

Nov-Dec 2005

Volume

22

Number

6

A Newsletter for the Members of the San Diego Antique Motorcycle Club

Contents

- ◆ *EuroMotoFest and the Hansen Dam ride mentioned on **page 3**, also a nice pic of Tim Staffords beautiful beemer.*
- ◆ *Our newest members Jeff and Rave Lower provide a bit of background on **page 4**.*
- ◆ *Details of the highly anticipated Club Karting Outing are presented on **page 5**.*
- ◆ *Photos from the GS 400 appear on **page 6**.*
- ◆ *Further efforts to improve an old beemer are described on **page 7**.*
- ◆ *Motorcycle-related entertainment is highlighted on **page 8**.*
- ◆ *The Garage Crawl and Nina's Brekkie Ride make their appearance on **page 9**.*
- ◆ *Calendar of Club Events, **page 10**.*

Come see us. Enjoy the Club.
Ride those Old Bikes.
That's why SDAMC exists.

New Editor Needed

Club editors Joe Michaud and Mike Loper are stepping back, allowing others a chance to develop the skills at which they excel. This is my first club newsletter editing attempt and, while it's taken longer to produce than I would have liked, the effort has been fun and rewarding.

We need yet another person to step forward and take the bull by the horns. Like so many pursuits: it's not the deed but the dread of it.

If you are not ready to spend the few hours it takes to assemble a newsletter but have a story to tell, sit down and write it out. No need to make a Pulitzer project out of it. Have no fear; you will be entertaining!

We will soon be using Adobe Writer/Reader to produce the Herald electronically. Membership dues do not cover the cost of publication and we have never been able to sell enough ad space to offset the expense. Electronic publication will free up funds for other club activities, and the nice pictures will be seen in true color!

Scott Avenell

SDAMC OFFICERS

PRESIDENT:

Kevin Sisterson 619-468-9252
stabledmates@earthlink.net

VICE-PRESIDENT:

Joe Michaud 858-278-0476
jmichaud@san.rr.com

SECRETARY:

Nina Pacelli 619-287-2535
toaster_nina@yahoo.com

TREASURER:

Ron Caudillo 619-938-9732
roncaudillo@hotmail.com

SDAMC BOARD OF DIRECTORS

Art Bishop 619-298-5061

art@sdautomuseum.org

Mike Loper 619-222-7029

mikeloper@cox.net

Scott Garland 619-741-6800

scottgarland@cox.net

Jon Saltz 619-583-5236

jonsaltz@cox.net

Will Speer 760-944-7339

wilspeer2@yahoo.com

EDITORIAL STAFF:

EDITOR-AT-LARGE:

Joe Michaud 858-278-0476
triumph@fda.net

EDITORS:

Jim Weseman 858-481-1338
jweseman@pacbell.net

Mike Loper 619-222-7029
mikeloper@cox.net

Will Speer 760-944-7339
wilspeer2@yahoo.com

SDAMC ADDRESSES:

C/O San Diego Automotive Museum
2080 Pan American Plaza
San Diego, CA 92101
858.277.6408
www.sdadc.net
sdadc@fda.net

Monthly Meetings

Are held at:

**The San Diego Automotive Museum
In Balboa Park**

On

**The Second Monday of Each Month
At 7:30 P.M.**

**Enter at Door to North
of Main Museum Entrance**

Herald Policies & Editorial Statement

The Herald promises to provide an interesting forum for all antique, vintage, and classic motorcycle related information and will attempt to do so in a timely manner. Since we publish bi-monthly, please present any items for publication early enough for inclusion. We accept no responsibility for items furnished after the deadline.

As a volunteer staff, we expect other members to help by providing items from time to time. We have a large club membership base with a varied interest in all aspects of motorcycling and, as such, we believe all members have stories of interest.

Let us hear from the garages, sheds and shops of the membership. This publication will remain viable only with the help and consideration of all. Our Editorial phones and e-mail addresses are available. We look forward to publishing your stories.

SDAMC CHARTER

The San Diego Antique Motorcycle Club is a non-profit mutual benefit corporation organized and dedicated to the preservation of antique motorcycles, and in furtherance of such purposes, the sponsorship of antique motorcycle rides, exhibitions and related activities, and the encouragement of social, fraternal and educational activities among its members and the public, with membership open to all persons having an interest in antique motorcycles.

