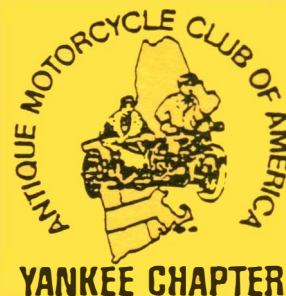




# YANKEE CHATTER



AUTUMN 1986

No. 86-4


## YANKEE CHAPTER ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC.

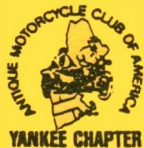
*Chapter Established in 1972*

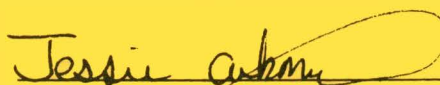
### Certificate of ACCOMPLISHMENT


THIS IS TO CERTIFY THAT ON JULY 25, 1986, WHILE IN ATTENDANCE AT THE  
WHITE MOUNTAIN NATIONAL AMC OF A ROAD RUN HOSTED BY THE YANKEE CHAPTER  
AMC of A MEMBER

SUCCESSFULLY CLIMBED MT. WASHINGTON, IN THE STATE OF NEW HAMPSHIRE  
TO ITS ALTITUDE OF 6,288 FEET, RIDING THE 8-MILE AUTO ROAD ON A  
YEAR and MAKE \_\_\_\_\_ MOTORCYCLE.

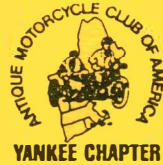
  
ROBERT B. McCLEAN, PRESIDENT  
ANTIQUE MOTORCYCLE CLUB OF AMERICA



  
JESSIE AIKMAN, CO-DIRECTOR  
YANKEE CHAPTER, AMC OF A

  
JAMES COSTA, CO-DIRECTOR  
YANKEE CHAPTER, AMC OF A

Reproduced herewith is a facsimile of the Certificate of ACCOMPLISHMENT which was duly filled in, signed and sent to the 24 AMC of A members who succeeded in the "Mt. Washington Challenge" by riding their antique motorcycles to the 6,288-foot summit during YANKEE Chapter's WHITE MOUNTAIN NATIONAL ROAD RUN - July 24-27, 1986.



OFFICERS

Co-Director - Jessie Aikman  
 Co-Director - James Costa  
 Vice Director - Arthur Delor  
 Vice Director - Martin Hansen  
 Secretary/Treasurer - Charlene Peirce

National  
 Director - George L. Yarocki

Editor/Publisher - Frederick D. Hirsch

<u>ZIP Code</u>	<u>Telephone</u>	<u>Term of office expires</u>
		December 1988
		December 1988
		December 1988
		December 1988
		December 1988
		September 1987
		December 1986



# YANKEE CHATTER

CHARLES ("Red") WOLVERTON

We deeply regret reporting to our YANKEE Chapter members that "Red" Wolverton has died. One of motorcycling's most colorful personages suffered a stroke while in the hospital after sustaining injuries from a recent automobile accident. His death occurred on December 3, 1986. He will be sorely missed by his many friends in the motorcycling fraternity.

AUTUMN 1986

No. 86-4

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TOTAL Distribution this issue = 194 \* Total Chapter Membership = 170

## NATIONAL News

The report of our 1986 WHITE MOUNTAIN NATIONAL ROAD RUN has been moved up for inclusion in the SPRING Issue of "The ANTIQUE MOTORCYCLE".

<u>NATIONAL MEETINGS</u>	<u>DATES</u>	<u>LOCATION</u>
	Feb. 28-Mar. 1	Florida
	April 11-12	YANKEE
	May 16-17	Colonial
	May 30-31	Omaha
	June 27-28	Perkiomen
	July 18-19	Maumee Valley
	July 26-28	Rocky Mountain
		NATIONAL ROAD RUN
	Aug. 15-16	Empire
	Sept. 5-6	Chief Blackhawk

DEADLINE DATES for all material to be included in YANKEE CHATTER - this pertains to reports, messages, minutes of meetings, etc. . . . Everything.

WINTER: January 10    SUMMER: July 10  
 SPRING: April 15    AUTUMN: October 15

\*\*\*\*\*

YANKEE CHATTER is the official newsletter of the YANKEE Chapter of the Antique Motorcycle Club of America, and is published four times each year on a seasonal basis: WINTER, SPRING, SUMMER and AUTUMN. The YANKEE Chapter of the AMC of A was established in the early Spring of 1972. Dues for the 1987 membership year are \$ 10.00 single; \$ 12.50 with spouse.

Applicants wishing to join the YANKEE Chapter must FIRST be members in good standing of the National AMC of A; however, applicants may apply for both memberships to the Chapter Secretary/Treasurer at any time. National AMC of A membership dues for the year 1987 are \$ 20.00 single; \$ 25.00 with spouse.

Distribution of YANKEE CHATTER is to members of record in good standing (paid up), officers and directors of the AMC of A, and editors and other officers of the AMC of A Chapters. As a member of National AMC of A, YANKEE Chapter is a non-profit organization.

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## Co-Director's Message

With the holidays past and the New Year already upon us, it's time to start thinking about 1987 meets and antique motorcycles.

Our YANKEE Chapter will host the second NATIONAL AMC of A meet of the season on April 11-12, 1987 in Waterford, Connecticut at the Waterford Speed Bowl; and the most important item of business at hand at present is the preparation for this great event, the theme of which will be "ANTIQUÉ COMPETITION MOTORCYCLES". We would like to have as many antique competition machines as possible on display at this meet, so if you have one, or know someone who used to race please plan to bring them along to join in our mutual good fun.

