



Yankee Chatter



Winter2018
Yankee Chapter

www.yankeechapter.org
Antique Motorcycle Club of America

Established 1973
Ride 'Em- Don't Hide 'Em!

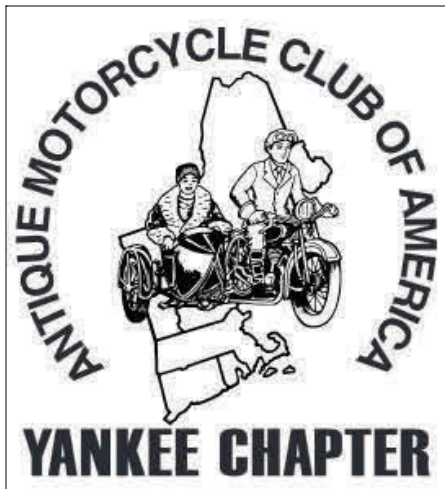


Yankee's display at 2018 Springfield Motorcycle show

IN THIS ISSUE

President's Message
Hebron to Terryville
European Motorcycle Tour
Deciphering Harley Davidson
Model Designation codes

Upcoming Events
Classifieds
Battery Bill



President's Message

2017 was amazing. The year was filled with wonderful events. Everything our chapter did was put together by volunteers. Everything we did had the same theme, HAVE FUN and when your done with that have more fun. And we did have fun. With 2018's National Meet moving to Terryville, our planed Camp & Rides, the Cannon Ball starting from Portland Maine and other regional events 2018 promises to be an exciting year.

At our 2017 Christmas Party / Annual Meeting we:

Enjoyed a Holiday feast that added inches to our waist lines

Without objection ratified our By-laws.

Elected Darryl Cutter as 1st Vice president. Jamie graciously has agreed to remain the vital part of our Board that he is as an Associate Director. Thank you, Jamie!

Ratified the remainder of the board

Created regional Ambassador positions in our BOD

Held lengthy discussions on Terryville that included how we can increase the number of people that visit our Swap Meet vendors

Agreed to offer indoor vending spaces

We finished our meeting by selecting five worthy causes to make our 2017 financial donations to

None of these events would have happened without the countless hours a small number of Yankees put in.

2018 got off to a great start with our display at January's OSEG show in Springfield. Our booth volunteers passed out over 700 Terryville flyers. Let's make 2018 the best year ever by everyone helping out a little. Your donating just a few hours of your time can help prevent burning out those that do so much already.

I hope everyone knows this year's meet will be at the Terryville Lions Club Fairgrounds in Terryville CT. Terryville's facilities are different than Hebron's. We will have as many vending and camping spaces as we had in Hebron. Camping will continue to be free for Yankees. There are as many electrical service locations as Hebron had but they're scattered about the fairgrounds. The random location of power outlets will force us to assign vending and camping spaces on a first come first serve basis. If all goes as well this year in 2019 we hope members will be able to choose their spots from what is available when they register. Terryville's facilities replace Hebron's horse stalls with very nice inside vending spaces, provide better facilities for Friday's banquet, allow Individual campfires & evening community bonfires and a whole lot more. There's even a stage for our use. Do you play an instrument, sing, want to be our evening Dick Jockey, are a budding comedian, or?? We're going to Terryville to have fun.

Lets be creative while we're there

After lengthy BOD discussions and member input about the lack of vending field visitors on Saturday the Board decided to add a community Poker Run and Vintage & Classic bike judging to our meet. Both events will happen on Saturday and are intended to raise money for the Connecticut Children's Hospital. Both events will be open to AMCA members and the general public. The Poker Run will be open to any and all motorcycles regardless of the bikes age. The Vintage & Classic judging would be open to all bikes 25 years old or older. Vintage & Classic judging will not be AMCA style judging or performed by AMCA judges. Instead, a team of 'celebrity judges' from the community will select the bikes they like the most. Because both events are intended to be fund raisers for the Connecticut Children's Hospital we are recruiting local sponsors and are inviting local motorcycle groups to help out. Our goal is for these events to be fun for everyone, raise money for the CT Children's Hospital AND increase the number of visitors to our swap meet.

