

Trail Gazette

April-May-June 2018

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Meeting Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America April 28, 2018

President Jen Nielsen called the meeting to order at 11:18 AM at the home of Tim and Diane Burns.

Officers in Attendance: President Jen Nielsen, Treasurer Garrett Erickson, and Secretary Tom Nielsen.

Attendees: Tim and Diane Burns, Tom Krise, Chet Turner, Jim and Rosie Singhose, Larry and Melinda Sargent, Martin Doerfler, and Bruce Reichelt.

Minutes: Reading of minutes were waived.

Correspondence: Jen and Garrett have been receiving multiple calls and emails regarding the rally and Tim has been fielding rally questions as well.

Treasurer Report: Club is in the black. We received a check from AMCA for rally entries. There are 39 people registered for the rally to date. Discussed having numerous people (30) on roster who have not yet paid the dues. It was decided to wait to cull non-payment folks until after the rally because many members pay their dues at the rally. Discussed changing the due date for dues to August 1st each year.

Old Business: National Rally Update:

- ✓ Ride routes have been outlined.
- ✓ Donations for raffle prizes are up to 44 gifts. Individuals and businesses that made donations will have their names in rally pamphlet. Garrett and Martin identified businesses they will contact for donations.

New Business:

- ✓ Discussed having a patch made for rally. Motion made to instead have a rally sticker made. Chet will coordinate getting it made.
- ✓ Jen reminded members that elections are coming up in June.
- ✓ Jen showed a motorcycle-themed quilt made by women from the Antique Powerland. The quilt will be raffled off. Several members bought tickets.
- ✓ At end of meeting, several members drove a portion of the "Gold Country" rally route. Snow prevented driving the route past the Mineral Campground off Sharps Creek Road.

Meeting adjourned at noon. Minutes by Tom Nielsen.

NEXT MEETING:
Saturday, June 30, 2018

11:00 AM

**Powerland Museum
Texaco Station**

3995 Brooklake Road, Brooks Oregon

Agenda:

- Update on our rally
- Officer elections

Lunch Provided.

RSVP for lunch to Jennifer by June 28th by email:
tomandjen@shadyapple.com or call 503-522-3163



Meeting Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America May 20, 2018

President Jen Nielsen called the meeting to order at the OTC booth at the OVM SWAP Meet in Corvallis.

Officers in Attendance: Jen Nielsen, and Secretary Tom Nielsen.

Attendees: Norlene Wolbert, Red Robinson, Tom Ruttan, Spike Smith, Tom Krise, Tim Burns, Paul Wright, Nils Olsen.

Minutes: Reading of minutes were waived.

Correspondence: Jen has been receiving multiple calls and emails regarding the rally.

Treasurer Report: Garrett is on vacation in Mexico, but reported to Jennifer that the club was in the black and rally entries continue to be received.

Old Business:

National Rally Update:

- ✓ The Quality Inn was added as a second hotel for lodging. Village Green is full.
- ✓ Ride routes have been established: Thursday will be a shake-down ride through the wine country, Friday will be a ride to the coast, and Saturday will be the "Gold Country-Covered Bridge ride." There was discussion about having a ride of 230 miles to the coast. It was decided to limit that ride to about 160 miles. The shorter distance will be doable by more members, less tiring (and thus safer), and more consistent with the rally fliers and advertisements on our website and AMCA magazine.
- ✓ Tom said he will be marking the routes with paint on the road – a different color for each day. Tom and Jen will ride the routes again in June, finalize the maps, and paint mark them in the days prior to the rally.
- ✓ Tim confirmed that he has driver for one of the SAG wagons. Bruce purchased supplies for the two SAG wagon (gas cans, cones, first aid kits, fire extinguisher, tire repair, flares...).
- ✓ Donations for raffle prizes are up to about 50 gifts.

New Business:

- ✓ Jen reminded members that elections are coming up in June.

Meeting adjourned at 1:21 PM. Minutes by Tom Nielsen.

The Pres Letter-

Greetings all!!

Countdown to the Rally is less than 30 days! Almost a full year of planning and work is about to come to fruition. Thank you to all of you who have helped. There are some of you who have gone over and above helping out-I thank you.

