



The Evergreen Times

Second Quarter, 2009



From your President



The spring opener got off with a bang. The weather could not have been better and we had quite a few old bikes on the road shaking off the winter layoff. The old Panhead ran like a top. Many thanks to everyone who participated, it made for a

truly memorable ride. If you weren't there you missed a good one.

The upcoming club ride will be the always wonderful Hood River Run hosted by John Stanley. It is a guaranteed good ride and it's always amazing to see John's latest builds. His shop is a delight to visit (more of a museum actually).

I have been trying to finish my new garage but there never seems to be enough time. All of life's diversions seem to be aimed at keeping me from getting my stuff done. You know, wives, kids and I GOTTA QUIT MY DAY JOB. Come hell or high water, I'll have the garage done for the Canal Run next year.

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Don't forget, dues were due in January. Check the date next to your name on the next mailing you receive to see if you are current.

Annual dues still just \$12, what a deal!

Levi Kane has been injured in a horrific motorcycle accident, please go to the following website for up to date information

www.caringbridge.org/visit/levikane

Chapter web site link: www.evergreenamca.org



From the Treasurer's Desk

Fabulous fun on the No Bridge Run and the John Stanley Hood River Classic.

Received our first Vendor check for the Tenino Swap meet in August. Will our luck hold out for more beautiful weather? 3rd time's the charm or so they say. Still have a stash of cash in the account and no bills unpaid. Hope to see y'all in Oregon July 23rd – 25th.

2009 Chapter Officers

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From the Editor

A bit late and a bit light on content, my apologies. I'll have to fill it up with pictures and reports. The Chapter has been busy riding since the last issue, one reason for my tardiness. I'd rather ride than write. A couple of reports are included: one about the "Oil Man" coming to one meeting, and the other a tale of the "No Bridge Canal Run".

As always, send me your essays, ramblings, want ads, and pictures. I'm sure I can find a place for them on these pages.

I get newsletters from many of the other Chapters, so if you would like me to forward any of them to you, let me know (mike@sei-av.com).

Check out the promo video for "Pete's Garage"

<http://vids.myspace.com/index.cfm?fuseaction=vids.individual&VideoID=49590928>

2009 Chapter Calendar

Chapter Meeting Dates & Places

July 18?, TBD
August 15, TBD
September 26, TBD
October 31, TBD
November 28, TBD
December 12, Christmas Dinner, TBD

If you have an idea for a meeting location, let Mike Taylor or Tom Deem know about it.

Other Activities

(Evergreen Chapter in Bold)

July 23-25, Oregon Trail Chapter National Road Run
July 31-August 2, Pedal & Piston Rendezvous, Centralia
Contact Rick 253-826-0252 rick@vroomart.com

August 14-16, Tenino Swap Meet

September 27, Oyster Run @ Anacortes

September, Whatcom County End of Summer Blast



Motor Oil-Thank the Dinosaurs

The Chapter had the incredible good fortune in April to gain a new member, and to have that member be a qualified authority on motor oils. Larry Russell from Chevron attended our monthly meeting at Antique Cycles Northwest, which was hosted by Steve White. Steve made sure everybody had plenty of pizza to eat before the meeting. (Steve, did you get paid for the pizza?)

The meeting started with a power-point presentation by Larry that took us through the history, manufacturing process, proper use, myths and facts of modern lubricating oil. It was an hour and a half of well spent time; we all left with a better understanding of what we should be doing to protect our old machines.

Now to be fair, Larry warned us that he was not the one who usually did the presentation, so we shouldn't expect too much. But you could have fooled me and all the rest of us. Larry did a great job of informing and entertaining the crew. There were lots of questions followed by lots of answers. The session could have been called "Lube 101" (actually, maybe it was).

The following is some of what we learned, although bear in mind that this writer was taking notes and trying to listen/learn at the same time. A challenging multitask for this old man.

Larry explained that there really is no poorly made oil in this day and age. All of the base oil produced in this country is manufactured by Chevron or Exxon Mobil. Base oil is the stuff from which all the rest of the oil based products like lubricating oil and gas treatment comes from. Here on the left coast, Chevron is the only game in town for base oil. For the rest of North America, Chevron produces about 60% of the base oil. Base oil makes up 80 to 85% of lubricating oil; the rest is additives which establishes the "brand".

