There's a resort called Gateway built by the founder of the Discovery Channel. It sits in the middle of this beautiful red canyon country that was once ranch land. There's even a really nice car museum used to show off this guy's car collection. The reader can decide if this is progress. To get there, we blasted west from Gunnison on Highway 50 to Montrose, then Delta, and before you get to Sinclair is the turnoff for 141. Here you leave the traffic behind and one can putt at a scenic pace. This first part of 141 follows the scenic Unaweep Canyon that includes Driggs Mansion, well the ruins of what was once a mansion. It was built by Italian stone masons. The Ambassador felt at home. We then headed to Gateway, toured the car museum and had lunch

at the resort cafe. Heading south out of Gateway is the real gem of the ride. Here 141 follows the Dolores River through red canyon cliffs. I'd say this is one of the most beautiful rides I've taken and rivals that of the ride along the cliffs of the Colorado River going into Moab, Utah. We eventually found our way to Placerville, then Ridgeway, back to Montrose and with it getting dark back to blast pace to Gunnison. Somewhere after Montrose we ran out of sunshine and had to ride in the dark amongst the deer. A future upgrade for the Ambassador is a LED headlight!

On the second day, we headed north on Hwy 135 to Crested Butte. I haven't been to Crested Butte in probably 10 years, and I thought it was a busy place, but my gosh it's grown a lot since then, and super busy. Granted we passed through on Sunday at the peak of the Fall foliage season, but still it's not the quaint little town I remember from the '80s. From Crested Butte we headed west over the mountains on state road 12. This is a dirt road, but for the most part very well maintained and an easy ride. The aspens were fantastic. Highway 12 dumps you out on Hwy 133 which we then took southwest to Hotchkiss, jumping to Hwy 92 south. I've been on this highway before, but never took the time to check out the north rim of the Black Canyon National Park. It's about a 10 mile (7 of it dirt) out and back excursion off of 92, but it's well worth the time. It's a site I can't put into words, so you need to do it yourself. I've never been really bothered by heights, but standing on the side of this canyon I now know what those who are afraid of heights experience. In short, it's ~1100 feet wide, but ~1800 feet deep (at the point we stood). It's a real twist of the senses. We then continued south on 92 to Hwy 50 and back to Gunnison, this day making it back before sunset.



I'll finish to say we completed the weekend without a single mechanical incident, not even running out of gas. Nice. -- Doug



# Classifieds

Editor's note: I would like to create a permanent, living document that we can use for classifieds. It would be a link off of the Zia Chapter web site, and be continuously updated. This would also open up the classifieds for anybody viewing our web page. What do folks think? If you support the idea, or don't, let me know. -- Doug ([dwdoerf@gmail.com](mailto:dwdoerf@gmail.com))

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For Sale: 1963 Matchless G12 650 cc twin. Stock, good condition, and runs well. \$4500. If interested please contact Lawrence Lower by phone at 505-281-3576 or Doug Doerfler at 505-259-7157.





# Antique Motorcycle Club of America

Date: \_\_\_\_\_

New Membership

Renewal

AMCA Member #: \_\_\_\_\_

Join on-line at  
[www.antiquemotorcycle.org](http://www.antiquemotorcycle.org)

Or Mail this completed application to:  
AMCA  
C/O Cornerstone Registration, Ltd..  
P.O. Box 1715  
Maple Grove, MN 55311-6715  
U.S.A.

**Membership (check one):**

- |  |           |
|--|-----------|
| <input type="checkbox"/> U.S. Membership (1-year)  | \$ 40.00  |
| <input type="checkbox"/> U.S. Membership (3-year)  | \$ 120.00 |
| <input type="checkbox"/> Foreign Membership<br>(outside USA, Including Canada & Mexico) (1-year) | \$ 55.00  |
| <input type="checkbox"/> Foreign Membership<br>(outside USA, Including Canada & Mexico) (3-year) | \$ 165.00 |

**Other:**

- Donation to the Antique Motorcycle Foundation (specify amount) \$ \_\_\_\_\_

**TOTAL: \$** \_\_\_\_\_

- Check this box to EXCLUDE your name and contact information from the AMCA Membership Roster.  
 If this is a CHANGE OF ADDRESS, please check box.

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prvnc: \_\_\_\_\_ Postal Code \_\_\_\_\_

Country : \_\_\_\_\_ Phone: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Source of referral (if new member): \_\_\_\_\_

**Payment: (ALL FUNDS MUST BE IN U.S. DOLLARS, DRAWN ON A U.S. BANK)**

If paying by check, make checks payable to: **Antique Motorcycle Club of America**

Cash  Check  Money Order  Visa  M/C  Discover  AMEX

Card Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Name on Credit Card: \_\_\_\_\_ CVC Code: \_\_\_\_\_

Signature: \_\_\_\_\_