Please take a look at our National Meet information posted on our website: <http://www.yankeechapter.org/downloads/vending&campingrules.pdf>

The entire Board sincerely hopes you like what we've put together for this year's National Meet! On March 24th, from 2 PM to 4 PM the Terryville Fairgrounds will be open for your inspection. Come on down.

Ted

In support of



**New
Location**

Yankee Chapter National Meet August 3 - 4, 2018 Terryville Lions Fairgrounds Terryville, CT

On site Friday night banquet
Food on grounds
Friday morning thru
Saturday afternoon

Maps and Motels
Use Google Maps
Town Hill Road
Terryville, CT

Yankee Chapter Style Judging
Friday following Road Run
A.M.C.A. Judging
Saturday 10:00 AM

Camping on grounds for
A.M.C.A. members and guests
Must show valid A.M.C.A.
card to camp or vend.
Camping available
Thursday, Friday and
Saturday nights.

Show off your riding skills.
Field Games
Saturday Afternoon

Judging Information:
Peter MacMurray
(508) 429-4592
pjmacmurray@gmail.com
On-site registration closes
at 10:00 AM Saturday
Judging to follow

**No admittance to
meet before Noon
Thursday August 2**

Join us on a Friday afternoon
road run through scenic
Western Connecticut.
Bring your bikes and
RIDE 'EM.

Early arrivals
Please see

Printable National Meet Vending,
Camping information and rules at
yankeechapter.org/terryvillenationalmeet.shtml

General Info:
www.yankeechapter.org
Still Have Questions:
Ted Smith
(203) 675-4894
oldbmws@yahoo.com

"Ride 'Em, Don't Hide 'Em"

Visit www.yankeechapter.org for schedule of events

FROM HEBRON TO TERRYVILLE

The Yankee Chapter of the Antique Motorcycle Club of America is Moving Their AMCA National event to Terryville, CT

By Ted Smith & Peter MacMurray

After 23 years the Yankee Chapter's AMCA National Meet is relocating its annual National Meet from Hebron, CT to the Terryville, CT Lions Club Fairgrounds, located at 205 Town Hill Road in Terryville, CT. The Meet will be held on August 3rd & 4th, 2018. The meet is open to the public from 8 AM to 6 PM Friday and Saturday. General admission is \$5.00 and the admission fee will be waived for anyone and their passenger bringing or riding a 35-year-old or older motorcycle. While the Friday / Saturday Swap Meet and AMCA National Judging of Antique Motorcycles are the core of this event, there will be a lot more going on. On both days there will be an exhibit of antique, vintage & classic bikes. AMCA members and all event attendees who wish to display their 25-year-or older bike(s) are welcome to exhibit them in a special area reserved for that purpose. Friday evening features a steak/chicken banquet for AMCA members and their guests with a community bonfire and Jam Session to follow.

Saturday morning August 4th there will be Poker Run, kindly sponsored and staffed by The Haymond Law firm with additional support provided by The CMRA. Following a scenic route, the run will be of about two hours duration. The Poker Run is open to all riders with no age restrictions. Saturday afternoon will feature an exhibit and judging of Vintage & Classic motorcycles, 1993 and older, which is open to both AMCA members and non-AMCA attendees. Registered bikes will be judged by a team of celebrity judges who have generously donated their time for this event including Andy Read, a nationally recognized Concourse Judge, Ken Kaplan, founder and curator of The New England Motorcycle Museum and Jennifer Sequenzia, owner of All American Productions, a veteran support non-profit. Each of these events carries a \$20.00 registration fee, with all net proceed to benefit the Connecticut Children's Medical Center. (<https://www.connecticutchildrens.org/>)

Saturday morning will also feature AMCA National Judging. AMCA members wishing to have their bikes judged are strongly urged to register on line. Additionally, Saturday afternoon the Yankee Chapter will hold its legendary Field Games as riders attempt to meet skilled riding challenges aboard their veteran machines.

