

Trail Gazette

Mar, Apr, May 2022

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May 22nd Event

OVM Show and Swap Meet

10 AM – 3 PM

At Benton County Fairgrounds, East Lawn

<https://www.bceventcentercorvallis.net/events/2022/ovm-ride--show>

Wanted for Display
at the
NW Vintage Car and
Motorcycle Museum

Motorcycles
from the Decades of
1910-1949

Contact Tom Ruttan
503.621.8943

Help Needed for July Road Run

We need one chase vehicle assistant driver for one of the three days (We have a driver for each day and assistants for two.) If you do so, you get in free to the banquet.

If you can help, contact Kodiak Bill (aka Bill Quaccia) at 541.944.0491.

We need help with clean up each evening after the rides and on Thursday after the banquet. We are fortunate to have the facilities at the NWVCM and want to leave them nicer than we found them.

Thanks



The Pres Letter

Happy Spring y'all!

Two months from today, July 12, is the first ride of our 2022 rally! Your rally committee and officers have been hard at work taking care of all the unseen details that go into making our rallies a success. When you see one of them at the rally, please let them know you appreciate their efforts. A simple "thank you" will go a long way.

Now that I got ahead of myself, let me back up and share some other club activities, past and future!

The get together at the Markum Inn in March was cozy and fun. We all got to share a large booth and swap moto stories. What a great way to spend a rainy day!

In April, I know a few of you attended the One Moto Show. Tom and I returned to run Builder Check In this year. We checked in about 260 bikes, then got an almost private tour of the show. If you did not make it this year, I would highly recommend putting it on your calendar for next year.

This month, come out to the OVM Show/Swap Meet and/or ride in Corvallis. The ride is Saturday, May 21 and the Show and Swap Meet are Sunday, May 22.

In June (the 11th) we will be gathering in Cottage Grove at the shop/museum of Tim Burns. Start time is 11 AM, and the club will be providing lunch. Elections for new officers will also be taking place at this meeting. John Davey, our current Treasurer, will be seeking his same position for the 2022-2023 year. All other positions, President, Vice President, Secretary, and Activities Coordinator

need to be filled. Please consider donating some of your time this year and become an officer – you will be helping to keep the club alive. The new officers will begin their term October 1st.

July is what? Wait, can't hear you!!

Yayess, it is our Rally at Powerland, at the NW Vintage Car and Motorcycle Museum. Registration forms are included with this newsletter and can also be downloaded from our website. One big AMCA policy change this year is that both rider and passenger **MUST BE AMCA MEMBERS**. This is new as of April 2022 and is due to insurance requirements placed on AMCA. If you need to add an Associate member to your AMCA membership, you can do so at no cost. Go to the AMCA website to take care of this detail prior to the Rally.

August will find us with a ride in and around Eugene. John Davey is planning the ride of 50-60 miles, and he will include a lunch stop. We will share the date with you as soon as we have established it. You may note that we are deviating from our tentative plans to head out to Clatskanie. Eugene is a much more central location for all our members.

I hope to see y'all in the upcoming months.

Tom and I will be hard at work training our new puppy to be a sidecar queen – like her Uncle Gus. Maybe we can get this one to wear Doggles!

Peace out,
Jen

"There is nothing more badass than being who you are."



Club members at Movie February 19th. L-R front: Bruce Reichelt, Terry Wolbert, Nils Olson, Tom Ruttan, Jen Nielsen. Back: Robin and James McQuiston, John Davey, Tom Krise, Martin Doerfler; Way back: Jeanie and Gene Walker. Photo by/not shown: Tom Nielsen

The One Moto Show By Tom Nielsen

Jen and I helped again with builder check-in at the One Moto Show on Thursday April 28th. It was held at the Zidell Shipyard along the waterfront. There were over 250 bikes on display and the show sold out on Friday and Saturday. After check-in was complete, we took a leisurely walk to see all the bikes.



View Inside Zidell's Shipyard building



Doug Stedman's 1960 Velocette Venom. This is reproduction of the bike that set a 1961 world record averaging 100.05 mph over 24 hours.



