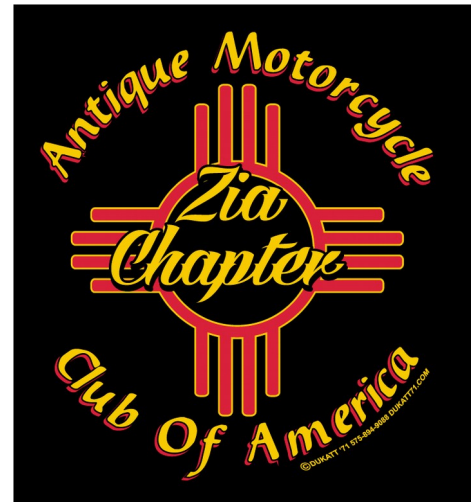


## AMCA Zia Chapter Newsletter

Summer 2020



## “WWS” Workshops While Sequestered edition

### Shop time

Well with this covid shutdown I hope everyone is getting in some shop time. I am lucky enough to have a shop to work out of. Just lock the doors and go at it. I still have service calls to run, but at a much slower pace than before. I've come to realize what a haven the shop is. Just walking in you get the smell of cutting oil, gasoline, and solvent. Sounds bad, but they're smells you come to love. Starting an old bike up you get the smell of a little burning oil (or maybe a lot!), and running a little rich from being choked. There is nothing better. Takes me instantly to a time over 30 years ago when my old friend Woody (I'm still riding an 'ol Shovel I got from him) and I bought several old British bikes in Oklahoma. We had an appliance store at the time, and in the warehouse where we kept the stock of washer, dryers, refrigerators and stoves we had an area eeked out for storing and working on bikes. Starting one up would fill the warehouse with the smell of gasoline and oil, and the sound of clacking tappets. It's funny how vivid the memory of that smell is. I told Rebecca I needed to bottle it up, and get rich on cologne. She is pretty sure that wasn't gonna be a big money maker! Anyway....Shop time is always good!

### President's corner

It Was the Best of Times, It Was the Worst of Times

This famous opening line by Charles Dickens from the novel *A Tale of Two Cities* may not exactly apply to the current Covid-19 pandemic. The phrase points to major conflicts woven within the novel,

such as good and evil, with the author asserting a belief in the possibility of resurrection and transformation, both on a personal and societal level. It has been over three months now that our infamous gathering at Sam's shop every Thursday night has been placed on indefinite hold for obvious health reasons as a few of us are a bit long in the tooth. The ravages of time coupled with this god-awful virus makes for a rather unique pucker factor, me especially. Maintaining social distancing is highly problematic when trying to fettle with some ol' war horse, like my 1945 military Triumph 3HW and its lack of magneto spark that has lent itself to considerable angst on my part. Even when not fettling with such perplexing problems (PP for short), simply swapping lies over a cerveza or two at shop night does not lend itself to proper pandemic protocol (PPP for short). Yes, it seems that the latter phrase, Worst of Times, rings true at some level for the Zia Chapter AMCA members at present. Monthly meetings with plenty of premeditated partaking of pie (PPPP for short) and our revered Musketball and Tiddler rides are postponed temporarily. However, stay tuned for late-breaking news from our current events coordinator and prognosticator of better times to come. That would be Sam; sorry I just had to bestow upon you that esteemed title by executive order. Ah, the power of the presidency! I know I am rambling on a bit; however, having a positive attitude and a sense of humor is important for survival in the face of adversity. It is still the best of times in that as Zia Chapter AMCA members we share this crazy affection for old iron and that drives us to forge ahead, albeit at a snail's pace, working by ourselves alone at home on much needed projects. During this time it is important that we stay connected what come what may with this pandemic so that there will be a seamless resurrection of Zia Chapter activities and opportunities when better times are upon us all. Who knows there might be a transformation of sorts thrown in there for good measure! After all, I am the President! Take care and be safe. Happy trails until we meet again.



## The 'ol Sled dog

I've had this 'ol 1970 Police shovel (I got from Woody) for 20 years. The front brake has always been pitiful. So.....after 20 years of ownership (you don't wanna rush into these things) what the hell, I'll see if we can improve it a little. The drum was worn really badly, the shoes were shot, and the cable didn't look it's best! Craig was here when I took it apart, and he coached me on arcing the new pads to fit the

new drum. The bronze cam lever bushing was shot, and apparently it's unavailable, so I had to turn one up. Everything went back together smoothly, and I made up a new cable and painted the drum black. Since I had the wheel off, I laced up a fresh black rim with the a set of cad plated spokes I got from Jim a few years back. I think as a Police bike it originally had black rims, since years ago one that came off it was black. Since I'm changing rims, and had another set of cad spokes, the rear wheel has always had a flat spot, so I replaced it too. I got the old Kelsey Hays rim from Jim. I also spooned on a fresh set of tires. All back together, and it goes down the road damn nice, and the front brake is much better and bedding in nicely.