Mark your calendars now for this special event. There is certain to be something of interest to all riders.



Yankee's at the
Springfield
Motorcycle show
January
2018

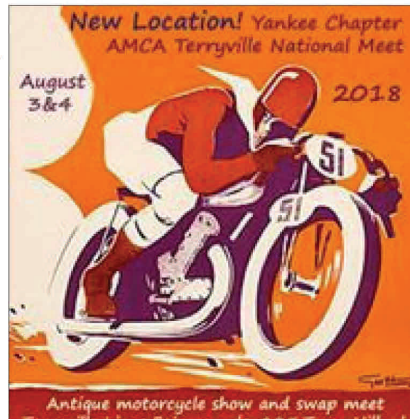
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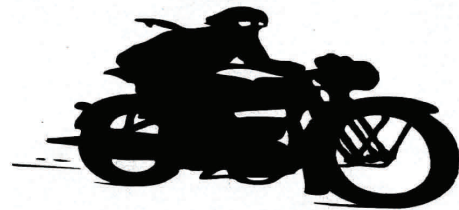


Connecticut
Children's
MEDICAL CENTER

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Ted Smith



An AMCA Swap Meet is like a town wide tag sale for only old motorcycle stuff.

European Motorcycle Tour Summer 2019

My name is Debbie Faucher. My husband, Dana, is a member of the Yankee Chapter. My husband loves his motorcycles and I love to travel. I would like to combine the two. At the 2017 Annual Christmas Party/Meeting I mentioned the possibility of organizing a European Motorcycle Tour for summer, 2019 and received some very favorable responses.

At this point in time I am looking for direction. That is, I would like to hear the opinion of anyone interested about the following topics:

Destination: Norway, Germany or Italy

Type of tour: Edelweiss Tours offers Classic Tours (change hotel each night) and Touring Center tours (come back to same hotel every day) The Touring Center tours are 7 days (5 days riding)

Duration: 7-9 days, 9-12 days or 12+ days (keep in mind the first/last days are for travel to/from USA)

Month: June, July or August (some tours only run in certain months so this could limit us)

Cost: This is a tough one because there are so many factors involved. Land prices range from \$2500pp- \$5500pp. These prices are dependent on, obviously, the tour chosen and on room occupancy, number of persons on the bike and bike YOU choose. You would also have the cost of air transportation which will be dependent on when we go, where you fly from and where you fly to.

If you think you are at all interested please shoot me an e-mail at dfauch@snet.net. It is from these first opinions that a destination, duration and dates will be set. LET YOUR OPINION BE HEARD!

DECIPHERING HARLEY-DAVIDSON MODEL DESIGNATION CODES: 100 YEAR'S WORTH OF FUN!

Posted in DIY Tech Tips on January 23, 2018 by Lowbrow Customs

To paraphrase Bob Dylan - or was it Abraham Lincoln? - most of you will know some of this information, some of you will know most of this information but not all of you will know all of this information! Actually, in this crowd of antique motorcycle enthusiasts, there are probably a number of you who can rattle this off as quickly as the alphabet. I came across this guide to understanding Harley Davidson engine codes while looking at www.lowbrowcustoms.com I have edited their article so that it mostly addresses antique motorcycles, but they detail information all the way up to present day models – you can find the entire article here:

<https://www.lowbrowcustoms.com/blog/deciphering-harley-davidson-motorcycle-model-designation-codes/#sthash.m3VdsCos.9uVeYerM.dpbs>

Harley-Davidson applies a letter to help designate the main components, and even accessories, that a certain model is outfitted with. The key to deciphering these model abbreviations is understanding the sequence of the letters.

