

Trail Gazette

January 2016

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Meeting Minutes

There was no club meeting in December, so no meeting minutes for this newsletter.



Rollie Free doing 150.313 mph in 1948 on a Vincent HRD Black Shadow, Bonneville Salt Flats

Rollie Free – 1940 Land Speed Record Holder - Special Feature

Rollie Free was inducted into the AMA Motorcycle Hall of Fame in 1998

(reprinted from the internet)

<http://www.motorcyclemuseum.org/halloffame/detail.aspx?RacerID=178>

Rollie Free was a racer during the 1920s and '30s, but is best known for setting the American motorcycle one-mile speed record in 1948, when he rode a British-made Vincent HRD Black Shadow to a speed of 150.313 mph at the Bonneville Salt Flats in Utah. To make that record run, Free stripped down to tight-fitting swimming shorts and laid flat on the Vincent to cut down on every last bit of

wind resistance. A photo of the swimsuit-clad Free racing across the salt flats at 150 mph became one of the most famous photos in the history of the sport.

Free straddled his first motorcycle at the age of 12, when his father gave him a secondhand NSU. In the early 1920s, he became a salesman first at O.K. Newby's Ace agency, then at Al Croker's Indian dealership, both in Kansas City. Free began record-setting attempts during this time period on the Ace four-cylinder touring machines. Later, while working for Crocker, Free earned a reputation as the fastest street racer in the Kansas City area, much to the chagrin of the local Harley-Davidson camp.

In 1923, Free competed in his first national, the 100-Mile National Championships on the board track in Kansas City. He qualified impressively, but finished out of the money. He continued to race through the late 1930s, specializing in long-distance road races such as the 200-mile events at Jacksonville, Florida, and Savannah, Georgia. Free was one of the riders who raced in the inaugural Daytona 200 on the beach course in 1937.

Free became an Indian dealer in Indianapolis in 1927. While living in Indianapolis, his reputation as a top-notch racer earned him a ride in the 1930 Indianapolis 500. His car blew a motor after 172 miles of racing. Free raced one more time in the May classic, again ending the race early with mechanical problems.

NEXT OTC MEETING: January 30, 2016

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

It will be a Potluck.



Rollie Free at Bonneville Salt Flats: "Pushers are important"

During World War II, Free entered the Air Force and was stationed at Hill Field in Utah. While in Utah, Free got his first chance to see the famous Bonneville Salt Flats. A few years after the war, a Hollywood sportsman named John Edgar asked Free to come to the Bonneville to make a motorcycle speed record attempt on a Vincent. The team was sponsored by Mobil Oil.



Rollie Free at Bonneville Salt Flats: "Great use for alcohol - secret formula"

In the late 1930s, Free set several AMA Class C speed marks riding an Indian on Daytona Beach.

During the speed trials, Free was able to push the Vincent to an average of 148.6 mph. He decided to go for the 150 mph mark. Thinking that his racing leathers may be causing drag, Free decided to strip down to swimming shorts for the final run. He made the run lying flat, legs outstretched behind the Vincent, keeping his head low and guiding the bike by looking down and following a black stripe painted on the salt bed. The striptease act paid off

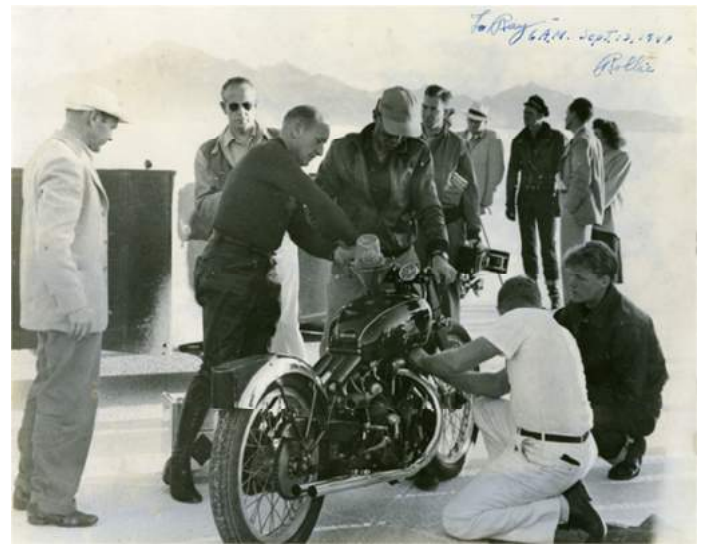
for Free and he was able to cover the mile in 23.9 seconds, cracking the 150 mph barrier. On the return run, he went even faster, ending the day with an average speed of 150.313 mph. The mark broke an 11-year-old record (136.18 mph) held by [Joe Petrali](#).