Joseph Kucinski's 1973 Triumph T150V



Dalton Devore's 1976 Honda CB750K



1980 Harley-Davidson Sportster Bobber



The One Moto Show (cont'd)



Eric Miranda's 1981 Kawasaki KZ750



Sissy Moto's 1974 BMW R90/6



Shane Drexler's 1982 Yamaha XV920R



'Crash & Burn's' 1948 Nimbus Model C with sidecar



Patrick Leyshock's 1985 Suzuki GS 1150



Cory Little's 1981 Honda Twin Star CM200T.
Runs on compressed air.

The One Moto Show (cont'd)



Aero Precision Metal Works "Dante's Inferno"

THE ONE MOTORCYCLE SHOW 22



Lea Holmes' Harley-Davidson Sportster "Wonder Woman"



Line up at Zidell's



Some of the One Moto Show Check-In Crew



Updating Triumph Pre-Unit Timing Cover Oil Seal

By Tom Ruttan

If you own an old, vintage motorcycle you are most likely attracted to design and operation of an old machine. They are like a time capsule of how things were done back in the era that the bike was made. Plus it gives one the warm glow of nostalgia for that time, whether you lived through it or just have a soft spot for that time period. Riding these old machines can be a lot of fun, are generally pretty simple to work on and gives great satisfaction to operate an old bike.

While we enjoy the vintage character of these bikes, if you ride them long enough the limitations of these dated designs can become apparent. Unless you are into "resto-mods" or customized motorcycles, most of us want to keep our vintage machines, well vintage, as much as possible. There are changes that can be made that don't alter the basic originality of the bike yet can improve the operation or reliability so that we can ride them more confidently and more worry free when we take them on club rides.

Such is the case with the pre-unit Triumph twins, covering the era of the first pre-war Speed Twin through the late 1950's and early 1960's. The path of the oil from the oil tank to the feed side of the oil pump mounted in the timing chest (see Fig. 1) goes through a drilled passage in the timing cover where it enters a chamber at the end of the crankshaft under pressure. The oil is then pushed, under pressure, into an oil passage at the end of the crankshaft where it is forced through the crankshaft and through holes in each connecting rod journal to put high pressure oil at each connecting rod bearing to lubricate them as they turn on the crankshaft journals. It is critical that this oil is delivered under pressure to keep the rod bearings from seizing on the crankshaft journals. In order to maintain this pressure, the oil going into the chamber around the end of the crankshaft has to be restricted or sealed between the timing cover and the end of the crank in this area.

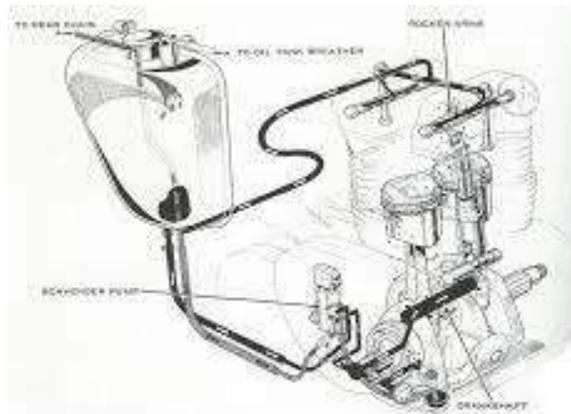


Fig. 1 Triumph Engine Oil System



Fig. 2 Pre-Unit Timing Cover w/ Oil Bushing



Fig. 3 Pre-Unit Timing Cover w/ Seal Upgrade

Updating Triumph Pre-Unit Timing Cover Oil Seal (cont'd)

Triumph solved this problem in the pre-unit engines by installing a bushing in the timing cover where the end of the crankshaft comes through (see Fig. 2). This was an effective solution as long as a tight clearance was maintained between the inside diameter (ID) of the bush and the outside diameter (OD) at the end of the crankshaft. Over time with many miles on the engine, rebuilds or dirty oil this clearance can increase and thus cause low oil pressure to the rod journals, resulting in high wear on the rod bearing or even seizure. Triumph addressed this problem in later years (with the unit construction designs) by replacing the bushing with an oil seal (see Fig. 3). This provides a more positive seal on the end of the crankshaft thus improving the reliability of the engine. This upgrade can be retorffitted on the pre-unit timing covers and has even been recommended by Triumph expert and former Triumph factory member Hughie Hancock in his video "The Triumph Way – Pre-Unit Engine Rebuild".