The First Two Letters

This is quite straight-forward, with the first letter representing which engine is in the particular model in question. The models below cover many years, from 1918 to modern day Harley-Davidsons.

Engine Code Engine Type

EL Big Twin, overhead valve, 61 cubic inch Knucklehead

FL Big Twin, 74, 80, 88, 107 etc cubic inch engine. The 74 cubic inch engines were from 1941 to 1982. Depending on the year the engine could be a Knucklehead, Panhead, Shovelhead, Evo, Twin Cam, Milwaukee-Eight etc.

FX Big Twin, 73 cubic inch and larger engines. Includes Superglide and Dyna series, as well as others. Tend to be 'sport model' bikes, often narrow and performance oriented.

G Servi-Car (three wheeler) produced from 1937 to 1973. GE is electric start, produced from 1963 to 1973.

J F Head (IOE, or Intake over Exhaust). Depending on the model they could have been equipped with a variety of engines, including 61 or 74 cubic inch engine (like the JD).

K Flathead, side-valve 45 and 55 cubic inch engine that was the precursor to the Sportster. K models were produced from 1952 through 1956, with the Sportster being released in 1957. K racing bikes were made after 1956, however, including the KR, KRTT etc.

U Big Twin, flathead, side-valve 74 and 80 cubic inch

V Revolution engine, also known as the V-Rod engine. This dual-overhead cam, liquid cooled Harley-Davidson engine varies greatly versus other powerplants prior to it's 2002 release.

- VL Flathead, side-valve 74 cubic inch Big Twin engine. Starting in 1930.
- WL Flathead, side-valve 45 cubic inch engine. The L refers to low-compression. WL is a civilian model, WLA refers to the military model produced for World War II (see Additional Letter Designations and list of vintage models below)
- XL Sportster. The Sportster's precursor was the K-model in 1952, which became the Sportster, or XL, starting in 1957. Sportster model designation always starts with XL, except for the few XR models (see Sportster model list below). The X designation was also used for the 1918 to 1922 opposed twin cylinder Sport and the experimental 1944 XA military opposed twin cylinder.

Harley-Davidson Model Designation Quick Reference Guide

Vintage Models 1960's and Earlier

Model Code Model Name

- DL Flathead, 45 cubic inch, produced 1929-1931. Harley's first flathead v-twin as well as first 45 cubic inch engine.
- E Knucklehead, overhead valve, 61 cubic inch V-Twin, 6.5:1 compression
- EL Knucklehead, overhead valve, 61 cubic inch V-Twin, 7:1 compression, introduced in 1936
- ES Knucklehead, overhead valve, 61 cubic inch V-Twin, 6.5:1 compression, sidecar use
- FL The FL, introduced in 1941 featuring a 74 cubic inch Knucklehead engine, the FL designation is used to current day. On Panhead models, FL was standard compression and FLH was high compression. By the time Shovelheads came around they were all high compression.
- G / GA / GD / GE Servi-Car three-wheeled motorcycle powered by a 45 cubic inch flathead engine. 1932-73. Second letter can denote style of rear box, or in case of the 'GE' it denotes Servi-Car with electric start, produced 1963-1973.
- J J Model, F head (intake over exhaust, or IOE), 61 cubic inch V-twin introduced in 1915
- JD JD, F head (intake over exhaust, or IOE), 74 cubic inch V-Twin introduced in 1922
- K K Model, precursor to the Sportster, a 750cc (45 cubic inch) flathead, was introduced in 1952
- KH The KH was introduced in 1954 featuring a larger 883cc engine
- KHK The KHK featured the 883cc engine plus high-lift cams and polished ports
- KK The KK model, introduced 1953, features a K model 750cc engine with hotter cams and factory porting
- KR The KR replaced the flathead WR Harley factory flat track race bike and was produced from 1952 until 1969.
- KRTT The KRTT is the faired version of the KR for use in road racing.
- RL Flathead, 45 cubic inch, produced 1932-1936
- U Flathead, 74 cubic inch Big Twin, 5:1 compression
- UH Flathead, 80 cubic inch Big Twin, 5.2:1 compression
- UL Flathead, 74 cubic inch Big Twin, 5.5:1 compression
- ULH Flathead, 80 cubic inch Big Twin, 5.7:1 compression
- VL Flathead, 74 cubic inch Big Twin replaced the JD in 1930
- VLH Flathead, 80 cubic inch Big Twin, 1936 only
- WL Flathead, 45 cubic inch V-twin, civilian model
- WLA Flathead, 45 cubic inch V-twin, U.S. Army model 1940-45, 1949-52
- WLC Flathead, 45 cubic inch V-twin, Canadian Army model 1941-1944
- WLDR Flathead, 45 cubic inch V-twin race motorcycle, discontinued at outbreak of WWII
- WR Harley production racing motorcycle, built to compete in AMA sanctioned events.
- XA The XA was built for use in Africa in WWII, with opposed cylinders and a shaft drive.
- XL Sportster