After the record run, Free joked about making the run in his swimming trunks.

"I stole the swimming trunks idea from [Ed Kretz](#), who used to do the same on Southern California dry lakes. Incidentally, Ed looks much nicer in a swim suit than I do."

Free returned to the salt flats in 1950 and broke his own records, averaging 156.58 mph on the Vincent despite suffering a high-speed crash during that year's speed trials.

Free later moved to California and owned and operated an auto service station. He was a leading authority on the history of motorcycle racing and spoke frequently on the early days of racing at motorcycle gatherings. Free died in 1984.



Preparing the Vincent for a run at Bonneville Salt Flats

**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



Book Review by Tom Nielsen
The Old Man and the Harley -
A Last Ride Through our Father's America
by John J. Newkirk

This book is about 19 year old Jack Newkirk fulfilling his dream in 1939 to visit both the New York World's Fair and the San Francisco Golden Gate Fair by motorcycle. The cross-country trip also tells about growing up in the Depression, coming of age, the pull of family, and helping others. Jack bought a 1930 Harley VL for \$40, having never ridden before. Within a week, after studying the manual, he was off, learning and improving his riding on the way. Jack leaves Schenectady, NY for the NY World's Fair, then to Virginia and west to Indiana, Iowa and Minnesota. He has little money and camps under a simple tarp. He uses ingenuity to keep the old bike running. Jack stops at Sturgis in the Dakotas, travels through Yellowstone, Moscow Idaho, and follows Highway 30 into Portland. Then south past Crater Lake to the three year old San Francisco Bay Bridge. He corresponds regularly with his parents, and those letters were the basis for much of the book, which reads like a novel. There is a parallel narrative of the exploits of his cousin in Naval-flight training. After the attack on Pearl Harbor, his cousin became a squadron leader and ace with the Flying Tigers fighting the Japanese in China. Jack served in the Navy in the Pacific, and after the war he marries and has a son, Johnny (the author). The book then picks up with his son John in 2000, who follows his father's path on his own motorcycle trip from San Francisco to New York. The book is an entertaining and inspiring journey into the past and follows the author's growth during his travels. There is a deep appreciation of our country, our people, and the special relationship between a father and son. The author illustrates how many traditional values are still present today - if only you look. The values are best found when you help other people.

THE 11 PRO
HARLEY-DAVIDSON

2016
Pabst Blue Ribbon

MOTOR HARLEY-DAVIDSON COMPANY

\$8000 PRO PURSE

FLAT TRACK MOTORCYCLE RACING FEB. 14

PRO CLASSES
Pro Unlimited
Super Hooligan

SEE SEE
Ducati
Yamaha
Kawasaki
Honda
Suzuki
Triumph
Victory
KTM
Beta

SEIBURN 1.9
ELECTRIC

AM. CLASSES
85cc | Vtg. Open
250cc | Vtg. Twins

the1moto.com | Feb. 14, 2016 | 11am-5pm | 2330 17th St. NW, Salem, OR 97303

Joke of the Month
Contributed by Jackie Colwell

A mechanic was removing a cylinder head from the engine of a Harley Davidson motorcycle when he spotted a well-known heart surgeon in his shop. The mechanic shouted across the garage, "Hey, Doc, can I ask you a question?" The surgeon, a bit surprised, walked over to the mechanic working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I open its heart, take the valves out, fix 'em, put 'em back in, and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks, when you and I are doing basically the same work?" The surgeon paused, smiled and leaned over, and whispered to the mechanic... "Try doing it with the engine running."