This upgrade is available from some shops in the US and UK but I chose to employ the services of local expert machinist and Triumph enthusiasts Larry Jones from Eljays Machine Shop in Vancouver, WA. The rest of this article will describe the procedure Larry uses to do this upgrade on the Triumph pre-unit timing cover. If you would like to contact Larry about doing this to your machine, see his contact info at the end of this article.



Fig. 4 Tool for Mounting Timing Cover



Fig. 5 Tool Placed in Lathe

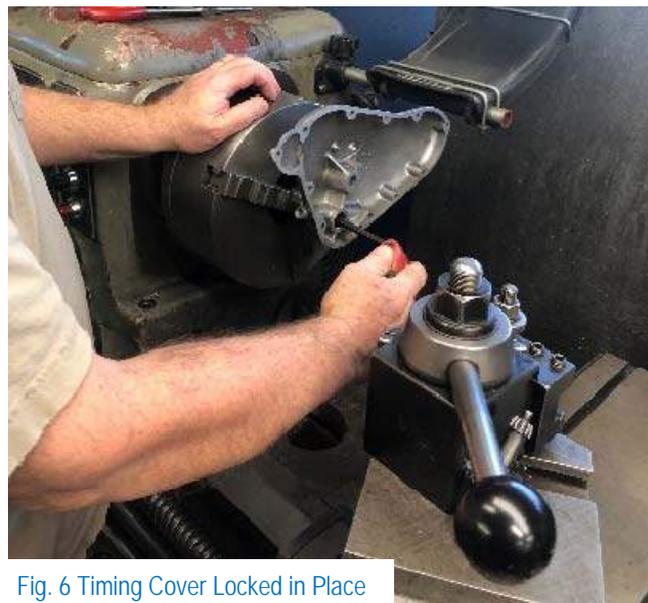


Fig. 6 Timing Cover Locked in Place



Updating Triumph Pre-Unit Timing Cover Oil Seal (cont'd)

The process for installing this upgraded seal is pretty straight forward. First the old bushing is removed and then a counterbore is machined into the inner surface of the lower timing cover where the seal needs to be positioned and then a slot or groove machined into the counterbore part way down the counterbore for a circlip to retain the oil seal in place. Since it is critical that the seal be located so it is centered on the crankshaft end diameter, Larry's approach was to make a fixture (Fig. 4) that screws into the oil relief valve threads on the outside of the timing cover and mounts the timing cover in a lathe. Since this is machined by the factory to be concentric with the bore that the crankshaft end is placed, this gives a simple and accurate way to indicate and align the timing cover bore. Additionally there is a machined surface on the outside of the timing cover around the relief valve bore, and this tool will indicate the timing cover to be perpendicular with the bore axis.

Larry's procedure is to mount the fixture in the lathe (Fig. 5), then lock the timing cover to the fixture (Fig. 6). Then using a cutting tool he cuts the counterbore for the seal (Fig.7) and then with a thin cutting tool cuts the groove for the circlip (Fig. 8), resulting in the finished part shown in Fig. 9.