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Upcoming Club Events:

May 18-19 2018: Rhode Island Camp and Ride, Tavern on the Hill, W. Greenwich R.I.

July 22 2018: Indian Day Springfield Museums, Springfield Mass.

August 3-4 2018 Terryville National Meet 2018! see information on

Sept 8th 2018: Cannonball Portland to Keene Chapter ride

Dec. 3rd 2018: Yankee chapter Christmas pot luck and general meeting. Oxford Mass. V.F.W.

Other Upcoming Events:

April 27-28 Perkiomen Chapter National Meet Oley, PA

June 10-13 Hudson Valley Chapter National Road Run Round Top, NY .

June 15-16 Rhinebeck Meet. Rhinebeck N.Y.

July 20-22 Wauseon National Meet Wauseon, OH

May 6 and Sept 23rd 2018: Keen N.H. swap meet. Chesire Fairgrounds, Keene N.H.

**Springs around the corner, Let's get them out and
get them Ready!
Remember: Ride 'Em, Don't Hide 'Em**

Bill Powell



It is with heavy heart that I deliver this news. World Famous Battery Bill has passed on to the great motorcycle highway in the sky. While out riding on “Woody Wednesday”, February 28, 2018, he failed to negotiate a turn. His legacy will live on with the memories he left behind.

Bill was a colorful character, full of stories and always eager for the next adventure.

He was one of those people who left an indelible impression on everybody he met.

Bill was a DO-ER. No time to sit idle.

Ride on Bill... RIDE ON!

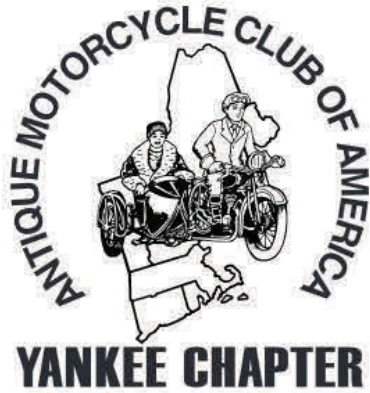
Always with me in spirit.... On every one of my new adventures....

Indian Tom Tom

Link to Obituary:

<http://www.averyfuneralhome.com/tributes/William-PowellJr>

In lieu of flowers, donations can be made in Bill's name to the “Tomorrow Fund” at the Hasbro Children's Hospital, 593 Eddy St., Providence, RI 02903



**Want to promote your event, sell your bike, or just share a good story?
Contributions to the Yankee Chatter accepted at any time.
*For the next issue, submit by ***

**Photos, articles, flyers, ads, questions,
and any other content can be sent to:**

**Jennifer Goselin
765 Pine Meadow Rd
Northfield MA 01360
413-325-8355
refined_edge@yahoo.com**