



Yankee Chatter



Winter 2014

www.yankeechapter.org

Established 1973

Yankee Chapter - Antique Motorcycle Club of America - Ride 'Em - Don't Hide 'Em



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Director's Message

Dear Yankee Chapter Members:

I'd like to thank everyone for the strong club activity in 2013. We hosted 3 weekend rides, 2 National meets, and were a large part of the Luke Walker Fund's success.

The first thing you might have noticed is this newsletter is published by our new co-editors Sara (Mathews) Kurz, sm1920@gmail.com 860-455-5447; and Jen Goselin, refined_edge@yahoo.com, 413-325-8355. Please help them out with photos, write-ups, articles, tips, notice of relevant events, parts and bikes for sale, etc. It's hard enough to produce the newsletter, let alone all the content! A HUGE THANKS to Sara and Jen for accepting this challenging and critical Chapter function!

Along those lines, don't forget you can submit .pdf flyers, parts and bikes for sale and wanted, and photos to our website- www.YankeeChapter.org. Chris Lennox is managing the website and is standing by to receive your info! You will find his contact info on the website, or use

Luke Walker phoned me the other day. He was riding in the car with Bess and used her cell phone, and we had a great chat. He's home now. This is quite an accomplishment- 8 months of hard work and rehab. He mentioned he had received many cards, and is ready for

visitors. Give him a call at 401-855-0738. Hopefully we'll get him out to Hebron.

A few years ago, we began to add to our camp and ride calendar, and we've shown we can support three rides per year plus our Hebron meet. The ride dates will be announced later, but I thought I'd mention that the May ride out of Rhode Island is being coordinated by Tom Covill again. This one will be a lighthouse run. In addition, we've been invited by Doug Frederick to use his property at the American Police Motorcycle Museum up at Lake Winnepesaukee as our base camp for a ride. Although we cannot have any campfires, we'll be in the middle of great riding territory, plenty of sites, restaurants, etc. And by overwhelming demand, we'll be back to the Berkshires area riding out of Mohawk Park in Charlemont, MA with Jim Seidell at the helm. All of these rides offer great people, old bikes, good roads, and sweep vehicles. If you haven't participated in a camp and ride, please consider it. It's low pressure fun, no worries about the shine of your bike, and you can come for the day, or the whole weekend.

It is also important to discuss our involvement in the Rhinebeck Northeast Coalition. Most of you long term members know we have provided strong support over the years, working to set up the fairgrounds, guide in the vendors, sell shirts, and man gates. For a variety of reasons, our chapter participation has waned, and last year the coalition introduced an incorporation in the form of an LLC, which raised further concerns among our membership. The upshot is that after 7 years of voting YES to participating in the coalition, on December 7 at the business meeting, the Yankee Chapter members present voted NO to 2014 (and beyond) participation. What this means, simply, is we will not be part of the work of the meet, and we forego any income from the meet. YOU MAY, and are ENCOURAGED to participate in the meet as a vendor, Timeline Participant, judge, buyer, camper, looker, or in any way you would normally participate in a meet. In fact, I'm sure that if you

individually want to volunteer a few hours to work at the meet it would be welcomed.

Perhaps one reason for the change in mindset over Rhinebeck is the Yankee Chapter National meet approvals we received the last 2 years. Hebron 2013 was a strong meet for us and very active. We added 2 technical seminars and the days were packed with activity. We had a strong vendor turnout (in the 70s), and lots of great parts and bikes traded hands. We're AMCA approved for another National in 2014. As part of the meet planning, the Yankee BOD discussed moving the Saturday ride to Friday afternoon. Saturday mornings are so busy at the meet, and now that they are 2-day meets, it's really the "big day" for visitors. Taking 40 bikes off the field, and vendors tarping over their booths is quite a shock to visitors. This is not an easy decision, as our chapter has done this ride for so long on Saturday morning it is now sacred. I think we have an idea to get out well before the banquet- maybe the ride can be even longer and we don't need to keep pushing to get back. By 3 pm on Friday, the meet is fairly well established, yet the visitation is low, so this would give a nice slot to get out. Maybe by moving the banquet out from six to seven would also give a bigger window to the ride.

