

Trail Gazette

Dec 2022

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Sunday, December 11th

Holiday Party

**Meeting at 11 AM, Lunch at Noon,
Garage/Show Room Tour at 1 PM**

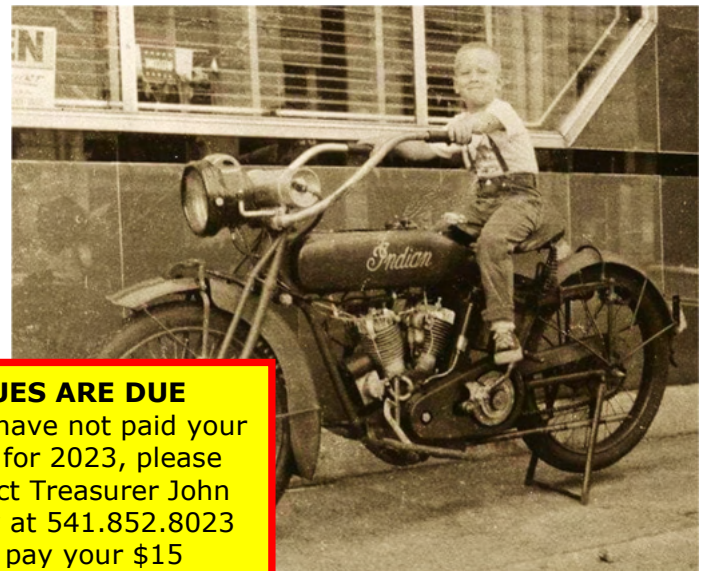
At home of Tim B

Lunch and Soft Drinks

**RSVP to Tim B
408.687.0635**



Mabel Normand has to exert her entire weight (ninety-six pounds) in order to start her new road-burner.



DUES ARE DUE

If you have not paid your dues for 2023, please contact Treasurer John Davey at 541.852.8023 to pay your \$15



The Prez Letter

Happy Holidays

I hope you are spending time with family and enjoying the Northwest. On the east side of the hill, it's been cold but some sun, and very little biking going on. This weather is best spent with a warm drink and like-minded individuals.

We started a coffee klatch here about a year ago, where a group of us meet weekly or thereabouts to talk bikes. We recently got more interest with a local Bend shop owner and a show promoter or two. Although not local chapter members yet, interest is gathering steam. This Friday six of us visited Mike Davis and checked out some of his bikes and memorabilia. Mike has some history with big dirt bikes as evidenced in a couple of the pictures. Check out that Knuckleheadster. Mike's neighbor came over, who is also an enthusiast, and has been involved in some shows. After coffee and donuts, we passed around info on OTC and AMCA. They were talking about doing some event here in Bend this year. Jason from 6-Volt Cycles came by as well. He sponsors rides and races, and is also interested in our club. His shop supports restoration and maintenance on vintage and European machines. There will be more discussions as to what, how, and when they can get something going. We will look at our OTC calendar and see if we can dovetail something over here, so we can get broad participation. Stay tuned.

Recently I spoke with Keith Kizer, AMCA Executive Director. I was able to get some admin tutorial on the AMCA website, so I can get a little more up to speed. As members, you are afforded a huge knowledge base (recall Tom and Jen assisting the archives), in addition to the members' forums.

Also, check out the proposed schedule of events in the newsletter. We will be setting firm dates in the days to come for the year 2023. If you have ideas, please bring them to our attention. If you can volunteer, sponsor or lend a hand, let us know.

Mark your calendar for the Christmas party at Tim's on December 11th. See you there and keep the round side down.

