

Trail Gazette

March, April, May 2019

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Meeting Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America March 12, 2019

President Jen Nielsen called the meeting to order at 8:00 PM via conference call.

Officers in Attendance: Jen Nielsen Pres., Tom Nielsen V.P., John Davey Secretary, and Tim Burns Activities Coordinator.

Attendees: Tom Ruttan.

Minutes: Reading of minutes were waived. See newsletter.

Correspondence: Money was received on PayPal for rally.

Treasurer's Report: There was one new renewal. For 2018 rally there was a net loss of \$113.00.

Old Business:

- ✓ Rally Status:
 - Tim talked to Bob at Willamette Valley Harley-Davidson and they will provide lunch on Saturday's ride.
 - Meals will be bagels/snacks and coffee each morning; lunches on your own except Saturday lunch is hosted by Willamette Valley Harley Davidson in Eugene; and dinners are on your own except for banquet on Sunday.
 - Figuring \$30.00 per person for banquet dinner.
 - John Davey to do copies for maps for the rides/routes.

- Sandwich boards for RV location and meets. Tim and Garrett have some from last year.
- Jen has Swag bags donor and will get logo imprinted if possible.
- Discussion of what items to include in Swag bag. Make them more useful, like rags, zip ties, etc.
- Routes/rides still under discussion. Saturday ride/route pretty well locked in.
- Vahan will coordinate purchase of T-shirts. Send him club logo. He has a contact for stickers to include in SWAG bag *
- John Davey requested copy of spreadsheet with Swag donations.*
- Tom N reported that Team Oregon offered to set up a station on one of ride routes to pass out water. They can also set up a Precision Handling skills course.*
- See See Coffee offered to set up their espresso machine (which is on a sidecar) for rally. *

New Business:

- ✓ Upcoming Meetings and Activities
 - Next general club meeting is at Tim's on March 23rd, lunch is Indian, shop crawl. We all can see his new shop addition.

NEXT MEETING:
Sunday, June 9, 2019
9:00 AM
Holiday Farm RV Resort, Blue River
Rally Ride Recons followed by
Late Lunch at Takoda's in Blue River,
Lunch Time TBA



- April 20th is at Powerland, Betty Marie sidecar racer movie: *The Monkey and Her Driver* and talk by the driver confirmed.
- John to email RSVP request a second time on March 21st for the March 23rd meeting at Tim's.
- Next rally committee call will be the meeting at Tim's.
- ✓ Tom R requested that any member interested in displaying their antique bike at the NW Antique Car and Motorcycle Museum at Powerland to contact him. *

Next general member meeting is a garage crawl at Tim Burns on March 23rd at 11 AM.

Next business meeting/conference call – April 9th at 7 PM.

Meeting adjourned at 8:00 PM. Minutes by John Davey. [Items with asterisk (*) were discussed at March 23rd general membership meeting].



Tim Burn's 'Show Room' for the Garage Crawl at his home



OTC Club Members meeting at Tim Burn's garage

Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America April 9, 2019

President Jen Nielsen called the meeting to order at 7:07 PM via conference call.

Officers in Attendance: Jen Nielsen Pres., Tom Nielsen V.P., John Davey Secretary, and Garrett Erickson, Treasurer.

Attendees: None.

Minutes: Reading of minutes were waived. See newsletter.

Correspondence: Money was received from four persons for membership.

Treasurer's Report: There were six entrants for the 2019 rally. Have 41 current members. Some long-time members need to renew. Discussed cut off date for dues paid in 2018 after rally. If members paid dues before July 31, 2018, they are good through January 1, 2020. [Renewals are on calendar year basis – ed]. Taxes for 2018 are with accountant provided (free) by AMCA National (because we held a national). Accountant to file an extension.

Old Business:

- ✓ Rally Status:
 - Are we doing patches or pins?
 - Still discussing routes for rides on Friday and Sunday. John Davey and Jim/Rosie are looking at some options. Saturday ride to Willamette Harley-Davidson is set; likely to go through Oakridge and on Aufderheide Drive on return.
 - Next big item is getting the dinner menu for banquet confirmed.
 - Tom N to send out email reminder to club members and last years rally attendees with a copy of the flyer and registration form.
 - Donations: Per Jen: Russ Brown attorney said they will donate sting backpacks. Portland Collective said they would donate some time in their shop. Red Cloud said they would donate shop rags. Hope to get a metal sign from Paradise HD.

New Business:

- ✓ The web site needs to be renewed.
 - Had renewed the SSL in February, which is the security to make online payments.