EDITORIAL DISCLAIMER

IDEAS AND THOUGHTS EXPRESSED IN THIS NEWSLETTER REFLECT ONLY THE VIEWS OF ITS EDITORS AND CONTRIBUTORS. IF YOU HAVE ANY SUGGESTIONS TO IMPROVE THE APPEARANCE, CONTENT OR ANY OTHER PART OF THE HERALD, PLEASE LET US KNOW. ONE OF THE BENEFITS OF OUR CLUB IS THE SHARING OF EACH OF YOUR IDEAS AND EXPERIENCES; THEN WE ALL LEARN MORE.

Please send your contributions to any of the Editors as listed above.



Much-modified Moto Guzzi as seen at the **EuroMotoFest** at Lilac Oaks Campground, Valley Center late last October.

As reported by Jon Saltz, "The guy who built it said he was trying to accomplish something that looked like a 1930s hot-rod meets Warner Bros".

Many other Guzzis in attendance, SDAMC members would find this an enjoyable, local event to participate in next year. No sense in letting the Italians have all the fun.

There were upwards of 300 bikes in attendance at **The 26th Annual Hansen Dam Ride** this year. Jon Saltz and Will Speer rode up to the event in weather reportedly perfect for riding. Chris Wykoff and his brother were also in attendance.

Included in the field of amazing iron were several Vincents (including an Egli), two Broughs and a Norvin. Also noteworthy: close to 100 miles of beautiful, twisty roads.

Mark your calendars for the BSA Owners Club Hansen Dam ride this spring!



A few weeks back, early morning epicureans at **The Waterfront** were treated to an unexpected showing of this beautiful Dover-white example of a **BMW R50/2** as restored by **Tim Stafford**, owner operator of **TJ Scoots** in San Diego. This bike will soon be going up for auction in Las Vegas.



MEMBER'S PROFILES: LATEST CONVERTS

My name is Jeff Lower and Raven is my wife. Our motorcycle story began about sixteen years ago when we were first dating. Raven owned a much-beloved beater Vespa P150. She'd spit and cuss for thirty minutes every time she had to kick-start it and often came back from her rides with horror stories of near misses with inattentive drivers. I couldn't see the fun in it. I begged her to sell it when we became engaged a decade ago, and she agreed.

Then, two years ago, I realized my mistake in urging her to sell her Vespa. She missed riding and convinced me of the merits of two-wheeled fun, so we went the scooter route and picked up a pair of Bajaj's from Motorsport Scooters. We had a great time zooming around town, going on rallies, and parking without headaches.

This past spring we drove them up to Long Beach for Orange Crush, a huge rally with over two hundred participants. Although we had a great time and the Bajaj's took everything that we threw at them, we realized that they were not meant for touring trips out of San Diego (especially on the Pendleton portion of the I-5). After speaking with Tim Stafford, who Raven knew from her Vespa days, we realized that we might be good candidates for older motorcycles. After hearty research, we determined that the sturdiness, reliability, styling and price tag of a classic Honda might just do the trick as our first bikes.

In September, Raven picked up a 1970 Honda CL350 Scrambler from Jeff Corsaro, our scooter mechanic. Its candy orange paint and high pipes draw a lot of attention. She has been riding it incessantly and enjoys the increase in horsepower over her scooter. She loves having a motorcycle so much that she wants more of them (a new Triumph Scrambler, an older purple Suzuki T500, and my new CB500, for example).

After an initial purchase, inspection, then sale of a BMW R60 with oil slinger issues and carburetion problems, I have just purchased a 1971 Honda CB500Four for myself from Scott at North County Cycle Salvage. She's no beauty queen with some missing badges and many grease stains, but the paint job is great, the engine is strong, and the tires are new. It's getting a tune-up now, and I should be riding it for the first time over this Thanksgiving weekend. I just have to get used to shifting with my foot and not my hand....

Tim Stafford told us about your club, and after attending a few breakfasts and a meeting at the Auto Museum, we've decided to join up. We are looking forward to the Christmas dinner and also seeing everyone at future breakfasts, rides and events. Thanks for having us!

NEED FOR SPEED

While touring the Coronado Classic Speed Festival last month, I came upon a booth advertising indoor kart racing. Questioning the chap gave me some hints on what happens there.

“What if we bring our own group?” sez I.

“Well...we’ll give you guys the track for three sessions....12 laps practice, 14 laps qualifying, and 16 laps race...with trophies.” All this for \$60 provided we get a minimum of 8 participants. Easy Money....I betcha.

The karts are Italian, electric, and boast 20 hp. Dual disc brakes with a brake light, forward/reverse switches, roll bar, differential are all standard. Computerized time slips are issued after every race so progress in lap times can be evaluated.

An interesting Sunday event is called “Grand Prix Sunday.” \$50 buys a racer coffee. Pastry, a televised GP race of the day and three races—12, 14, 16 laps. One wonders if they might show a MOTO GP event if we begged them. Or we could bring a DVD of the Isle o’ Man. Yummy thought, eh?