Larry can be reached at: (360) 513-2576 or eljaysmachine@comcast.net



Fig. 7 Cutting the Counterbore



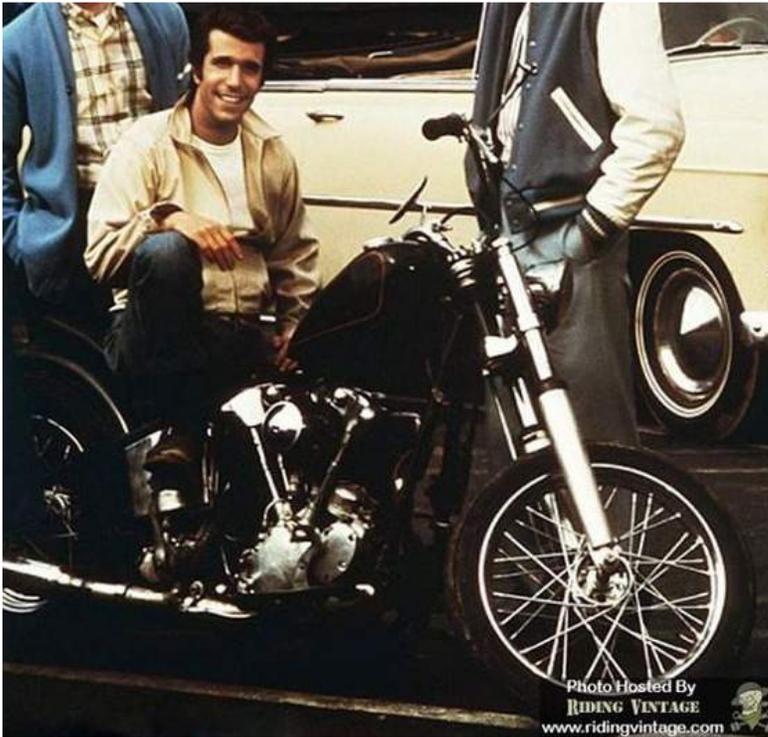
Fig. 8 Cutting the Circlip Groove



Fig. 9 Finished Product

Celebrities on Motorcycles

Who are these familiar faces on two wheels? Answers on page 9.





Baja and Back on Vintage Bikes

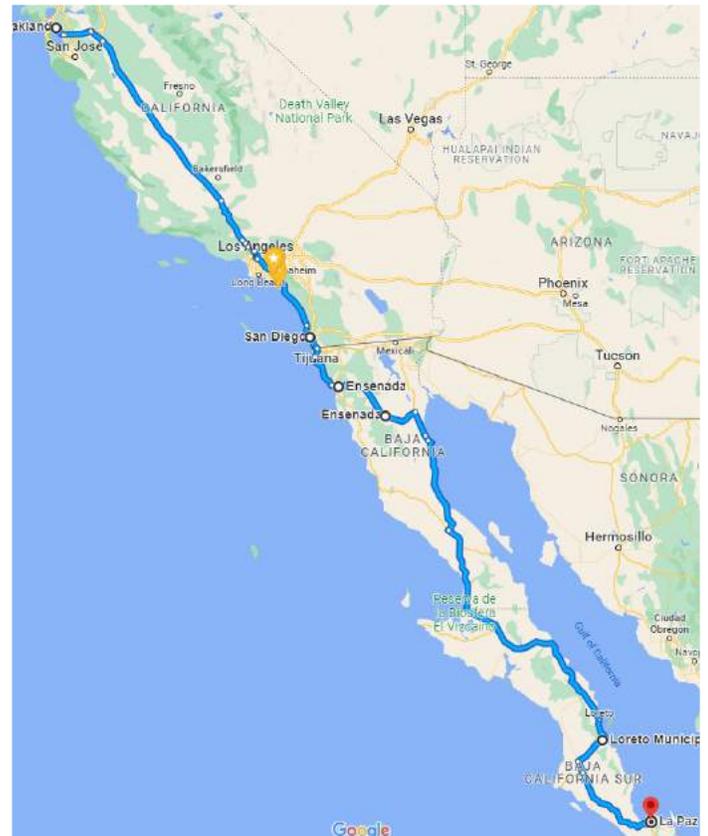
Well, this title may be misleading, as I DID travel to LaPaz on a 1969 Honda CB350, but I made the trip in 1969. Tom and I saved our gas station wages and each bought brand new motorcycles. Tom was a little richer than I and bought a BSA Thunderbolt, the single carb 650, while my piggy bank barely supported a gold, low-piped CB350. After putting several hundred local miles on these machines, we were ready for some traveling. Baja was in the news and a Honda 350 had just won the event in under 24 hours, so Baja was the plan.