Synthetic Oil

If you are as dim witted as me, which is unlikely, the term "synthetic oil" made me think of oil made of some magic formula of unnatural products. Turns out, synthetic oil is simply the perfect oil molecules in mineral oil removed from the rest by further refining the oil after the hydroprocessing process. In fact, synthetic oil is any product that has those perfect molecules in any percentage, combined with base oil. So how do you know which synthetic to use?

Beats me, I missed that part. Just stick to name-brands and you should be OK.

Synthetic 20/50 is good for old bikes because it is really slick, has excellent heat resistance, and flows well making cold starts less damaging to engine parts. You can switch back and forth between synthetic and standard oil, and mix it with standard oil if on a trip and can't find the synthetic you like. One thing to watch out for though is the effect it might have on clutch function. Because it is so slick, and if your machine has an oil bath clutch, you may not be able to get the thing to move.

One more thing for those old Harley's out there, many synthetics have "seal fix" additive agents. Great for eliminating those unsightly wet spots.

The bottom line: use it without fear but watch out for those clutches, it's OK to mix it with the rest, it's good for heavy use (long rides, hot weather, mountains), and if you own Chevron or Exxon Mobil stock, it's good for you too.

Other stuff we learned

For older bikes: most motor oil used to have Zinc Dithiophosphate (ZNDTP) in it which was great for protection of metal surfaces. Most brands have removed it due to environmental concerns. I'm told you can still find it in a brand named "Brad Penn".

High mileage motor oil is good for valve stem lubrication and helps soften seals, and may lower oil consumption. One problem is that it is only available in 20/40. 20/50 is a better match for the old iron.

That ends this report, hopefully I got most of it right, if not, let me know. I'll be glad to set the record straight. If you have any questions you probably will want to contact Larry by email at lrus@chevron.com.

Thanks to Larry, Steve White and Antique Cycles Northwest for a great technical training session.



The No Bridge Canal Run

May, 2009

It was going to be so easy: a spring opener ride around Hood Canal, and then they closed the bridge. How do you ride around Hood Canal if the bridge is closed? Not to worry, Tom & Sherri Deem are in charge, and with the combined creative genius of those two, no task is too difficult. The roads are there, you just have to find them.

If you missed this one, you really missed out. The rides, the food, the bon fires, the friends and non-stop fun will be precious memories for the crew that took three days out of their busy and not so busy lives, to join in. And the weather? Well, this Western Washington spring has been a gift for us two wheelers, and that weekend was no exception.

Thirteen bikes (only three were non-antique), and seventeen people. Not a bad turn out for this chapter with members spread out from Canada to California and from the Pacific Ocean to the Idaho high country. Headquarters for the weekend was located at Tom & Sherri Deem's country estate a bit north of Silverdale on the Kitsap peninsula. The Bangor submarine base is their northern neighbor. You can hear "taps" at night and "reveille" in the morning if the wind is blowing just right.

The Friday evening ride was a pretty short one, about 50 miles (with 500 stop signs) that took us along the water front from Silverdale, to Tracyton, down to the point where Dyes inlet meets Sinclair inlet, then up to Illahee State Park for a short stop on the water, then north through Brownsville and Keyport, and then stopping in Poulsbo at the Central Market for either a BBQ dinner or something from the store. After that fill-up, it was back to the ranch for a big bon fire, refreshments and yakking into the wee hours.

Saturday morning welcomed us with sticky buns, home made muffins, biscuits and gravy, and a cornucopia of fruit all served up by Chefs Sherri, Patti and Shaun. After a few trips to the gas station, the crew got going. We followed the Deem's west to Hood Canal and more or less followed the water all the way down to Dewatto Park for a brief stop. On the way we all drove down a private road to get a look at the famous resort site for rich people called Wilson House. Lots of signs along the lane saying if your not registered guests get the _____ out. Hey, who can read? Mark Palmer has some family history with the place, so we felt right at home.

