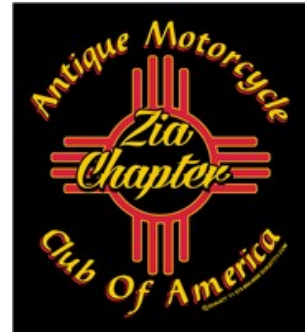


# AMCA Zia Chapter Newsletter

## Workshops while sequestered 2<sup>nd</sup> edition winter 2020



One of several amazing photos sent in by Jimmy Allison, more below.

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### Well, here we are,

November, and still unable to get together as a club because of Covid. I hope everyone is doing well, and at least getting some riding in. This newsletter is another collection of reports from members workshops. It's good to see what our club members are working on. So much so, I think we should make this a big part of future newsletters, even after we come out the other side of Covid. It's such a big part of what the club is about.

## How long does it take to clean vintage BMW slingers?

About 26 years in my case! I just kept saying I gotta clean those damn slingers before I roach the crank. It's also been burning oil for at least 20 years. Not one to baby a motorcycle much, I just kept riding the poor thing. Hell, I love riding it, and it wasn't making any bad noises. I finally ordered the special tools needed to pull the crank about the same time the covid started. I was talking to Craig at Motorcycle Machine, (505-217-4734) also a Zia Chapter member and shop night regular, a couple of



months ago, and he said he could work me in since Covid had slowed things down at his shop a bit. The crank looked good, the slingers had been cleaned once before! Craig does amazing work! The 'ol girl is back on the road with clean slingers, fresh pistons, and running better and smoother than it ever has. Thanks Craig!



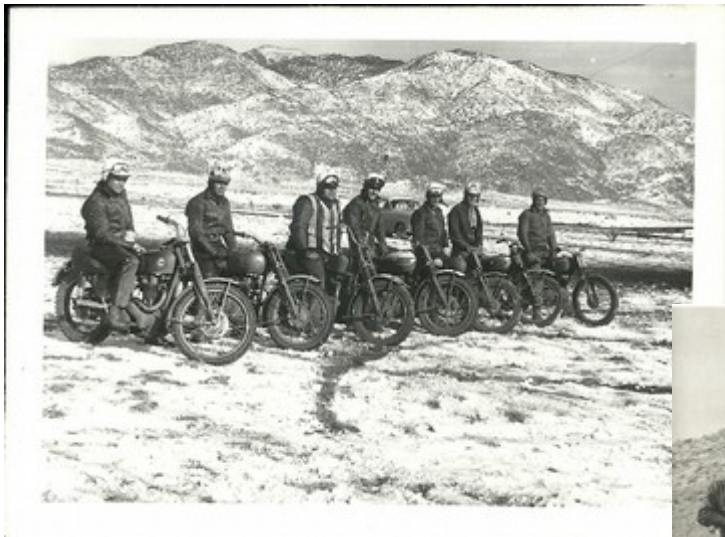
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Here's a couple of pictures that John Bergener recently acquired. The guy with with trophy is Korky Coen, the Indian dealer in Roswell. Later he became the Honda dealer in Roswell. The other picture is of Bobby Johnson (Bobby J). Enjoy. Jimmy Allison



For a better look, these Photos are larger and much better quality posted on our website <http://amca-zia.org>

Here's some more. Some of these are possibly NM photos but I can't identify any of them. Jimmy



## President's Corner:

### Two's company and three's a crowd

One of the earliest versions of “two is company, three is a crowd” was recorded in 1678 by John Ray, in *A Collection of English Proverbs*: one's too few and three's too many. The phrase is most often used to indicate that a third person is not welcome when two people (such as two lovers) want to be alone with each other. In the context of the Covid pandemic, maintaining a status of solitude is probably a reasonable tactic to avoid the associated morbidity or, worst, a case of sayonara. Certainly, any more than one is potentially too many given the potency of this contagion from hell. Since the onslaught of this virus, enjoying the fruits of my vintage restorations has been limited to short solo rides around the backroads near the domicile; yes, one is too few. Gone is the comradery of club rides that our members miss dearly. My 8<sup>th</sup> Annual Breast Cancer Awareness Ride had to be cancelled due to a restriction of the maximum number of people assembled in any one gathering to ten. Recently, our Governor understandably lowered this edict to five as the pandemic failed to slow its steady blitzkrieg throughout the state. But alas, given the weather forecast of impending snow and extended cold weather and the chance to enjoy one last end of summer ride together, three members and myself met on a beautiful, somewhat crisp, fall Sunday morning to go for an extended ride in search of pie ala mode. Donning appropriate riding gear with our masks in tow and maintaining social distance at all times when not on our steel horse, this intrepid group made its way to the Black Range and Hillsboro, New Mexico. What an enjoyable day with wind in our face as the temperature climbed to the mid-sixty degree range. Yes, four was a crowd as per the modern version of the proverb and complied with the state mandate. The little café served pie to go, which was enjoyed outdoors on a patio. It is hard to eat pie with a mask on, so social distancing was in order. This mode of comradery will have to do in the interim until science eradicates this scourge on humanity.