The Carlsbad facility is 74,000 square feet...and is advertised as the largest track on the West Coast. Their facility in Irvine boasts two tracks.

It’s on the docket for a club ride...we’ll need 8 racers minimum...more than 8, we’ll have two qualifying events.

Check their webpage at www.k1speed.com

Venue is located at 6212 Corte Del Abeto in Carlsbad, near the airport between Camino Real and I-5.

More news will follow...consider this a “DO NOT MISS” event.



The GS400 Saturday morning was warm with clear skies. Plenty of folks enjoyed breakfast at Coco's in preparation for the grueling ride ahead. The usual protracted socializing allowed a fashionably delayed departure. Here, Tom relaxes on his Yamaha XS650 while chatting with two old-motorcycle enthusiasts.



Sunday morning in beautiful Borrego Springs was a wondrous sight for those not suffering from the previous evening's excesses. Indian Head Mtn. bathed in dawn's glow (evening pic below) and the warm desert air provided no hint of the near-rain conditions we faced in the cold Lagunas later that morning.



Moving Right Along

Scott Avenell

So, after last issue's adventure with the clutch R&R, another effort was made to adjust the timing.

The BMW R75/5 uses a wasted spark ignition system wherein both cylinders fire each time they reach the vicinity of top dead center. One nice result of this feature is that when using a timing light, any undesirable variation in ignition timing between cylinders will show up as a split image of the flywheel timing marks. For example: a single flywheel mark under the timing light's strobe shows as two if firing does not recur at precisely 360 degrees of crankshaft rotation, which would be 180 degrees of ignition cam rotation and points triggering. With my bike, the mark observed under the timing light appeared as two marks about 3/8 inch apart. Something was clearly amiss; no wonder my toaster would not run as smoothly as Nina's.

Making inquiries at the 5united chat site garnered plenty of good advice such as replacing the probably worn cam chain and weak tensioner as well as measuring the run-out at the ignition rotor spindle and perhaps subtly whacking the spindle true if it strayed more than .0008 inch, which is a mighty small increment. As the spindle is one end of the cam on these bikes, and enthusiastic whacking can lead to breaking and subsequent damage to one's wallet, one would best approach this sort of adjustment with much trepidation.



Taking the easy route first, I got in there and measured run-out which was an impressive .002 inch. I then vigorously stared at the spindle, agonized, fussed, and even slapped the spindle gently but persuasively with a softwood drift and plastic mallet. Finally I spent the bucks and ordered a Boyer Bransden micro-digital breakerless ignition system. Because this system triggers the ignition with a magnetic field sensor, the whopping .002-inch variation would be easily accommodated.

Ignition mod installed, time to check for improvement of the split image. Hallelujah! Throwing money at the problem made it go away, leaving one clear timing mark at idle and full advance. Let's go for a ride!

So I'm riding along, sun shining and wind whipping, when I notice a sort of blipping tendency; an occasional interruption in the flat twin's otherwise persistent purr. More on-line appeal's responses pointed to the 32-year-old coils as the co-culprits, high energy coils being preferred with the ignition upgrade.

The /5 uses two 6 volt coils wired in series for its 12 volt system. Through InterAuto up on Convoy in Kearny Mesa I was able to buy two 6 volt Bosch high-energy blue coils, primarily a VW application, at a very reasonable price. The coils were understandably larger than the original wimps, somewhat in diameter but mostly in length. Squeezing them into position under the fuel tank required just the sort of prolonged, agonized electrical fussing I enjoy most.

Task accomplished, another test run on the local streets revealed all gremlins banished from the ignition system. The aged and intrepid beemer was all squared away in time for the GS400, making it out and back under its own power although somehow still not as smooth as Nina's toaster.

Now all that needs doing is the valve guides R&R (maybe the whole top end) and the speedometer/odometer repair. Then perhaps the final drive splines, and there's that little oil leak at the tranny... really need to get that seat properly secured...LED running lights would be very cool and safety-enhancing... straighten that bend in the right rear turn signal stalk... and so on... it's all fun, right?

The World's Fastest Indian

Keep your eyes open for a group ride to the local opening of this highly anticipated film which chronicles the life of Kiwi motorcycling hero and all-around nice guy Burt Munro. Nationwide release set for January 27th.



Long Way Round

The television documentary covering Ewan McGregor and Charley Boorman's 20,000 road trip last year will be released on DVD by Amazon, December 13th.

The two BMW R1150GS motorcycles, provided by BMW Motorrad of Great Britain, were loaded with audio-visual, navigation and communication equipment.

