

Indian Summer Meet 2024

Finding the perfect spot

It is demanding to be a race organizer, and especially when you must establish an event in a new location. The Norwegian Indian Club had established itself well in Valdres from 2011 to 2021, but when the campsite at Strandefjorden was sold, we had to go out into the market to find a new and equally good place. We tested Garvikstrondi in Seljord in 2022 and Vrådal in 2023, but consideration for our members' residence dictated that a favorable location should be between Oslo and Trondheim. Consideration for our many Swedish participants also dictated that Gudbrandsdalen had the right location.

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At Strandefjorden, we had our own totem pole, our own tent for barbecues and cabins that surrounded the meeting place, which gave us a favorable place to organize the INDIAN SUMMER MEET. In addition, the collaboration with the Valdres Folkemuseum was perfect to build a cultural profile for the event and for the profile of the Norwegian Indian Club. The search for a new event location was also influenced by the fact that the Norwegian Road Museum is in Fåberg just north of Lillehammer. Fortunately, the Hunderfossen Hotell & Resort is almost the museum's closest neighbor, and that was the deciding factor for where our 19th Indian Summer Meet would be held.

The planning work with the hotel and the Norwegian Road Museum was very positive, and it helped the board to choose the location for the Indian Summer Meet at Hunderfossen, August 15-18, 2024. And what will happen in 2025? Yes, we will further develop the event in the hope of being as successful in Gudbrandsdalen as in Valdres. The decision has already been made and the dates for 2025 are August 14-17.

On Thursday, August 15, the entire board lined up early on the steps of the Hunderfossen Hotell & Resort with a packed box truck, 2

cars with equipment and the club trailer. All we had to do was get a ladder and mount two of our advertising sails on the hotel wall above the entrance. Then we had to set up trestles with arrows to both the right and left inside the hotel area. Setting up poles for advertising sails is something we are used to from Ekeberg Market, so it went well with a spade, sledgehammer and not least a spirit level.

A successful barbecue evening is an important start, and we had the barbecues rigged and quickly set up 3 tents in case of rain. Then we had to organize the secretariat, pack the instructions for the hillclimb and mountain tour and hand them over to the participants in the Service Team. Some checked in at the hotel, others settled in the cabins, and those who had booked a bed were assigned a bed either in apartment 6 (administrative team) or in apartment 1 (operational team). At 8:00 p.m. the barbecues were ready, and people came from both here and there and filled the barbecues with food they had brought. Unfortunately, it started to rain a little, and it got pitch dark in the evening. We received clear instructions from a participant that we had to get more light, but tea lights on the tables did not appear until the next day. An organizer should remember everything, - and even more.



Full steam up the hill from Follebu after the visit to Aulestad, home of the famous author Bjørnstjerne Bjørnson. Per Gillebo is leading the way.



Above: Kjell Arne Hoel and Rolf Vold tuning the latters 1916 Powerplus with sidecar.

Below: Ola Prestløyken heading up the Hill Climb course. Ola had two false starts and this was his third attempt.

Friday morning the sun was shining and there was a promise of sun for Saturday too. For us, all we had to do was go out to mark the hillclimb course, and hand over all the technical equipment to the Hillclimb team. Then there was preparation at the Norwegian Road Museum before the planned presentation at 3:00 p.m. It was quite exciting to wait to see if anyone would even come to the handover of "our" Indian 1916 with sidecar. Surely everyone is now familiar with our project at the Norwegian Museum

of Vehicle History and our assistance with purchasing and preparing for the museum's main exhibition? First, of course, LMK came with its profiled car, and it was strategically placed for photography, and then, believe it or not, NRK came with an elegant, profiled reportage car. Good thing none of the members know how much work it is to get national channels to follow up on such cultural events.

It was not only the sun and NRK that were happy, but also all 50 participants from the Indian Summer Meet who came riding their bikes and parked in a row outside the museum. First in the queue was of course Rolf Vold with his Indian 1916, then Gunnar Ole Vadset with PP 21, then Kjell Åsen with PP 22, and then Arnt Grø with 1923 Chief, - all with sidecars. It is fun to work with the Norwegian Road Museum, and we hope that we can further develop and continue a cultural collaboration with the museum. By the time of the next barbecue evening on Friday, all the participants had arrived and probably gotten to know each other better. Many new faces appeared, and the SERVICE TEAM was strengthened with mostly new people. It is great that everyone says YES when we ask for help with the event. It is important that we in the organizing staff who have running INDIAN motorcycles can



Veimar Samuleson, Kurt Dale and Kim Jarre at the evening barbeque, Friday.