James McQuiston
OTC President
Bend, OR



Triumph collection of Mike Davis



Knucklehead and a Harley 45 ci bobber from the collection of Mike Davis



The late Jerry Branch, Harley Porting Master



'CANNON BALL' BAKER SET RECORDS ON TWO AND FOUR WHEELS IN EARLY DAYS

Adapted from a story by Mark Dill, 10/5/2020

<https://www.indianapolismotorspeedway.com/news-multimedia/news/2020/10/05/cannon-ball-baker-set-records-on-two-and-four-wheels-in-early-days>

"No record, no pay," was the mantra of rugged Erwin George "Cannon Ball" Baker, best known for traversing the country coast-to-coast on the roadless, craggy terrain of early 20th century America. After one record-setting grind in 1915, newspapers nicknamed him "Cannonball" after New York's unstoppable Cannonball Express locomotive. It was just one of his 143 endurance record attempts with motorcycles, cars and trucks.

Born March 12, 1882 near Lawrenceburg, Ind., Baker's first home was a log cabin. From such common circumstance, a scrawny, sometimes sickly boy named Erwin must have seemed an unlikely candidate for international fame.

Fortune took a turn when Baker's parents moved the family to Indianapolis shortly after their son's 12th birthday. He became well acquainted with hard work, toiling at the Indianapolis Drop Forge Company 10 hours daily for a meager 88 cents. This spawned a craving for an earthy, vigorous lifestyle, and by 1905 he joined a traveling acrobatic vaudeville act where, among other things, he beat punching bags with his hands, feet and head.

Baker was also a bicycle racer and stepped up to gasoline power in 1906 when he purchased an Indian motorcycle. Two years later, at a Fourth-of-July picnic in Crawfordsville, Ind., he entered a race and won. By 1909, he was a member of the factory Indian motorcycle team. This was just in time for Baker to claim his greatest victory in conventional motorcycle racing at the first motorized competition of the Indianapolis Motor Speedway on Aug. 14, 1909.

Conditions at the new Speedway, at this time unpaved except for a thin coating of "asphaltum oil" and crushed limestone, were deemed treacherous to riders accustomed to running surfaces of hardpacked beach sands or board tracks. The sharp rocks were hard on tires, and the original entry list of 30 riders dwindled to four brave men with Baker at the top of the list.



In the span of 11 minutes, 31.2 seconds, Baker won the Federation of American Motorcyclists (FAM) 10-mile amateur competition and became the first Hoosier to secure victory in an FAM event. This no doubt thrilled the G.H. Westing Company, the sole distributor of Indian motorcycles in central Indiana.

While the next logical step might have been to continue closed circuit bike racing, that wasn't Baker's style. Instead, he began a series of stunts racing passenger locomotives from town to town.

While the image of a lanky, big-nosed, leather-capped rider bouncing full-tilt alongside a train was strange enough, consider there were virtually no roads. He slithered through mud, bounded over boulders, and weathered rain and snow in open fields to make sure Indian motorcycles showed their best.

George Hendee, co-founder and president of Indian, approached Baker about staging a South American tour in 1912. It was a resounding success, as Baker logged 14,000 miles through Jamaica, Cuba and Panama on a seven-horsepower Indian. Months later, he rode his Indian into Savannah, Ga., as the first man to cross the United States on a motorcycle.

Subsequent endurance runs enhanced the Indian brand and established Baker as the long-distance riding marvel. He cemented this reputation in May 1915 by crossing the United States on four wheels, not two. Harry C. Stutz, founder of the Indianapolis-based Stutz Motor Company, asked Baker to cross the country in one of his famed Bearcats. Barren lands across the plains offered dangers hidden beneath tall grass, including a bout with quicksand that nearly sunk his effort.



Cannonball Baker (cont'd)

When Baker arrived in New York after 11 days, seven hours and 15 minutes, newsmen crowned him with the moniker of the great city's juggernaut train, "Cannonball." Baker, a natural showman since his vaudeville days, recognized the value of the name and copyrighted it as "Cannon Ball." Differing from the train, he fashioned a name of two words that survive today on his gravesite monument at Crown Hill Cemetery in Indianapolis. Cannon Ball bested his transcontinental mark by four days in 1916, this time in a Cadillac.

During this period, he popularized his guarantee to manufacturers of "no record, no money." He drove for dozens of companies, including Lexington, Nash, Willys St. Claire, Franklin and Graham-Paige — none of which exist today.

