

Trail Gazette

October 2015

President: Bruce Reichelt
Grand Ronde, OR
(503) 879-9085
bruce_reichelt@hotmail.com

Vice President Chuck Hodson
Oregon City, OR
(503) 655-0419
cho58g@live.com



Treasurer Tom Ruttan
Lake Oswego, OR
(503) 638-1746
tgruttan@gmail.com

Secretary Tom Krise
Salem, OR
(503) 881-1699
chiefrider1953@hotmail.com

September 26, 2015 Meeting Minutes

President Gene Walker called the meeting to order at 2:35 pm at Jim & Rosie Singhose's home outside of Cottage Grove.

Officers in Attendance:

Officers attending were Outgoing President Gene Walker, Incoming President Bruce Reichelt, and your faithful secretary, Tom Krise.

Attendees:

In attendance were Nils Olsen, Jim & Rosie Singhose, Chet Turner, Robbie Watson, and our Newsletter team, Tom and Jen Nielsen.

Treasurer Report:

The treasurer report was given by Bruce in Treasurer Tom Ruttan's absence.

Old Business:

- 🦋 Bruce and Jen recounted the last meeting's minutes, with a vote of approval on Tom K's motion, Nils' 2nd, the minutes were approved.
- 🦋 Discussion went to getting a place at *THE ONE* motorcycle show next winter, to the brilliant idea of getting a youth program with old bikes going. Tom K gave a short rundown of what's in place for the 2016 Road Run.
- 🦋 Tom N. recommend that we create a budget for events, which became a motion for the club to cover expenses for the Paradise HD bike display this month. 2nd by Tom K. Motion passed.

New Business:

- 🦋 Tom N. motioned and Jen 2nd that with concurrence of two OTC Officers, an Officer may spend up to \$200 per OTC event without the vote of the general membership, with the requirement that the Officers report the

transactions to the membership at the next scheduled meeting. Motion passed.

- 🦋 The club had a cyclic discussion on the bylaws and the opening for revision of the bylaws at the October meeting. Proposed bylaw changes are to be proposed and discussed one month earlier during the September meeting. Incoming President Bruce currently has no copy of the bylaws, as did anybody at the meeting, making the annual opening and maintenance of the bylaws somewhat moot. Suggestion was we *postpone* the bylaw business until we can find a copy of the current bylaws to distribute to the club members and properly schedule the two meetings where proposals, discussions and voting in revisions can take place. Another position was we *cannot* postpone the bylaw business as the bylaws do explicitly says, by recollection, we are to use only our September and October meetings for this purpose. No motions were voted upon during this discussion. A motion was floated to allow opening the bylaws for revision twice annually, February and August, but died by a lack of a 2nd.
- 🦋 Tom N. motioned and Jen 2nd the club will pay up to \$150 purchase a new popup shelter for club events. Motion passed. Nils will make the purchase.

NEXT MEETING: Saturday, October 31, 2015

High Noon, The Old Texaco Gas Station,
Antique Powerland, 3995 Brooklake Road
NE, Brooks, Oregon.

It will be a Potluck.



Meeting Minutes (continued)

- 🦉 Jen motioned and Robbie 2nd we make plans to hold our Christmas Party for December 12, from 3-6pm, at a South Salem location, with a \$20/person budgeted with \$750 maximum cap, and required RSVP. Motion Passed. Tom K. will make the arrangements.
- 🦉 There were no announcements.
- 🦉 As the 4th Saturday in November falls on Thanksgiving weekend, Tom N. motioned and Jen 2nd that we hold our November meeting November 21, 2015, at high Noon, at the Old Gas Station, Brooks Powerland, Brooks, Oregon. Motion passed.
- 🦉 Next meeting: October 31, 2015, noon, at the Old Gas Station at Brooks. This will be a potluck.
- 🦉 Jim motioned and Jen 2nd the meeting be adjourned. Motion passed. It was 3:42pm.
- 🦉 Respectfully submitted by Tom Krise, Secretary.

Two Wheels Around Town

We report on events in the area that include antique motorcycles.

Garage Crawl at the Singhose's on September 26th, Cottage Grove, Oregon

After last month's meeting, members got a tour of Jim and Rosie's garages where numerous machines have been collected and stored and restored. The collection included buses, tractors, boats, cars, and motorcycles. Of the many seen, Harley-Davidsons and Hondas were the most numerous two wheeled varieties. Of interest were a 1956 Cadillac (not pink) and an Austin-Healey. Members riding to the meeting included Tom Kriss on his 1953 Indian, Nils Olson on his BMW, and potential member Chet Turner on his 1952 Harley-Davidson WL.