As usual, we will need lots of volunteers for lots of various tasks. If you can help in any way, but find that you can't get to the Business Meeting scheduled to be held at Jim's Greenville Garage in Harmony, Rhode Island on February 22, 1987 (*see notice on page 8 of this issue*) please let us know what you can do, or show up as early as possible at the Waterford Speed Bowl on Friday, April 10th to help get things ready. The main purpose of this February meeting is to iron out the many necessary details for this upcoming NATIONAL event. It is not necessary to attend the meeting if you feel you cannot be of assistance, but we hope everyone will take a positive attitude and show up willing to offer their services.

Please RSVP (*that's French for "Reply if you Please"*) to Jim Costa if you do plan on attending this meeting. He can be reached from 7:30 AM to 6:00 PM at (401) 949-3470. Also, bring a folding chair if you have one.

The basic Waterford meet committee held a get-together on December 14, 1986 at the home of Art and Sheryl Delor and after much discussion about the site and general surroundings, everyone in attendance felt very optimistic that with some luck in the weather department, and lots of work and Chapter enthusiasm, we YANKS can have the best year yet.

*Jessie*

Co-Director  
Jessie Aikman

\*

Minutes of the Business Meeting/Christmas Party  
held at the SQUASH INN  
Green Hollow Road, Moosup, Connecticut  
November 23, 1986

\*

Co-Director Jim Costa opened the meeting at 12:32 PM.

Secretary Charlene Peirce presented the financial report showing a Treasury balance of \$ 121.16. She also presented a statement of receipts and costs for our WHITE MOUNTAIN NATIONAL ROAD RUN which showed that we came out on the short end with a lost of \$ 156.49. [This figure, however, did not reflect \$ 121.48 of additional expense for the printing, envelopes, covering letters and postage for the Certificates of ACCOMPLISHMENT which were mailed out on December 17, 1986 to the 24 AMC of A members who succeeded in riding their machines to the top of Mt. Washington (\$ 47.01); nor the printing of the black and white photographs of the Road Run required for inclusion in the report to National AMC of A (\$ 26.27); nor the bill from the Memorial Hospital, whose services we used (\$ 48.20); for a total net loss of \$ 277.97].

Charlene then stated that because of other personal commitments she had found it necessary to step down from

the Treasurer's side of her dual position. Jim Costa and Fred Hirsch agreed to take over the Treasury as both have had experience with this vital aspect of our Club.

Art Delor presented his report and discussed the work he had done concerning our 1987 NATIONAL Meet to be held on April 11-12, 1987 at the Waterford Speed Bowl in Waterford, Connecticut. Certain committees were established: Promotion - Bill Haas; Gate Control - John Pierce and Jim O'Connor; and Track Control - Bob Peirce.

It was announced that a Business Meeting, open to all members interested in volunteering to assist at our NATIONAL Meet, would be scheduled for February 22, 1987 at Jim Costa's Greenville Garage in Harmony, Rhode Island to finalize our Waterford meet plans.

Much discussion followed regarding 1987 Chapter meets, and many suggestions about alternate dates and sites were brought up, and several members agreed to look around their local areas for possibilities and report their findings. Charlene Peirce volunteered to check out the Acton Fairgrounds again for the possibility of a June 13-14 Chapter meet there and also to look into the possibility of holding an Autumn meet with Wray Murdough in Keene, New Hampshire. It was decided at this time to hold a Poker Run at our first 1987 Chapter meet.

The low state of our finances was discussed by Jim Costa and Tim Downs was elected to 'pass the hat' from which was generated \$ 103.00; another \$ 335.00 was received from direct and indirect sales of Club materials (pins, T-shirts, etc.); and another \$ 205.00 was collected from 'on the spot' membership dues for 1987; for a total of \$ 543.00. Another additional \$ 225.00 was collected for 1987 NATIONAL AMC of A dues which cannot be considered as part of our Chapter Treasury.

Discussion of the HODGDON Trophy Award followed and it was decided that it will be awarded to the best fresh restoration of each year at our AUTUMN meet.

In appreciation for his allowing us the use of his SQUASH INN for our business meetings, Greg Campbell was given an XXL (Extra, extra large) YANKEE Chapter sweatshirt.

This short but very busy meeting was adjourned at 1:11 PM.

The balance of the afternoon was spent enjoying the pot luck dishes and general enjoyment of seasonal Holiday cheer.

Respectfully submitted  
Charlene Peirce, Secretary

\*

In the last issue of YANKEE CHATTER (SUMMER 1986, YC No. 86-3) we reported that ANGELO A. MACARI had been hospitalized for heart surgery, and it was a most welcome surprise to see him in attendance at the Christmas Party and Business Meeting on November 23, 1986.

\*



Aikman



TWO-UP TYPES

# WHITE MOUNTAIN NATIONAL ROAD RUN

3rd NATIONAL ROAD RUN  
July 1986

(This article by S. Lee DeGroot of the MAUMEE VALLEY Chapter appeared in that chapter's newsletter "The Cycle Path News" for September, 1986 and is re-printed here for the enjoyment of our YANKEE Chapter members. . . Ed.)



AMC's third national road run, hosted by the Yankee Chapter was headquartered at the Fox Ridge Resort in North Conway, New Hampshire. Over seventy bikes were registered before the first of us rode out of the resort on Friday morning. This first day we rode about 110 miles over the passes and thru the valleys of the White Mountains plus

"The Mount Washington Challenge" (see companion article). The first two national road runs took place in the Colorado Rocky Mountains which are much higher than these White Mountains but these older mountains have charm that equals any I've seen.