McGregor and Boorman filmed most of the footage themselves using hand-held cameras and state-of-the-art bike mounted cameras. A third rider filmed the two actors at pre-arranged locations.

They departed from London in mid April of 2004 and traveled east through central Europe, Ukraine, Russia, Kazakhstan, Mongolia, Siberia, Alaska and Canada. The final US stage took them across Montana, Illinois, Ohio and Pennsylvania, to arrive in New York City on July 29th.

The two-disc set, featuring seven episodes of their 115 day trip, is available from Amazon for \$13.99. At 400 minutes, it would take several "movie nights" to view in its entirety.

Three episodes currently released in the UK will eventually be included in an expanded, ten episode once the US market for the first offering slows down.



Nina's Brekkie Ride

In a fit of impromptu inspiration, Perros' own Toaster pilot Nina Picelli (center) called all idle hands to rendezvous at the 101 Café in Encinitas for deliberations over the rich and varied, bountiful breakfast menu at this venerable establishment. As evinced by the above photo, when there's a call to ride: those who can, will.



This year's Garage Crawl provided an opportunity to reconnoiter the roads and work/play spaces of Kevin Sister-son, Gene Smith, Randy Rogers and Bob Rattazzi in East County's Alpine/Dulzura area. From breakfast at the Dulzura Café to snacks and drinks at Kevins and then again at Gene's, followed by a wonderful spread of appetizers prepared by Vicki at the Rogers', prior to an excellent barbeque at the Rattazzi's, no one went hungry that day.

SDAMC Rides, Reminders & Upcoming Events

- ♦ **December 10th Holiday Dinner and White Elephant Auction**
San Diego Automotive Museum
- ♦ **December 30th thru January 1st**
Airheads Beemer Club Last Chance Rendezvous
Agua Caliente County Park, Anza-Borrego
Come see how the Airheads do it, bring a swimsuit.
http://www.sdcounty.ca.gov/parks/camping/agua_caliente.html
- ♦ **January 21st**
Campo Train Ride, bring a jacket.
- ♦ **April 29th / 30th**
Idyllwild overnighiter. Mark it on your calendar!
- ♦ **April 30th BSA Owners Club of Southern California**
Annual Spring Ride
Hansen Dam Recreational Area

TRIUMPH

MATCHLESS

BRITISH CONNECTION

JOHN MULREAN

9530 CYPRESS STREET, LAKESIDE, CA 92040

FAX#619-443-1839 PH#619-443-9169 1-888-MC RALLY

EMAIL: jmulrean@cox.net

<http://britishconnection.org>

SHOP MANUALS & PARTS BOOKS

AND PARTS FOR MOST
BRITISH MOTORCYCLES

AJS

BSA



Membership Application

Purpose of Club

The San Diego Antique Motorcycle Club, Inc. is a non-profit mutual benefit corporation organized and dedicated to the preservation, restoration, and enjoyment of antique, vintage, and classic motorcycles, and in furtherance of such purposes, the sponsorship of antique motorcycle rides, exhibitions, and related activities, and the encouragement of social, fraternal, and educational activities among its members and the public.

NAME: _____

SIGNIFICANT OTHER _____

ADDRESS: _____

CITY _____ STATE _____ ZIP _____

PHONE: (H) _____ (W) _____ (Cell) _____

E-MAIL ADDRESS: _____ (FAX) _____

May we include your name, phone numbers, and e-mail address in our Club Roster,
sent only to members? YES NO Note: Home address excluded

NOTE: THIS IS A RELEASE OF LIABILITY. DO NOT SIGN UNLESS YOU HAVE READ AND UNDERSTAND THIS RELEASE. The San Diego Antique Motorcycle Club, Inc. Hereinafter referred to as SDAMC, Inc. its board of directors and members shall not be liable or responsible for damage to property or any injury to persons, including myself, during any SDAMC, Inc. meeting, activity, or event even where the damage or injury is caused by negligence (except willful neglect). I understand and agree that all SDAMC, Inc. members and their guests participate voluntarily and at their own risks in all SDAMC, Inc. meetings, activities, and events. *I RELEASE* and hold SDAMC, Inc., it's board of directors and members harmless for any injury or loss to my person or property which may result therefrom. I understand this means I agree not to sue SDAMC, Inc., its board of directors or members for any injury resulting to myself or my property in connection with any SDAMC, Inc. meeting, activity or event.

Applicant's Signature: _____ Date: _____

Note: Annual Dues are \$25.00 Mail To: SDAMC c/o SDAM
2080 Pan American Plaza
San Diego, CA 92101

