

2017 Sacramento Amateur Mile

By Rodd Lighthouse



You may recall the Sacramento Amateur Mile report in the winter edition of the Comstock Chapter newsletter, I had hoped to test my skills against Tom Horton (#55), who had smoked me when I had raced him on three previous occasions at Sacramento. Mr. Horton did not show up for the 2016 amateur mile, and I was able to get my first victory.

Fast forward to the 2017 amateur Sacramento mile, which took place on May 21. During practice, the track was very slick and I was slow, but with several practice rounds occurring before the heat races, the blue groove was cleaned and traction was greatly improved. I got off to a second place start in my heat race behind Mr. Horton, of course. Throughout the race I stayed right with Tom and actually passed him in turn two on the second lap. Heading down the back straight, he passed me just before we

got to turn three and from there, I stayed on right on his tail to the checkered flag. I was stoked and I couldn't wait to race Mr. Horton again in the main event.

Lined up to Mr. Horton for the main event, when the flag dropped, I got the jump and led into turn 1 and through turn 2, but Tom quickly powered past me on the back straight. Chris Rudy on his Harley-Davidson KR was in tow not far behind. Tom and I were seesawing back and forth throughout the race, he pulling away on the straights and me reeling him in through the turns, while maintaining our distance on Rudy's Harley. Going into turn 1 on the final lap, I was able to pull along side of Mr. Horton in the apex of the turn, where he drifted up into my line forcing me off of the groove and into the marbles. Before I knew what happened, I was sliding along the ground toward the air fence. Mr. Horton has now smoked me four times in a row, but it feels good to know that I am now competitive. Man that was fun!

NV Cannonball

By George Canavan and Rodd Lighthouse

The ride started in Genoa as planned on May 26. George Canavan and I left Genoa at approximately 10:15 am with chase truck driver and friend, Allen Brugger, in tow. George was riding his 122 HP BMW and I was riding the old '34 HD. The most strenuous part of the NVCB was the beginning, three steep grades in less than 100 miles (Kingsbury, Mt. Rose and Geiger), and the BMW charged right up them without any issues. The HD didn't do too bad either. Between Dayton and Silver Springs, the HD started to slow, so we took a break and let it cool off. Once cooled down, it was smooth sailing to Fallon, where we gassed up. Heading to Austin, again the HD lost power due to heat stroke. Again, once cooled, it ran straight through to Austin via Carroll Summit. We reached Austin at 6:00 pm and decided that we could make it to Eureka by the time the sun set. Flawlessly, the HD cruised into Eureka at about 8:15, where we were lucky enough to get the last two motel rooms. Including riding to Genoa from Reno, we put on approximately 380 miles at an average speed of approximately 42 mph.

Rising early on Saturday, we checked the bikes over before we headed on to Ely. It was during this time that Eureka local, Barbara, stopped by to check out the bikes. She was waiting to see who owned the old Harley because she is selling her 1940 Indian Thirty Fifty (A.K.A. Scout Junior). It is a restored one-year model. The 500 cc Scout Junior twin received skirts and a new monicker for 1940. The model did not make the line up after the war. By the way, the ask is \$25,000.00 for the little Indian and George has photos and contact information if anybody is interested.



About 9:00 am, after checking chain tensions, filling the transmission with oil, and refueling, the old HD chugged right up Pinto Summit and was running great, although a bit noisy. About 30 miles out of Eureka, I pulled over because the motor seemed to be getting noisier. Not able to confirm that the engine was getting noisier, we proceeded to Ely. Approximately 40 miles out of Eureka, a loud clatter rang from the bottom of the HD and all of a sudden the ride was over. The ride ended on a sad note for me. I have never seen Nevada so green, the weather was perfect, and George and Allen were great.

I really hope the Comstock Chapter gets into the spirit and makes this a must do event in 2018. I am already looking forward to challenge next year.

Street Vibrations Spring Gathering

By George Canavan

On a beautiful sunny Saturday morning the Meadows, Jim, Jerry, and Patti threw open the doors of their shop to welcome Comstock Chapter AMCA members. In addition to the Street Vibrations celebration in downtown Reno, the Meadows had their own gig with hot dogs and beverages. "Under the Rose" micro brewery opened at noon to administer to the members' needs too. An assortment of machines lined up in front of the shop. Vintage Brit, Harley touring rides and a few modern sport bikes lined up out front for all to see.

Special thanks to the Meadows and spouses who made this possible.