This run is not a competition so one just rides along with some others and stops or goes as it pleases you. Our group, when we left the resort, was lead by a blue Henderson with a sidecar. There were five or six bikes in the group most of the time but the composition changed frequently as some stopped and others rode up to join.

The three of us, from West Michigan, arrived back at the resort in mid-afternoon. Fox Ridge Resort sets back about a quarter of a mile from the main road up a long grass slope. The motel rooms, restaurant, swimming pools, meeting rooms, etc. are located at the top of this low hill. The several paved parking lots are down the hill behind the buildings. The Yankee Chapter had a large tent at the edge of the parking lot which was set aside for our use. This parking lot became the gathering spot during the daytime.

The host chapter arranged for a video camera team to take pictures and record sound of the day's activities. These were shown later in the day in one of the two inside hospitality rooms.

The other hospitality room held a great display of antique motorcycle memorabilia. A better reporter would have recorded lists of all this interesting stuff. I'll just tell you that I spent many minutes enthralled by these collections.

Saturday's ride was as nice as Friday's except that we did put on the rain suits for awhile. There was not much rain and most of the riders missed it entirely. Tom Zeinstra, Scott Shoemaker and me, the West Michigan three, rode east from the resort into Maine after Saturday's run. None of us had been in Maine so we rode to the first Maine town where we had a late lunch.

The banquet on Saturday night was held at the resort's big room. After a great meal the Yankee Chapter gave out some awards for things like hard luck, longest distance, etc. Our national magazine will probably report these awards in detail. I'll mention Maumee Valley member Bruce Lindsay, was honored for riding all the way from Ohio on his 1931 H-D VL sidecar rig with a passenger. He was a starter, but didn't make it to the top of Mt. Washington.

Sunday morning it was back to the parking lot to load up, take pictures, gab, enjoy and get started on the two-day trip home.

This report should end here but now I must tell you about the only misfortune we had on the trip. Not far from Conway, NH, there is road construction. About three miles of ungraded gravel detour. This road had so many deep holes in it that Tom drove at less than walking speed. These holes rocked the trailer from side to side so violently that a strap came unhooked and Scott's Beemer fell off the trailer.

Most of the damage can be fixed with paint and chrome, but one of his Buco fiberglass saddle bags broke into many pieces. Anyone who knows of any available Buco bags, the ones with two tail lights in each bag, that might be fitted to a 1960 BMW, please contact Scott Shoemaker thru the editor.

There will be another national road run next year. I expect to be there and I recommend it to you.

(This is the companion article mentioned by S. Lee DeGroot in the previous story. . . Ed.)

## MOUNT WASHINGTON CHALLENGE

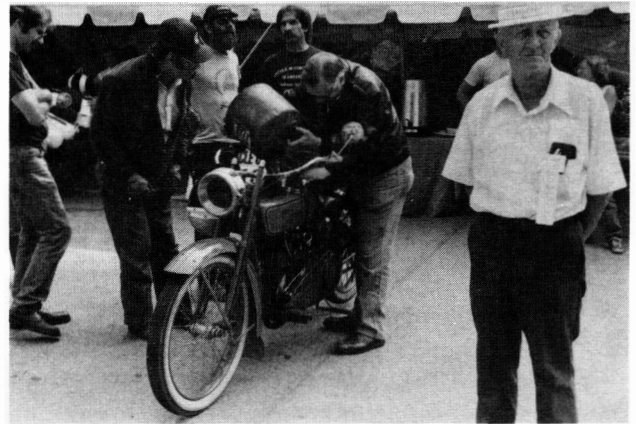
The high point of this year's national road run (no pun intended) was the optional ride to the top of Mount Washington. This is the highest mountain in the northeastern United States. While this peak is not as high as western mountains it is a real challenge to ride to the top.

The road from the toll gate to the top is eight miles long. The temperature at the bottom was about 80° F and at the top 50° F or less. The first one-half of the road is paved; after that it is well maintained gravel. The feature of this ride that was most surprising to me was the steepness of the slope. Much of the road has 12% grade; believe me that's a lot different than the 6 to 7% we get on the most severe public highways. My bike, a 1953 Velocette single had all I needed to get to the 6.5-mile marker, where I stopped because I could not see ten feet ahead. Tom Zeinstra and 22 others kept going the last 1.5 miles, but my motto is "Don't go where you can't see." Maybe it wasn't as bad as I thought.

There are dozens of stories to tell about Mt. Washington. George Yarocki attempted the climb on a 101 Indian with sidecar. When he ran out of power at about the 4-mile mark he retreated a bit, unloaded his passenger, his tools, and his fire extinguisher so he could give it another try. George still could not start his climb on the steep grade, so he went back to a parking area where he could get about a 100-foot running start on the level. With this he got going again and made it to the 6.5-mile marker.

Going down the gravel road was pretty hairy, especially for the older bikes with only rear wheel brakes. One senior rider on a 1923 Reading-Standard felt he would have no trouble because Reading-Standard's slogan was "Built in the Mountains and Tested in the Mountains". I spent some time at a rest area with this guy as he checked out his bike for the ride down. He had had a close call going up so he turned back and checked things out before descent. He had a bungee cord to hold his Reading-Standard in low gear so he refused rides down in the pick-up truck. I went ahead down, only to hear later that the Reading-Standard jumped out of low, he lost engine braking and went into a ditch. The ditch is solid rock so it's no soft place to land. The rider, whom I believe is in his late seventies, got a cut arm and the bike was bent in several places making it un-ridable.