- Jen sent out a GoDaddy bill to officers detailing the costs.
- Discussed value of website. Primarily, it provides an introduction for potential new members. It is also a place for signing up for rally. It includes an archive of newsletters. It is not meant as a primary means of communicating to members, although upcoming meetings are posted.
- There is no financial gain to have the website. But if we want to be current in 21st century, we need a website. Confirmed we will continue with website.
- [On April 14th, Jen received clarification from GoDaddy that previous bill was for their updated web builder. To use it would require completely rebuilding the website. No one has time to rebuild it. To maintain the current website has an increased cost. Officers were contacted by email and majority responded to keep it as is at the higher cost.
- The annualized cost is \$332.92.
- ✓ Upcoming Meetings and Activities
 - April 20th is at Powerland, Betty-Marie sidecar racer movie: *The Monkey and Her Driver* and talk by the driver confirmed.
 - May 11 meeting is at Martin's for a garage crawl.
 - June meeting was to be at Garrett's. Tentative date is June 29th. Garrett will confirm. [* At general meeting, changed meeting to meet at Holiday RV Resort on June 9th. To confirm routes and menu for banquet. To have a conference call on June 6th to review details before meeting *]
 - June 14-15 is Swap meet in Dixon. OTC will have a booth. Need help manning the booth. Tim and Garrett will be there but not available on Saturday as they are judging.
 - July meeting is the rally.
 - August meeting is at World of Speed. Tom K to host. Need to identify a date.

Next general member meeting is a garage crawl at Martin's on May 11th at 10 AM.

Next business meeting/conference call –May 14th at 7 PM.

Meeting adjourned at 7:57 PM. Minutes by John Davey and Tom Nielsen. [Items identified with an

asterisk (*) were discussed at the May 11th general membership meeting].

Because of flood at his home and shop, on April 11th, Tim notified officers he stepped down as Activities Coordinator and from rally.



OTC Club Members ask questions of Kendra McDonald, sidecar monkey, and Ned Thanouser, film producer, after the movie "A Monkey and Her Driver" at Powerland on April 20th.

Minutes of the Oregon Trail Chapter of the Antique Motorcycle Club of America May 14, 2019

President Jen Nielsen called the meeting to order at 7:00 PM via conference call.

Officers in Attendance: Jen Nielsen Pres., Tom Nielsen V.P., John Davey Secretary, Tim Burns, Activities Coordinator, and Garrett Erickson, Treasurer.

Attendees: Tom Ruttan

Minutes: Reading of minutes were waived. See newsletter.

Correspondence: Nothing reported.

Treasurer's Report: No new rally entrants. Club is in the black.

Old Business:

- ✓ Rally Status:
 - Changed meeting to 9 AM June 9th at Holiday Farm RV Park in Blue River. Plan is to ride routes, then meet back for a late lunch at Takoda's. To confirm menu at that time.
 - To have a rally committee conference call on June 6th at 7:00 PM to confirm details of June 9th meeting in Blue River.



- Vahan said T-shirts need order to be finalized by first week of June.
- Need a driver and co-driver for SAG wagon. Tom Ruttan volunteered his trailer.
- Confirmed who is bringing ice chests and pop-ups.
- Copies are needed for handouts: schedule, routes, OR headlight law, OTC member application, and registration form. John D can get copies made.
- John D will do Costco run to get supplies: Keurig coffee, snacks, water, bagels, cream cheese tub, tangerines, and sting cheese. He will also check on a Costco donation.
- Jen to contact Travel Lane County about donations, water, maps, etc.; Betty Marie about bringing their sidecar; and See See coffee about bringing their sidecar espresso machine.
- Tom N to contact Team Oregon to confirm they can participate.
- Garrett to draft an email to club members asking for volunteers.
- Tom N sent an email to club and last year's rally attendees with flyer/registration.
- To adjust budget for banquet to \$25 per head.

New Business:

- ✓ Upcoming Meetings and Activities
 - June meeting will be at 9 AM on June 9th at Holiday Farm RV Park in Blue River.
 - June 14-15 is SWAP meet in Dixon. OTC will have a booth. Need help manning the booth. Tim and Garrett will be there but not available on Saturday as they are judging.
 - July meeting is the rally.
 - August meeting is at World of Speed. Tom K to host. Need to identify a date.
- ✓ Elections are typically held in June. That will not work this year. Plan is to have elections at the rally in July.

Next business meeting/conference call –June 11th at 7 PM.

Meeting adjourned at 7:50 PM. Minutes by John Davey and Tom Nielsen.



Tom Ruttan checks out Martin Doerfler's Harley-Davidson 1929 Model B "Poppin' Poppers"



OTC Club Members on May 11th at Martin's garage crawl (L-R): John Davey, Tom Nielsen, Jen Nielsen, Tom Ruttan, Vahan Dinihanian, Tom Krise, and Martin Doerfler.



Vahan Dinihanian's 1947 Indian Chief at May 11th OTC meeting.



The Pres Letter-

I cannot believe the month of May is almost gone. I have been able to get in some great rides, and I hope many of you have as well. Keep your heads on a swivel, as many cage drivers are way out of practice of seeing us on the roads!