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John's mighty Mobylette tiddler:

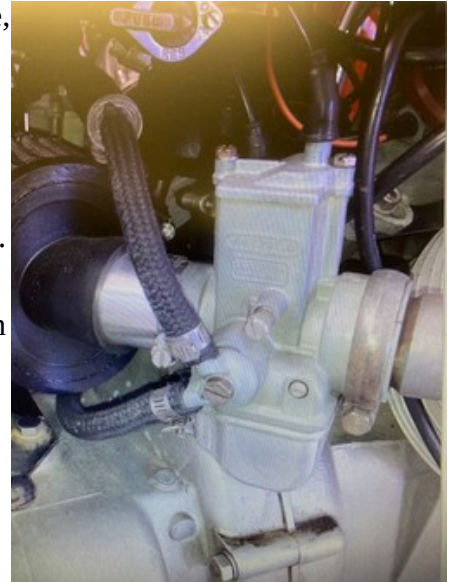
Here is my 63 Motobican Mobylette moped sold by Montgomery Wards under the Riverside name. Picked it up at Davenport last year. Was going to use it to run around swap meets such as Davenport and Tiddler Ride of course. It has less that 700 miles on it as of now. Going to work on that. Still had the original tool kit and tire pump after all these years.

John in Texas



From our Zia Chapter VP Doug:

For me, old carburetors are the Achilles' heel of vintage bikes. It's always the first thing I try to sort out in a new acquisition. If it's a Harley, I retrofit a late model Keihin CV with a rebuild kit and a re-jet for it's new home. The CV transforms a cranky old ride into a docile, civilized partner. Unfortunately that's not an easily available option for a '70 Moto Guzzi Ambassador (if somebody has done it, I'd like hear about it).



I picked up the Ambassador about 4 years ago in excellent shape. It was an older restoration, very well done and very well sorted, almost. It doesn't idle. I tried fiddling with the Dellorto VHBs on and off and never really made any progress. Every time I rode it, including the 2019 Musketball Ride across NM, I made a mental note to do something about it, some day. This summer was that day. I bought an ultrasonic cleaner and a couple of kits with all new jets and gaskets, including new idle adjusting screws. The cleaner worked pretty good, but still required some bristle brush work for the heavily soiled crevices, and a 2nd cleaning. I also bought a fancy new K&N filter and velocity stacks for mounting. It previously had individual cone filters that didn't really fit and had to be "scrunched up" and bent into place. The new filter fits nicely (some scrunching still required though) into the available space and is common to both carbs. There probably are pros and cons to this setup, but it does provide a nice intake grumble on acceleration, and that's all that's really important.

However, it still doesn't idle. Now I'll just wait until I can visit Sam's shop and get some expert tuning advice.

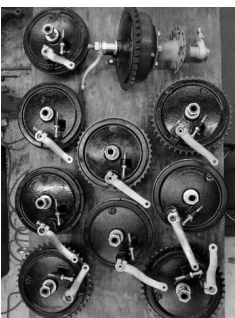
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From Michael at Mike's Indian Parts <http://www.mikesindianparts.com/>

## Ten Little Indians

Now that I am ending production of antique motorcycle parts, still lots of inventory, I'm starting to work on the 10 Indian Chiefs, 1946-1950, that I collected in the 1980's. These will be rolling baskets, some will run, most will not. No junk parts in any of them.

I've started by building assemblies. Attached are a few.





Also from Michael:

I usually take a 70 mile Sunday morning ride to Madrid and Galisteo on one of my machines. This morning it was my 1928 JD. Cruises nicely at 50 mph but will do 60 if someone's on your bumper. Photo taken in Madrid. Bike is sitting on the old coal truck scale.