Twenty-four riders got to the top, a lot more than Yankee Chapter had assumed. They had 20 awards to give, one for each successful attempt; but since there were not enough, they changed plans and gave plaques for various accomplishments as described elsewhere.



Above from the Left:

- First Man - "My feet itch every time I see one of these bikes. They want to do the old H-D Boogie."
- Next Man - "Oh-h-h, so that's how you do it."
- Bearded Man - "I rode one of those things once - Oh my achin' back!" (Note hand on hip).
- Next Man - "Serves you right, and you're old enough to know better."
- Man with Can - "Kibitzers!"
- Man at right - "I can't look, but I sure hope this works out."

Seriously folks, this view shows National AMC of A President Bob McLean fueling his 1918 HARLEY-DAVIDSON prior to one of the 100-mile day runs of the 1986 WHITE MOUNTAIN NATIONAL ROAD RUN at North Conway, New Hampshire. He is observed (from the left) by Alan Tonges, one-time Director of the YANKEE Chapter; Earl Chalfant, past President of the AMC of A and one-time Editor of "The Antique Motorcycle"; Dave Scherk of Harbor Vintage Motor Company; Bob Peirce, who monitored the road run with the service vehicle; and Fred Hirsch, Editor of YANKEE CHATTER.

# WHITE MOUNTAIN NATIONAL ROAD RUN

"R" TRIP  
to the  
WHITE MOUNTAIN ROAD RUN



(This article by Howard Wagner of the OMAHA Chapter appeared in that chapter's newsletter "The Retarded Spark" for August, 1986 and is reprinted here for the enjoyment of our YANKEE Chapter members. . . . . Ed.)

\*

It all started when we heard the road run would be in New England in 1986. We realized it was in the direction of Hartford, Connecticut, where our youngest son lives, so we decided to make plans to go. A friend of our family wanted to go with us as she had always wanted to see the Statue of Liberty. Since she was celebrating her 75th birthday this year,

we invited her to go along and see her dream fulfilled. To take an extra person with us made it necessary to leave one of the bench seats in the van. My Chief or Four would not fit so we had to come up with something small enough to go in the van behind the seat. To accomplish this, for the next 10 months Ruth became a widow while I built up my 1934 Motoplane which was one of my many basket cases. I refer to it as my "White Mountain Mount". It was a struggle to get it done in time. There were times when I was ready to give up, but Ruth encouraged me and assured me I could finish it. I got it running on the 12th of July so I was able to get a few miles on it and get the carburetor adjusted, etc., before time to go.

We left for Hartford on July 17th with the "White Mountain Mount" securely fastened in the back of the van with luggage, etc., piled all around it. We arrived in Hartford on July 18th. Our visit there included a trip to New York City, Boston, etc. Then, on Thursday, July 24th, I took off for North Conway, New Hampshire. This was about a five-hour drive. I arrived at the Fox Ridge Resort about 3:30 P.M. and was greeted by "Zeke" Peirce, who immediately offered to help me unload my machine. So, before I was there 10 minutes, I was unloaded and started looking around to see who else was there that I knew. I found Fred Forney's machine in the tent. Found out later he had arrived about two hours ahead of me.

They talk about Southern hospitality; those Southerners would have to go some to beat these Yankees. They had free pop in the tent, or soda as they called it. Also had free coffee and rolls each morning. They really made you feel welcome.

Well, before I knew it, it was Friday morning and time for the Mount Washington Challenge. This was an option and started a half hour earlier than the regular run. We made our way up the highway to the toll house at the foot of the mountain road. After some discussion and a 'phone call to his boss by the man on duty, we were on our way. It seems they forgot to tell the man on duty that special arrangements had been made for our group to go up without paying toll. The grades were steeper than Pikes Peak. There were several that had to turn back. I stopped and helped a couple of them get turned around and started down; then had no trouble getting my Motoplane started up the grade again. As we got close to the top we ran into heavy fog. We were still a mile or more from the top. The visibility was only 5 feet up there, so not much of a view. We made our way through the fog and found the museum and looked around. We found out up there that this is where the World's worst weather occurs. Winds as high as 231 miles per hour have been recorded there. They say they average only 15 clear days per year. There is a cog railway train that runs up there, and it was there with a load of sightseers. The first part of the way down was very hard to see and I went very slow and as a result the paint on both brake drums blistered. Mount Washington was truly a challenge, but I enjoyed every foot of it.

In the afternoon we caught up with some of the others at one of the rest stops. I rode with Bob McClean, Fred Forney, Harry Dawson and Dick Downs. We pulled in for gas only to find they did not have any regular, only no lead. As we were shutting down it sounded like Bob pulled the compression release, but we found the nut that held the porcelain into the spark plug had unscrewed and the porcelain was hanging by the spark plug wire. While we were repairing this a couple of riders on modern bikes were admiring Harry's Indian Four. He started it for them so they could hear how it sounded; then when he went to leave Harry restarted his machine and it burst into flames. Bob hollered at Harry to lay it down to keep the flames off the gas tanks, then several guys beat the flames out with their jackets, and after some work on the carburetor we were on the way.

A little further on Bob's 1918 Harley spit out the tail pipe. He stopped to pull it the rest of the way out and get it out of the way. When he went to start it, it acted like the clutch was released, but it wasn't, found the primary chain was off. We pulled the primary cover off to get the chain back on, found the two rear engine mount bolts were gone. The man whose house we were stopped in front of was very excited to see all these old bikes in front

of his house. He was more than helpful by going in the house and getting us some bolts to replace the missing ones and we were on our way again. The rest of the day went smooth.

