

Trail Gazette

Oct – Nov 2022

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November 19

MOVIE:

On Any Sunday
Lunch at Noon, Movie at 1 PM

At NW Vintage Car and Motorcycle Museum,
Powerland, 3995 Brooklake Rd NE, Brooks, OR

Lunch, Popcorn, and Soft Drinks

RSVP to Tom Nielsen
503.522.2124





The Pres Letter

Well, it's been 40 years since I have done this. It's been 3 years since I rejoined the Antique club (AMCA) for the second time, after taking a 30 year leave to do other things in life. What else is there but bikes? I never thought I would say it, but family, daughter, and career. Oh, and weather in Seattle did slow my activities with my old passion. Now, as I write another President's Paragraph for a Chapter, I just look back on the memories of riders and experiences I have had in the club. I finally got myself in the sweet spot of retirement, and a relaxed area where I can slow down, and as my dad said "watch the corn grow." I am privileged to be a member of the OTC and hope to step up to fill a void left by Jen Nielsen. Although I have not been involved in this club long, as a past member and past officer in Colorado, I do know the commitment it takes to help guide, administer, and sometimes just "be" active. So Jen, I say thanks for your dedication and service.

Tom gave you a bit of my history in the last Newsletter. I will only add to that with a thanks, and say I will do my best the serve the club. Some of my thoughts to the future are to add some members on this side of the "Hill." First, Bend and the surrounding area encompasses over 100,000 people. Explosive growth. There are car shows and cruises, and sport bikes, but so far there are only four of us here consistently meeting and riding antique and vintage bikes. So, I have to believe there are a few more souls out there that might join us. Second, I live here., so we are looking into bringing a few more members.



James McQuiston's 1947 Indian Chief.



Along those lines of growth, Tim Burns and I have discussed getting our FaceBook page going, as the younger generation and a lot of others use it widely. This would create some constant care, but it too could bring in more interest to the club.

I have participated in 5-6 OTC rides in the last two years and they have been great fun. Perhaps we will get one going over here in the future. That will be up to the club, it does take a lot of effort wherever they are.

To me, being "involved" means making it happen, using the smart people, talented people, willing people. I have found there is always someone smarter than me, more talented, and maybe more able. That helps me succeed. We want them. That makes up a club. I am not afraid to get my hands dirty. I look forward to another year of rides and get together. I look forward to getting more involved in your club.

See you at the Museum on the 19th.

Keep the round side down

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How I spent my September or Adventures Across America... By Tim Burns

Since I had burned a hole in a piston on the second day of the 2021 Cross Country Chase somewhere in Arkansas, I had decided to try it again on the same 1935 Harley-Davidson VLD. I had the motor rebuilt and put about 300 break-in miles on it prior to shipping it to my friend Roger Green's house in Battle Creek, Michigan. I arrived later and a few of us rode around with Roger for a few days before riding to the starting line in Springfield, Illinois. We rode around Springfield for 3 days then the chase officially started.

I was in 3rd place overall and had the high quiz score (out of 89 riders) heading into Stage 3 when the motor started losing power up the hills. I cooled it off by pulling the plugs and dumping and refilling the crankcase oil. Harley VL's have a total-loss oil system, they do not recirculate oil back to the tank. They have a drain valve so you can instantly dump hot oil and use the tank mounted hand pump to refill. Once it was cooled off, I continued toward the days finish line at mile 261. However, it again started running bad, and I shut it off at mile 249 and waited for the sweep trailer.

In the parking lot at the hotel that night I took the primary cover off to figure out what was wrong and found the sprocket shaft had come loose from the flywheel, which killed the main bearings and primary chain. In the middle of working on it I got a notification from eBay that I had been outbid, so I raised my bid and bought yet another 1933 HD VL. Since I knew I was done, I wandered around the parking lot to see if anyone needed help. I ended up removing a clutch hub from a broken down '48 panhead and installed it into a different '48 panhead, and dialed in the clutch and shifting linkage while the rider was sleeping so she could continue the next morning.