IF YOU ARE BUYING ANY MOTORCYCLE YOU CAN AFFORD A VINCENT!

Vincent Model "C" Rapide... a 110 mile per hour motorcycle

A superlative motorcycle for sport and travel with features and performance enjoyed only by Vincent owners. Smart 30.50 cubic inch singles and World Recordholding 61 cubic inch twins. Fully sprung Vincent frame with new hydraulic forks, safer dual brakes on each wheel, dual seat fitted for two-up riding on all models.

VINCENT PRICES ARE LOW! Nationwide distribution through Indian dealers plus growing Vincent popularity due to real performance has made big price reduction possible. Ask any Vincent owner about performance... compare the new low prices for value. Get a Vincent and enjoy motorcycling at its best this year.

Vincent motorcycles are available at all Indian and Vincent dealers from convenient warehouse stocks at New York, New Orleans and Oakland. Full supply of parts stocked at Indian's plant in Springfield.

Write Dept. V-A6 for information on Vincent performance.
Dealer inquiries invited.

INDIAN SALES CORPORATION
SPRINGFIELD, MASSACHUSETTS

NEW VINCENT PRICES

COMET single	\$780.00
RAPIDE twin	\$1030.00
BLACK SHADOW twin	\$1185.00
BLACK LIGHTNING twin	\$1550.00

Prices are F.o.b. Port of Entry



Classified



For Sale:

1980 BSA Thunderbolt 650

Appears stock except for handle bars . Runs fine, starts first kick, less than 6,000 miles. I have had the bike for a long time.

Asking \$2,900

Bill Dodson 541-592-6073

sitnbull48@gmail.com



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.

Oregon Vintage Motorcyclists

OVM meets on the Second Saturday of Every Month at noon at Columbia River Brewing, 1728 NE 40th, Portland OR 97212

<http://www.oregonvintage.org/>

Upcoming Events

Date	Event
January 30, 2016	NEXT MEETING 12 Noon The Old Texaco Gas Station, Antique Powerland Museum
February 12-14	The ONE Show 2016 Portland, Oregon 831 SE Salmon Street, Portland, OR http://the1moto.com/
Feb 14 Noon to 5 PM	Flat Track Racing Includes Vintage Twins Salem Indoor Speedway 2330 17th Street Salem , Oregon 97303 http://www.eventbrite.com/e/the-one-show-pro-flat-track-racing-tickets-20745667851
February 20-21	AHRMA Cahuilla Creek MX and Trials Anza, California http://www.ahrma.org/ahrma_pdfs/Z-2016/Nationals/VMX/Previews/Web_Preview_Cahuilla.pdf
April 23	OVM Piccolo Ride Portland, Oregon 250 cc and smaller, scooters also http://www.oregonvintage.org/calendar.php
June 3-5	Reno Street Vibrations Reno, Nevada roadshowsreno.com/sv_spring.php
May 22	OVM Show and Swap Meet Corvallis, Oregon http://www.oregonvintage.org/calendar.php
June 10-12	Redwood Run Piercy, California http://www.redwoodrun.org/
June 17-18	National AMCA Meet Fort Sutter Chapter, AMCA Dixon, California http://www.amcafortsutter.org/
June 25	Ride to Rendevous @ Powerland 9A Chevron Gas Station Exit 10 on 205 West Linn, Oregon http://www.oregonvintage.org/calendar.php
July 11-16	International Norton Owners Feather River Rally Quincy, California http://www.nortonrally.com/inoa-rally-2016/registration
July 21-23	AMCA OTC Mountain Hop Rally Holiday Farm RV Park antiquemotorcycleoregon.com

Vintage Motorcycle Enthusiast

Portland Chapter on the second Tuesday of Every Month at 7:00 PM noon at the Rambler, 4205 N Mississippi Ave, Portland OR