Friday night Bob & Harry worked on the old Harley and adjusted the primary chain, removing a half link to get it tight enough, adjusted the rear brake and it was set for the next day's run. They used George Yarocki's well-lighted trailer as a work shop.

First thing Saturday morning it was picture-taking time in front of the lobby of the Fox Ridge Resort. After the pictures, I went down to the parking area to get ready for the day's run. I found Harry was having trouble getting started. No spark. He had the cap off the mag. We tried several things but finally found the trouble to be in the insulation on the ground out stud, no doubt a victim of the fire the day before. We repaired it with some plastic tape and we were finally on our way (only about one hour late). Our group consisted of Bob McClean, George and Milli Yarocki and Earl and Wavia Chalfant, Harry Dawson and myself.

The morning went smoothly. We ran into a little sprinkle, looked like it was going to turn into something so we stopped and put on our rain suits. So then it quit raining. Had a nice lunch and continued on—beautiful scenery all the way. Had to clean the gas line on Bob's Harley, plugged on the reserve side, wouldn't switch over. George, Milli, Earl and Wavia decided to take time out and see the Flume Gorge. Bob, Harry and I continued on. We were going up grade and Bob's engine seemed to be losing power. Soon it flamed out. We found the flutter valve in the carburetor had come apart. From Bob's past experience, he knew where the missing nut went. He said, "It's in the intake valve cage," but where? Bob said, "Let's take out the front one first." He used the monkey wrench from his tool kit for a hammer and a tire iron for a punch to remove the spanner nut. Guess what! It was in the front one!! I assembled the flutter valve, using a cotter pin from my spare parts. Soon we were on the way again. Bob's machine ran great. This was all kind of fun. I am sure this is the way it was back then. We were a little late getting back to our motel, but time enough to get cleaned up for the banquet.



By the time I got back to the motel, Ruth, Darryl and Dorothy were there. They had driven up from Connecticut to join me for the banquet. Fox Ridge Resort had a very fine dining room and the banquet was superb. After finishing our four course meal plaques were presented. Besides the usual awards that are given out, they had six for those that made it to the top of Mount Washington. Not even imagining there would be so many to take the challenge and make it. They gave one to the only girl rider in the group, and the other five to the riders of the oldest machines. I think there were 24 machines that made it to the top.

Fred Forney received the plaque for the machine hauled the longest distance to the Road Run. Fred and Taddy also received a plaque for best dressed couple. I received one for hauled a long ways.

Sunday morning we joined in the brunch crowd at the Fox Ridge and more good food and fellowship. After breakfast we spent the rest of the morning shopping in North Conway. This is a very popular area because of the many factory outlet stores. Cars were bumper to bumper that morning. You could find an outlet store for just about anything you wanted to buy. All in all, Ruth and I agreed that this was the best vacation we have ever had. Thanks to the Yanks! If they have another Road Run we'll sure try our best to be there.

\*

## EMPIRE Chapter SPRING Meet

We have received word that our neighbors in New York State (EMPIRE Chapter) will open their 1987 Meet Season with a Spring gathering again in the Poughkeepsie area. Dates are May 16-17, 1987. This is a joint meeting with antique machinery buffs. Overnight camping is available but NO HOOKUPS. Large flea market including antique motorcycle vendors plus old gasoline engines, tractors, and other old farm equipment. For additional information and details contact:

Kenneth C. Krauer  
R 1 - Box 611  
98 Clinton Hollow Road  
Salt Point, New York 12578  
(914) 266-3363

Next issue of YANKEE CHATTER (WINTER 1986-1987) No. 87-1 will contain MAP and Instructions.

**YANKEE  
CHAPTER MEET  
SEPT. 27-28 1986**

**Keene, N. H.**

This year, our Keene, New Hampshire Meet, which was held in conjunction with Wray Murdough's annual Flea Market at the Cheshire County Fairgrounds was really keen!

"Rocky" Carr paid a short visit on Saturday, but said later that he did not see too many YANKEE Chapter members at the fairgrounds.

Flea market activity was very heavy and general attendance was so large as to require six people at the entrance gate on Sunday to collect fares from the groups and groups of motorcyclists with motorcycles of all caliber and design who actually flooded in.

It was a grand opportunity to display our antique machinery to a large audience, as our special area was located just inside and to the right of the main gate. Public interest in our old machines was very high and owners were kept busy answering all kinds of questions about their various makes and models.

Both of our Co-Directors acted as chefs and sales clerks and Charlene Peirce and Chuck Schmidt displayed and sold T-shirts and other items of memorabilia. Jessie Aikman reported a complete sell-out of hamburgers, although a few hot dogs and rolls remained at the close of Sunday's activities.

Winners in the judging classes are listed below and it will be noted that Giles ("Red") Adams received the HODGDON Trophy Award for his second time; his first was at Thompson, Connecticut, Sept. 23-24, 1978.