## From Nathan Espinosa

I have been working on my 73' Honda CB500 that I attempted to take on our Musket-ball run last year, if you recall.



I have spent numerous hours cleaning every nut and bolt on the bike as well as bringing the frame back to looking normal. I was able to score some NOS gauges as well as many other bits that the bike needed. The motor was in rough shape so I'm having the Guru, Dennis Parish, rebuild it.



It's been an awesome platform/labor of love for me to learn about restoring an old Honda and I look forward to riding across the state on our next Musket-ball!

Nathan



## Brian's BSA

Here is a picture of a 1966 175cc two stroke Banton. Fun little bike. It was locked up and had a few other problems. Now all I need is a title! Cheers Brian (That Norton tank badge has got to be good for another 5mph! Sam)



## From John

I have been working on a 1953 BSA C11 that I got from Brian. It is slow going and it will continue to be for some time.

The C11 has lived a hard life with someone who didn't know how to weld and they welded things that didn't need to be welded but repaired properly!

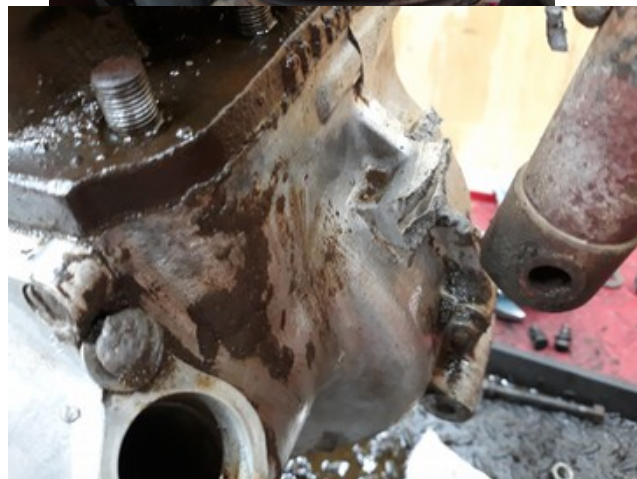
The front mount looks like it was run loose because the casting around the boss is broken. To "correct" the problem a "steady" was bolted to the front cylinder stud and welded to the front down tube. The original battery carrier had broken and so they welded a mount to the LH lower frame. I have removed the engine and ground off the front weld and I'm slowly working on the one on the frame. Got a real welded lined up to repair the engine cases.

The good part is that it runs, or did until I started to take it apart to get ready for the repair.

Here are a few pictures of the bike and the work done so far. The strange "repair" to the rocker cover had me wondering until I got it off. My guess is that it was leaking oil and instead of replacing the gasket they kept tightening the bolt till it cracked.

More pictures to follow.

John Ebert  
Granbury, Texas



## From Jtom

(A little new for us, but the fab work is amazing, can't wait to see Steve on it at the track!....Sam)

I have working on this for years and I very close to finishing it. 1991 Suzuki RGV250 chassis with a NOS RMZ450 engine. Custom engine cradle, mounts and exhaust. Will be painted in Barry Sheene



livery. It will be on track at Sandia next month for Steve Brown to campaign in club sport against bigger bikes. I had a very talent fabricator , Kenny Vaughn make the radiator, reservoir and the belly pan.

J.Tom Pruett



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## From Tom

### “WWS” Workshops While Sequestered (project progress)

Tom:

I bought a 1966 Ducati Diana MkIII partial roller off EBAY end of February. It was located in Sacramento, Ca. and we went to pick it up in early March right about when the virus broke out. Lucky that we had no trouble and got home just before they made travel difficult. The top end was off and much missing, so I decided to build a “campground dirt bike” with parts I always liked from back in the day. After lots of thinking, more Ebay parts buys, and lots of shop time, I have it about there except for paint and cosmetics. Time consuming tasks included shortening the frame and swingarm. The purists will shoot me, but I think it looks good. Traded a friend for an early scrambler tank. It finally ran a few seconds on my starter rollers, so I am going to



paint the tank and fenders next and then maybe call it good. Not meant to be a show bike. It barks a bit, but all good ducs do!