Jim Singhose's Tool Collection



Chet Turner's 1952 Harley-Davidson WL



Jim Singhose's 1940 Harley-Davidson WL



Tom Kriss successfully repaired a throttle cable on his 1953 Indian Chief

Two Wheels Around Town

September 26 Singhose Garage Crawl
(cont'd)



Jim Singhose's 1947 Harley-Davidson FL



Mural on the side of a bus on Jim and Rosie's. What tales of adventure it could tell.



Jim Singhose's 1956 Cadillac



For Those Who Have Not Renewed their Dues Yet

Please submit your dues. Dues are \$15 per year (expire June each year). Note you must also be a member of the National AMCA.

Make check out to OTC AMCA and mail to Tom Ruttan, 3761 SW Olson Court, Lake Oswego, OR 97034. Questions? Call Tom at 503-621-8943 or tgruttan@gmail.com

For **national membership**, go to link below:

<http://www.antiquemotorcycle.org/index.php?page=join-the-club>



Two Wheels Around Town

This month, we are expanding “around town” to include some trips reaching more distant trips – one to sunny California, and one across the pond.

To Dixon and “The Longest Ride”

Bruce Reichelt

The spring of 2014 I bought a 1971 R75/5 BMW with the idea of going on our national ride with my cousin. This didn't work out well, as I didn't get it running in time. During the fall/winter I read the Dixon Meet results and noticed that the award for the longest distance ridden was something like 458 miles. I thought that I might be able to meet that distance or do slightly better if I took an indirect route to Dixon for 2015. Spring 2015 found me still interested in trying for the longest distance ridden to Dixon, so I started riding the BMW on longer and longer rides to toughen my rear end. As time got closer I realized that it was going to be very hot and since I needed to fit everything into a backpack, I didn't pack any cold weather gear. I checked with Dixon with respect to the awards requirements since my odometer and speedometer had quit and I wasn't taking the shortest route. They assured me that I didn't have to take the shortest route and distance was on the honor system. I planned on using MapQuest with gas receipts to document mileage so there would be no questions on how far I had traveled. Plans were to break the trip into three days, with the last day being the longest.

Day one I rode an uneventful trip from Grand Ronde, Oregon up to Woodland, Washington and back.

The second day I started at Grand Ronde and rode to the BMW dealer in Eugene to get a headlight bulb. At the south-end of Eugene I filled with gas and as I left the station the engine stalled. Not at all worried, I hit the starter and listened to the engine turn over with not even a pop. Sure it was something simple, I checked to make sure the fuel was on, the choke was off, etc. I cranked it again and heard it turn over but that was all. I pushed it back into the station out of the way and took a minute to think about what it might be. My first and strongest guess was that I wasn't getting spark for some reason. I removed both spark plugs and cranked it over and, sure enough, I had no spark. Since the points, condenser and plugs had about 400 miles on them, they should be good, I reasoned. I removed the headlight since all the electrical connections go through there. I poked and prodded until I found a loose electrical

connection. Tightened the connection but still had no spark. Next I removed the gas tank to check the coils and their connections. By this time a couple of people had stopped and offered to help, but no one had a circuit tester or volt meter. Next I took off the front engine cover where the points and condenser live. I examined the points and cleaned them with no effect on my spark problem. A contractor had stopped by now and indicated he had a circuit tester. We then started checking for voltage, first at the coils and then the points. The first time I probed the points I had voltage but when I checked again, I didn't have any voltage. It turned out upon closer inspection that the metal where the points were crimped onto the lead wire had fatigued and wasn't making a connection any longer. The contractor managed to re-crimp the wire to the points. When I tried to start it this time, it started, but ran poorly. We limped it over to an independent BMW shop, since it was about 7:00pm. The shop put in new points and adjusted the carburetor and I was off again. Since I got so delayed at Eugene and was carrying so few clothes I had to put everything I had on to try to stay warm on the way to Grants Pass. I got into my sister's place in Grants Pass about 12:30am. Straight to bed and up again about 7:00am. Day three I took off again while it was still cool, down I-5. The ride was comfortable until about 10:00am, when it started warming up. The last 100 miles was really hard on me as I was tired from not enough sleep and stressed from the heat, which was about 100 degrees. I had to stop and rest every 50 miles or so for about the last 150 miles.