<http://www.vmemc.org/>



2016: SEVEN YEARS OF THE ONE MOTO SHOW

HALF A DECADE AGO SOMETHING SHIFTED IN THE MOTORCYCLE WORLD. A MOVEMENT OF PEOPLE REALIZED THEY WANTED SOMETHING MORE THAN JUST A PURCHASED EXPERIENCE, THEY WANTED A HANDS-ON, GET DOWN AND DIRTY REAL LIFE STRUGGLE-A REAL LEFT EXPERIENCE. IT WAS A MOVEMENT OF PEOPLE WHO SAW THE PICTURES AND HEARD THE STORIES OF "THE GOOD OL' DAYS" FROM THEIR GRANDPARENTS. SIMULTANEOUSLY THE ECONOMY WAS IN THE GUTTER, AND THE OLD TIMERS STARTED CLEARING OUT THEIR COLLECTIONS OF RUSTY MOTORCYCLES, LIQUIDATING BASEMENT PROJECTS AND FREEING UP THE MOTHERLODE OF VINTAGE BIKES.

We started picking up bikes for free and on the cheap. We pulled off the stuff that was unnecessary, put a little money into getting the cycles a bit more safe to ride, and rode the crap out of 'em until we needed to rebuild. In the process we found the places where we could score parts, met people who could help us, and learned.

I quickly began to notice that there was a growing number of people who loved this subculture of motorcycling. This was when I decided to host the first gathering of what we would deem The One Motorcycle Show. The idea that a bike meant more to someone through experiences and stories. The notion that a motorcycle was built, restored, constructed, invented, or modified for particular reasons, using the means at their disposal. This doesn't stop at a particular year. People are expanding their range: you see a lot of late model customs inspiring vintage customs, and vice-versa.

THIS YEAR'S SHOW

7 years ago, we hosted the first One Motorcycle Show in an old abandoned warehouse building. It was crafted to celebrate the weird, rare, unconventional bikes that we loved, in a way that everyone could enjoy. We started out with no knowledge of how to put on a show: let alone what might happen if we did, or the expectation we would be doing it for the next 6 years. It's almost hard to believe that it has been so long! Our driving force to keep this going was the feeling that we were adding to something that we loved. We want to give back to motorcycling. We want to be inclusive and inspire people to participate.

As things progressed, the show got bigger. We've been in multiple locations, and have been lucky to work with some of the most trusting sponsors within the greater world of motorcycles. It has been a non-stop learning process and we've always strived to make the show better each year. This has really been our biggest challenge: skating the line between "big" and small. We make this all work with the donation of time and money by people who want to see this happen again, every year. We are proud of this fact and it's the main reason we've made it this far.

2016: our 7th show

We have locked down the same location as last year (our favorite one to date) just blocks away from some of the best restaurants and bars in PDX, directly across the river from downtown Portland, and right in the heart of the lower eastside industrial area. This historic building that once housed manufacturing is an open single floor, exceeding 20,000 sq ft. The building has a fenced-in parking lot, perfect for some outdoor activities.

As always, we are exceptionally pleased to keep the show admission at totally FREE to exhibit and attend. This is possible due to the contributions of great patrons like yourself. We are focused on giving back to those who support and contribute this yearly effort.

What are the show dates and times?

Feb 12th 6-12 midnight
Feb 13th 9am- 12 midnight
Feb 14th 9am- 3pm

How much is The One Motorcycle Show? Free.

Food and drink available for purchase.

Can my kids come? Yes, Kids are welcome. Keep in mind it is an adult event, with adult beverages and expensive machinery.

Is there parking? Street parking around venue, if you head east a few blocks the neighborhoods have plenty of street parking. Remember...Parking rules strictly enforced.

Is there food? Yes, We offer See-See Motor Coffee, Sizzle Pie pizza, and Laughing Planet burritos.

Can I use my Credit Card? We have an ATM for cash, all beer and wine is cash only. Merchandise you can use card.

Source: <http://the1moto.com>.

The "I" is not identified in the article. Ed.



1966 Triumph TT Special 650 cc T120C from a previous One Show, owned by Tom Young



Oregon Trail Chapter, AMCA