The more runs he made, the more twists he put on the task. He drove an Oldsmobile cross-country — exclusively in high gear. He challenged promoters in Australia to pick two cities and he rode between them, setting records with his Indian motorcycle. In 1924, he made the first North American transcontinental winter run for the Gardner car company.

Later, driving a Rickenbacker, he ran a "Three Flags" tour, starting in Vancouver, British Columbia, and ending in Tijuana, Mexico. A big attention-garnering contest was his 1928 victory in a New York to Chicago run over the 20th Century Limited Locomotive promoted as the "pride of the railroad industry."

Baker's oddest adventure may have come when he drove a 2-ton Buick truck loaded with Atlantic Ocean water to San Francisco in just under six days. Perhaps his greatest victory was his 53-hour solo drive across the United States, an incredible feat with today's interstate highways but unfathomable with the road conditions he encountered in 1933.

Despite Baker's penchant for lucrative promotional runs, he did dabble in more conventional aspects of motorsport. At Henry Ford's urging, Baker returned to the Indianapolis Motor Speedway in 1922, driving a Frontenac in the Indianapolis 500. Despite being forced to endure several pit stops in the first 50 miles, he completed the full 200 laps for an 11th-place finish. In 1948, Baker accepted a position as commissioner of a fledgling series called NASCAR.



In 1971, 11 years after "Cannon Ball" Baker passed away in Indianapolis of a heart attack at age 78, automotive journalist Brock Yates launched his infamous outlaw rally called the "Cannonball Run," which spawned a book and a movie. Inspired by one of the greatest characters of early American motorsport, the rally demonstrated the enduring impact of a Hoosier daredevil with a truly original American spirit.



Celebrities on Motorcycles

Who are these familiar faces on two wheels? Answers on page 6.





2022-3 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
December 11 th 11 AM	Holiday Party, Cottage Grove At home of Tim Burns Meeting at 11 AM followed by lunch & tour of Tim's shop
January Date TBA	Kelly's Olympian Lunch Has vintage motorcycles hanging from ceiling. Established in 1902, third oldest continuously open bar/restaurant in Portland.
February Date TBA	Garage crawl at Tom Ruttan's Lunch and tour of Tom's fine Triumph collection in Lake Oswego

Celebrities on Motorcycles

From page 5

Upper Right: Henry Winkler

Center Left: Tom Cruise

Lower Right: Mr. T

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.

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

TIPS FOR MOTORCYCLISTS

ESTABLISHING CORRECT GEAR RATIOS

ENGINE SPROCKET -12 TEETH
CLUTCH -28 TEETH
GEAR BOX SPROCKET -14 TEETH
REAR WHEEL SPROCKET -58 TEETH

GEAR RATIO $\frac{58 \times 28}{14 \times 12} = 6 \text{ TO } 1$

EXAMPLE TO FIND RATIOS

GEAR RATIOS decide speed and power. The ratio of your motorcycle can be determined. Count the number of teeth on the engine and gear box sprocket then multiply these together. Next, count the teeth on the rear and clutch sprocket and multiply them. Dividing the last figures by the first you will have the gear ratio as exemplified above. Knowing the gear ratio you can find the different ratios required for solo and sidcar use. If a 3 to 1 ratio is required multiply the number of teeth in the rear sprocket by the number in the clutch. Dividing these figures by teeth in the gear box sprocket times desired ratio number (5) you know the number of teeth required for the engine sprocket.

CARE OF CHAINS

SLIGHT SAG IN BOTTOM OF CHAIN
REAR WHEEL SPROCKET
EXAMINE LINKS FOR LOOSE RIVETS AND CRACKED PLATES
SOAK CHAIN IN PAN OF HOT TALLOW - CLEAN OUTER SURFACE

CHAINS are a very important part of any motorcycle. No motorcycle should be driven more than one thousand miles without lubricating the chain drive. To do this requires that the chain be removed from the motorcycle and cleaned thoroughly in gasoline, then wiped perfectly dry. This done melt enough tallow in a pan to completely cover the chain. Allow the chain to remain in the liquid until all bearings are penetrated by the tallow. The surplus grease is then wiped off and the chain examined for cracked side plates or loose rivets. In mounting chain on sprockets allow a slight sag, but not too much or it may work off the sprocket and whip itself to pieces.

