

Trail Gazette

July - August 2015

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June 25, 2016 Meeting Minutes

After a ride to Powerland led by Tom Ruttan, President Bruce called the meeting to order.

Officers in Attendance:

President Bruce Reichelt, Vice President Chuck Hodson, and Treasurer Tom Ruttan.

Attendees:

Nils Olsen, Ron Saunders, and Tom and Jen Nielsen.

Treasurer Report:

The treasurer report was given by Treasurer Tom.

Old Business:

Discussion of next month's rally dominated. We went over items needed for the rally: tables, popup, banner, door prize gifts, and food.

Looks like we are going to have a full house!

New Business:

- ✿ President Bruce suggested the officers and those "in the know" get bright t-shirts so we would stand out at the rally as "those to whom to ask questions." Motion passed. Each person getting will pay for their own shirt.
- ✿ We want to do more riding and garage crawls. If you have a route to share or a garage to crawl through, let one of the officers know!

Officer Elections

To be held at the September 24 OTC Meeting

President, Vice President, Secretary, and Treasurer posts are available.

Encouraging new participants.
Help direct and shape our club and events.

Dues are due!!

Please submit your dues. Dues are \$15 per year and expire in June of each year. Make check out to OTC AMCA and mail to Treasurer Tom Ruttan. Questions? Call Tom at 503-621-8943 or tgruttan@gmail.com
Also online at antiquemotorcycleoregon.com

NEXT MEETING:

**Saturday, August 27, 2016
11 AM**

At The Old Texaco Gas Station, Antique Powerland,
3995 Brooklake Road NE Brooks, Oregon
(I-5 exit #263, ¼ mile west)

**Meeting followed by a ride (approx. 50 mi)
led by Tom N.**

Silly boys, motorcycles
are for girls too! ;)



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THE GRAND EXPERIMENT

Salem to Newfoundland & Back, by Tom Krise

I wanted to test the suitability of a large dual sport single for adventure touring. These big thumpers are lightweight by street bike standards. They mostly have more capable suspensions and handle poor roads with aplomb. Importantly, they can survive punishing treatment. The most far-flung destinations for this journey were the Trans-Labrador Highway and Newfoundland. I needed a bike that was thrifty on fuel, handled well on challenging road conditions, and could get me out there and back.

Please make note this wasn't my first rodeo. When it comes to "adventure riding," my brother, Dave, and I have been doing this since 1972, when we took our Japanese scramblers on a pavement and gravel tour of the South Dakota Black Hills and the Colorado Rockies. My 1969 Yamaha DS6-C and Dave's 1968 Honda CL77 were closely matched in power and standard equipment, both with just under 30 horsepower and high pipes, bash plates under the motor, and cross-braced motocross style bars. Since then, we've been to Alaska and northwest Canada three times and have explored other reaches of Canada's northlands.

My 1993 BMW R100GSPD, my default adventure tourer, with its long travel suspension, 300+ mile range, plush seating, smooth motor, and shaft drive, stayed in the garage while I prepped my dual sport, a 2011 Husqvarna TE630. A high-end dual sport bike, the 600cc motor is fuel-injected and mates to a wide-ratio six speed transmission. The stock suspension is of high quality, and even at a 75-80 mph cruise, the mill seems understressed, and had proved to be capable of loping down the road all day at high speeds without issue. The aftermarket provided a custom seat, windshield, 26 liter fuel tank, center stand, heated grips, racks with panniers, and oversized wrap-around bash plate. Named Mjølner, the legendary Warhammer of the Norse God Thor, this bike as equipped had already logged three successful tours to the Midwest. I felt confident that she was ready for this long ride.

Dave's purpose-built adventure bike, a BMW F800GS, a powerful two-cylinder machine, was similarly prepped for the journey. I began this trip in the company of Errol Goodenough of New South Wales, Australia. Errol had met Dave and me on a previous trip to Inuvik, the capitol of Canada's Northwest Territories. For this trip, Errol had

purchased a Kawasaki KLR 650, a fine, but somewhat dated, single cylinder adventure bike. This Kawasaki has an impressive record for reliability and capability. My Husky, however, was significantly more powerful and lighter in weight, with much more sophisticated suspension.