We do need more volunteers for the 2014 meet. Whether you can help at the gate, the merchandise booth, the vendor registration, and especially the judging, we need you. All of these areas were overwhelmed last year. We have over 200 club members. A few more people offering a few hours each will make a big difference in the meet quality, the customer experience, and take some load off those members that end up in the tee shirt booth all day. I'll be putting a working list together to keep track of everyone and help simplify so you know when to go and where you are scheduled. As usual, please contact me at danmargolien@yahoo.com or 603-458-5013 in the evenings, or contact any of your Board members. If you would like to volunteer to host a technical session, drop me a line. We

had roughly 15 people at each in 2013- a metal prep by John Pierce and an electrical system walk through by the Brown father and son team.

Peter MacMurray (508-429-4592, PJMacMurray@GMail.com) has accepted an appointment as the Yankee Chapter Chief Judge. He has had many bikes judged and has been judging for years at the eastern meets. WE NEED JUDGES for our meet. All the meets are killing the judges- the number of bikes is way up. Rhinebeck had 80+ and we had 48. If you are interested, do not be shy. All you need is a willingness to learn the process, and participate. We are planning a judging seminar. What Pete needs is a list of people who judge and /or would like to judge. Please contact Pete directly so he can begin to develop a plan for the 2014 meet and beyond. I promise he doesn't bite!!

For 2015, we have submitted requests to the AMCA for both the National Meet and a National Road Run. Getting approval for both is not guaranteed, but I think it is likely. Jessie Aikman, James Murdough, and Gene Levesque are the core planning team for the Road Run. We are strongly considering Vermont, in the Brattleboro area. The RR would be in the week following Rhinebeck as we did for the Maine ride. The idea behind this is to provide more opportunity for folks traveling a long distance to Rhinebeck or the road run- more pop for their travel. If you want to be heard on this matter please contact me and I will pass it through to the planning team.

We've come a long way in the last couple years getting the tax situation all squared away. Our Treasurer, Rich Correia, has completed the 2013 documentation and passed it onto the DeLusio firm. The AMCA is paying for the tax prep if you go through DeLusio. To make a very long story short for those not familiar, the AMCA discovered/learned that they cannot be a non- taxable entity, and that they can no longer cover all the chapters under an umbrella filing. That left each chapter on their own. Further, it turns out Yankee and other chapters cannot

remain a no- tax entity due to the sources of our income. Basically, we receive too much of a proportion of our income from NON-Chapter members, failing a safe harbor test, and making us a taxable organization.

We recognized Karl Nagy at the December business meeting by making him an Honorary Member and presenting him with a beautiful jacket. Karl has been a member since 1973, and just last year needed to sell his Indian due to trouble with balance. He still showed up at a camp and ride with his Model T!

The success of an organization such as ours depends upon the membership. Come on out to the rides and meets, and especially volunteer your time!

Well, I'm sure I left something out, but that's it for now! If you have anything on your mind related to the club, give me a call. Love to hear from you.

Dan

Editors' Note:

Jamie Seidell and Jennifer Goselin were married on Oct. 5 2013 at Mohawk Park in Charlemont, MA. They would like to extend their thanks to the Yankee Chapter for the surprise celebration at the September road run!



Mohawk Camp and Ride – September 2013



I pulled into Mohawk Park on a sunny Friday morning. I noticed the campsites along the Deerfield River were filling up quickly in preparation for the weekend. I gave a hand to Grill Master Jim Seidell setting up the kitchen for the Saturday pre-ride breakfast.

“Have you gassed up your bike?” Jim asked.

“Yeah, where are we off to?”

“I’m putting together a shakedown run at 10am,” he replied.

With that, we rounded up 12 riders and headed down Route 2 to the Zoar road. We worked our way over some great roads through the woods up to Route 100 in Vermont. Stops along the way included the windmill farm view off Route 8, the Bear Swamp Power Station in Rowe, and the Hoosac Tunnel. Jim provided



history lessons at all the attractions. We all returned to the camp with no major issues.

Riders continued to arrive through the afternoon, and we decided to round up those interested for another tour. We gathered about 23 riders, fired 'em up, and headed out. The destination this time was Jim Hoellerich's Museum of Vintage Trail Bikes in Cheshire, MA. We arrived just in time for one of



Jim's friends to open the place up for us. The museum is like a step back in time, walls lined with Bultacos and OSSAs from the early 1970s.