\*

All Awards for "BEST of SHOW"

Antique Class	Giles ("Red") Adams	1924 HARLEY-DAVIDSON JD w/Sidecar
Post Antique Class	Ed Cooke	1936 INDIAN Sport Scout
Post War Class	Doug Grant	1948 INDIAN Chief
Competition Class	Wray Murdough	1948 HARLEY-DAVIDSON WR 45
Power Cycle Class	Jessie Aikman	1946 SAGINAW Powerbike - Mounted on Columbia bicycle
Special Interest Class	Wray Murdough	1955 HARLEY-DAVIDSON FL
Ridden Longest Distance	Karl Nagy	1947 INDIAN Chief - 140 miles

HODGDON Trophy Award

Giles ("Red") Adams - 1924 HARLEY-DAVIDSON JD w/Sidecar

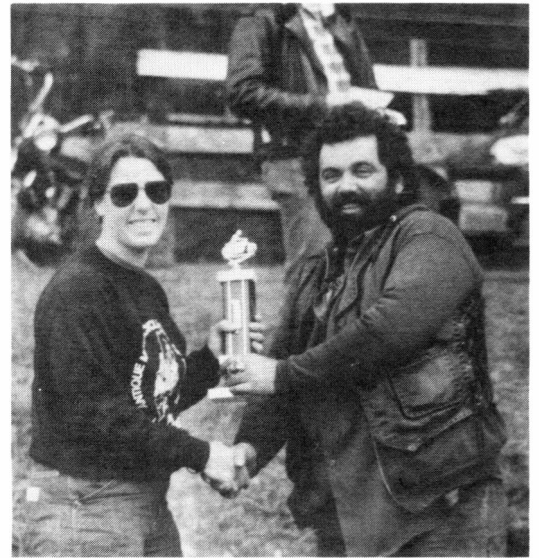
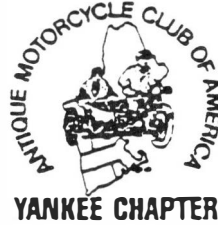


at RIGHT - Winners pose with their trophies. Left to Right they are: MOLLY (who thought she was at a dog show and had won First Place); JESSIE AIKMAN; KARL NAGY; GILES ("Red") ADAMS; ED COOKE; and DOUG GRANT





**YANKEE  
CHAPTER MEET  
SEPT. 27-28 1986  
Keene, N. H.**



above LEFT - ED COOKE from Riverside, Rhode Island - 1936 INDIAN Sport Scout

above RIGHT - Co-Director JESSIE AIKMAN from Dover, New Hampshire, receives her trophy from Co-Director JIM COSTA - 1946 SAGINAW Powerbike

TWO-TIME WINNER

1978/1986

(below)

Photo at LEFT shows TED HODGDON (white hat) presenting GILES ("Red") ADAMS from North Weymouth, Massachusetts with the HODGDON Trophy Award (Red's first time to win it) at YANKEE Chapter's AUTUMN 1978 Chapter Meet held at Thompson, Connecticut on September 23-24. LEON LANDRY holds mike - 1924 HARLEY-DAVIDSON JD w/sidecar

Photo at RIGHT shows GILES ("Red") ADAMS with the HODGDON Trophy Award and Co-Director JIM COSTA just after Jim had presented it to "Red" for his second win at YANKEE Chapter's AUTUMN 1986 Chapter Meet held at Keene, New Hampshire on September 27-28 - 1924 HARLEY-DAVIDSON JD w/sidecar



# WHITE MOUNTAIN NATIONAL ROAD RUN

## "WHITE MOUNTAIN RUN"

(This article by George L. Yarocki, Vice President of the AMC of A, appeared in Vol. 3, No. 3 of the WOW (The 101 Association) Association News for October 1986 and is reprinted here for the enjoyment of our YANKEE Chapter members. . Ed.)

\*

On Thursday, July 24, 1986, one of several parking lots at "Fox Ridge Resort", North Conway, New Hampshire, began to fill with antique motorcycles along with their owners and passengers.

The YANKEE Chapter of the AMC of A had a large hospitality tent set up in the parking lot. This tent provided shelter in case of bad weather, a registration desk, 'phone, free soda, coffee and doughnuts.



By early Friday morning over 70 motorcycles were registered for the run. Three of these were 101 INDIAN Scouts. Alan Tonges brought his 101 with a "Flxible" sidecar attached and I brought the other two. Milli and I rode the 1928, DGP813 with the "Sweetheart" sidecar attached. The other 101, also a 1928, DGP929, was ridden by Jeff and Sunny Grigsby from Indian Motor Works of Boulder, Colorado. Sunny rode tandem behind Jeff and video-taped the run. Sunny and Jeff completed the Mount Washington Challenge (TO THE TOP) and the rest of the run both days, covering a total of 228 miles. The 101 ran beautifully and Jeff wore that famous 101 grin upon driving into the parking lot at the end of each day.

About 9:00 A.M. Friday, Milli and I headed north out of North Conway on Route 16 in a group of about eight machines. We were soon at the foot of the Mt. Washington Auto Road. After reaching over 12,000 ft. out in Denver last year we didn't quite understand why the YANKEE Chapter officers referred to this event as the "Mt. Washington Challenge". I didn't expect any real problem reaching the top at 6,288 feet. Boy, was I wrong!

The first two or three miles weren't bad, paved road and not too steep. At about 3,000 feet it began to get tough. Wide open in low gear at 5,000 feet we stalled out. At this point Milli volunteered to get out. I continued on alone. The road soon turned to gravel. One very steep grade required four tries. Taking the hairpins at full throttle in low gear with all three wheels sliding still didn't provide enough RPM's to make the grade. The engine would stall out and the machine would roll backwards with the clutch engaged. I would roll up the gravel bank on the drop off side, turn the front wheel sharply to the left and roll down frontwards for another try. If it were not for the thick fog I probably would have had a heart attack rolling up that gravel road edge with its nearly vertical drop off.

I finally quit at about 6,000 feet as the road seemed to get steeper and steeper and the visibility less and less. As I sat at that little turnout ready to head down, Jeff and Sunny rode by on DGP929. With a quick wave and a grin they disappeared instantly into the fog on their way to the top.