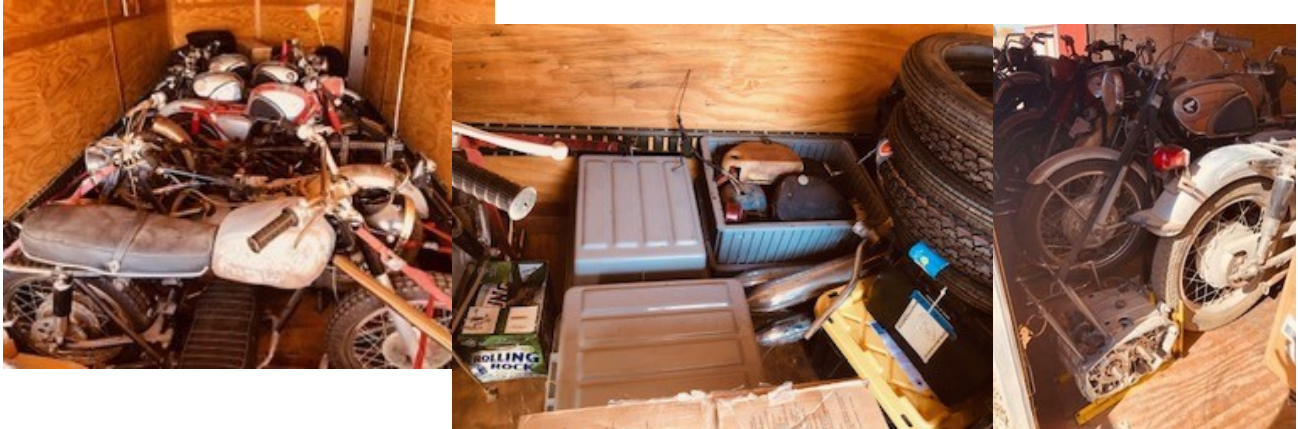
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From Jimmy Allison:

I recently went to Loveland, Colorado to pick up my Honda Superhawk projects. I had originally taken them to Milwaukee over 20 years ago for my friend to build me two complete Superhawks. I was to supply parts and he would build them in exchange for a 305 Scrambler that I would supply the bike and parts for also. Time slips away and now he finds



himself unable to complete. As you can see from the pictures there are 4 Superhawk chassis and 2 Scramblers along with two other frames and a pile of parts. I also retrieved my 69 Tiger project that is almost completed. Jimmy Allison



From Steve Brown:

This was a fun project ! The goal was to build a budget road racer for under \$1000 capable of winning races with SMRI at Sandia Motor Speedway in 2020. We started with a first generation Ninja purchased on Craigslist for \$150. That gave us plenty of room to make it race ready for under \$1000. We know all the tricks to make these little rev-happy bikes go. Spent a total of \$875.

The bike proved very capable and won every 250 race at Sandia this year. Even posted the fastest 250 lap times all season. We proved our theory and promptly sold the bike to a good friend to get him started road racing. Good clean fun during a challenging year for sure! Steve

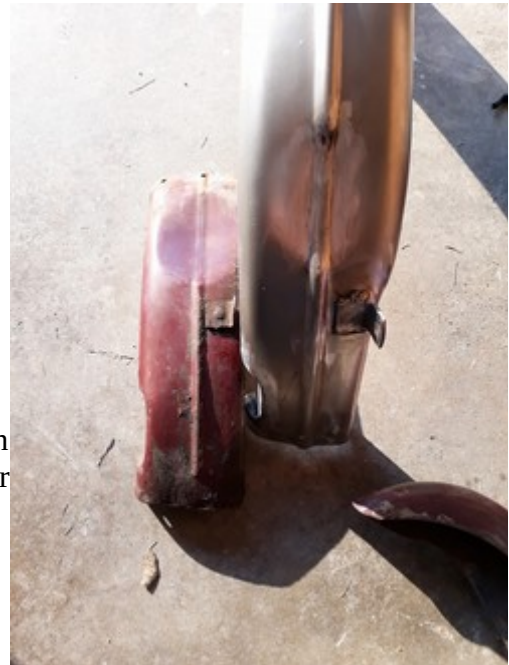


Also from Steve: Cb750s have followed me home all year. Five CB 750's landed on my door step through friends of the antique club. I painted them with original 50 year old Honda Candy paints. They came out beautiful and reminded me how cool these bikes were when they were new. I'm also building a dick man replica CR750 with one of the 750s.



**Update on John's C11 project:** After returning the crap fenders made in India I purchased a front fender made in England from Baxter Cycles. That fit perfectly. The down side is that no one makes the correct rear fender. So, I got a universal 5" ribbed fender and had a local welding shop massage it for the clearance I needed for the chainguard and brake linkage. But it looks like I will need a second fender because it ends at least 24" before it should. It's an adventure that's for sure.

This whole bike has been so abused and yet things that I would have thought would be long gone are there. The chain guard and tool box are in good shape. It is odd that the lower front section of the rear fender was there and had been spliced to what I think is part of a C12 rear fender. So I had that piece to give the guy at the welding shop as a pattern. My neighbor used to be a body man and has offered to help me with the paint and body work for the cost of material, can't beat that.