After a great tour, Charlie Gallo spoke up. "Hey, Sandy and I need to replace our air mattress. Is there a Wal-Mart around here?" One of the riders in the group, who happened to have a GPS handy, volunteered to guide Charlie and Sandy to the nearest Wal-Mart. There was a little confusion getting this organized, and half the group ended up following them to Wal-Mart including our old buddy Garry. The rest of us gassed up and continued on back to the camp. We found a few of our lost group along the way, including Garry who was hopelessly lost at a gas station not far from Wal-Mart. Eventually, everyone found their way back to the park. We all settled by the fire for the evening telling tall tales and figuring out the best route to get to Wal-Mart.

The next morning, I rolled out of my tent to fog on the river and a chill in the September air. After washing up, I headed over to the Base Camp where the coffee was brewing and Jim was busy making breakfast for everyone. The specialty this year was Indian themed egg-in-a-hole toast, just to keep the Harley owners on their toes. People continued to pull in during the early morning to have a bite

to eat and join the ride. As we were finishing up, Battery Bill announced that he wanted to take picture for the Motorcyclists Post of all the Indian motorcycles in front



of the Hail to the Sunrise Statue across the street. We lined up about 12 Indians for the shot, not too shabby. Then we rounded up all the riders for a quick drivers' meeting. We counted 42 bikes in all for the main ride, with Jen Goselin following with the trailer just in case.



We headed out, down Route 2, and worked our way through the farm lands in Ashfield, Whately, and Sunderland to the first stop of the day at Bub's BBQ. We arrived just as they were opening, and were able to have a great lunch before the crowds arrived at this popular



spot. The next stop, Berkshire Brewing Company, was just a few miles down the road. We filed in with another group of tourists, and everyone got a complimentary pint of beer.

The brewery tour was interesting, although a bit long and crowded for some. The riders reconvened in the parking lot.

At this point in the afternoon, the sky was overcast and rain was looking likely. A small group of riders chose to head back up to Mohawk Park. The rest felt the rain wasn't going to happen until later, so we rode to one more stop on our tour. We headed over to the Whately Engine Museum Show, a nice display of various antique engines. As I got off the old '45 Chief and started to walk around at the show, I noticed Jen had not gotten there yet. I checked the phone and sure enough, she was pulled over rescuing Gene Levesque, whose intake manifold had loosened up on his Indian '47 Chief. Thanks to the help of some fellow Yankees, they got Gene loaded up on the trailer and over to the engine show. The rain started just as we saddled up to head back to camp. As we continued down the road, the rain got worse and the group got broken up a bit. I caught up with our Club Director Dan Margolien on his 1926 Harley and pulled ahead to guide him back to camp. Even with the rain, everyone on the ride made it back safely.

Later on that afternoon, once most of the riders had settled in to their campsites, Jen and I were called down to Critter and Barbara's site. We found the Yankee Chapter members gathered to give a surprise toast and celebration for our upcoming wedding! A special thanks goes out to those who put this together; it is something Jen and I will never forget.

Everyone enjoyed another evening around the campfire. Sunday morning, it was time for the Yankees to pack it in and bid farewell to the Mohawk trail until next year. We even got Gene's bike running again, and he was able to ride it home. This meet has continued to grow every year, and we look forward to seeing everyone again in September.

- Jamie Seidell

2014 Springfield Motorcycle Show

The 9th annual Springfield Motorcycle Show was held on January 17th- 19th at the Eastern States Exposition in West Springfield. The Yankee Chapter was well represented, with 12 antique bikes filling our corner of the Young Building. Chris Lenox, Ken Hershfield, Peter MacMurray, Mike and Sandy Brown, Dan Margolien, and Dennis Bolduc all brought bikes to display. Dana Faucher and Shorty Longvall were also on hand throughout the weekend selling t-shirts, answering questions, and recruiting new members. Over 500 flyers for the Hebron 2014 Meet went out.

The show was packed on Saturday, with the big draw being Paul Teutul, Sr. of Orange County Choppers posing for pictures and signing autographs. Other members of the OCC crew were on hand Sunday as well. The SMS includes local motorcycle dealerships, clubs, charity organizations, leather and jewelry vendors, live entertainment, build-off and paint competitions, and awards for bikes in a number of categories.