Rally prep is in full swing. If you want to join us in checking out the routes, meet us at the Holiday Farm RV Resort in Blue River on the McKenzie Highway, at 9:00 AM on Sunday, June 9. After the rides, we are meeting at Takoda's Restaurant to select the food for our banquet. We would love to have you join us. If you do plan to come, let me know, so we won't leave without you!

Just a reminder, space at the RV park is limited, so if you haven't already done so, make reservations now--same for the Harbicks Country Inn Hotel. And, the Rally rides are Friday, Saturday, Sunday this year, with check in on Thursday evening and Friday morning. The banquet is Sunday.

Please note: Our elections will take place during registration for the rally. If you are interested in running for a position, let me know by July 1st, so we can get you on the ballot.

In honor of Memorial Day, please take a moment to express your gratitude to the many who gave the ultimate sacrifice to allow us to have all the freedoms we have today.

I look forward to seeing you all soon! Peace out,

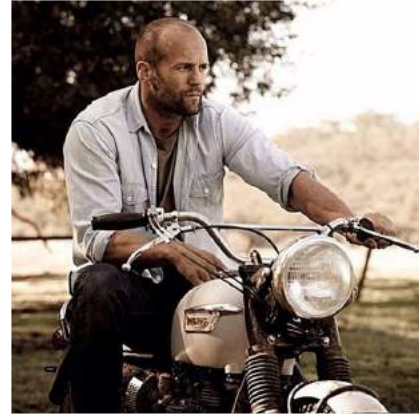
Jen
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"As we express our gratitude, we must never forget that the highest appreciation is not to utter words, but to live by them."

John F. Kennedy

Celebrities on Motorcycles -

Who are these familiar faces on two wheels?
Answers on page 11.





A Tribute to an AMCA member

By David Peterson

One of the old timer antique motorcycle guys, Pete Peterson, passed away Friday May 3rd 2019. Born Richard Lee Peterson on February 5, 1931, he made it to the ripe old age of 88 years, living in the small coastal town of Florence, Oregon. To many, he was a well loved guy in motorcycling, with many friends and bikes - and that is where I will tell my story.

With his helmet hung up during his last year, he decided to park the bike and turned to riding his new electric three wheel scooter with a lit cigar in his mouth. He said I am going to die so I am going to do what I want! That's the kind of guy he was, he did what he wanted.



Pete Peterson in 2018

His first real discovery of two wheels was a Cushman scooter in El Cerrito, California on the San Francisco Bay when he was about 12 years old. He rode it all over the place in town and on the country roads. During this time of World War II, kids could get a special permit to drive that allowed them to help their parents with chores. His father and uncle were working in the Oakland shipyards building the war ships, so Pete had a permit so he could ride his scooter and help his parents. He loved the scooter and freedom he discovered on it so much that he rode it everywhere. One time, he went all the way across the bay on the San Rafael bridge to Marin County. That was farther than his permit allowed him and so he got caught over in Petaluma and the cop simply took his permit and tossed it in the police desk drawer and told him you can come back in a week

and get it. He remembers Dick "Bugs" Mann having a paper route like himself, because they picked up their papers on Stockton Street in El Cerrito. They both had Cushman Scooters and grew up near each other on the same street. He also remembers beating Dick Mann once on a track years later before Dick became famous and one of the greatest motorcycle racers possibly ever.

The war ended and his father decided to move the family up north to Orland, California. At the age of 15, Pete's father saw how much he liked motorcycles and bought his son a brand new 1946 Indian Chief. Pete quickly began riding it and practicing on a small track he made in the field next to their house in town until one day he fell and broke his collar bone. He was so disappointed in the heavy fat beast he sold it and bought a real race bike that was lighter and faster: an Indian Scout. That was to become the start of his riding days that would last forever.

My dad told me once his favorite idol back then was James Dean and everyone wanted to be like him. Motorcycle clubs were big then, slicking your hair back with grease and leather jackets, hot rod cars, driving main street to show off your ride to the women and getting away with pranks. He always had a story for us kids growing up. In one, he gave a pretty high school teacher a ride after school on the back of his motorcycle and popped a wheelie that made her wet her pants. As told by dad, back in the days of the 40's, the little California towns were smaller and there were less laws and little concern of things, making the times more carefree to do what you wanted. The roads were smaller and had less people on them, and it was a great time to drive places on motorcycles or in hot rod cars. My dad, on several antique motorcycle trips, would tell me his stories like this one: "They could do things like stand up on their motorcycle seat while going down the road with no hands." You would tighten this screw on the throttle to hold it on, called a suicide throttle to keep the gas and motorcycle going on its own. Cops would pass them going the other direction and just wave. He said one law that was enforced was not to have loud exhaust pipes that caused cattle and dairy cows to run. That was a ticket citation from a cop unless you put a trap on your motorcycle straight pipe. It was a box with a lever you could reach down with one hand or tap it with your boot that would quiet the bikes exhaust sound and not scare the animals.



He said jobs and earning good money was easy back then, so they had nice cars and bikes. He drove us through some of the old downtowns on Highway 99 and would show me places that were still left from the 40's and talk about what it was like then.



