



Oregon Vintage Motorcyclists

The Official newsletter of the Oregon Vintage Motorcyclists

On With The Show



VOLUME 41 NUMBER 1
March-April 2021

Frankly, it has been an awful year. Our Corvallis show was cancelled for the first time in my memory. The Oaks Park picnic was cancelled, and most of the monthly meetings since last spring have been cancelled. Several members have had to evacuate and/or had devastating losses from the fires this summer. The only good thing has been that with the need to stay home we've had the opportunity to work on our motorcycles. The pandemic isn't going away just yet, but the advent of vaccines holds out the promise of a return of better times in the spring or summer. This month we held a meeting outside at the Horsebrass in Portland. I think there is a good possibility that we'll be able to hold our Corvallis show in late May. The featured marque will be Italian motorcycles of all makes. I am confident that we'll have a good many featured marque motorcycles and that many of them are going to be beautifully restored examples. I also think that if the restrictions on gatherings are eased we'll be able to benefit from a tremendous pent up demand for an outdoor show. We've all been missing social gatherings, and I think the general public will have an appetite for what we offer at our show. Get your bikes ready.

The club's equipment trailer is in need of a new home. It needs to be inside. We have t-shirts, hats, paper materials and much more that will spoil if the trailer is exposed to the elements. It is a covered trailer, but it is not air tight. We've been looking for rental space, but the expense is prohibitive. We are hoping that a club member can find space in a barn, garage, or shed where our trailer can stay dry. Please contact me if you have such a space.

After many years of very able service to the club as regalia manager, Joe Collins has asked to pass the baton to someone else. Again, please contact me if you are interested in the job. This is a very important position. Everyone in the club wants the t-shirts, hats, sweatshirts and other regalia to be attractive, economical and available. Joe has done an excellent job, and the stock is in good order.

I want to thank Colin Freestone for all he has done and continues to do for the club in establishing and maintaining the club's website. I also want to thank Ronnie Azma for the work he has done to create the new website and for what he is continuing to do to maintain it.

Will Roberts has reserved the 5th of February 2022 for the Winter Banquet next year. Thank you Will.

Rick Campbell has taken over as newsletter editor. Thank you Rick and thank you Carl for all your work on the newsletter.

The work to keep this club going often happens without a lot of recognition. The annual General Meeting, Corvallis, Oaks Park, and the "Officers" meeting have to be organized. Regalia has to be ordered, kept and made available for sale, membership records have to be maintained, a newsletter has to be published, a website maintained, and rides and other activities need to be planned. I am very grateful for all of the service that members provide and that keeps this club going. Life is short. Ride safe, but enjoy your rides.

—Sam Justice, *President*

OVM
Oregon Vintage Motorcyclists
41st Annual Ride, Show, & Swap Meet
 Benton County Fairgrounds, Corvallis Oregon
May 22-23, 2021



- 125+ Vintage street, Cafe, and Competition motorcycles at least 20 years old on display.
- Admission \$5.00, includes parking.
- Free to OVM members.
- Dealer Displays
- Swap Meet 20' space for OVM Members is free.
- Non-members space fee \$20.00.
- People's Choice awards.
- Food concessions available.
- Overnight camping available.

DIRECTIONS: I-5 to Corvallis, follow the signs to PHILOMATH/OCEAN BEACHES.
 Look for signs just west of Corvallis pointing RIGHT toward fairgrounds.

Saturday, May 22nd
 Vintage Ride starting from
 the Fairgrounds at 12 pm

www.oregonvintage.org
info@oregonvintage.org
 503.307.9085

Sunday, May 23rd
 Main Show/Swap Meet
 Show your Vintage
 Motorcycle or Scooter
 10am - 3pm

www.gekrestorations.com

See the following page for complete details
 on the vintage ride, show categories and camping.
 Check the OVM web site for the latest updates.
<http://www.oregonvintage.org>

SATURDAY

The OVM Vintage Ride starts and ends at the fairgrounds. All participants must sign the OVM Liability Release. OVM Membership and vintage motorcycles are encouraged but not necessary. This is a cruise, not a race, on backroads around Corvallis, approximately fifty miles with planned stops.

SUNDAY

The OVM Show and Swap Meet is open for vendors to set up as soon as OVM personnel are at the fairgrounds on the day of the show. That is usually about 7:00 am on Sunday, and registration begins immediately.

Members are entitled to register and display vintage motorcycles and are also entitled to a free vendor's space. Members may renew and new members may join at the show. Membership dues are \$20.00 per year.

Vintage motorcycles are those twenty years of age and older, this year, those manufactured in 2001 and earlier.