Packing duffels of camping gear and emergency rations, we set off from Oakland, CA with about three hundred dollars US between us. Travelling the I-5, I learned that a 650 cc BSA with a 28mm Amal got better gas mileage at 3,000 rpm than my twin-carbed 350 cc did at 6,000 rpm. Good thing I didn't buy the Suzuki X-6 Hustler! We hung out with friends in San Diego and gathered advice from local Baja experts. Bring small denomination bills and rolls of quarters - turned out to be good counsel. Everything cost some combination of quarters: lunch, a quarter; Dinner, two quarters; a shaded palapa for the night, two quarters; and so on.

Gasoline often came from rusty 55 gal barrels left over from the recently run Baja 1,000. A guy in a mud hut would go out back, shake a few barrels and filter the dregs through a felt hat into our thankful tanks. The price? I don't remember. No pavement was encountered past Ensenada, just lumpy, bumpy, dusty tire tracks and very little signage. We just picked what seemed to be the most traveled track. Laguna Chapalla presented us with multiple choices every few miles, and I was tipping over often. The low pipes were actually an advantage as they acted as outriggers in the deep, dusty sand. Crisscrossing from the Pacific to the Gulf wasn't the shortest route, but fate and bad intuition was our guide; that and a crude copy of what was to become "The Baja Book."

All in all, I just remember having a good time with a few hiccups like when Tom crashed and got severe gravel rash. The next town had a doctor, but a big celebration involving turtle-roasting was in progress and doc was tipsy. Turtle was tasty, Tom got patched up, and we hopped on the Topolobampo Ferry to the mainland and a ride to Tuscon. Only hitch was at the border, where the guards thought my well-wrapped emergency ration (granola) was MaryJane.

I would do it again with the very same bikes down that now paved highway.





2022 Activity Calendar Oregon Trail Chapter, AMCA	
Month	Activity
2 nd Tuesday Each Month 7 PM	OTC Business Conference Call All members welcome Call 971-256-0996, then enter code 412341
May 22 10 AM-3 PM	OVM Show & Swap Meet Benton County Fairgrounds Corvallis, OR
June 11 11 AM	Garage Crawl and Ride (TBD) at Tim's Cottage Grove, OR <i>Officer Elections will be held</i>
July 11 - 14	Rally NW Vintage Car & Motorcycle Museum Antique Powerland, Brooks, OR
August Day/Time TBA	Eugene Area Ride John Davey will lead

Celebrities on Motorcycles

From page 9

Upper Right: Sean Connery

Center Left: Henry Winkler

Lower Right: Jessica Alba



Oregon Vintage Motorcyclists

OVM monthly meetings at noon on second Saturday of month at Horse Brass Pub in Portland.

<http://www.oregonvintage.org>

Vintage Motorcycle Enthusiast

Portland Chapter on the third Saturday of Every Month at noon at See See Coffee at 1642 Sandy Blvd., Portland, OR

<http://www.vmemc.org>



OTC Attendees at Markum Inn Luncheon on March 19. L-R: Tom Nielsen, Terry Wolbert, Tom Ruttan, Jen Nielsen, John Davey

SUBMISSIONS TO NEWSLETTER:

Please submit article contributions, classified advertisements, photos, trip reports, and suggestions. Prefer Word or Adobe PDF for text and .jpg or PDF for graphics to tomandjen@shadyapple.com

Thanks, Tom Nielsen, Editor

DISCOUNTS FOR AMCA & OTC

SEE SEE COFFEE gives **10% off** to all OTC/AMCA members. Just show your AMCA member card. Good for beverages and food.



CLASSIFIEDS

Looking to buy any pre-1970 Oregon or California motorcycle license plates.

Looking to buy any pre-1985 Harley motorcycles, basket cases, or parts piles.

Tim in Cottage Grove (408) 687-0635

Classifieds

OTC members get one, half-page ad with a photo for motorcycle related items each newsletter issue. Additional half-page ads and non-OTC members are \$10 each. Ads run for two issues.

Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America March 8, 2022

President Jen Nielsen called the meeting to order at 7:03 PM by conference call.

Officers in Attendance: Jen Nielsen Pres., Tom Nielsen Secretary, John Davey Treasurer, Bill Quaccia Activities Coordinator.