## Craig:

I acquired a Triumph Trident from a junkyard in late July 2019, and just started concentrating on it about mid March. The more I got into it, I was convinced it would run, even after sitting outdoors for many years. But it needed SO much work, and the further I went, it seemed the more it needed. It had extended forks



and a chopper seat, etc. I changed all that, as well as replacing a side stand mount by cutting into the frame tubing and welding in another lug from a scrap frame. Then more dismantling, repairing, and endless details that I thought I might as well fix since I was in there anyway...

BUT, after lots of cleaning and freeing stuck parts, and repairs, I got it to run on the lift. But that changed my original vision from just getting it running and rideable, and I decided to fix more of its niggling problems. I already had some of the parts it needed in my inventory, but I still had to add plenty of sweat equity labor to get it looking like I want.



I still have lots of details to do, but its now looking like the tasks are cosmetic rather than mechanical or fabrication repairs. Since I am a machinist, I spend most of my time in my shop anyway, but it feels good to get some of my own projects done.



## Ed:

This is not just a project report but also a note about the state of my stolen bikes earlier this year. I have recovered about a third of them, but the more valuable machines still remain missing, though we are guessing some have been sold. I just want to tell everyone in the motorcycle community THANK YOU so far, for keeping your eyes open and telling us about anything you have heard, seen, or learned about any stolen motorcycles. Since the police in New Mexico and Colorado are working on this, some more progress has been made and I will keep you all informed as things develop. Thanks guys and stay in touch.



Meanwhile, I am working on projects as time permits. I have had a wild idea for some time about creating a free form art bike that is inspired by the radical Bohmerland motorcycles from Czechoslovakia (1925-1939) I already had a derelict Honda Gold Wing and I started asking myself “what if...” and mocking up steel and bodywork and letting the vision suggest the next step. Very loose and therefore lots of fun.

Things like BSA primary cases to disguise the Honda valve covers, and fire extinguishers to make gas tanks and tool boxes. Downdraft flathead carb, conduit bent handlebars, an Essex headlight and on and on. Its easy to let the crazy notions take over and harder to commit to each feature and finish it, once I decide just what to do. The next big goal is to get it running and then I'll be even more motivated to “finish” it... whatever that means.



## From Jimmy

This 1965 YAMAHA YG1T was purchased new at Rathbun Motors in El Paso. Rathbun was the original Yamaha dealer in El Paso. They sold many different brands over the years including Greeves and Ducati. They went out of business in the mid 70's when





Yamaha of El Paso owned by Sherman Barnett opened up. Bruce Rathbun, son of the owner went to work for Harley-Davidson and was my district sales manager for 22 years. Back to the bike. It was purchased by Don Maynard for his family. Don grew up in Texas, went to school on a football scholarship at what is now UTEP. He played professional football and probably best remembered as one of “Broadway Joe” Namath’s favorite receivers. He wore number 13 and if you’re a history buff you’ll remember that the AFC NY Jets beat the Indianapolis Colts in Super Bowl 3. The bike hasn’t run in years so I took on the project to get it running and rideable for the family. Jimmy Allison



## From our web maestro Karl

Got my bike running a week ago Saturday, it was super cool. I paid a dude to rebuild by tranny last November but turns out he sent me a '41-'46 tranny for my '49, so the shifting is opposite, the fix is fairly simple but I am not ready to take this sucker apart already so I'm going to change to the earlier shift gate, like yours, until I tear it down so I can ride. Still keeping it a little closer to home while test riding just in case, but so far it is awesome and have not had any issues.



## Classifieds

**1962 Triumph T20 bought in Glasgow Scotland; Mustang with Triumph motor; Vespa Royal with 570 original miles. Your choice for \$5,000 text JD for more info. 505-999-0426**



## Zia chapter officers

Pres--Clint Richardson Ph# 575-838-2772

Vice Pres—Doug Doerfler Ph# 505-259-7157

Sec./Newsletter—Sam Lukens Ph# 575-418-0240

Treas.--Pete Goering Ph# 575-418-0232



## Club Stuff

We still have a few club t-shirts left, drop me a line if you need one, and I'll see if we have your size left. We also have Zia chapter car license plates and wall signs. Karl makes 'em to order, just pick a color, 4 colors available! Just email me with you order, and we'll get ya fixed up.



## Thanks

Thanks to everyone that sent in pics and told us about their projects. It looks to me like several of us are gearing up for the next tiddler run. Seems like a lot of tiddler legal bikes being readied! Here pretty soon we need to get the mighty tiddlers out and get together. I can almost smell the pie!