In addition to having a couple of his antique bikes in the Yankee Chapter display, member Dennis Bolduc was at the show promoting his new dealership, Indian Motorcycle of Westfield. Several of the new Indian models were on display, and there was quite a crowd wanting to check them out.

Thank you to all the club members who volunteered their time and/or bikes to represent the Yankee Chapter at this event. Dan Margolien notes, "We received many positive comments including, 'thanks for making the trip to the show worthwhile.' That's a nice compliment. It is amazing the interest shown in the old bikes and the complete lack of knowledge of this aspect of motorcycling."

- Jennifer Goselin

Yankee Chapter Wants You...

For the 2014 Hebron National Meet, Yankee Chapter wants *you* to enter your bike for judging and further, cordially invites you to participate in the judging process as well.

Having your bike judged under objective scrutiny is one of the easiest and most helpful ways of validating your restoration or preservation efforts. Through the judging process your motorcycle will be assessed by a team of peers in accordance with a well-defined process and also affords you the opportunity to be recognized for your efforts. Think of this acknowledgement as the *Oscar Awards* for motorcycles.

Judging actually makes few demands on those who perform the service as the AMCA judging process is methodical, fully thought-out and well documented. The step-by-step process is easy to follow and the AMCA Judging Guidelines Manual provides virtually all the assessment and scoring information needed. As a judge, you will participate in a team of other enthusiasts and be rewarded by the knowledge and experience you bring to the process and share with others, as well as the opportunity to likewise learn and gain insight from others on the team. You will also learn something from each machine that you judge, make no mistake. Teach and learn with your peers! See motorcycles from a unique perspective! No prior experience required! Hells bells: you'll even get fed before you begin!

Our goal at Hebron in August is to have a well planned, well organized, and smoothly executed judging session, and all are welcomed and encouraged to participate. Have your bike judged, be a judge, or do both. The upside potential is significant, the downside potential is nil. All of this for a miserly ten bucks!

I welcome all volunteers, inquiries and suggestions.

- Peter MacMurray

Motorcyclepedia Museum

250 Lake St.
Newburgh, NY

Adult Admission \$11

<http://www.motorcyclepediamuseum.org/>

Open year round Friday, Saturday, and Sunday 10-5



The Motorcyclepedia held a swap meet in the museum on January 10th-12th. Jamie Seidell and I made the drive to check it out on a rainy Saturday. We had been to the museum previously in April, and were impressed with the huge collection of bikes, especially (of course) the Indian timeline.

The swap meet mainly took place in the basement level of the museum. One of the three motordromes was up and running Wall of Death shows throughout the weekend, and that seemed to be the most popular attraction. The vendor turnout was small, with a little more than half of the 20 tables filled on Saturday, but we enjoyed chatting and

checking out the rust and chrome. We ran into Billy Campbell selling parts for early bicycles and motorcycles. Upstairs, artist Makoto Endo was demonstrating his technique and displaying a number of his beautiful paintings of antique and modern motorcycles.

If you haven't been yet, the museum is well worth the trip. It opened in April of 2011, and contains over 450 motorcycles. The Indian timeline contains a bike from every year of



production from 1901-1953 and many other bikes and products made by Indian over the years. The exhibits cover all different time periods in the history of the motorcycle, from the Circa Gallery (1884-1925) to Chopper City (1960s-1970s), and include just about every manufacturer you can think of. Each display includes historical information about the bikes as well as related advertising, accessories, and other memorabilia.

- Jennifer Goselin

BIKES FOR SALE OR TRADE OR WANTED

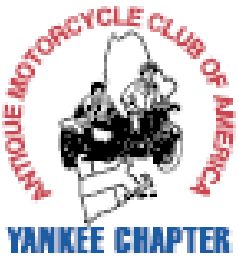
WANTED: Knucklehead, complete, restored or needing restoration.

Contact John at 978-535-0805, tell him Dan Margolien sent you.

WANTED: Knucklehead, springer or rigid fork. Cash or trade for complete 28/29 JD Springer. Contact Dan at 603-458-5013.



FOR SALE: '70 Honda for sale, 71 miles. Contact Dave at freebird273@gmail.com



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1984 AND EARLIER FOR DISPLAY

Stock bikes, Bobbers, Choppers, Rats, two or three wheeler
Home made, whatever you have, bring it and show it

FREE ADMISSION - GREAT FOOD AVAILABLE

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