Pete Peterson on the right (#165) and Bill Brownell on left (#33) in 1950

In 1946, he started racing his Scout motorcycle in the Amateur Sportsman Class all over on Northern California tracks, winning at the popular dirt tracks. That is when he met Bill Brownell, who, before moving to Chico, was a mechanic and professional racer for Hap Jones Motorcycle Distributors in San Francisco. Bill was born in Pomona, California, January 29, 1923 and moved to Chico California in 1946. He started the Bill Brownell Indian-Cushman Motorcycle Dealership and took a liking for Pete and their friendship lasted a lifetime. Bill was still racing and saw that Pete was winning all his races and eventually decided to help Pete and sponsor him to enter into becoming a Class A professional racer. Bill, being a professional racer himself, an original Booze Fighter, and Indian Hall of Farmer, was on the Hap Jones Indian racing team. By now Bill, with his own dealership, liked sponsoring younger riders. Bill bought the shop in Chico in 1947, the same year he raced at Hollister on July 4, 1947, which became the movie the Wild Ones with Marlon Brando. And Bill was friends with Wino Willy and John Camron, original founders of the Booze Fighters, as well as himself being a younger original member. At the

time, Bill also had a daredevil stunt motorcyclist girlfriend named Patty Wagon, who was also a stripper from Portland, Oregon. Bill eventually met Evel Knievel, and he would stop by Brownell's shop and work on his motorcycle on the way through and made jumps in Chico. Pete throughout his life liked that Bill was a fun and exciting character.

When Pete earned his points to turn professional in motorcycle races, he acquired a 1946 Harley Davidson WR factory racer (which from what I understand were not easy to get). Brownell found one for him. He was earning good money on purse winnings to support his own team in his pits along with his new sponsor. Indian dealership Joe Sarke in Sacramento offered him to ride on his race team, but Pete wanted to stay independent and loyal to Brownell. Pete raced as a privateer against all the factory sponsored teams of Dudley Perkins, Harley-Davidson, and Hap Jones Indian, and Joe Sarke Indian, these were the big ones. He raced as a professional for two years from 1949 thru 1950 at the age of 18 and won some races. Then he stopped to join the US Army and trained as a paratrooper.

Pete returns from the army in 1954, having earned sergeant stripes in the 82nd Airborne Division. He bought a new Triumph motorcycle from Brownell, gets married to Shirley Mais, and had four kids. He worked as a shop machinist, becoming well known in Northern California for rebuilding engines. Time passes along and he fiddles around rebuilding a 1964 Triumph Bonneville, chroming it all out and customizing it to his preferred liking...builds a couple more basket case Ducati Scramblers, all given to him from Brownell, and starts teaching his two boys to ride motorcycles up in the mountains on hunting trips. Brownell in the 1970's is now running races outside of Chico at his Cycleland Speedway race track with two courses, short flat track every Saturday nights and motocross on Sundays. My brother and I are getting pretty good, we ride every chance from down our alley street in town, out to Stoney Creek or Black Butte mud flats and hills on cow trails. We are able to ride the county roads in the 60's and 70's just like our father did, so we ride daily and get a lot of experience. Brownell is selling us bikes and bringing new ones to let us try them out, as we are chasing behind him on cow trails or down at the creek and in hare and hound races in the local foothills. The picture is starting to form in these two ex-racer guys heads: "Should we race these kids at



Cycleland? Oh, you mean compete again with each other!”

Pete and Brownell could always impress others as to how they fixed engines, cars or motorcycles, with just about anything anywhere. You could always give them a call and they would rush over - pull something off here and put it there and say take off, but better fix it when you can.

Brownell one day hires a hotshot short track racer named Dick Turner from Florida. A wild man that would drop a hit of LSD and chug two beers in the pits before his heats. Brownell builds Turner a Triumph 250 Cub and puts it in an English Hagen frame. Then he calls Pete and says, “I got this new racer out at my track. Let’s put Dan your son on a bike and race them.” Brownell gives my dad a Ducati 250 engine and another Hagen frame and told him to build an engine to race against his Triumph. Dad took the Ducati 250 and experimented around with it. He first doubled the ignition by drilling the head and adding two spark plugs and two coils. He ground the fly wheel and cylinder head to raise the compression and threw a larger Mikuni carb on. Then mathematically figured out his gear ratio for the length of the straightaways on the track and welded the gears on the shaft together to lock the transmission in one gear. Those Ducati old Scramblers had a tendency to miss between a gear shift and go to neutral. Dad and Brownell decided it was time to put Dan my brother on the bike and take him out to the Black Butte mud flats to teach him flat track racing. They marked out the approximate size of the track and began having him practice going around it over and over until he got it right as to what to do with the bike for corner broad sliding, weight positioning for traction, getting out of the turns fast, and starts off the line. Ready to race they got him a hot shoe and a set of Bates leathers with his name and number on them.