Bike of the Month

April 2017

1965 Harley-Davidson FLH

By Frank Vavra

About 20 years ago Frank Vavra was looking for a 1955, Harley-Davidson, the same year he was born, and he stumbled across this 1965 Harely-Davidson FLH on some web site. He was interested because this was the last year for Panheads and the first year for 12 volt systems and electric starts. It was located in Ohio and he was living in Southern California. Frank emailed the owner and had him send me some pictures of it. The engine was blown up and it had previously thrown the primary chain so the inner primary was welded. He decided to take a chance and go look at it. It was supposed to be almost all original and the guy needed the money to build a garage. "I did my research on what was supposed to be on it and all the tabs too". Frank flew to Detroit, rented a van and headed to Ohio. When he got there the bike was all original except for a few additional tail lights. It still had the original white grips and shift rubber. Frank paid him for it and, loaded the bike and boxes of parts into the van and headed back to Southern California. The work on the bike has been slow going, mostly it has been in the garage covered up. Other projects to keep Frank busy like his 1990 Springer Softtail. Now the 65 is almost like his own barn find. He had the lower end of the engine rebuilt by the Bees Brothers in Henderson, NV when he lived there from 2000 to 2003. Frank was going to do a total restoration but now he is thinking of putting it back together and riding it. New Coker/Beck tires have been installed on it, cylinders are bored and the heads just need a little work to fix the chips on the exhaust ports. The carb is out getting rebuilt at Linkert Carbs in Vermont. And now it's about time to put the rest of the pieces together and ride it.



1965 Harley-Davidson FLH

May 2017

1953 Harley-Davidson Servicar

By Dick Toth

In 2001 I purchased a Harley-Davidson 45" flathead engine that was missing a few parts, but was a good deal. After doing some research, I found the engine to be from a 1953 Model G Servi-Car. The trikes were produced from 1932 through 1973 and powered by the venerable 45 ci flathead engine. With the power of Ebay, I found a 1953 trike missing an engine. It was original and not modified but a little rusty. After purchasing it, I began the restoration, which include a significant amount of research and hunting to find the correct original parts.

The Servi Car was used in at least two businesses, one of which was a Texaco service station and I tried really hard to decipher the advertisement on the back of the box to include as part of the restoration, but it didn't work out. The rear compartment was totally rusted out, and someone had replaced the floor with a thick piece of sheetmetal that weighed 45 lbs. With the help of Joe Brown at ABC Sheetmetal in Carson City, the 18ga. floor and double side panels were cut and fabricated for the restoration. Once complete, the Servi Car was painted in "Pepper Red", one of the factory colors for 1953.

In the end, it was all worth the time and effort and the feeling of accomplishment. Now the fun begins, antique shows to judge the restoration, and riding around with a smile on my face.



1953 Harley-Davidson Servi Car

June 2017
1949 Harley-Davidson FL

By Mark Lobsinger

Four or five years ago I got a call from fellow Comstock AMCA member Kelly Hogan saying a local Carson City guy had parts of a panhead for sale in the back of his garage. The story was the seller was unloading all of his motorcycles and parts in an attempt to raise funds to take his wife to New York City to watch the ball drop on New Year's Eve. Seemed silly to me but different strokes, right? I rushed over asap and made a deal.

The 1949 FL started as a complete (but seized) motor and a wishbone frame. The seller said the motor had seized up on him on the interstate in Reno years before, and he brought it home and parked it. There were no cracks in the cases though and it had matching belly numbers. Splitting the cases revealed a rod went south, and a large chunk of the flywheel had lodged itself between the wheels and case. It was a miracle that the cases held up, especially the way the seller explained it locking up instantly and coming to a skidding stop on the highway.

I found the rest of the parts for the bike at swap meets or on the internet. I'd say around 90% of the bike is Harley and I'm constantly replacing the re-pop stuff with OEM. The first summer I had it complete I put around 4,000 miles on it in the month of June. I rode it to Mexico and back on the El Diablo Run. Then I took it Dixon for the Fort Sutter meet. Then I rode it to Born Free (Irvine, CA), all the way down Hwy 395 and back up the coast. Then I made a trip out to Austin, NV and back. The thing ran like an absolute dream through all of those trips. The only thing I did to it was add gasoline and check oil throughout the entire month.

This is my first panhead and I plan on keeping it for life. My 3 year old boy already calls it “his bike.” It’s a stock 74” with a Truett and Osborn flywheel assembly. When I first built it I ran an SU carburetor, but have since switched over to a rebuilt M74 Linkert.
Be a man. Ride a pan!



1949 Harley-Davidson FL

Upcoming Localish Events

June

- June 16 thru 17 – AMCA National Show and Meet – Dixon, CA
- June 19 – National Ride to Work Day
- June 24 thru 25 – CJMC Show and Swap – Dixon, CA

July

- July 15 – CJMC Garden Party Show and Shine and Pot Luck – Los Altos, CA
- July 23 – Nor Cal Cycle Swap – Sacramento, CA
- July 24 thru 26 – AMCA National Road Run – Sequim, WA

August

- August 12 – CJMC Swanton Railroad Park Ride – near Davenport, CA
- August 13 – BSAOC Rigid Ride – Portola Valley, CA
- August 19 – CJMC Mt. Hamilton Quarter Horse Bike Ride – Mt. Hamilton, CA

September

- September 9 – CJMC Mt. Hamilton Small Bike Scramble – Mt. Hamilton, CA
- September 9 - BSAOC British Singles Ride – Geyserville, CA
- September 11 thru 13 – AMCA National Road Run – South Lake Tahoe, CA
- September 21 thru 23 – BSAOC California BSA Rally – TBD
- September 30 – Fall Street Vibrations Vintage Bike Gathering – Reno, NV

For other AMCA events, please see the AMCA’s website, antiquemotorcycle.org, under the “Events” and “Chapter” tabs.