Other Attendees: None.

Treasurer's Report: Club remains in the black. Received several dues renewals from members. John will send updated roster to Secretary Tom.

Minutes: Reading of minutes was waived. See newsletter.

Correspondence:

- ✓ Jen received updates from AMCA notifying of member renewals.
- ✓ Tom N received a call from Pat Stevens, old-time member who now lives in Idaho. She sold her business and doesn't have a new email yet.
- ✓ Jen had a call with Rachel Coddington (One Show project manager) about the upcoming One Moto Show.
- ✓ Martin reported he secured hotel room for the rally. Contract is signed to hold 15 rooms.

Old Business:

- ✓ Had a good showing for the movie "Then Came Bronson." Thirteen members enjoyed the movie,

although we had some technical difficulties.

Thanks Tom Ruttan for coordinating !

- ✓ 2022 Rally – reviewed assignments and needs
 - Tom R – venue, catering co-chair, RV/camping at Powerland, one ride route, registration help.
 - Martin – off site lodging (motel).
 - John – trailer, water, copies, pre-registration, on-site check-in help, take in money.
 - Bill – sag wagon coordinator, registration help.
 - Tom N – one route, rally registration form, welcome packet, registration help.
 - Nils – one route.
 - All officers – call inactive members to encourage them to attend, socialize, come to banquet.
 - On Monday, July 11, officers meet at Powerland by 11 AM to assemble swag bags. All should bring a lunch or plan to buy one.
- ✓ Reviewed upcoming events:
 - March 19th lunch at Markum Inn in Mt Angel.
 - April
 - Portland Swap Meet April 2 or 3 ?
 - One Moto Show Sat April 30. Tickets sold in four hour blocks.
 - May 22 OVM show and swap meet.
 - June 11 or 18 gargage crawl at Tim Burns in Cottage Grove. Bill Q to confirm date.
 - To hold officer election in June at Tim's as usually have good turn out. Should get officer-elects to attend rally registration to get oriented.

New Business:

- ✓ Requested newsletter contributions.

Next business meeting/conference call – April 12th at 7 PM. Meeting adjourned at 7:42 PM.

Minutes by Tom Nielsen.

Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America April 12, 2022

President Jen Nielsen called the meeting to order at 7:05 PM by conference call.

Officers in Attendance: Jen Nielsen Pres., Tom Nielsen Secretary, John Davey Treasurer, Bill Quaccia Activities Coordinator.

Other Attendees: Don Gabbert and Bruce Reichelt.

Treasurer's Report: Club remains in the black.



Minutes: Reading of minutes was waived. See newsletter.

Correspondence:

- ✓ John received application from new member Bill Tubesing.
- ✓ Fort Sutter sent flyer – we will put on website.
- ✓ Jen removed PayPal button from website. It had been causing problems and questions from members. Simpler to just send a check with renewals and to pay for rally registration.

Old Business:

- ✓ Lunch at Markum attended by five members. Nice venue. Checked with them and they are not yet staffed up to cater events.
- ✓ 2022 Rally – reviewed assignments and needs. No changes from last month.
 - Bill Q said he will drive sag wagon all three days. Bill will call Spike to check if he can be co-driver. John will call Tom Babbage to check if he can be co-driver.
 - On Monday, July 11, officers meet at Powerland by 11 AM to assemble swag bags. All should bring a lunch or plan to buy one. Registration will be from 2 – 6 PM.
- ✓ Reviewed upcoming events:
 - April 30th. Consider meeting at Kelly's Olympian and then go to One Moto Show.
 - May 22 to attend OVM Show and Swap Meet. Bill will have a booth. He can display OTC banner. Need to get bill the banner, some business cards, and rally registration forms.
 - June 11. Garage Crawl at Tim Burns. Meet at 11 AM. Club to provide lunch. Need alternate to Indian food. Bill to call Tim to see if Tim will set up a ride.

New Business:

- ✓ Requested newsletter contributions.

Next business meeting/conference call – May 10th at 7 PM. Meeting adjourned at 7:43 PM.

Minutes by Tom Nielsen.

**Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America
May 10, 2022**

President Jen Nielsen called the meeting to order at 7:02 PM by conference call.

Officers in Attendance: Jen Nielsen Pres., Martin Doerfler VP, Tom Nielsen Secretary, John Davey Treasurer, Bill Quaccia Activities Coordinator.

Other Attendees: Tom Ruttan and Bruce Reichelt.

Treasurer's Report: Club remains in the black. Received several dues renewals from members. Discussed treasurer's role during rally registration. Jen and Tom N. will prepare a spreadsheet template for John to add names and info as entries come in. It will also be used during registration to check off items like insurance, etc.

Minutes: Reading of minutes were waived. See newsletter.

Correspondence:

- ✓ Jen has contacted several caterers. They are all booked. Recent contact with the Wooden Nickel same result.
- ✓ Martin has a friend whose daughter is a caterer. He will contact her. Jen said she wants to do a tasting before we commit – will invite officers to attend tasting as well.

Old Business:

- ✓ One Moto Show. Had about 260 bikes. They were sold out Friday and Saturday. Tom and Jen helped with Builder check-in. This year check-in was on Thursday and the show started Friday, so after check-in, we could stroll among bikes without crowds. Martin said he attended with Tom Krise. "Not enough vintage bikes." OVM had about 12-15 bikes, some of which were placed with other choppers. Tom said the OneShow often does an after-action report and we can suggest they have shorter walks for handicapped or get golf carts to get folks from parking lot to show.
- ✓ 2022 Rally
 - Reviewed assignments. No changes from minutes in March. Updates below:
 - Tom R to do a ride, but may not do the coast. Too much traffic.
 - Tom N did a preliminary route on Google Maps from Powerland to Silver Falls to Independence



then to Wheatland Ferry and return – about 95 miles. All agreed we need to do a test ride about a week before the rally to avoid surprises like construction or closed roads.

- Bill Q tried to contact Spike. Tom R said Spike would be at rally and help as needed.
- Tom R offered his truck to tow trailer for sag wagon. Martin offered his van for same. John has multiple hitch stingers that can accommodate many hitch receivers.
- John has left messages with Tom Babbage but not heard back.
- Tom N had prepared rally registration form. It did not include lodging (@#*&!!). Lodging is usually on a separate flyer. All agreed can have one form and include lodging on it. Tom N to update form and redistribute.
- Need info on tent camping at Powerland. Tom R thought tent camping could be done in display field behind museum. He will confirm.
- Jen will resend list of contacts to officers for them to contact to encourage attendance – even just to socialize or attend banquet.

✓ Reviewed upcoming events:

- May 22 OVM Show and Swap meet. Confirmed Bill will have popups and will post club banner. Tom R is coming down Saturday and can bring banner, business cards, and rally registration forms.
- June 11 - garage crawl at Tim Burns and ride in Cottage Grove - Bill Q to call Tim to confirm if Tim can plan a ride.
- Elections will be June 11 at Tim's. Jen requested officers to let her know if they will be running next year by noon tomorrow so can post in newsletter. Tom N and Jen not to be officers next term.
- June 17-18 is Fort Sutter Swap meet. Bill is attending. We will include flyer in newsletter.
- July 11-14 - rally at Powerland. Officers to call some of older members who can't ride anymore and invite them to come out to visit, or perhaps just for banquet.
- August. Previously had planned to ride to Tillson's in Clatskanie. But because we've done it twice already and it is far for many, decided to have a ride from around Eugene. John will put together a ride.

New Business:

- ✓ Tom R said the NW Vintage Car & Motorcycle Museum is looking for 1900 to 1909 motorcycles for display. Secondly for teens and 1920s. Tom N to put notice in newsletter.
- ✓ Requested newsletter contributions.

Next business meeting/conference call – June 14th at 7 PM. Meeting adjourned at 7:43 PM.

Minutes by Tom Nielsen.