Errol and I rode to Lander, Wyoming, to meet up with Dave. As we approached Lander, my hydraulic clutch began having problems disengaging. I called my Husky dealer, Bill's Husqvarna in Salem, and the next day all items needed to rebuild the system had been overnighted to Dave's doorstep. Once I installed the new slave cylinder, the clutch began to behave appropriately.

The three of us left Wyoming and picked up a fourth rider, college pal Gene Zahursky-Klein of Mandan, North Dakota, who joined us for a few days on his six-cylinder GoldWing. We rode through South Dakota, Iowa, and into Wisconsin for a couple days, where we visited cousin Allen and family for a few days. Then off across Lake Michigan on the Badger. This magnificent old ferry is the last coal-fired ship on the Great Lakes in regular service. We spent the evening at Michigan's Ludington State Park on the Dunes of Lake Michigan.

The next morning Gene left alone to push back to home, wife and job. Up through Sault Ste Marie and into Canada, we made a right onto Highway 17. A little more than a day later we found ourselves at Lac Beauchene and a high-end fishing camp, where Errol's friend, Dave Nettleton, is a partner with his own lodge on the lake. Dave Nettleton and Errol have had a close friendship for over forty years. After two days my brother and I moved on, while Errol visited for a few more days with friends at the fish camp and others in the region. We were motivated to get going and through Labrador before an approaching foul





weather front promised to turn the Labrador gravel roads into mud.

Dave and I chose a route through Val-d'Or, Quebec, to avoid the concentrated urban areas of Montreal and Quebec. Out on a desolate stretch we noticed my quickly wearing rear tire had a large slice in the center of the tread. The tire still held air, and these Canadian roads offer little in the way of amenities or services to the traveler, so we pushed on and were able to find the proper dual sport tire in Jonquière, Quebec. Despite language barriers, and finding the shop ten minutes before it closed, we were assured that they could mount the new tire when they opened in the morning. The tire lasted me nearly 6,000 miles and got me home.

With new shoes for baby, Dave and I rode to the St. Lawrence Seaway and took a left towards Bae Como, where we turned north towards Labrador City. For the first two hundred kilometers, the road was beautifully curved and nicely paved. Once past the dam at Manic 5, the road becomes soft, deep gravel with ruts and blind curves. And did I mention the big trucks? We found a gravel pull-out alongside the road and made camp.



The next few days were a bit of a blur. We pushed relentlessly north at dawn, where the gravel finally gave way to pavement at Fermont and Labrador City. After a mid-day repast at Tim Hortons and a fuel stop, we entered the Trans-Labrador Highway and rode a cool 557 kilometers to Happy Valley/Goose Bay. We arrived at dusk only to find all hotel rooms were taken. But thankfully we were able to find a Bed & Breakfast.

With one day left before the rains were scheduled to come, Dave and I set off on the Labrador Coast

Road, of which very little actually follows the Atlantic Coast. We rode over 550 kilometers that day to Red Bay, with about 50 kilometers of pavement, and about 300 kilometers of very rough road. As I was warned before the trip, look out for potholes, sinkholes, and assholes. Indeed.



It was again dusk when we hit Red Bay and the beginning of pavement again. Icebergs floated just beyond the breakers of the bay. After three days of hard riding on terrible roads, we were at the brink of exhaustion. The B&B at Red Bay provided comfortable lodging with soft beds. After a hard sleep and a short ride to Blanc Sablon, we caught an early afternoon ferry to Newfoundland. We were greeted with rain and chilled air of about 38 degrees F. We found the nicest B&B on our trip at Flowers Cove. We spent two nights there.

The next morning it was chilly with the sun breaking out. With all our gear off the bikes, we rode north to L'Anse aux Meadow, the site where the Vikings landed over a thousand years ago. A heritage site, one can explore the actual site where they built shelters. Also, a reproduction of the small settlement was staffed by reenactors who would stay in character for visitors. Fun and truly fascinating.