When I arrived at the Dixon fairgrounds and checked I was told two riders from Seattle usually won the longest distance award and would have a longer distance than I had. They apparently didn't make it this year, though, since I did qualify for the longest distance ridden.

On the trip back, I opted to have the bike trailered by Gene Walker and I caught a ride with Paul Wright. I didn't think that if I rode back that I could make it back safely as I was very tired and it was very hot. Thank you to Gene and Paul for the help on the return trip!



*Fort Sutter
Motorcycle Club,
1940s, Dixon,
California. Courtesy
Fort Sutter Chapter,
AMCA*



Isle of Man Trip Report

Tom Kriss

Some vacations are for relaxation, isolation, and contemplation. Baby, this wasn't one of them! For one intense week my wife Stephanie and I, along with my brother and primary riding partner Dave, his wife/my sister-in-law Audrey, and local riding buddy Dave, arrived on the Isle of Man. We were here to ride fast motorcycles, watch faster motorcycles, and to wander about one of the UK's best vintage motorcycle festivals in Jurby. The Isle of Man is an island on the Irish Sea between Liverpool, England, and Dublin, Ireland. The people are referred to as being Manx, and this tiny UK nation is noted for its breed of bob-tailed cats and the world's oldest and most dangerous motorcycle race, the Isle of Man TT (Tourist Trophy). The TT racing course has seen little change since 1907, and are run in a time-trial format on 37.73 miles of urban, village and narrow two lane rural roads, closed for the race. The Superbike TT, run in early summer, is the event that evolved from these early time trials. We arrived late September for the Classic TT, featuring racing bikes from the 50s through the 70s. Now that lands a bullseye in my areas of interest! Our crew stayed with Steve & Penny, family friends and residents of Peel, a beautiful village on the Island's west coast. They were gracious hosts who took us in, along with a few Brits: David and Bob. Bob quickly became known as "Uncle Bob." They proved to be brilliant company. We Americans rented BMWs from Manx Motorcycle Hire. I selected the R80 with an RS fairing, Brother Dave chose the R75/6, and Buddy Dave was graced with a formidable R1100S. The modest motorcycle shop in Ramsey that had the bikes were busily prepping a Norton rotary TT racer on their dyno. The coarse shriek at high RPM was unlike any motor I've ever heard.



Peel Castle

We cautiously rode our rental bikes on the back roads to Peel. It took us a short time to accustom ourselves to riding on the left side of the road. Uncle Bob brought his clean Yamaha FJ600, and David a very nice early generation Hinckley Triumph 900 triple. Neither were strangers to the Isle. They turned out to be tremendous guides for the best back roads, getting-about strategies during TT course closure, and very nice viewing spots for the racing and racing practice. These benefits were transformative to our Manx TT Classic experience.

For reasons that entirely escape me, my lovely wife and my sister-in-law were not terribly excited to see these vintage racers mash it up on the TT Course. Instead, they took advantage of spectacular hiking trails along the island's southern coast. Much like the Oregon Coast, the Isle of Man has a moist, maritime climate, and any trip here generally includes rain. Remarkably, we experienced no daytime rain of any consequence, precipitation being limited to a few light sprinkles. Stephanie and Audrey had their own peak experiences on the trails, with incredible vistas, vibrant green of the farms and pastures, and the aromatic purple splendor of blooming heather.



We lads with our motorcycles got to play, with several brisk laps of the TT Course when it's not closed for racing activity, wandering the narrow roads that crisscross the small island, and visiting the best spots along the Course for viewing the racing and race practice. My personal favorite site was just off the Ballaugh Bridge, a short, humped bridge over a creek on the edge of the village of Ballaugh. The rise of the roadway on the bridge is barely noticeable when riding over it at legal (or close to legal) speeds, but we watched racers launch both wheels off the pavement at speed, only to negotiate a curve to the left as soon as the tires reconnect with terra firma. Failure to make that turn would have the racer ride directly into the



Isle of Man Trip Report (cont'd)

side of a building. Indeed, this is one dangerous race, but thankfully, we saw no accidents.