1948 Triumph Advertisement



Registration Form

Oregon Trail Chapter Rally

Antique Motorcycle Club of America

Three Days of Riding: July 12, 13, 14, 2022

Check-in July 11th from 2 PM – 6 PM. Banquet July 14

Headquartered at the Northwest Vintage Car and Motorcycle Museum,
Antique Powerland, 3995 Brooklake Rd NE, Salem, OR

http://www.nwcarandcycle.com/html/contact_us.html

Registration closes July 1, 2022

Lodging:

Motel is Best Western Premier Keizer, 5188 Wittenberg Lane NE, Keizer, OR.
For group rate, state you are with Antique Motorcycle Club. **Cutoff 6/19/22.**

Call 503.390.4733

RV camping is \$25/night at Powerland. **Call 503.393.2424**
Tent camping is \$10/night at Powerland. **Call 503.621.8943**



Rider	AMCA # Required	Birthdate	T-Shirt Size
Passenger	* Required *	Birthdate	T-Shirt Size
Address	City	State	Zip
Phone	Email	Chapter	
Year/Model bike _____		Miles Riden _____ or Miles Hauled _____	

\$110 per rider/\$110 passenger (daily snacks, T-shirt, swag bag, banquet, raffle ticket).
On-site registration \$120 rider/passenger. (daily snacks, banquet, raffle ticket. T-shirt & swag bag if available).

Rider \$ _____

Passenger \$ _____

\$30 for banquet ticket (banquet only, no swag, no tee shirt) _____

TOTAL _____

To Register, mail this form with a check to: John Davey, Treasurer, Oregon Trail Chapter, AMCA,
2165 Norwood St, Eugene, Oregon 97401. Make checks payable to **Oregon Trail Chapter, AMCA**

Questions? Call Jennifer Nielsen **503.522.3163** tomandjen@shadyapple.com

FORT SUTTER NATIONAL MOTORCYCLE SHOW AND SWAP MEET

June 17 and 18, 2022



20th Year!

**Dixon Fairgrounds—Dixon, California
25 Miles West of Sacramento
Just South of Interstate 80**

SCHEDULE OF EVENTS

Thursday – Gates open for vendors at 12 Noon!
Friday - Swap Meet, Vending, Banquet
**Saturday - Swap Meet, Vending, National Judging
and Awards**

FOR NATIONAL JUDGING REGISTRATION CONTACT:

Nancy Davis
1665 Chenango Road
Wakeman, OH 44889
Phone: (419) 577-1664
E-mail: AMCAprereg@gmail.com
Or online: www.antiquemotorcycle.org

**AMCA National Judging
Pre-Registration ONLY!**
**JUDGING PRE-REGISTRATION
DEADLINE
May 15, 2022**

AREA MOTELS

Super 8, Dixon (707) 678-3399
Motel 6 Dixon (707) 693-0606
Dixon Motel, Dixon (707) 678-3332
Best Western, Dixon (707) 678-1400

VENDOR INFORMATION

Spaces are 15' x 30'

\$50.00 2 days = Pre-registered before the event
\$60.00 2 days = at the gate (if not pre-registered)

**Gates are open for Vendors at 12 Noon
on Thursday, June 16th**

Vendors are encouraged to Pre-Register

All vendors must be AMCA members. Membership may be opened or renewed on site. All commercial vendors must have a resale permit to sell. Bring it with you; this permit must be with you on site.

- Only antique motorcycles and parts 35 years and older and related items are permitted for sale. This is an official AMCA policy and will be strictly enforced.
- No alcoholic beverages or glass containers allowed.
- No open fires are permitted.
- All dogs must be on leash.

FOR VENDING PRE-REGISTRATION CALL:

Karie Schenken (916) 803-7732

AND FOR GENERAL INFORMATION CALL:

Mark Wiebens (925) 288-0174

SEND YOUR FEE FOR A RESERVED SPACE TO:
Fort Sutter Chapter, Inc. (Check Payable to Same)
P.O. Box 1994 Elk Grove, CA 95759
Please Include Self Addressed, Stamped Envelope

This is an excerpt of original flyer which includes only page 1 (of 3) to fit in OTC newsletter. For complete flyer, go to website: <http://www.portsutteramca.org/cms/wp-content/uploads/2022/04/Document1.pdf>