From the second night at Flowers Cove, the push home started. First we rode to the southwest corner of the island to catch an overnight ferry to Nova Scotia, from where we rode up through New Brunswick and back into Quebec. We caught a ferry across the St. Lawrence Seaway, then retraced our path up through Quebec into Ontario, and then across the north shore of Lake Superior. I must add at this point, all through eastern Canada there seemed to be a serious lack of campgrounds. We crossed into the USA in Minnesota. Still following the shore of Superior, we headed pretty much straight west from Duluth. We stopped in Fargo, North Dakota, where we had lunch with our



Uncle Jim and Auntie Joyce, and then to Gene's place in Mandan, where we spent two nights and wrenched the bikes and rested. Gene and his lovely wife, JoAnn, are great company and wonderful hosts.

Gene had another five days off, so three of us set off west. Before Billings, Montana, Dave and Gene peeled off towards Sheridan, Wyoming, and then to Lander. I made it to Billings, and noticed my chain had stretched significantly in the last few hundred miles.



Fortunately, a motorcycle shop a few miles down the road was able to put a new chain on my bike and get me back on the road the next morning. I would've bought a new tire there as well, but they had no street-legal tires in my size. So off I went again. When it started to rain near Superior, Montana, I took cover in a motel.

The big question was, in my physical state of body exhaustion, could I ride the 540 miles to Salem from Superior? Starting with a full fuel tank, I rode nonstop to Ritzville, Washington. I topped the tank and took a short break. All too soon, I was heading south on Highway 395 towards Oregon. Again nonstop.

Somewhere by the Tri-Cities the Columbia Gorge winds began to pick up. By the time I hit Interstate 84, the wind was howling, gusting, and pushing my light bike and battered body around too much for

comfort. I pulled into The Dalles for my last fuel stop to discover my kick stand had fallen off!

I needed assistance to get off the bike and up onto the center stand. Fueled, and with assistance, I pushed Mjølfnir to the east side of the gas station and into the wind shadow, where the screaming gusts of wind couldn't topple her. I sat in a nearby burger joint for three hours to rest and regain my wits. With help once again, I managed to saddle up and pushed on nonstop to Salem and into the arms of my loving wife, Stephanie. Thirty six days and 9,690 miles total.

The results of the experiment? The Husqvarna, a brilliant dual sport motorcycle, lacked the creature comfort and the ability to gracefully haul the gear for such an expedition. Finding proper tires on the road can be problematic. Available street-legal tires for bikes like these are not engineered for long life, but made of soft compounds for superior grip on many surfaces. Mjølfnir handled the abuse with aplomb, but a few fasteners and pieces failed due to the constant single-cylinder thrumming. I will need a new exhaust pipe guard, as the mounts broke and is now being held on with coat hanger wire. I blew out the seal on the left fork leg. The rear brake master cylinder is weeping. And then there's that missing kick stand. These repairs will be made, and perhaps next summer we will explore a few roads much closer to home.

Despite efforts to make it comfortable, the Husqvarna proved to be a bit of a torture rack. The seat was the biggest offender. But one can only work so much magic on a dual sport saddle base seven inches wide. I have found new respect for the Kawasaki KLR. My verdict is that I will probably never take a motorcycle trip as long as this again unless the bike was built for touring activity. *That new Honda Africa Twin looks promising.*





Mountain Hop Rally

by Jen Nielsen

Great location. Great bikes. Great food. Great weather. Great people. Yup. That just about sums up our Rally this year.

Our Rally this year was held in the drop-dead gorgeous McKenzie River area near the town of Rainbow. We were headquartered at the Holiday Farm RV Resort, with hotel space at the Harbick's Country Inn.

Thursday's warmup ride started the Rally out in grand style. We took a hop along the Aufderheide Scenic Byway to the dam over the Cougar Reservoir. Only a small spattering of old bike indigestion (nothing a hill and second gear couldn't fix), before we headed back to Norleen's yummy dinner. After lots of bike talk, many of us made our way over to the bonfire pit to watch the prowess of Stephanie Schmidt and her fire making. Too soon it was time to turn in to rest up for our ride to Sister's the next day.