From Dewatto Park we turned east and found our way over to Belfair State Park for a drive though, then on to Belfair and a lunch stop at DJ's. DJ's is a biker friendly saloon with great food and tasty tap beers. After satisfying the gullets, we were off again heading southwest along the canal, then over the hill to Mason Lake, on to the Grapeview loop which got us to Allyn. Allyn was the official lunch stop at the Boat House restaurant with seating on the deck and a nice view of North Bay. After gassing up in Allyn the home stretch took us the back way into Bremerton along the Old Belfair Highway. Somehow we left No Luck (Otto Allison)

in Allyn, and nobody knew it until a pit stop at Romeo's. Debate then ensued about whether to go looking for him, or wait to see if he showed up at Tom & Sherri's. The wait and see won. And there he was, wondering where we had all been. You gotta keep your eye on that guy, he's slippery.

Dinner Saturday night was a northwest feast! Fresh sockeye salmon filet grilled on cedar, BBQ chicken that was fall-off-the-bone delicious, potatoes, salads, and too many desserts including chocolate caramel cheese cake (by Patti Palmer). It was another late night with bonfire, refreshments and lots of yak.

Sunday morning welcomed us once again with biscuits and gravy, sticky buns and fruit. And then off on another riding adventure. This day we headed south through Bremerton then Gorst, then east along Sinclair inlet through Port Orchard, Annapolis, along Beach Drive with the bay on our left and homes with big yards on our right, to Manchester State Park where we stopped for a bit. Manchester Park was one of the forts along the inland waterways set up to protect critical passages. A few old buildings remain, and the beach is an easy walk. I recommend a stop here if you are ever near. From the park we continued south through South Bay, Southworth, Olalla and stopped for lunch at the Tides Tavern in Gig Harbor. We were very lucky to get a table for all of us. After lunch we pretty much beat feet back to Tom & Sherri's, there might have been a stop at Romeo's, but by now, everything seemed to be running together and can't remember for sure. Then it was loading up, saying our goodbyes, and promising to do this all again real soon. Which we did but that's another story.

The stats: NO BREAKDOWNS; day one 50 miles; day two 105 miles; day three 90 miles. The Iron Butt Award goes to John Stanley who rode further to get here than we rode for all three days combined.

The participants and their rides: Tom & Sherri Deem, 49 Pan & 68 BMW; Michael Taylor, "my bad reputation", John Stanley, 49 WL; Mike & Shaun Brown, 48 Chief; John Crawford, 71 BMW R60/5; Mark Palmer, 44 Chief; Patti Palmer, 39 Knuckle; Ron & Sherry McBryan, 47 Chief; Ed & Dee DeMello, 87 FLHSTC; Otto & Michelle Allison, 46 WL; Vaughn Smith, 98 BMW R1200C; Savannah Stevens, 98 Sportster; Bill Mosiman, Motoguzi.

29th Annual Evergreen Chapter Swap Meet & Show August 15 & 16, 2009

Bring your stuff: sell it, work on it, show it off, ride it!





The Official Evergreen Chapter T-Shirt

For Evergreen Chapter members only

Limited production
Not all sizes in stock

Order yours today!

Prices

Medium-Large-X Large \$20 ea
2X Large-3X Large \$25 ea.
(plus shipping if applicable)

Non-member: increase price by \$12
Then you're a member, what a deal!

Contact Mike or Shaun to order yours
360-264-4210 or mike@sei-av.com



Member's Buying, Sell, or Give Away Ads, and Notices

Stolen Bike

1958 Harley Davidson "Duo Glide" (panhead)
Registration: 58FL1923 (Michigan title shows 18FL192)
Title # 169C1920234D
Stolen June 6, 1996, East Point (formerly East Detroit), Michigan
Complaint # 96-12146

Send any information to Peter Maftciu, pmafteiu@snet.net, (253) 514-8898

Book & Magazine Collection:

400 plus books, on motorcycles (Harley, British, etc.) as well as cars
2100 plus magazines – U.S. & UK – including club magazines AMCA,
AMA, VMCC (UK) and VOC (UK).

Prefer sell entire lot as can't live long enough to sell separately !

Serious inquiries to Richard 360 918-8026. Lists available.

Pan & Shovel Parts

Contact Tim 360-754-4346, or Bear 360-264-2696

George Breitung has the following **small** parts for sale (not a complete list, contact George for more info)

Fibre speedo drive gear, \$22.00 pp – The last I will be making.