Those days were so exciting watching the two old race buddies work on their two racers and the two race bikes every week in the pits and their shops trying to see who would win. At first dad’s Ducati bike couldn’t beat the Triumph Cub of Brownells, so he found a Desmo four valve head for the Ducati. It also took my brother a while to catch on how to ride. Brownell’s racer was beating all the competition on his track and racers came from all over to compete and see this Triumph and Ducati. Then it

happened, Dan my brother started winning and dad’s race engine design was beating everything out there. What dad told us was the newer two strokes were spinning their rear wheels coming out of the corners so he figured he might have an advantage by building a better



Pete Peterson on Bay Street in Florence

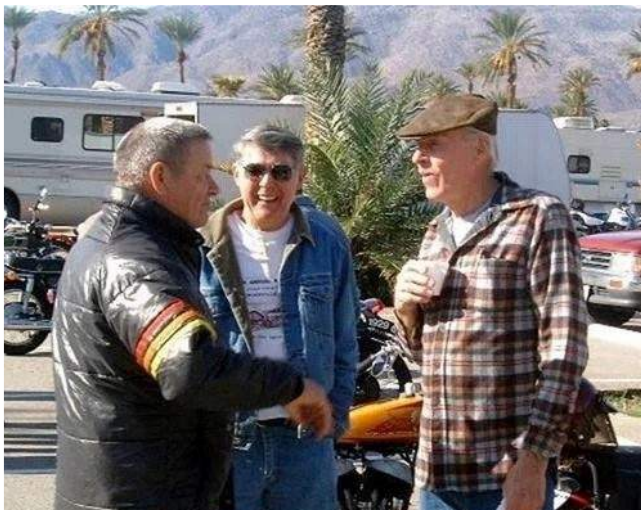
four stroke to get more traction. It would pass them on the outside in the corner and gain lots of momentum wiping them out down the straightaways. I think it was Brownell that observed that first, and was why he built the Hagen bike and the two of them began their plan. Bill wanted to see what an old Triumph could do. He and my dad just got such a kick out of this. The Ducati had its weakness of blowing up by breaking the piston rod every sixth race and Pete had to have several spare engines ready to change in the pits each week at the race. Bill and dad had to find a stock of reserve engines to last through a season. Our whole family went to every race, it was so exciting. Dan ended up winning two championships on that old Ducati my dad built and it beat all the newer race bikes of the 70’s including the Bultaco Pursangs. Those days at Brownell’s Cycleland Speedway was a popular stop for black plate racers to give it a shot at a win. No one could beat Brownell’s and Pete’s racers! I always remember Brownell with a smile and gleam in his eye from the joy he got from this.

Later, when my Dad retired from being an auto shop machinist for about twenty five years and eventually



owning the NAPA Auto Parts Store in Orland, California where he worked, he and Brownell started restoring all the bikes and basket cases stored over 60 years in two barns from Brownell's dealership. They worked closely deciding which ones each would take and restore. They finished something around 50 or more antique motorcycles over the course of twenty years in their retirement. They had everything in their wonderful collection, they traded their skills and connections to transform the old antique bikes into rideable gems. They both really loved Triumph by then and my dad restored them in his own unique way, the way he wanted them to look, feel and ride. Brownell even found Dad's old WR and restored it. It was fun to visit Brownell's shop and storage building at his house and see what he was working on and he always had some sort of funny contraption he found to show you. Brownell's storage building was amazing with early Harley's to Indians, Honda Trail 90's and 50's, a brand new still-in-the-factory crate unassembled 1978 Honda red CR250 racer, a three-wheel French motorcycle, English bikes, Bultaco's, etc. — he had it all. I think he had fifty motorcycles in there.

My dad's hanger in Florence was similar. He had his Cessna and WWII Champ airplane in there. Twenty-seven or so bikes all lined up in a row from an early pre-1916 Indian to a Pope, Norton, Triumph and Buell. In the back enclosed shop with his lathe would be a bike he was working on, sitting on the work bench. Then Brownell and Pete joined the Antique Motorcycle Club of America



Pete Peterson (middle) and Bill Brownell (right) in Borrego Springs, California

and started riding with all their friends from the back-years of motorcycling — fellow racers, machinists, cars builders all wanting to have fun. Guys like Dee Cameron from Prescott Arizona, Rick McMacon from Roy Washington, Mike Madden from Paso Robles, Theo Battaglia from Beaver Creek Oregon, Shorty Tompkins, Wino Willie, Roy Burk, Pete Young of San Francisco, Bill Brownell from Chico, CA, the Graber family in LA. Many, many more I am sorry I don't know them all by name. Even Dick Mann, who we would pull into his property and visit his shop on the Minden Nevada antique rides and see what he would be building.