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**From Karl:**

I am happy to say that I've been working on a 1980 Harley Sturgis that belongs to Jimmy, it's been about 16 years since it was last started. The clutch plates and springs needed replaced and it was missing a couple of parts that someone must have liberated



while it was on display but other than that no major problems. I did learn that replacing a chain is like way, way easier than replacing a belt. It's almost finished, one last detail is figuring out what Jimmy is going to charge me for letting me work on it.



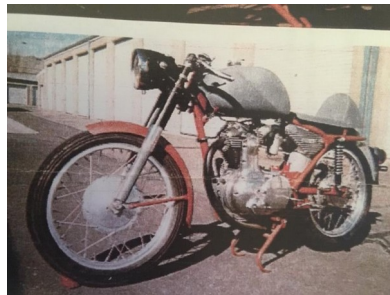
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## Tom's (too many) projects

Two projects that have been around awhile that I am finally making progress on are Parillas, both bought from our club members, but very different. The 175cc scrambler was a very scruffy incomplete derelict that I decided to make into a period (early 1960's) dirt bike, leaving it rough and unrestored. I have tried to find bits that could have been used during its heyday. Damn hard to find some of the engine parts though. I soon after heard about a fairly complete 250 street bike project that included a spare 175 engine so I rationalized it would provide parts for the scrambler as well. So I bought and started restoring that one at the same time, but IT really called for shiny cosmetics and a full paint job as well. It only made sense to work on both engines at the same time, allotting parts to each as I slowly brought them along. You can see how different

they are turning out. I am enjoying both for different reasons.

After these are done, I have a BMW R67 to finish, then a Triumph flat tracker, then a 1937 Ford truck, then....gosh I feel tired!



## Classifieds

I have the following bikes for sale. Prices are firm, no trades.

Many of these bikes were assembled from parts over several years so not many are titled.

1954 JAWA 500 four stroke twin, model 15/02 OHC street bike. Original paint, not running, complete, no title- \$10,000.

1954 Velocette 500 Venom custom bobber. Rigid frame, tracker style, No title, not running- \$6000.

1957 JB Hercules 125 street bike. Restored two stroke, leading link front end, no title, runs- \$3500.

1965 Bultaco Sherpa T 250 model 10 tribute, made from a Matador. Restored, runs, no title- \$4500.

1969 Montesa Scorpion 250 street scrambler. Restored, runs, no title- \$3500.

1984 Honda VT500 Ascot. Complete, runs, painted fluorescent orange, comes with title not in my name- \$2500.

2012 KTM 990 Super Motard Touring. White, good condition, daily driver, titled, comes with touring bags and rack. \$7500.

1973 Honda XL175 dirt bike. Stripped down field bike, runs good, quiet, no title, comes with extra parts bike.- \$700.

call Tom at (505) 263-2094 Los Lunas, NM

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For Sale: 1983 Honda XL250R, 13,000 miles. Front tyre is new, rear tyre good. Engine is very good but needs an oil change. Sprocket is good, chain okay, no major body damage but the rear turn signals need to be replaced. I dropped at low speed on the left side and one of my dogs knocked it over, breaking the other. Replacements run from 20 to 50 dollars. It is kickstart only which is why I am selling it. I am old and can't kick start it easily anymore. \$900.00 OBO. Email me at [roland.rowe@nmt.edu](mailto:roland.rowe@nmt.edu)



*I just don't Ride! my "CUB" as you've affectionately called it.*

*I want \$5000 for it and would Love for one of you enthusiastically Appreciative guys to get it.*

*It came from PHYSICS Doctor, DR. Ian McLaren & WIFE ( he says it was Her's!), the Original Home of The T20 Cub, in **GLASGOW, SCOTLAND***

Email JD at [lightning1@gmail.com](mailto:lightning1@gmail.com) or text at 505-999-0426



Old Stainless medical cabinet, Yea I know, it's not an old motorcycle, but it might make someone a good shop beer box. It fell over and broke the glass in the doors, You could remove the doors, or replace glass. Refrigerator portion (lower left door) worked last time I had it plugged in. Free to Zia chapter member. Sam- email me, or 575-418-0240



### **Zia Chapter contact information**

\*Pres—Clint Richardson /ph# 575-838-2772

\*V. Pres—Doug Doerfler /ph# 505-259-7157

\*Newsletter/ Sec./ --Sam Lukens /ph# 575-418-0240

\*Tres. --Pete Goering/ Ph# 575-418-0232