We have almost 70 entries spread between a combo of riders, passengers, and meals-only, and we are expecting yet even more entries by Rally time. Routes are planned, jackets ordered, routes maps created, banquet menu set, and raffle prizes are continuing to flow in. It is going to be GREAT! Setup for our Rally will begin at 9 AM on Thursday, July 26th at our headquarters at the Aviation Museum on Jim Wright Way in Cottage Grove. Please show up, roll up your sleeves, and lend a hand. Registration begins at noon, and I would like us ready to roll at 11 AM.

Our first ride, Thursday, is a wine country shake-down. Friday, we ride to the coast and end in Winchester Bay at Umpqua Light House State Park. Saturday's ride takes us into the Mountains, past covered bridges to Gold Country. We cap all of this off with our Banquet Saturday evening.

Looking forward to sharing this with you!

Jen

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503.522.3163

"Do what you feel in your heart to be right-for you'll be criticized anyway. You'll be damned if you do and damned if you don't."
Eleanor Roosevelt



Jackie Colwell Memorial Rally
July 2018



The OVM Swap Meet, May 20th

By Tom Nielsen

The Oregon Vintage Motorcyclist's SWAP meet was held again at the fairgrounds in Corvallis.

As always, there was a great selection of vintage motorcycles and a large assortment of booths with various motorcycle parts and miscellany. Check out the link below to see the winners of the various bike classes (American, European, Asian, etc.)

www.oregonvintage.org/gallery/may_winners.php

Our club had a booth to advertise our upcoming rally and recruit new members.



Martin Duorfleur's 1972 JOWA Speedway 500, 1967 500 cc Triumph flat track racer, and 1929 Harley-Davidson BA 500.



Class P2 sidecar racing rig. Has custom frame, pre-1972 engine, 336 sport cam, dual ignition, 5 speed transmission.

Judging at Fort Sutter AMCA Meet

By Tim Burns

June 15th & 16th were the dates for the AMCA Fort Sutter Chapter's Dixon motorcycle show & swap meet. I took three of my bikes to the Dixon swap meet to be judged this year. This was also my 5th or 6th time of being a judge as well. The weather was about 20 degrees cooler this year, meaning it was only in the low 80's, but was very windy in the afternoon. There were about 25-30 bikes on the judging field and a similar number of judges to review them. We work in teams of 3-4 people and attend to bikes we are most familiar with. Because I know zero about any brand other than Harley-Davidsons, I chose to judge them and was grouped up with three others with similar knowledge. We scored 6 or 7 very nice machines and advised one owner that while his 1947 Knucklehead was a nice-looking bike, it was not able to be scored because it was in a Panhead frame, which is an instant disqualification.

I recused myself from the team while they scored two of my bikes and another team scored my third entry. The judging is based on a perfect bike being 100 points. Perfect means it looks exactly the way it did the day it left the factory. The bike is judged for correct parts, colors, plating, tires, wiring, hardware type, or finish etc. within 25 categories, each with a maximum possible deduction of 4 points. You can also get a 6-point deduction for a completely incorrect part or system, such as a 12-volt conversion to a 6-volt bike, or a repainted fender on an original paint bike.

(continued)



Tim Burn's 1946 Harley-Davidson EL Knucklehead.



Judging at Fort Sutter AMCA Meet (cont'd)

You need to score 85 points minimum to be awarded a Junior Second and 90 points for a Junior First. A Junior First is the best you can do on a bikes first showing, no matter how high the actual score. On your second showing you can get a Senior First with a score of 95-100 points. On your third showing you can get a winner's circle award with a score of 95-100 points, which is the highest honor you can achieve.

My 1946 Knucklehead did pretty well with a score of 90 points. It has a cycle electric regulator which cost me a 6-point hit, along with a few too many chrome parts, chipped paint, wrong front tube, stainless steel nipples, unrestored speedo, & some wrong nuts and bolts, as well as a couple other small items noted.

My 1955 Panhead was shown for the second time & scored 92.5 points, which is 2 points better than last year. I had fixed about 6 points worth of last year's issues, but the judging team found some other items that need attention, such as plastic valve stem caps, non-restored carburetor, non-painted fender hinge bolts, cloth covered control cables, the shape of horn flange and its finish, and a couple wrong screw heads. The largest deduction was 3 points for older chrome and paint noted as an "older restoration."