Gear cutting tools

All of George's Indian, Harley and Henderson **Small** Parts (no frames, trans or motors)

George Breitung, 4955 Vesper Dr. Everett, WA 98203, (425) 252-8183

EVERGREEN CHAPTER, AMCA, INC.
ANTIQUe MOTORCYCLE CLUB OF AMERICA

MEMBERSHIP APPLICATION

\$12.00 Chapter dues (AMCA National membership required)

Do you want this information made available to other Evergreen Chapter members?
YES _____ NO _____

National AMCA member number _____

Evergreen Chapter membership: New _____ Renewal _____

Name _____

Address _____

City _____ State/Prov _____ Zip _____

Phone _____ Email _____

Evergreen Chapter Membership entitles you to:

FREE listing in the Chapter Directory

FREE ads in the Evergreen Times

FREE subscription to the Evergreen Times, the chapter newsletter that will keep you informed about the upcoming rides and events all over the Pacific Northwest.

Your motorcycles that you would like to be listed in the Chapter Directory

Year/Make/Model _____

Year/Make/Model _____

Year/Make/Model _____

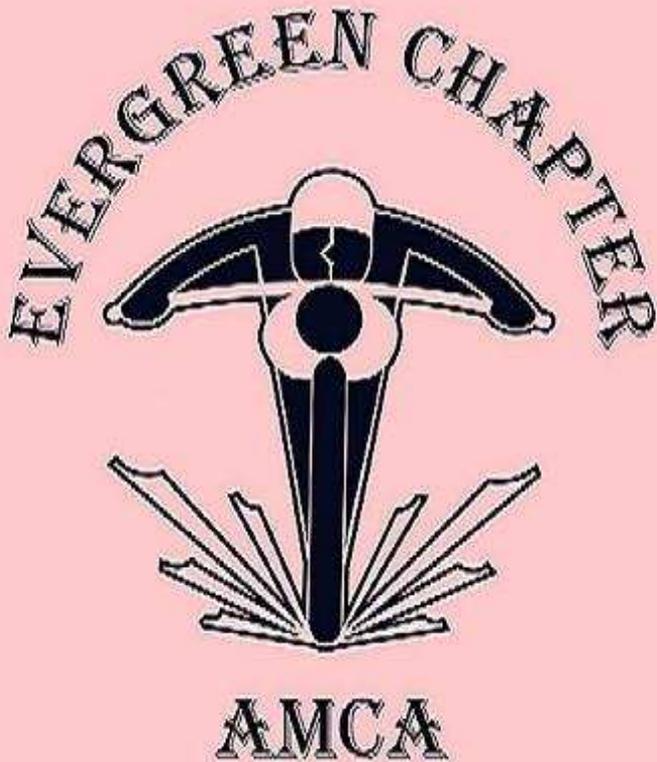
Year/Make/Model _____

I would like to volunteer for Chapter events YES _____ NO _____

Return this completed form, with your check or money order, payable to the **Evergreen Chapter**

TO

Evergreen Chapter, AMCA, Inc.
c/o Otto Allison, Secretary
6720 North 28th Street
Tacoma, WA 98407



**THE EVERGREEN CHAPTER'S
29th ANNUAL
SWAP MEET & SHOW
TENINO, WASHINGTON
AUGUST 15 & 16, 2009**

Antique-Vintage-Classic
Motorcycles, Bicycles and Scooters
Rolling stock-basket cases-parts-accessories

**Held in the beautiful old growth
timber of the Tenino City Park
7 miles east of I-5 at exit 88**

OPEN TO THE PUBLIC-FREE ADMISSION

VENDOR SPACES \$30 EACH FOR THE ENTIRE EVENT

VENDOR CAMPING \$5 PER DAY

Registration and set up begins Friday night (come early, get the best spaces)
The gate opens at 8:00 AM Saturday morning and the swapping continues through
Sunday afternoon

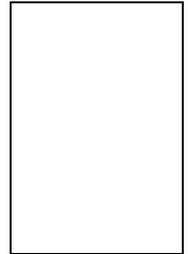
The **TENINO MOTORCYCLE DRILL TEAM** performs at noon on Saturday
(big American made machines doing really crazy stuff)
The "TEAM" is a non-profit organization in it's 25th year of performing and
giving back to the community in the form of scholarships for deserving
students.

A "BACK ROADS RIDE" will begin following the Drill Team's performance.
Ride some of the best roads and see some of the most beautiful country in
Southwest Washington

AMCA



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