Descending the mountain mostly in low gear I arrived at the spot where Milli got out, but she wasn't there. I figured she probably rode down with someone else. This proved correct. She had hitched a ride with Paul Santopietro on his Harley.

Reaching the bottom and shifting into second, I realized my clutch was not holding. A simple linkage adjustment corrected this problem. The clutch had not been slipping in low gear up or down the mountain. The 19/40 sprockets on DGP813 are correct for highway use, but should have been geared lower for this mountain. DGP929 also had the 19/40 sprockets and without a sidecar took Jeff and Sunny to the top OK.

After a nice get together over coffee just across the highway from the auto road entrance we proceeded north on Rt. 16. At Gorham we turned east on Rt. 2.

At lunch time Milli and I were riding with just one other motorcycle, ridden by Earl and Wavia Chalfant. As we were having lunch at a neat little restaurant, Bruce Lindsay, Inga, and Ben Chesney arrived on Bruce's Harley sidecar rig - all three on one machine.

After lunch we proceeded to Jefferson, turned south on Rt. 116 and then west on Rt. 302 which joined Rt. 16 bringing us back to Fox Ridge Resort at about 4:00 P.M.

Friday night was spent visiting, enjoying a great meal at the Fox Ridge Resort and working on motorcycles well into the night preparing for the Saturday southern loop run.

Saturday morning we agreed to travel in a group of five machines - our own, Bob McClean, Harry Dawson, Howard Wagner, and Earl and Wavia Chalfant. We were delayed for some time as Harry Dawson traced down a magneto problem on his four. Howard and Harry finally discovered a short in the grounding terminal and we were on our way heading north on Rt. 16 at about 11:00 A.M.

Traveling in this group proved, at least to us, very enjoyable. Stopping for lunch together, visiting while resting, even repairs on the side of the road, offer a sense of comradeship long felt and remembered.

Some say that restoring antique motorcycles is the greatest hobby in the world. I agree, but would suggest riding them also. They were designed for that!

At Glen we turned east on Rt. 302. We enjoyed a nice lunch somewhere on that route and then turned south on Rt. 3.

In the middle of the afternoon Milli and I, along with Earl and Wavia, stopped at "The Flume". The rest of the group continued on. We enjoyed "The Flume" very much, but it did cause us to get back just in time to rush to the banquet.

The banquet was great! Awards were given for many achievements. Jeff and Sunny got one for making it to the top of Mt. Washington; Milli and I received one for "ALMOST" making it to the top.

After a nice breakfast at the Fox Ridge Resort on Sunday morning everyone packed up and headed for home.

End

\*

## Business Meeting

### Feb. 22, 1987

GREENVILLE GARAGE - Harmony, R. I.

\*

There will be a Business Meeting at the GREENVILLE GARAGE in Harmony, Rhode Island on Sunday, February 22, 1987 at 12:30 PM for the purpose of finalizing plans and assigning tasks for our YANKEE Chapter NATIONAL Meet, to be held at the WATERFORD SPEED BOWL in Waterford, Connecticut on April 11-12, 1987.

This meeting will be open to all members who can offer their assistance in helping us make our 1987 NATIONAL Meet a success. Art Delor and his committee are working out details almost daily and he will make a report of progress to date. The agenda will also contain items in reference to our entire 1987 meet schedule (Spring, Summer, and Autumn).

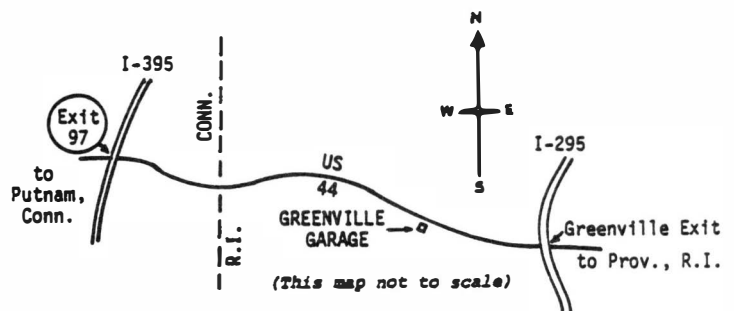
Pot luck, as usual, so bring what you can; and a folding chair if you have one. This is a very important meeting, so mark your calendars NOW as NO FURTHER ANNOUNCEMENT WILL BE MADE. Dress warmly - not fancy, but comfortably.

\*

### How to get There - It's easy

From NORTH or SOUTH on I-395: Proceed to exit 97 (Putnam); then go EAST on US Route 44 for approximately 15 miles; Greenville Garage is on RIGHT.

From NORTH or SOUTH on I-295: Proceed to Greenville Exit; then go WEST on US Route 44 for approximately 5 miles; Greenville Garage is on LEFT,





# Membership Roster



# 1986

## CALIFORNIA

Ostrander, Richard L.	Sacramento	California	95816
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## CONNECTICUT