Friday we woke to brilliant blue skies. It was going to be a great day for motorcycling! Our trip to Sister's took us through hairpin turns, lava fields, forested vistas, and grand sweeping curves. A motorcyclists dream! Unfortunately our Sag Wagon driver, President Bruce Reichelt, had a passenger at days end. Club member Red's 1946 Indian Chief's battery decided it did not like the mountain air. Red's bike became the hands-on clinic back at the headquarters that night. However, Red's bike was not the only bike to have a issues. California rider Richard Ostrander conducted some master cylinder work on his '63 Harley FL, and my '78 Sportster's generator decided it was not going to participate in Saturday's ride.

After much swapping of bike stories, hands-on mechanic clinics, and more of Norleen's awesome food, we again headed over to the bonfire pit. Too soon it was time to head back to the hotel.

Tom and I saw the rider's off Saturday morning, as we had to head back for a wedding. Tom grumbled: "Who schedules a wedding on the same day as a motorcycle rally?"



View from Cougar Dam on the Aufderheide Byway



Red on his 1946 Indian chats with Jen during a roadside break.



1947 Harley-Davidson FL



Mountain Hop Rally (cont'd)

We heard Saturday's ride was every bit as good as the previous two. After the ride to Oakridge and back, the Rally gang headed to Takoda's for the banquet.

A raffle and door prizes were awarded, and prize winners included:

- 🏆 Oldest Rider: Don Gabert, 87. He beat out Jim Landcaster by about 1 year.
- 🏆 Youngest Rider: James Radaway, 17
- 🏆 Youngest Passenger: Sonja Dinihanian, 11
- 🏆 Oldest Passenger: We decided not to go there
- 🏆 Longest Distance Rider: Richard Coffin, 1,300 miles from Fountain Valley, CA
- 🏆 Longest Distance Trailered: Jack Keller, 1,750 miles from Idalou, TX

We hosted 49 riders and passengers from 29 cities across the states of Oregon, Washington, California, and Texas. Who said bikers weren't a diverse group! Until next year, remember this quote: *"Four wheels may get you there, but two wheels will make the journey more memorable."*



Youngest passenger Sonja Dinihanian on her dad Vahan's 1936 Indian



Chet Turner, and Rosie & Jim Singhose outside the rally headquarters at the Holiday Farm RV Resort



Tim Burn's 1955 Harley-Davidson FL



Richard Ostrander rode his '63 Harley FL & Craig Taylor rode his '67 FLH up from the Sacramento area.

Fort Sutter Swap Meet & Show in Dixon, California, June 17th

By Tom & Jen Nielsen: Sacramento, here we come!

This was Tom and my first trip to the Fort Sutter Swap Meet & Show. This year the show had 27 bikes over 100 years old. One of them, a three-wheeled Peugeot, was quite the attraction when its' owner started it up! Seeing these gorgeous bikes all lined up as we entered on Saturday morning was a show stopper!



We saw several familiar faces. Club members Tom Ruttan and Gene Walker each had a booth. Tom Ruttan and Garrett Erickson each entered a bike in the show. Tom's 1949 Triumph Grand Prix Factory Race Bike had a score of 99.25. Tom's 1966 Bonneville TT scored 98.25. Garrett Erickson's Harley Davidson 1957 FL received a Junior First. President Bruce was in attendance at the President's meetings presented by the AMCA.

My faves by far were two WLX Harleys (one in civilian paint and one in military paint) and a WWII BMW with a weapon-mounted sidecar, two trailers, and full military accoutrements. We are talking communication wire, a field-com kit, stick grenades, and more. The bike owner said it took him seven years to complete the restoration.



1942 Harley-Davidson XA. Note "air head" engine cooling copied from BMW for use in the desert.



Tom Ruttan's 1949 Triumph Grand Prix Factory Race Bike.



1951 Matchless G-9 500 cc with UK Wasatonian sidecar



Fort Sutter Swap Meet (cont'd)



1938 Indian "Four"



1914 English PREMIER "250"

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5. RUN & RIDE
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7. MAIN EVENT - CROSS COUNTRY RACE

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1943 German World War II era BMW 750/275



1899 DeDion-Peugeot. Was owned by Vincent Bendix of Bendix Brake. This bike is considered the grandfather of the modern braking system. It was also one of the first 12 vehicles in the world to have a float type carburetor. This is the only two-speed of its kind known in existence.