1935 HD VLD owned by Tim Burns.

Knowing it was way too much to fix in a parking lot, I loaded up my bike into a friend's truck and the next morning drove 3 hours to Pratt Kansas to drop it off to be rebuilt again. Then drove 7 hours to get to the next chase stop. From there, I drove the truck and trailer and followed the rest of the chase crew to the finish line in Santa Monica. We stayed at Todd Cameron's house for a few days making repairs to a couple other bikes and riding around the area. I was riding Todd's BMW sport bike, a type I had never been on before and don't plan to ever again. We left and I followed Roger Green, Roland Krix, and Mark Zenor up to Fairfield, California. About 20 miles after leaving Fairfield, Roger broke the center out of his rear drum/sprocket. I called my friend Ryan Grossman, who had a new one back at his shop in Martinez, CA. So we loaded up Roger's bike in the trailer and hauled it to Ryan's shop to install the new drum. From there, we continued north up the coast through the giant redwoods and Mark and I parted ways with Roger and Roland in Fortuna. Mark continued riding his 1946 Norton up the coast and to my house in Cottage Grove, never having any issues with it. Roger not only won the Chase, but also had the highest final quiz score. He rode his 1937 HD ULH all the way back home to Battle Creek Michigan. Roland Krix continued riding his 1957 HD Panhead all the way back to his house in Florida just in time to catch a flight back to his home in Germany. Roland rode his 57 HD a total of 8,624 miles!

All in all, I had a great time and will be doing it again in 2 years, but probably should try a different bike since I've killed the same one twice. But before that, I need to start prepping for the 2023 Cannonball. I think I'll be riding my trusty 1925 HD JDCB again.



European Vacation

By James McQuiston

This past summer my wife and I took a vacation to Italy and Spain. Besides breathtaking scenery on our hikes, I sent some feelers out to the European chapter of the AMCA. Part of our trip would be around the Venice area, and observing the world-wide map of AMCA chapters, saw there was someone in Northern Italy. While in the area, we also visited the Ducati Museum in Bologna.

I connected with Luca, an AMCA member. We made arrangements to swing by his town of Castelfranco, and have dinner and inspect his collection. Pictures follow. Some of his prizes are an Indian Chief, a 42 military Harley (purchased from a museum in Belgium), and a custom UL Harley with sidecar that spent time in the Guggenheim Museum. There was also a Triumph Bonneville, a pristine Super Glide with less than 5,000 miles, and several other really nice Harleys. He has a couple of houses located in the same block, and lives in one and uses the other as a museum/ shop. His story is like most of us. His first bike as a teenager was a Harley and it stuck. He is planning to do the Cannon Ball this next year, so that will be challenging to pull off. It was a great treat for us to meet him and his daughter/ interpreter and talk bikes. Nice to see the hobby far away from home is alive and well.



Street scene in Florence, Italy



HD Super Glide, part of Luca's collection



Custom HD UL with sidecar, part of Luca's collection



European Vacation (cont'd)



Harley line-up from Luca's collection



Triumph Bonneville from Luca's collection



Harley Duo Glide with sidecar from Luca's collection



Indian Chief from Luca's collection



European Vacation (cont'd)



At the Ducati Museum in Bologna, Italy



Ducati two-speed, four-stroke 48 cc bicycle engine, 1946. A successful enterprise after WW2 and bombing of Ducati factory.



The 2014 Ducati Testastretta DVT 1200 cc engine. Its variable timing adjusted power needs based on RPM.



Ducati 125 cc Sport, winner of two consecutive long-distance Motogiro d'Italia races in the 1950s.





Celebrities on Motorcycles

Who are these familiar faces on two wheels? Answers on page 8.





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
November 19 th Noon	Movie "On Any Sunday" NWVCM, Powerland, Brooks, OR Lunch at noon, movie at 1 PM.
December 11 th 11 AM	Holiday Party, Cottage Grove At home of Tim Burns Tour of Tim's shop and lunch

Celebrities on Motorcycles

From page 7

Upper Right: Charles Lindberg

Center Left: Honor Blackman (played in
Goldfinger as Pussy Galore)

Lower Right: James Dean

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

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>

Oregon Vintage Motorcyclists

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

<http://www.oregonvintage.org>

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.



Military motorcycles for sale after World War II. Sold in bulk – minimum ten.



CLASSIFIEDS

Posting in our Classified Ads

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.

From Tim Burns:

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

From James McQuiston:

Numbers in descriptions match numbers in photos.

01. Two Indian chief gen belts, #4L210. \$5 ea
02. Outer primary cover off '47 Chief. Very good cond. Needs clutch worm nut. \$100
03. One set oil lines (feed and return) fits Indian Chief. New-never installed. Sourced from Jerry Greer. plated perfect cond. \$50
04. Engine sprocket off '47 Indian Chief. Approx. 1,500 miles on it. Excellent cond. \$35

Not shown

Seat for 78 triumph Bonnie. Good cond. \$50

Seat for '72 Electra Glide black /white with chrome hand-rail. Very good cond. \$100

Tools

Kwik Way valve grinder - call

Kalamazoo band saw roll-around model - call

Contact James for more info or photos.

James in Bend 425.736.2015





Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America October 25, 2022

President James McQuiston called the meeting to order at 7:07 PM by conference call.