Oregon Showcase Rally - July 20-22, 2017



Hosted by: Oregon Trail Chapter
Antique Motorcycle Club of America
\$100 Rider/\$50 Passenger

Join the Oregon Trail Chapter for three days of antique motorcycle riding to the Oregon Coast, on twisty Coast Range roads, and through the scenic Willamette Valley Wine Country.

Headquartered at the Evergreen Aviation Museum, on Hwy 18 in McMinnville, with additional RV parking at Olde Stone Village RV Park.

Dry RV & Tent camping: Call Rosie Singhose 541.942.2971

Full hookup RV Camping: Call Olde Stone Village 503.472.4315

Lodging: Comfort Inn McMinnville: 541.822.3805

Let them know you are with the OTC Motorcycle group

Thursday: Registration Opens at 12:00 Noon

Shake Down Ride: Gather 3:30 PM, Depart 4:00 PM

~ 50 miles, Return approx 5:30 pm 6:00 PM Dinner

Friday: 7:00 AM Coffee, Donuts & Registration

Ride: Gather 8:30 AM, Depart 9:00 AM. Approx 100 miles

Lunch on your own, Return approx 4:30 PM 5:30 PM **Dinner On-site**

Saturday: 7:00 AM Coffee, Donuts & Registration

Ride: Gather 8:30 AM, Depart 9:00 AM. Approx 100 miles

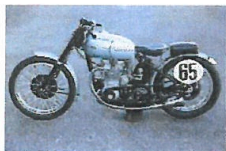
Lunch on your own, Return approx 4:30 PM 4:30 PM Dinner BBQ

Dinner Onsite, Raffle, Door Prizes

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

Registration includes: Coffee & Donuts Friday, Saturday, & Sunday. Dinner Thursday, Friday & Saturday. Raffle & Door Prizes Saturday.

Questions: Jennifer Nielsen 503.522.3163, tomandjen@shadyapple.com
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Go online to **antiquemotorcycleoregon.com**
to download registration form or register online.



**The National Road Run in Sequim, Washington
begins July 24th- Get 2 Rallies in 1 week!**



Registration Form

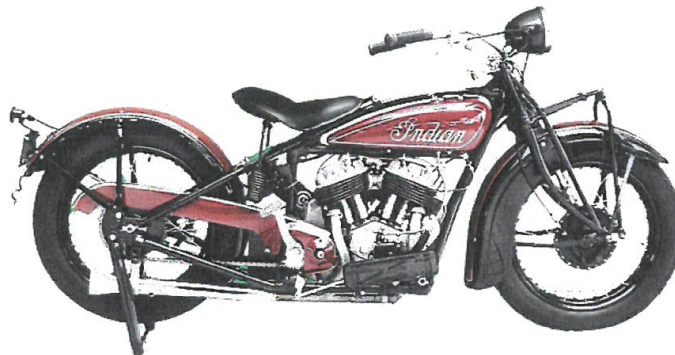
Oregon Showcase Road Rally

Antique Motorcycle Road Run July 20-22, 2017

Three days of motorcycle riding to the Oregon Coast, on twisty Coast Range roads, and through the scenic Willamette Valley Wine Country.

Headquartered at the Evergreen Aviation Museum, on Hwy 18 in McMinnville, with additional RV parking at Olde Stone Village RV Park.

Visit www.antiquemotorcycleoregon.com to learn more
Registration taken up to and through dates of the rally



| | | |
|--|------------------------|-----------------------|
| Rider | AMCA # Required | Birthdate |
| Passenger | AMCA # Optional | Birthdate |
| Address | City | State Zip |
| Phone | Email: | Chapter: |
| Year/Model bike | Distance Ridden | Or Hauled |
| \$100 per rider (snacks, refreshments, and two dinners) | | \$ |
| \$50 per passenger (snacks , refreshments, and two dinners) | | \$ |
| Make checks payable to Oregon Trail Chapter, AMCA | | Total \$ |

Apply online www.antiquemotorcycleoregon.com or mail this form to:

Oregon Trail Chapter, AMCA, 3761 SW Olson Ct., Lake Oswego, Oregon 97034

Questions? Call Tom Ruttan 503.621.8943 tgruttan@gmail.com

Jennifer Nielsen 503.522.3163 tomandjen@shadyapple.com

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