1912 Pope Model H, 21 ci

Ft. Sutter Swap Meet (cont'd)



Garrett Erickson's 1957 Harley-Davidson FL



Flying Merkel



Matchless



1918 Harley-Davidson with Sidecar



Judging the field of bikes



1913 Henderson 4 cylinder



Vintage Motorcycle Festival at LeMay, America's Car Museum

By Tom & Jen Nielsen

We traveled by motorcycle from Portland to the Vintage Motorcycle Festival in Tacoma. We went to work Friday morning with our bikes packed for camping. At the office parking lot, unloaded the gear and brought it into the office. We left work around 5 pm, had dinner at the Portland food carts, and made our way north along Front Avenue, which is industrial, but had very light traffic and moves along briskly. We highly recommend it as a way to go north out of Portland on a weekday. We then took Highway 30 up through Scappoose, across the big bridge into Longview, Washington and then travelled on Highway 411 north past Castle Rock to Vader, where we camped Friday night. It was a nice campground, but too close to I-5 and the traffic noise. Saturday morning we travelled east on Highway 12 in to Morton for a break. Morton was hopping with travelers also taking in food and fuel. There were about 100 bikes at the Mexican restaurant, so we went to Subway. There, Tom was approached by a student from Quebec who wanted her picture taken with he and his motorcycle. She was traveling with four girlfriends from Morocco, exploring and hiking the northwest. After food and fuel, we headed north through curvey country roads on Highway 7. The country roads finally gave way to suburbs and then Tacoma. We arrived with bikes and gear at the LeMay Museum. Staff there were kind enough to secure our gear while we enjoyed the museum and the vintage bikes.

Tom Ruttan's 1966 Triumph Bonneville TT won the Vintage Competition Class and his 1949 Triumph Grand Prix Factory Racer won Best in Show !! Congratulations Tom.



Tom Ruttan's Best in Show Trophy: a hand glass blown rendering of a BMW box engine by famous glass artist John Miller.

We left Tacoma around 5 pm and made our way to Black Lake campground west of Olympia. Sunday morning we lowered our standards and rode on I-5 for about 40 miles before returning to the back roads to take us home.



Doug Saugen's 1938 Brough Superior SS100



Victor Wilson's 1949 Indian Scout



Tom Ruttan on his 1949 Triumph Grand Prix Factory Racer - Best in Show at the fifth annual Vintage Motorcycle Festival at The MEET at America's Car Museum in Tacoma

Vintage Motorcycle Festival at LeMay, America's Car Museum (cont'd)



Larry Nutt's 1971 Norton Commando



Bob Well's 1971 Kawasaki Z1 900 cc



Tom & Jen at the Vintage
Motorcycle Festival in Tacoma



80 Miles South of Seattle, WA ★ 80 Miles North of Portland, OR ★ Just Off I-5

Free Event ★ Open to the Public ★ Info: 360-791-1239
www.evergreenamca.org

Commemorative T-Shirts Available
All Motorcycles in the Show will receive a Commemorative Ribbon

Exhibitor Spaces ★ \$30 All Spaces
Gates Open at Noon Saturday Bike Show

36th Annual Tenino Swap Meet & Show
August 19 & 20, 2016
www.evergreenamca.org, 360-791-1239
City Park Campground, Tenino, WA
Admission Free to Public





Discovery Channel to air three-part mini-series 'Harley and the Davidsons' on Sept. 5-7

Discovery Channel is sending us back in time to the beginning of what evolved into one of America's most well-known motorcycle brands: the Harley-Davidson Motor Co. A mini-series, "Harley and the Davidsons," includes three two-hour installments. Part 1 will air at 9 p.m. ET on Sept. 5. Parts two and three air on Sept. 6, and Sept. 7.

The story provides insight into the successes and struggles of company founders, Walter and Arthur Davidson and Bill Harley.