I remember one time in Cottage Grove Oregon on an antique ride, someone came up beside my dad and then passed him and took off hauling ass as my dad flew after him and passed into the turn. They quickly speeded up to 100 mph (I know because I was chasing them, but about sixty feet back). They flew into a 25 mph tight narrow corner at a speed that scared the crap out of me. When they stopped, it was a man close to my dad's age — he was 82 years old that day! I thought man these old guys go fast! These antique guys always had fun on these rides going to out of the way places in different states and locations riding on small, local, nice backroads, showing off the bikes, stopping for a beer, then dinner. My dad would get someone with him to wait until last, after all the riders left on a ride — someone like Dee Cameron on his Crocker and Pete on a neat Ducati 250 (that I found and gave him). They were racing each other down a mountain pass, I think in Arizona that trip. They did the same thing on their pre-16 oldie bikes, they went as fast as they could until they passed everyone. Another trip to Oregon, we were leaving the ride following Cameron in his diesel truck down the interstate and he choked his truck engine, spewing out a dark cloud of black diesel smoke, scaring the cars off the freeway. Just another prankster!

A story Brownell used to tell: he drove his van with five or six guys and my dad to Indianapolis Speedway. They were speeding through Illinois or somewhere and they got pulled over. The cop says to Brownell "I am giving you a ticket for speeding." Brownell turns around to everyone in the van and says, "Hey guys, were we speeding back there?" They all yell out, "no, not us!" The cop is mad and tears up the ticket because Brownell tells him you know we will all show up in court and it is your word against ours.



Here's Pete's Professional Motorcycle Record from 1950 at Sacramento One Mile: The first weekend during his first professional race in the time trials he set the track record which was never broken. In his heat race he got third, not qualifying on to the main. Shorty Thompson won that day.

- 1st weekend race- broke track record in time trial
- 2nd weekend race- placed second in main event
- 3rd weekend race- placed third in main
- 4th weekend race- placed 4th in main

He raced amateur sportsman class motorcycles and professional in Northern California in Chico, Corning, Red Bluff, Redding, Marysville, Santa Rosa, Sacramento, Fresno, and Lodi. He also raced stock cars in a 1939 Ford straight V8 in Chico, California and won many races and breaking that track record by winning nine consecutive races in a row.

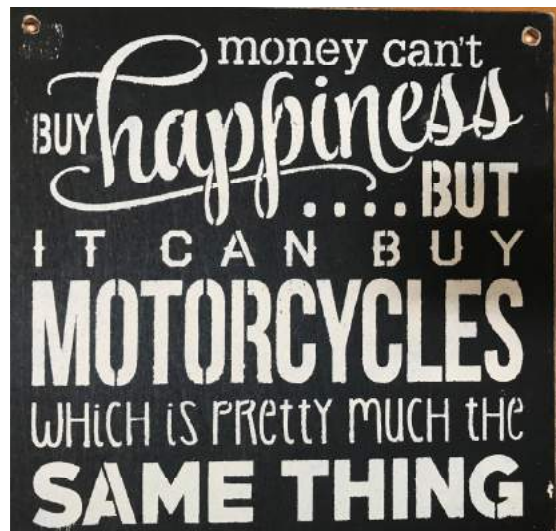
Pete Young gave me this story: "I went on an AMCA Road Run on the Olympic Peninsula around 2000. I went alone, as my wife couldn't make it. I didn't know anybody on the run and was checking the oil in my Velocette in the parking lot. Your dad said hello and asked if I wanted to ride with him and his buddies. Those old guys were unexpectedly fast on their Triumphs! On the second day of the run, we went by that beach where cars are allowed, and a few of the bikes went out onto the sand. Pete and his buddies were in heaven! They did donuts, spinning tires, and riding all around each other at high-speed. One or two of them dumped their bikes. They jumped back up (somewhat slowly due to age), kickstarted, and kept having more fun. There were a lot of grins, a lot of laughs. I think of that scene every so often, even today. It was like I was watching "On Any Sunday" coming to life before my eyes. That night we drank beers and told stories in the parking lot, and Pete welcomed me into his crowd. He was the best."

Out of everyone in my father's life, I saw him miss Bill Brownell more than anyone. Pete Peterson loved motorcycling more than anything in his life, although his family, pets and friends were all very important to him. If you brought up the topic of motorcycles or how to fix one, you hit him in the right spot.

Everyone always told me, your dad is really fast.

Written by David Peterson.

To the best of my memory and notes taken from my father.





OVM Swap Meet and Show

The Oregon Vintage Motorcyclists Swap meet and Show was held at the Benton County Fairgrounds in Corvallis on May 19. It is a people's choice show, this year saluting Triumph. Team Oregon was also present and they had a precision handling course set up to test your skills.



Tom Ruttan's 1952 Triumph Thunderbird. First of the Triumph 650 cc twins.



Blue Nelson's 1928 Triumph. This bike was made in Nuremberg Germany, one of 90 made by Triumph.