Vendors are charged \$20.00 for a space if not OVM members. Registration and membership are usually set up and open about 9:00 am. Motorcycles can be placed on the field as soon as the OVM officer in charge allows it. That is usually about 8:00 am. Placement is subject to registration as soon as registration is open. Our display is by class. The classes are:

Featured Marque (Italian motorcycles this year), American, Asian, British, European, Café, and Racing.

The show opens to the public and members at 10:00 am. There is a **\$5.00 per person admission fee**. Anyone who has paid the admission fee may join OVM for an additional \$15.00. Ballots for the peoples' choice are available at the registration table and are due by 2:00 pm. Trophies are given for the first three places in each class plus a president's choice trophy. The results are announced, and the show is over by 3:00 pm.

There will be a registration table, a membership desk and a table for club goods (hats, shirts, etcetera) at the side of the field furthest from the road. That side of the field is also where motorcycles for the show and vendor vehicles should enter the field. The parking area nearest that side of the field is reserved for motorcycle parking. The local Lions Club brings a food cart to sell coffee, soda, water, snacks and food. OVM does not take any portion of the vendors' receipts.

Overnight camping at the fairgrounds is arranged through Benton County Fairground. See: <https://www.bceventcentercorvallis.net/p/getinvolved>
OVM does not reserve camping and does not handle the camping fees.

As the pandemic restrictions have not yet been lifted, all this is subject to the Governor's orders, but we are optimistic that we will be allowed to go forward. We do expect a mask requirement.

The OVM Newsletter is published by **Oregon Vintage Motorcyclists**, a non-profit Oregon corporation dedicated to the preservation, maintenance, and enjoyment of antique, veteran, and special interest two and three wheeled motor vehicles.

| OFFICERS | 2 year terms | Election years |
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| Vacant | 1st Vice President | Odd |
| Will Roberts | 2nd Vice President | wlrobertsjr@comcast.net |
| Jeff Marsh | Secretary | jeffmarshpdx@gmail.com |
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Newsletter items including ads, articles, and pictures, should be addressed to: **newsletter@oregonvintage.org** Newsletter publication in odd numbered months: January, March, May, July, September, November (1,3,5,7,9,11), mid-month.

NOTE: This is a special show edition. Normal issues will be twenty pages and will include for sale items and more member features. Your photos and text are always welcome.

Website: <http://www.oregonvintage.org>

E-mail: info@oregonvintage.org or any officer's e-mail above.

Please address inquiries to the above e-mail or our P.O. Box address:

Oregon Vintage Motorcyclists, P.O. Box 14645, Portland, OR 97293-0645

Annual dues of \$20.00 accepted at the May Show and Meeting, at Corvallis, Oregon, or by mail. See the membership application form in this newsletter.

Articles appearing in the Newsletter do not necessarily reflect the opinion of OVM. The OVM, officers, staff or members cannot be held liable for any accident or injury which may occur from any work, contracts, motorcycle modifications or private agreements involving mechanical work on any motorcycle as a result of any information provided in the OVM Newsletter. Nor shall OVM, its officers, staff or members be held liable for any accident or injury sustained in motorcycle rides and/or events staged, presented or organized by them.

We are working to establish a new group email system, and it will be explained soon once it is working correctly.

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Your business card can go here. If you're an OVM member in good standing and have a business related to vintage motorcycles, just send your card to OVM, P.O. Box 14645, Portland, OR 97293-0645

All events are subject to cancellation because of Covid 19 restrictions or bad weather.

REPEATING EVENTS

1st Saturday, 12:00PM: Southern Oregon OVM members meeting at Four Daughters Irish Pub, Medford.

2nd Saturday, 12:00PM: OVM meeting at Horse Brass Pub, 4534 SE Belmont St, Portland, Tel: 503 943-6157. Ride after meeting, weather permitting. All interested parties are welcome to attend.

3rd Saturday, 8:00AM: Salem area breakfast meeting. Sybil's Omelettes 2373 State St, Salem, Tel: 503 581-7724. This meeting combines an OVM activity with Ugly Mugs' breakfast meeting at the same time and place. Always cancelled in May due to May Show.

3rd Sunday, 11:00AM: Eugene area Coffee and lunch. Friendly St Market, 2757 Friendly St Eugene. Always cancelled in May due to May Show.

YEARLY OFFICIAL EVENTS

APRIL

17 Saturday Annual General Meeting *Details to be announced.*

MAY

21 Friday Ride to Corvallis for Show *Details to be announced.*

22 Saturday Corvallis Ride

23 Sunday Corvallis Show

AUGUST

7 Saturday 9 am OVM Ride Larch Mountain *Details to be announced.*

8 Sunday 9 am Oaks Park Picnic *Details to be announced.*

NON-SANCTIONED MEET-UPS

Portland area OVM members regularly ride together in casual meetups. Contact the email given below for details. These are not official OVM events.