The cast includes Michiel Huisman ("Game of Thrones") as AMA Hall of Famer Walter Davidson, Robert Aramayo ("Game of Thrones") as AMA Hall of Famer William (Bill) Harley, and Bug Hall ("The Little Rascals") playing the role of AMA Hall of Famer Arthur Davidson.

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/>

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
August 19-20	Evergreen AMCA Swap Meet and Show Tenino, WA http://www.evergreenamca.org/swap-meetflyer.html
August 28	So-Cal/Long Beach Motorcycle Swap Meet Long Beach Veterans Stadium All Brands (American, European, Japanese, etc). Lots of Vendors with New, Used, Vintage and more http://www.socalcycleswapmeet.com/
August 28 10 am - 3 pm	Collector Car and Boat Show George Rogers Park, Lakewood Bay & Foothills Park, Lake Oswego, OR Registration open to collector motorcycles http://www.oswegoheritage.org/car-boat-show-1/
Sept 10	Oregon Vintage Motorcycle Club Mid-Size, Mid-Valley Motorcycle Rally 250-650 cc Ride starts at 10:00am from Cycle Country at 4764 Portland Road NE, Salem OR. dplippold@gmail.com 503-393-2852.
Sept 10	Columbia Gorge Interpretive Center All Motorcycle Swap Meet & Show 990 SW Rock Creek Dr, Stevenson, WA 509-427-8211; info@columbiagorge.org
Sept 17 - 18	American Historic Racing Motorcycle Assoc. Rattlers Run Farms; Fairfield, WA - VMX, PVMX, Trials http://www.ahrma.org/schedules-results/
Sept 25	So-Cal/Long Beach Motorcycle Swap Meet Long Beach Veterans Stadium All Brands (American, European, Japanese, etc). Lots of Vendors with New, Used, Vintage and more http://www.socalcycleswapmeet.com/
Oct 9 - 11	DEATH VALLEY 'XXX' MAX BUBECK MEMORIAL ROAD RUN Death Valley National Park, Beatty, NV SoCal AMCA http://www.socalamca.org/upcoming-ride-registration/
Oct 15	Halloween Swap Meet Humane Society, Spokane, WA Northwest Classic Motorcycle Club. http://www.nwclassicmotorcycleclub.com/events.html
Nov 18 - 20	Long Beach International Motorcycle Show http://www.motorcycleshows.com/
Dec 11 8 am - 4 pm	Dave Mann 13th Annual Chopperfest Show and Swap Meet Ventura County Fairgrounds, Ventura, CA http://www.chopperfestival.com/



**Seven AMCA Chapter Ride
LA Chapter Hosting
Lake Isabella, CA Base Camp
Sept. 23 – 26**

KOA Campground - Cabins, RV & Tent Sites
15627 CA-178, Weldon, CA 93283
760-378-2001

Nearby motel
Lakeview
760-379-8250

Schedule:

Friday: ½ Day Afternoon Ride
Saturday: Full Day Ride + BBQ dinner at the
campground
Sunday: Breakfast Ride

Contact:

Craig Taylor 909-227-9048

LA Chapter Website (ride info coming soon)
www.losangelesamca.org

**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

**The only thing
better than a
motorcycle, is
two motorcycles.**

Castaway OTC Member

Left to fend for himself on a deserted but beautiful isle, the OTC member had not seen humans for over five years. In a dream or for real he experienced a gorgeous specimen of a woman in diving gear coming up out of the ocean and walking up to him.

He was dumbfounded. She smiled and asked him if he would like a cigar. He had not smoked in over five years. He nodded. She slowly unzipped a small pocket on her wet suit and pulled out a waterproof container of fine Cuban cigars.

Quite satisfied with his smoke and still in shock, he gazed as she asked how long it had been since he had enjoyed a fine Scotch whiskey. He said over five years. She unzipped a larger pocket on her wet suit and retrieved a bottle of 18-year old Machrie Moor.

Having finished his drink, he could say nothing but only smiled in total disbelief. She reached for her zipper again and, with a provocative smile, asked him long it had been since he'd had any "real" fun.

Finally getting his tongue, he said, "Don't tell me you have a *Norton Commando* in there !

Modified from Nathan L. Gibson's original
<http://www.motorcyclehumor.com/motohumor>