My "new" 1937 74 ci U model Flathead sidecar rig surprised me with a score of 93 points. I bought it about a month ago and have been replacing wrong parts and hardware that I took from my other 1937 U project to get it ready for this show. It was docked for having some wrong hardware and finishes, stainless steel nipples, wrong valve stems, wrong kicker cover and filler plug, wrong carburetor and finish, wrong color seat stitching, and a couple other small items. I was very happy with this and will be fixing these items before next year's show.

The swap meet was good, but deals were very few and far between. Most vendors were selling at full retail / eBay prices. There were a lot of assorted bikes on display, from very early American to late Japanese & European machines.

I was honored to achieve 3 Junior First awards this year. I am looking forward to next year and planning which bikes I'll take for judging.



Tim Burn's 1955 Harley-Davidson FL Panhead.



Tim Burn's 1937 Harley-Davidson Model U.

AT LAST
WE ARE ABLE TO MAKE PROMPT DELIVERIES OF
THE FAMOUS
HARLEY-DAVIDSON

**HOLDER OF
WORLD'S
ECONOMY RECORD**
Fifty Miles on
One Quart and
One Ounce of
Gasoline.

**WINNER OF
A GREATER PER-
CENTAGE OF
STOCK MACHINE
CONTESTS**
ENTERED, THAN
ANY OTHER
MOTORCYCLE ON
EARTH.

THE GREATEST ROADSTER EVER BUILT

Just think of it, we have been building Motorcycles for over eight years, and never, during all that time, have we been able to catch up on our orders and deliveries from stock. We now have

THE LARGEST FACTORY IN THE WORLD

used in the manufacture of Motorcycles exclusively, and have at last caught up with our orders so that we can now make prompt shipments.

The HARLEY-DAVIDSON has proved itself in actual service to be the most satisfactory Motorcycle ever built. NO HARLEY-DAVIDSON HAS EVER WORN OUT, and this one fact alone should be enough to convince any buyer that our product is BUILT RIGHT.

Here are a Few Things Regular Stock Cylinder 1910 Harley-Davidsons Have Done This Season:

Shelburne, Conn., N. Y. City, April 31, HARLEY-DAVIDSON made perfect scores.

London, Motorcycle Club, Richmond, Ont., April 15th, HARLEY-DAVIDSON made perfect score.

Philadelphia City race meet, April 22nd, HARLEY-DAVIDSON won 1st, 2nd and 3rd in every race.

Minneapolis 1911 (Stock), May 22d, won by HARLEY-DAVIDSON.

Low, Amesbury, New Eng. Motorcycle Club, May 20th-21st, two HARLEY-DAVIDSONS made perfect scores.

Transcontinental Road Race, May 19th, HARLEY-DAVIDSON won 1st and 2nd, defeating all other stock and semi stock machines, making better time than the fastest made machine ever made by any of the best known riders and team alike.

July 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, HARLEY-DAVIDSON won 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, in every race.

South Rich, Edgewater, Oregon, May 15th, HARLEY-DAVIDSON won 2 perfect scores.

Edgewater, Ind., July 21st, HARLEY-DAVIDSON won 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, in every race.

Alton, Ill., July 14 and 15th, HARLEY-DAVIDSON won 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, in every race.

Oklaheba, Ok., Edgewater, Oregon, July 21st and 22nd, HARLEY-DAVIDSON won 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, in every race.

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WHY NOT GET A MOTORCYCLE THAT YOU KNOW IS ABSOLUTELY RIGHT? SEND FOR NEW CATALOG "T".
HARLEY-DAVIDSON MOTOR CO., 3880 CHESTNUT STREET MILWAUKEE, WIS.



Third Time's a Charm

Garrett Erickson

The 2018 Judging Season is now in the rear-view mirror for those of us west of the Rockies. The Fort Sutter Chapter's Swap Meet held in mid-June each year in Dixon CA is the only AMCA judging venue realistically available to those of us on the West Coast, which means those of us subjecting our vintage bikes to the AMCA judging process look forward to it with eager anticipation each year. It also effectively means that getting a bike in to the Winner's Circle, the highest and final Category awarded to a motorcycle in the AMCA judging system, is a three year trial of perseverance.