VALVE TIMING

INLET OPENS 20° BEFORE T.D.C.
T.D.C.
EXHAUST CLOSSES 20° AFTER TOP DEAD CENTER
EXHAUST OPENS 60° BEFORE BOTTOM DEAD CENTER
B.D.C.
INLET CLOSSES 60° AFTER BOTTOM DEAD CENTER

VALVE TIMING, for best results, can be determined readily by copying the above diagram on a tin disc and attaching it to the outside of the engine sprocket. This done bring the piston to top dead center and place the diagram in the same position. You can then put a center punch mark on the crank case to correspond with it, push in the gears and continue on to the next in the same manner. Arrange inlet valve to open 20 degrees before top dead center and close 60 degrees after. Exhaust opens 60 degrees before and closes 30 degrees after.

CARE OF PLUGS AND CABLES

GAP THE WIDTH OF THIN DIME
SPARK PLUG CLIP
PROPER SETTING OF SPARK PLUG POINTS
IMPROPER SETTING
BROKEN HIGH TENSION WIRE
BEND ALONG LENGTH OF WIRE WITH FINGERS UNTIL BREAK IS DETERMINED

CARE OF BATTERY TERMINALS

TERMINAL IN GOOD CONDITION
NEGLECTED TERMINAL
SMEAR VASELINE AROUND TERMINALS
ACID HAS EATEN INTO COPPER
CLEAN BRAKES IN GASOLINE WITH HAND BRUSH

BATTERIES must receive periodical attention if they are to perform properly. Excessive burning out of lamp bulbs is often due to loose battery connections. In fact, poor connections may result in a generator going bad. To insure perfect contacts scrape off the corrosion on the terminals, attach leads rigidly then coat all metal parts with vaseline to prevent any further corrosion.

GENERAL SUGGESTIONS for good motorcycle operation include spark plug, brake and high tension care. The spark plugs should be adjusted so that the gap is between .010 and .014 inch, the thickness of a 10 cent piece. When engine misses at high speeds trouble is due to gap on a plug being too wide. Broken high tension leads rob engine of power and should be checked by bending. Greasy brake linings should be cleaned with a small brush and gasoline.

Inventions, July, 1936

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. 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

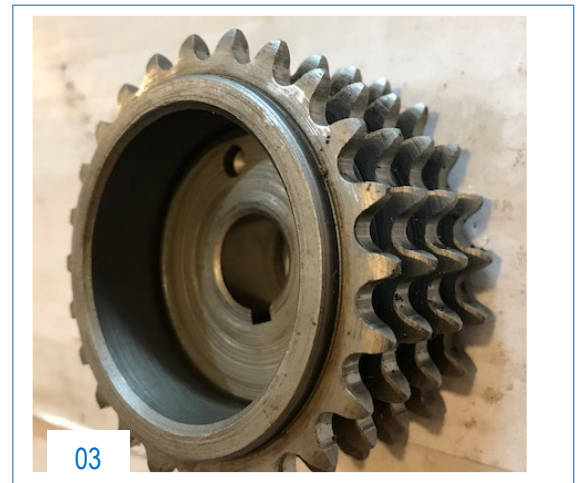
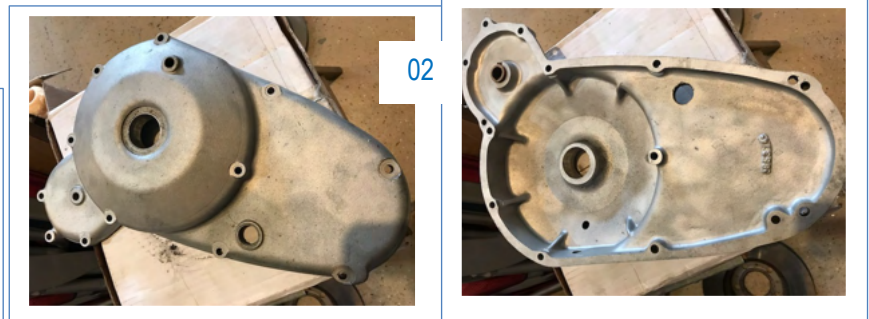
Seat for '72 Electra Glide black /white with
chrome hand-rail. Very good cond. \$100

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 November 18, 2022

President James McQuiston called the meeting to order at 12:45 PM at NWVCM at Powerland.