By the time the weekend rolled around, Lane and Nancy, longtime friends of ours, had flown in from Dublin. They own a BMW K75, stashed in Germany for Continental travels, and had been visiting with friends in Dublin, where Lane worked several years ago. Since they were visiting the Isle for only a few days, and they had been riding for almost two weeks before arriving in Ireland, they took a break from the saddle, and avoided the expense and bother of again putting their bike on the ferry. Saturday was to be the day we used our Level 1 pit passes, on loan from our host, Steve. Uncle Bob graciously lent Lane his Yamaha, and we were able to get VIP access to the pits, racing inspection and staging areas, and the winners' podium. It was a gearhead's dream, watching up close the race crews prep and tweak big British singles, European exotica, and shrieking Japanese two-strokes.



On Sunday we rode about 20 minutes to the Jurby Vintage Festival, which took place at the village of Jurby, on the Northwest corner of the Isle. This is a fairly new, yet growing, vintage motorcycle event. Besides viewing up close historic street and racing motorcycles rarely seen in the Americas, we were

able to watch some of these bikes put through the paces on a closed racing circuit. Stephanie and Penny were entertained by my enthusiasm, as I went from exotic bike to the next. I was like a kid in a candy store!



Every evening we all would return to Steve and Penny's home. With ignition keys on the hook, and our gear stashed, we ate local delicacies and drank local beer (Hooded Ram and Bushies being favorites), while talking and laughing until our sides ached. The chemistry of this group was outstanding, creating new friendships and strengthening old ones.

After six days, we were scheduled to return our rental bikes and say goodbye to our British and Manx friends. Early the next morning, we rode a taxi in the predawn gloom and a short, intense downpour, to the Steampacket Ferry terminal in Douglas, bound for Ireland. Our adventure continued, but that is a tale for another time. One thing was noted on that day: our discussions never touched on if we would ever visit the Isle of Man again, only as to when.

FUN FACT! In the UK, since people ride on the other side of the road, a motorcyclist's hand wave would either have your right hand off the throttle or an unseen left hand. Instead, you will be greeted by with the biker removal of his right foot off the peg/floorboard, and straightening the right leg up and forward.



Isle of Man Trip Report (cont'd)





Classified

Wanted: Website Manager for our club website. Involves updating activity calendar and photographs. Time commitment about an hour a week. Contact Jen Nielsen at nielsents@comcast.net if interested.

Joke of the Month

- What must you know to be an auctioneer? Lots.
- When a clock is still hungry, it goes back four seconds.
- She broke into song when she couldn't find the key.
- Who runs the Keebler elves' answering service? The Tree-ceptionist.
- When a marathon runner had ill-fitting shoes, he suffers the agony of defeat.
- How do you define a will? It's a Dead Giveaway.
- Your debt will stay with you if you can't budge it.
- She had a boyfriend with a wooden leg, but broke it off.
- What do you call a train loaded with toffee? A chew-chew train.
- What kind of tree do fingers grow on? A palm tree.
- What do you call a country where everyone drives a red car? A red carnation.
- Energizer Bunny arrested - charged with battery.'

SUBMISSIONS TO NEWSLETTER:

Please submit article contributions, classified advertisements, photos, trip reports, and suggestions by the second Thursday of each month. Prefer Word or Adobe PDF for text and .jpg or PDF for graphics to nielsents@comcast.net

Thanks, Tom and Jen

Upcoming Events

Date	Event
October 30	Beatty Days Bike Show Beatty Cottonwood Park, Nevada http://www.beattynevada.org/
October 31- November 1	Portland International Motorcycle Show Portland, Oregon http://www.motorcycleshows.com/city/portland-or
October 31- November 1	LEMANS CORP DBA: DRAG SPECIALTIES, PARTS UNLIMITED, THOR Road Run Indian Wells, California indianwells.hyatt.com
November 8	LOBOS MC INC Poker Run - Off-Road Hood River, Oregon 503-871-5721 gold2pan@aol.com
December 5	Abate / Shriners Toy Run Portland, Oregon http://www.abatetoyrun.com/
December 12 3 to 6 pm	Christmas Party, OTC AMCA Heavy Hors d'Oeuvres (appetizers) The Drunken Cook, Salem RSVP to Tom Krise (503) 881-1699 http://www.thedrunkencook.net

Annual OTC Christmas Party December 12, 2015 3 PM to 6 PM

The Christmas Party is being held at
The Drunken Cook
1555 Twelfth Street SE, Salem
Hors d'Oeuvres

The club is buying "heavy" Hors d'Oeuvres
for OTC members and a guest

**RSVP by December 5th
To Tom Krise
(503)881-1699**

chiefriider1953@hotmail.com



Oregon Trail Chapter, AMCA