2019 Meeting Calendar Oregon Trail Chapter, AMCA

Month	Activity
June 6	Rally Committee Conference call
June 9 9 AM	OTC Meeting at Holiday Farm RV Resort, Blue River
July 11-14	Rally, Blue River
August	Museum of Speed Moto Day Tom K Host (Tentative)
Sept	Eastern Oregon Ride Tom R Host (Tentative)

Oregon Vintage Motorcyclists

OVM meets on the second Saturday of every month at noon at Horse Brass Pub, 4534 SE Belmont St., Portland, OR
<http://www.oregonvintage.org>

Vintage Motorcycle Enthusiast

Portland Chapter on the second Tuesday of Every Month at 6:00 PM at Ecliptic Brewing, 825 N Cook St., 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

Celebrities on Motorcycles

From page 5, top to bottom:
Jason Statham
Ann Margaret
John Travolta



Blue River Rally

Oregon Trail Chapter

Antique Motorcycle Club of America

July 11-14, 2019

\$90 Rider/\$45 Passenger

Join the Oregon Trail Chapter for three days of antique motorcycle riding through some of the most beautiful scenery in the Pacific Northwest. Located on McKenzie River Hwy, in Blue River, Oregon, one-hour east of I-5.

Registration includes: Coffee, Bagels, Snacks, Lunch Saturday, and Sunday Banquet, Raffle & Door Prizes, T-Shirt, and SWAG bag

Registration Closes: June 30, 2019

RV/Tent Camping : Holiday Farm RV Resort 541.822.3726

Lodging: Harbick's Country Inn 541.822.3805

RV/Lodging held until June 30, 2019 – Space is Limited

Let them know you are with the OTC Motorcycle group

Thursday: Registration: 5:00 PM to 8:00 PM at Holiday Farm RV Park (HQ)

Friday: Registration: 7:00 AM to 9:00 AM

Coffee, Bagels, & Snacks

Ride: Gather 9:30 AM, Depart 10:00 AM.

Lunch and Dinner on your own

Saturday: Coffee, Bagels, & Snacks

Ride: Gather 9 AM, Depart 9:30 AM.

Lunch provided, Dinner on your own

Sunday: Coffee, Bagels, & Snacks

Ride: Gather 9 AM, Depart 9:30 AM.

Lunch on your own. Banquet at 4:00 PM

Banquet at Tacoda's Restaurant. Raffle, Door Prizes

** per AMCA regulations, OTC will **not** be providing alcoholic beverages



Questions: Jen Nielsen, 503.522-3163,
email: tomandjen@shadyapple.com

Registration: download form from OTC website:
antiquemotorcycleoregon.com

Pay registration by PayPal and email completed registration form to OTC Treasurer, OR

Mail a check and completed registration form to

OTC Treasurer, Garrett Erickson (see form for phone, email, and address)



Blue River Rally

Antique Motorcycle Road Run July 11-14, 2019

Registration on 11th from 5-8 pm and 12th from 7-9 am. 1st ride on 12th at 9:30 am

Join the Oregon Trail Chapter for three days of antique motorcycle riding through some of the most beautiful scenery in the Pacific Northwest. Located on McKenzie River Hwy, in Blue River, Oregon, one-hour east of I-5.

Visit www.antiquemotorcycleoregon.com to learn more.

Registration closes June 30, 2019



**Rider	AMCA # Required	Birthdate
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Rider Tee Shirt Size (circle one): S M L XL XXL XXXL

Passenger	AMCA # Optional	Birthdate
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Passenger Tee Shirt Size (circle one): S M L XL XXL XXXL

Address	City	State	Zip
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Phone	Email:	Chapter:
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Year/Model bike	Distance Ridden	Or Hauled
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\$90 per rider	\$
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\$45 passenger	\$
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Make checks payable to Oregon Trail Chapter, AMCA	Total	\$
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Mail (or email) this form to:

Garrett Erickson, Treasurer, Oregon Trail Chapter, AMCA,
19088 Pumice Butte Rd, Bend, Oregon 97702 Email: garretterickson5@gmail.com
503.913.0979

Questions? Call Jen Nielsen 503.522-3163 tomandjen@shadyapple.com

**Rider must show proof of valid registration and motorcycle insurance.



"education is our purpose"

NORTHWEST VINTAGE CAR AND MOTORCYCLE MUSEUM

presents

our 8th Annual

All Comers Rendezvous

2019-rendezvousa

Saturday • June 15, 2019 • 8AM to 4 PM

Come to enjoy

Vintage Cars and Motorcycles

displayed in our museum and on our grassy grounds.

Displays will be our biggest to date and includes the
Grand Opening
of our just completed 6000sf addition to the Museum!

Theme this year is

"Car & Motorcycle Clubs of the Willamette Valley"

All Clubs are invited and admission is Free!