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

Other Attendees: Tom Ruttan, Jim Singletary, Terry & Norlene Wolbert. Guest Mike Bell.

Treasurer's Report: No report this month.

Minutes: Reading of minutes was waived. See newsletter.

Correspondence:

- ✓ James reported he got a list of AMCA members in Bend area from Keith Kizer. Using that list, James sent out letter/email to 15 folks to encourage interest in joining OTC.

Old Business:

- ✓ James got the required four signatures to set up a Satellite Chapter in Bend.
- ✓ Regarding FaceBook, there are two FB accounts. One is a page on Jen Nielsen's account and the second is a dedicated OTC FB account for the club that was previously managed by Tom Krise. Tim was able to get access to Jen's FB/OTC page but not able to access the one managed by Tom K. Goal is to get admin rights to the dedicated OTC FB account, but Tom K was not sure how to transfer access.
- ✓ James received a request from a member for the current membership roster. There was some discussion about whether members were ok with releasing that information. Tom N to send out a club wide email requesting members identify if their information can be released, limited to members only. Tom N said he will query and if members do not respond, will list only their names and city/state without email or phone.
- ✓ John will send the current roster to James.
- ✓ Tom N reported his trip to Hershey, PA to assist with archiving and cataloging AMCA national documents, photographs, magazines and bulletins. The documents are kept at the library of the Antique Automobile Club of America in climate control, access limited room. Tom was there for three days and saw many interesting documents including letter from William Davidson

and 1954 photographs of the original AMCA founders. Additional cataloging needs to be done. But once completed, many of the documents will be scanned and accessible to AMCA members.

- ✓ Holiday Party – Tim Burns confirmed he'll host at his place. Confirmed date as Sunday, December 11th. To meet at 11 AM. Tim will order pizza.

New Business:

- ✓ Reviewed proposed schedule of events for 2023:
 - Briefly discussed the potential for us to put on a swap meet. Tim has contacts that put on Born Free and one, who lives in Bend, was interested in starting a swap meet there.
 - January: to have lunch at Kelly's Olympian in Portland. Date and time TBA.
 - February: to have a garage crawl at Tom R's. Date and time TBA.
 - March: tentative to have a garage crawl at Terry Wolbert's. Date and time TBA.
 - April is the One Show. [Since our meeting, One-Show has been scheduled for Friday April 28th to Sunday the 30th. Saturday the 29th would be a good day – (tn)]. It was brought up we could have a lunch at restaurant owned by kin of John Davey's. John will confirm.
 - May is the OVM show and swap meet.
 - June is the Dixon show and swap meet. Although several members attend, it was suggested we have a local event for June.
 - July is the month for our rally/road run. Tom N brought up that we already have ride routes and maps from previous events for Cottage Grove, John Day, Powerland, and Blue River. It was decided to conduct at Blue River. Discussed extent of fire damage in Blue River area and members had said the RV park and restaurant were still present. John Davey is making a business trip to that area in next two weeks and will check in at Holiday Farms in Blue River to see about availability. Date TBA.
 - August: we discussed having a ride to or from the Harley-Davidson dealer in Eugene and having a display of our bikes. James Radway works there and had contacted dealership, who were supportive of hosting our event.
- ✓ Tom N made motion to renew OTC membership at NWVCM for \$100. Tim seconded, passed unanimously.

Next meeting – December 11th at 11:00 AM at Tim Burn's.

Meeting adjourned at 1:20 PM.
Minutes by Tom Nielsen.