I started the journey with my 1957 Harley-Davidson FLH in June 2016. It received its' first award, a Junior First, with a score of 91.5 points. The previous excellent article by our own Tim Burns describes the scoring process which I will not repeat here, but suffice to say, I only cleared the Junior First threshold by 1.5 points, which means I had quite a bit of work to do if I was to ever get in to the Winners Circle!

In 2017, the '57 and I were back in Dixon. I did my best to address all of the issues identified by the previous judges, locating OEM parts and correcting the identified faults. This time I also just managed to clear the threshold for moving on to Senior Status with a score of 95.75 points. Very gratifying, but much too slim a margin to guarantee staying above 95 points for the final judging, given that the judges become increasingly critical as a bike moves toward the finish line! So I dug in to my wallet and spent the winter getting my hands on more OEM parts, both one's that the judges identified as being incorrect, and one's I discovered during my own research. Then the interminable wait for June 2018!

Now the final hurdle! The '57 and I were once again in Dixon last weekend. I started the bike and rode it to the judging paddock, fulfilling a judging requirement that the bike must start and run at the meet, and then went to the trouble to swap out the HD 3-4 modern plugs I use for a set of OEM Air Cooled Plugs, last used on Harley Big Twins in 1957. That was \$200 to gain One Point and I will never probably try to start the bike with them! But the judges never said it would be easy or cheap to get to the Winners Circle!

When the Judging Team finally stepped away from my beloved '57, the score sheet had 97.75 points still left after deductions! Relief and Joy all rolled into one! My '57 will always be able to be proudly displayed in the Winners Circle at any AMCA event!

In 2016, I also signed up for the Apprentice Judging Program. I worked as a team member in 2016 with AMCA Chief Judge Don Dzurik on '50's and early '60's Harleys. In 2017, I was a team member working with Senior AMCA judge Otto Hoffman judging German Marques. Otto is also a Pebble Beach Judge for German Autos and like Don Dzurik, a real wealth of knowledge. This year, owing to a dearth of Senior or Field qualified judges for German Marques, Don appointed me Team leader for that class. Quite an honor, and fortunately there were only a few entries, two of which were outstanding examples and fairly easy to assess, and one that was so modified for competition, that it no longer fit in any good category (Original or Restored) to realistically move through the judging process to Winners Circle now that the AMCA has done away with Competition Class judging. My team and I thought it was a very cool bike though! Upon completing the German Marque judging, I moved over to Don's Harley team and finished the judging day there.

I have no doubt that the bug will bite me to start another restoration project, but for now I am happy to rest on my '57's laurels, and if I am not back in Dixon in 2019 with a new project bike running the gauntlet, I will for sure be there working as a judge and building those skills. And Gene Walker, thanks for starting my '57 three years ago!



AMCA Youngsters eyeballing a Senior Award '57 HD FLH (owned by Garrett Erickson).



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/>

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
tomandjen@shadyapple.com

Thanks, Tom

Upcoming Events

Date	Event
June 30	OTC June Meeting ELECTIONS 11 AM Texaco Station, Powerland Museum, Brooks, Oregon
July 15-16	2018 Tall Timber INOA Rally Grays Harbor County Fairgrounds, Elma, Washington hosted by Northwest Norton Owners http://nortonrally.com/
July 18-22	Pendleton Bike Week 2018 https://www.pendletonbikeweek.com/
July 26-28	Oregon Trail Chapter Jackie Colwell Memorial National Rally Cottage Grove, Oregon https://www.antiquemotorcycleoregon.com/events.html
Aug 17-18	Evergreen Swap Meet Tenino, WA http://www.evergreenamca.org/uploads/3/1/3/0/3130363/newt9o_flyer__1_.pdf
Sep 12-14	Black Hills Chapter National Road Run Deadwood, SD (605) 225-5702 carlcycle@nrctv.com



*"Grandma, I told you not to show
up at my school on your bike. I
don't want people knowing you're
cooler than me*

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/>

DUES ARE DUE
**Please send your \$15 annual
dues to Garrett Erickson**
503.913.0979
garretterickson5@gmail.com



Old Age?

**"You don't stop riding when you get
old... you get old when you stop riding."**