Kim Jarre on his 1937 HD Knucklehead at the Hill Climb.

participate in the race, and 4 out of 5 on the board were able to participate this time. Guess who didn't get to ride his Indian.

The barbecue evening went well with lit tea lights as the sun went down. Unfortunately, there were strong gusts of wind during the night and our club tent blew down to the fence by the train line and ended up there for good. The other two tents were standing, but one of the BILTEMA tents is probably already a wreck after only one year of use. We have had the club tent for 15 years, so it was probably already ready for the scrap heap before the wind took the final death blow. A new club tent has

already been ordered and delivered to us. On Saturday, everything was ready for the 58 starters, where a total of 21 participants chose the NEW LOSNA HILLCLIMB. The hillclimb team left at 10:00 to set up the start and finish on the course, and at 11:00 the participants set off to get to the start at Losna. As is well known, we organized the legendary Losna Hill Climb from 2004 to 2009, but this time it was a new and unknown course for the participants. At 12:00 the rest of the participants drove out of Hunderfossen Hotell & Resort on the marked course until lunch at Segalstad Seter. Tarjei Skræi drove last of all as RESCUE, but fortunately there were no one to save. One of the



Gunnar Ole Vadset on his 1921 Powerplus, big valve. Gunnar Ole had a major accident with this bike earlier that year and had severe injuries. Luckily he had a good recovery and was able to attend the Summer Meet.

participants had a stop, but it was sorted out, so he did not have to receive the hated BAD LUCK award. On the steps of Segalstad Seter stood the Kråbøl family with an original H-D boxer with sidecar plus a sawn-off PP frame as decoration. Everyone wanted to see, and everyone wanted to talk to both the Kråbøl family and the other participants. A few raindrops did not spoil the atmosphere. Then everyone traveled to Segalstad Bru and on to Aulestad. The hillclimb team was a little behind schedule, but they all got a sausage menu.

At Aulestad there was an outdoor wedding and I had to organize the parking and get people to stop their engines as quickly as possible. The participants walked up to the Boys' Room for a hot cup of coffee, and the bride and groom probably said their YES without too much noise from us. We must have a little culture, and Bjørnstjerne Bjørnson's house and magnificent garden were really something to experience. Then it was straight home on the charming Øvreveien with a wide view of Gausdal and Lillehammer. Then there was a slow race at a new arena. Old foxes and new amateurs appeared (it was tricky to turn on the gas tap), and after many good duels there was only one worthy winner. Stein Fossheim won the last duel against Morten Geertz who had to bite the bitter apple and turn on the gas tap.

Then it was time for a festive dinner and the end with dinner, a raffle and prize giving. The dinner was a venison stew, and then there was a prize giving for dessert. After the prize giving there was a raffle for great prizes from the solid sponsors Seljordvarme AS and Polaris Norway AS. BILTEMA had 2 prizes with SAE 50 oil, while Seljordvarme had 10 liters of Strip-All, and a solid outdoor fireplace from HANDE. The icing on the cake was, as usual, an original Indian leather jacket of this year's model from Polaris Norway. The raffle sales are important for the event's finances, and with such great and expensive prizes we raised an amount above expectations. Pål Åsen and Henning Trulsrud each received their own oil bottle while Gillebo received the can of Strip-All together, but a clear warning from sponsor Tarjei Skræi to read the instructions carefully before use. The outdoor fireplace went to Kurt Dale, but not only that, but he also won the leather jacket. YELLOW 80 and YELLOW 81 were the winning tickets that were the icing on the cake for the lucky Dale. The sponsors were thanked, and the same with the service team. People then disappeared to the fireplace room at the hotel, and to the cabins and apartments. Sunday morning it was just a matter of packing up and going home after a successful event at the Norwegian Road Museum and at Hunderfossen Hotell & Resort.



Above: Rune Stjernens lovely Sport Scout 1939:

We will be back on August 14-15, 2025.



The 1916 Powerplus at the Norwegian Road Museum exhibition, after the hand over ceremony on Friday.

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Ola and Henning admiring Kurts 1940 Indian Four.



Bent Granberg and his legendary HD 1930 with sc.



Rain showers on Thursday made the boys take shelter under the extended roof. Everyone happy, though.