April 24 Saturday 10 am Bald Peak Ride ricksax@comcast.net

April 28 Wednesday 10.30 am OVM Meetup Brunch, Clancy's Irish Pub
16066 SW 1st St, Sherwood, OR 97140 ricksax@comcast.net

June 23 Wednesday 12 pm Meetup Rogue Brewpub
31500 NW Commercial Street, North Plains, OR 97133 andysignol@gmail.com

June 26 Saturday 10 am Vernonia Scappoose Loop ricksax@comcast.net

July 28 Wednesday 10am Hagg Lake Loop ricksax@comcast.net

August 25 Wednesday 10 am Ride Highway 219, Scholls to Newberg.

See See Coffee ricksax@comcast.net

September 22 Wednesday 11 am Rock Creek Tavern andysignol@gmail.com

October 27 Wednesday 12 pm Highland Still House andysignol@gmail.com

In 1958 I was six years old when my cousin Mark Anderson put me on his first mini-bike. I rode it 100 yards and straight into a brick wall. Yes, I lived to tell about it, but I don't think I'd count that my first bike. No, my first must have been a Vespa.

I didn't really become a rider until the age of eight. I was spending every Saturday with my dad at Italian Motor Company. He often let me hang around the repair and assembly area. I would watch the assembly and activation of scooters and learn lessons from the mechanics that worked there over the years.

At that time there were always 50 to 75 used cars at Dad's store and a dozen or so new scooters and Vespa Cars for sale. The crated scooters were stored in a warehouse, and they sold them to a large variety of business that wanted to be retailers.

In those days, some motorcycle franchises were pretty easy to get. Velocette was available with the purchase of two new bikes and a small box of parts and literature. Dad's Velocette franchise ended with one bike stolen by a possible customer and another crashed by an employee (not me).

It was shortly after the foul taste of Velocette that Dad and his business partner, Lee Crain, obtained a distributorship for Vespa. They had a sales and service agreement with Piaggio in Italy, hired an Italian lady to interpret on occasion, and bought Vespa Scooters and cars factory direct with a market area of five states: Oregon, Washington, Idaho, Montana and Alaska.

From that time on there were many different machines. Almost every trade

in they got came home to me to play with for a time. I'd tune them up, fix'em up, and ride them around the neighborhood.

I kept a scrapbook for a while with some photos, and I'm guessing I had maybe 25-30 motorcycles by age 14. A Solex Moped was fun. Doodlebugs, Little Indians, Bonan 295, and Cushmans came and went for years. GoKarts too!

I really enjoyed a Cushman Silver Eagle with a sidecar. The gas tank was all chrome. I tore it apart, painted everything bright yellow (except the chrome).

After high school, college, a surf-board business, and some time as a ski bum, I went back to the family business. At this point in time, we were also selling Suzuki, MotoGuzzi and Ducati Motorcycles. Kawasaki, BMW and Triumph franchises came along over the next 30 years.

I made an effort to ride every model we sold as well as ride each potential trade in. I estimate that I rode well over 10,000 motorcycles by the time I retired, but I will never forget those first times on two wheels.

This is why I still have the 1962 Vespa VLA-1, the one my dad gave me more than fifty years ago. I'm sure I could make it run again with just a little bit of work. • —*Dave Hillis*



We all love our old bikes (mostly) for their character, simplicity, mechanical design and the reminders of our mis-spent youth. It is a lot of fun to ride these old machines with all this character and the "adventure" they present to us. You all know the "character" I'm talking about: oil leaks, hard starting, electrical problems and marginal brakes. By the 1970's many of these "features" were bred out if motorcycles with electric start, improved electrics, hydraulic disc brakes and fewer oil leaks.

A lot of bikes from this time go a lot faster than they stop. Early bikes only had half hub-width brakes with rather small diameters resulting in small braking area and marginal stopping power. In the mid- 1950's and into the 1960's the brake drum diameter increased and full width drums were introduced, and that helped. Regardless of what vintage drum brake bike you have, you can improve the braking power by insuring the brakes are operating to the maximum level that the original designer intended. This means having good brake linings that fit the drums properly and the drums are round and have a good surface for the linings to bed into.