DO NOT MISS IT ~ Bring your Cars, family and your buddies

Powerland Heritage Park: 3995 Brooklake Rd NE Brooks, OR

Once at the Powerland Complex drive down to the Texaco sign



— AWARDS —

National Judging Classes

1. Pre - 1919
2. 1920 - 1929
3. 1930 - 1939
4. 1940 - 1949
5. 1950 - 1959
6. 1960 - 1969
7. 1970 - 1984

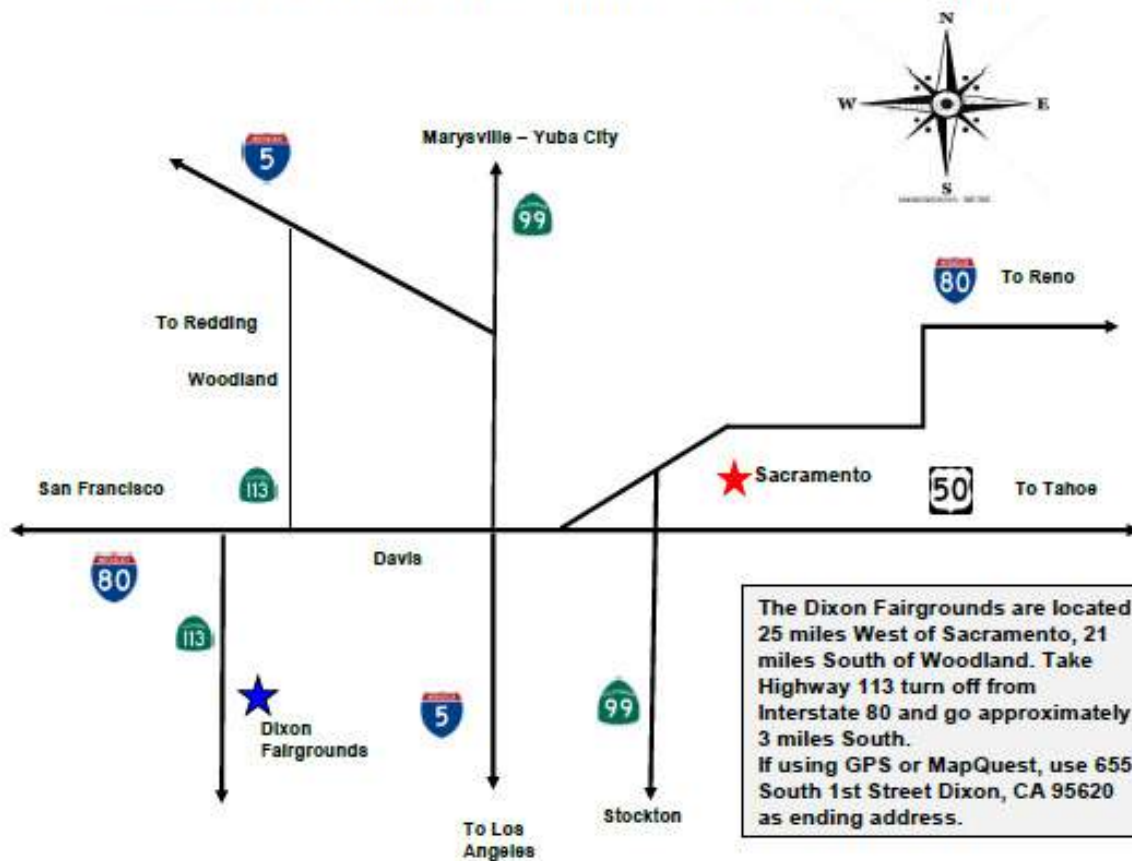
Special Club Awards

- Best Japanese Bike
- Best American
- Best European * Best British
- Best Rat * Best Competition
- Best Accessorized
- Best of Show

National Judging Awards

- Longest Distance Ridden 1st, 2nd, 3rd
- Period Modified 1st, 2nd, 3rd
- Oldest Motorcycle
- Most Unique

**SHOW AND AWARDS LIMITED TO
MOTORCYCLES - 35 - YEARS OF AGE OR OLDER**
Meet Hours are 7 a.m. - 5 p.m. Friday ♦ 7 a.m. - 3 p.m. Saturday



--- IMPORTANT NOTES FOR 2019 ---

If you have attended our meet before but weren't with us the last few years, please note the following changes

- If you register for national judging at the meet, the cut off time is 9:00 a.m. Saturday morning. There will be a \$20.00 fee per motorcycle if registering at the meet. We encourage preregistering before the meet. The fee is \$10.00 per motorcycle.
- The vendor entrance is at the **SOUTH** end of the fairgrounds.
- By popular demand, the traditional banquet night is held on **FRIDAY EVENING**. The awards for national judging will be presented Saturday afternoon as soon as the judging has been completed.
- Again, this year we are offering a "Bike Corral." AMCA members may place a bike (or bikes) for sale in the corral for \$20.00 per machine for both days of the meet. Note: This is only for motorcycles 35 years old or older. No parts, or tools, etc. Will be allowed. Register for the bike corral only at the registration booth.