Officers in Attendance: James McQuiston Pres., Tim Burns VP, Tom Nielsen Secretary, John Davey Treasurer.

Other Attendees: Tom Ruttan, Bruce Reichelt.

Treasurer's Report: Club remains in the black. John will prepare a monthly financial report for last month.

Minutes: Reading of minutes was waived. See newsletter.

Correspondence:

- ✓ Tom N and Jen have been corresponding with Keith Kizer, AMCA Executive Director regarding a special project they are helping with involving archiving and cataloging AMCA national documents, photographs, magazines and bulletins. Many items to be scanned. Jennifer helped organize a list of items in 17 boxes and Tom will fly to Hershey, PA on November 6 to spend three days with the effort of cataloging.
- ✓ Tim Burns reported on his participation in the Chase, a ride from Springfield, IL to Santa Monica, CA. His motor blew up (his words) on day 3 in Oklahoma and he continued on to finish, helping with the chase truck. Tim will do an article for newsletter on his trip.
- ✓ James just returned from a six week trip to Spain and Italy. While in Italy, he met with an AMCA member and saw his collection of Harleys.

Old Business:

- ✓ Had a garage crawl at Nielsen's on September 19th. Members enjoyed a tour of garage and shop followed by Mexican luncheon. Two young neighbors of the Niensens, who ride, joined us for lunch and then we had a ride to Lafayette, returning on scenic Wilsonville Road.

New Business:

- ✓ Discussed Officer transition and suggestions for going forward next year:
 - James has been talking to Keith Kizer about a satellite chapter in Bend. This practice is pretty common in other chapters with geographically spread-out members. Keith provided a list of

names of AMCA members in Oregon who are not in OTC.

- James composed a letter to send out to prospective members to generate interest.
- It was discussed having satellite groups in Bend, Portland-Salem, and Cottage Grove that could hold local events. Tom R suggested we then have quarterly get-togethers of the entire club.
- Tim said social media is a common method in other chapters to keep folks informed of events. Our FaceBook page is not active. Tom N said we have tried but unable to get someone to manage our FB page. James said he would work on it and Tim said he would assist. Tom N said he would get them the necessary access information from Jen.

✓ Upcoming Club Events

- November – Options:
 - James Radway said he got ok for gathering at Eugene HD dealer, but concern is we may not get many bikes with rainy season upon us. We decided to put off event at Eugene HD until the spring.
 - In past we've done a museum work day at Powerland. Tom R said not much in way of work to do, so suggested we have a movie. It was decided to show "On Any Sunday." John D has the DVD and will bring it. Tom N will get a luncheon platter and waters (assume 12 attendees). Tom R may not be able to attend, but will have someone who knows the projector system attend if he cannot. Set date for November 19th, meet at noon, movie at 1 PM-ish.
- December - Holiday Party – Tim Burns confirmed he'll host at his place. Set the date as December 10th. To meet at 11 AM. Tim will order pizza. (Note date subsequently changed to December 11th).

✓ Other?

- Tom N said that in past, at this time of year we start planning activities so we have a calendar of events for the year. It was decided to discuss that at the meeting on November 19th at Powerland during lunch. Tom N suggested looking at newsletter from last December to see previous events: garage crawls, One-Show, road run, etc.
- Bruce brought up that we should host a national. Tom N said it is a lot of work. In 2018 we had about 90 riders and 110 at banquet. We really need more bodies to help plan and execute than we currently have.



James said we need to table planning a national.

- James asked how often newsletter is published. Tom N said per bylaws, it is done bi-monthly or quarterly. Tom N said he would send a copy of bylaws to James.
- At the meeting on November 19th, we will conduct planning during lunch for events for 2023.

Next meeting - November 19th at noon at NWVCMM at Powerland.

Meeting adjourned at 8:26 PM.

Minutes by Tom Nielsen.

POPULAR SCIENCE MONTHLY April, 1927

Rides Off Cliff, Parachute Fails to Open!

WHEN Fred Osborne, daring air pilot of Santa Monica, California, drove a motorcycle at high speed over the edge of the Huntington cliff north of that city recently, he carried on his back a parachute that he expected would lift him from the saddle and float him down gently to earth. The parachute failed to open. Man and motorcycle went hurtling into space and plunged toward the ground far below, where the spectators watched horrified.

By a miracle Osborne was not killed outright, his dizzy fall being broken by telephone wires. He was carried from the beach in a critical condition. The motorcycle, a twisted mass of wreckage, burst into flames. Notice the half-opened parachute at the left of the photo below.



Osborne at the moment he expected his parachute to open. Left, after the crash