To do this you should enlist the services of the various brake shops in the area that cater to motorcycle drum brakes. You probably have your favorite but I have found (surprisingly enough) that at least one shop that caters to large trucks have the experience and equipment to handle this job. I have used FleetPride Truck and Trailer Parts in Portland, Oregon for this and I'm sure there are others. They can bond modern friction material on your brake shoes that will improve your brakes significantly,



Bonded radiused shoes and machined hub.

particularly if you request the softer brake lining material. The trade-off is that it doesn't last as long but gives better stopping power. We don't typically put that many miles on these old beasts so it's a good option. They will fit the shoes to your drums and can even turn your drums to get a fresh, smooth metal surface and perfectly round drum. They can do that with the wheel and tire in place; no need to disassemble the wheel. The only thing they require is to knock out the wheel bearings so it fits their lathe. It's not the lowest cost way to rebuild your drum brakes but it will restore your brakes so they will work the best they are capable of for that particular design.

Whether you are doing a complete ground-up restoration or just doing maintenance and repair on the ol' trusty steed, this process should give you the best possible braking your old bike is designed for. It won't turn your 50's English, American or European motorcycle into a modern disc brake monster but it will remove some of the "adventure" in riding your old pride and joy. •

—*Tom Ruttan, OVM Member #132*

In 2019, I sat down with Oregon motorcycle pioneer Don Graves (1931-2020) and did an oral history. A native of Sheridan, Oregon, he went on to be a significant player in the motorsports industry, and it seemed he knew everyone in it. He had worked for Johnson Motors, hung around with the Ekins and Steve McQueen, went on to Honda on Pico Boulevard, then Suzuki, Kawasaki, Rokon, Hobie Cat and finally motorcycle industry trade shows. He told me this story:



In 1969, we knew we had some pretty good two-stroke racers, and were trying find an identity. Yamaha had their gold and black, and Suzuki had blue, and Honda had red.

So I got ahold of a guy named Stanley Betts. He was a paint designer who had lost his leg at Bonneville. He was pretty well known around Anaheim. When I was going to college, I had done a lot of body and fender work, so I had met him through that. He designed color for Ditzler, I think, and had a large collection of plastic car models. So I went to him and said, "Lookit, I've got to have an unusual color. You're a paint designer. Here's my problem."

He said, "Okay, get yourself a bottle of wine and a six pack of beer, and go over to La Habra and go down to this quanset hut and you'll meet a guy named Molly. His actual name was Raymond Sanders. Molly had designed the Yamaha yellow and black. That was his first one. He came up with our Kawasaki green, the second one. The next one he did was the Buick Grand National black-outs. Mostly his painting was done for racers. I'd go in there and he'd have an Indy car or a NASCAR stock car. He was good at what he did.

So I sat down with Molly, and we

started talking, and he was drinking his wine. I didn't like wine, so I drank about one beer to his twenty gallons of wine. Finally, he said, "Okay, I will introduce this package to you. I'll give you several choices. I'm going to tell you my A, B, C choices but I won't give that to anybody else. He said, "I've researched this really carefully and I know what I'm going to paint."

So I brought him four or five gas tanks and a bunch of fenders. In a couple of months, he called, "I'm ready when you're ready." So I set up a meeting our in the company parking lot on Saturday.

We had the bare bikes ready, and he brought over modified reds, blues and greens-- a variety of colors. But there was this lime green sitting over here, and I kept looking at that, and I knew that was his number one because I had his A,B,C preferences. Later he told me where he got that from. That was a future color for Porsche, planned five years in advance. He had the automotive connections to do that.

We had not just our central office people, but brought in some road men and dealers. We were looking at all the options, and finally the head guy, Mr. Hamawaki, said, "Graves, what are you thinking?" I said, I'm thinking we have

to be different. We can't rely on the Kawasaki name, because Kawasaki Heavy Industries doesn't sell anything else retail in the world. They don't have cars, they build ships, airplanes and helicopter parts. We are the only retail entity for Kawasaki. We've gotta have something totally different.

And Alan Masek, legal vice president and Paul Collins, advertising manager, and I got together, and I said, "Guys, I like that green, its different. Yes, its going to be hard to get it sold to start with, but I've got all kinds of ideas about that. But

I need to have an additional advertising budget of \$300,000 to sell with.

Masek said, "Okay, if you can sell it, I'll go to Hamawaki and see if I can get the money." Which he did.

We had the first introduction with a press conference. It was based around a retail motorcycle show. We introduced the green, and Joe Dobbins, a dealer in Portland who always had ten dollars worth of food on his tie—he was the one who said, make that a "Green Streak", so the name stuck on our racers. •

—Rick Campbell

Oregon Vintage Motorcyclists Membership Form

☐ New Member ☐ Renewal

☐ Newsletter by email ☐ And/or newsletter by postal mail

Last Name _____

First Name _____

Address _____

City _____

State/Zip _____

Phone _____

Email _____

Motorcycles owned or of interest (optional):

May we publish your phone number and motorcycles owned or of interest?

☐ Yes ☐ No (OVM does not publish addresses.)

Annual membership begins June 1 each year.

Mail this form with a check for \$20.00 to:

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