Albert, Walter	Mansfield Center	Connecticut	06250
Anderson, Sterling E.	Willington	Connecticut	06279
Argo III, Joe	Moosup	Connecticut	06354
Asfwell, James	Pomfret Center	Connecticut	06259
Basil, Eugene R.	Avon	Connecticut	06001
Bentley, Earl & Dorothy	Windsor	Connecticut	06095
Bergeson, Dale & Brenda	Voluntown	Connecticut	06384
Biondi, Louis R.	Woodbury	Connecticut	06798
Campbell, Greg	Voluntown	Connecticut	06384
Currey, Richard F.	Stafford Springs	Connecticut	06076
Darby, Jim	Rockville	Connecticut	06066
Deane, Fred	Manchester	Connecticut	06040
Delor, Arthur & Sheryll	Waterford	Connecticut	06385
Downs, Richard	Washington Depot	Connecticut	06794
Downs, Timothy	Washington Depot	Connecticut	06794
Erickson, Dana C.	Coventry	Connecticut	06238
Everson, John & Melanie	Danielson	Connecticut	06239
Funk III, Charles E.	Coventry	Connecticut	06238
Graczewski, Thomas J.	Enfield	Connecticut	06082
Griswold, Donald & Ruth	Avon	Connecticut	06001
Hansen, Martin	Manchester	Connecticut	06040
Howard, Jack	Moosup	Connecticut	06354
Inshetski, David	Ansonia	Connecticut	06401
Jacarusso, Michael	Fitchville	Connecticut	06334
Job, Steve	Uncasville	Connecticut	06382
Johnston, Wendy J.	Uncasville	Connecticut	06382
Kirnes, Leo J.	Oakdale	Connecticut	06370
Litke, Rudy J.	Litchfield	Connecticut	06759
MacKellar, Donald	Pawcatuck	Connecticut	06379
McAvoy, John	Norwich	Connecticut	06360
Olearos, Jr., Alexander	Moosup	Connecticut	06354
Oliver, David G.	East Hartford	Connecticut	06108
Payne, Thomas L.	Dayville	Connecticut	06241
Peircey, David	Middlebury	Connecticut	06762
Rebman, Allen	Oakville	Connecticut	06779
Switter, Don	Westport	Connecticut	06880
Theroux, Robert	Enfield	Connecticut	06082
Thomas, Ken	Manchester	Connecticut	06040
Thurott, Helen H.	Westbrook	Connecticut	06498
Tonges, Alan & Judy	Monroe	Connecticut	06468
Twine, George	Enfield	Connecticut	06082
Vincent, Alfred	Plainville	Connecticut	06062
Vine, Daniel	New London	Connecticut	06320
Yarocki, George L.	Torrington	Connecticut	06790
The 101 Association, Inc.	Torrington	Connecticut	06790

## DELAWARE

Neill, Tom	Smyrna	Delaware	19977
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## FLORIDA

Schroer, Dave & Anny	Key West	Florida	33040
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## MAINE

Antz, Ed	Hallowell	Maine	04347
Barnes, Jr., Lowell E.	Hiram	Maine	04041
Beaulieu, William J.	Auburn	Maine	04210
Chapman, Nathan C.	Westbrook	Maine	04092
Chase, Robert B.	Augusta	Maine	04330
Coffin, Bruce	Brunswick	Maine	04011

Dugas, Robert A.  
 Gould, Everett  
 Gould, Jerry V.  
 Hobson, Daniel C.  
 Lyle, Paul  
 Moran, Mick & Heidi  
 Nuppula, Gerald W.  
 Peirce, Robert & Charlene  
 Roberts, Lloyd  
 Schneider, Nancy  
 Smith, Jr., Edward D.  
 Smotherman, John K.  
 Taylor, Kent & Brenda  
 Whitehouse, Curt  
 Willey, Carleton F.



Dexter	Maine	04930
Gardiner	Maine	04345
Windsor	Maine	04363
Kennebunk	Maine	04043
Cornish	Maine	04020
Berwick	Maine	03901
Hollis Center	Maine	04042
Brownfield	Maine	04010
Camden	Maine	04243
Millinocket	Maine	04462
Rangeley	Maine	04970
Auburn	Maine	04240
Bethel	Maine	04217
Coopers Mills	Maine	04341
Hampden	Maine	04444

MASSACHUSETTS

Adams, Giles  
 Breshahan, Thomas  
 Carr, Haswell R.  
 Catanesye, William  
 Colson, C. Brett  
 Correia, Yen  
 Dane, Edward  
 Dardinski, Roger  
 Epstein, Mitchell  
 Finch, Jr., Charles E.  
 Fitzpatrick, John P.  
 Galipeau, Jean R.  
 Gaspar, Larry  
 Guillemette, Richard O.  
 Haskins, Charles  
 Hickey, Michael  
 Howland, David R.  
 Kilpatrick, Kate  
 Laferriere, Pete  
 Leonard, Bruce  
 Leukhardt, Edward  
 Lewis, Ed & Doane, Sue  
 Mathieu, Roger  
 Mazzola, Steve & Michelle  
 McCormack, Art  
 Meyers, Kevin  
 Murray, Paul  
 Robertson, James  
 Schmidt, Charles A.  
 Sharland, Richard H.  
 Sheldon, Nathan F.  
 Sherman, Elliot  
 Tarka, Michael  
 Tausevitch, Scott  
 Topalis, Dave  
 Virgin, Dennis  
 Woodward, Larry



North Weymouth	Massachusetts	02191
Holyoke	Massachusetts	01040
Fall River	Massachusetts	02720
Revere	Massachusetts	02151
Southwick	Massachusetts	01077
Attleboro	Massachusetts	02703
Greenfield	Massachusetts	01301
Newburyport	Massachusetts	01950
Leominster	Massachusetts	01453
Weymouth	Massachusetts	02188
Stow	Massachusetts	01775
Fall River	Massachusetts	02722
Byfield	Massachusetts	01922
Lowell	Massachusetts	01851
Shirley	Massachusetts	01464
Abington	Massachusetts	02351
Dennis	Massachusetts	02632
Easthampton	Massachusetts	01027
Sturbridge	Massachusetts	01566
Wareham	Massachusetts	02571
Greenfield	Massachusetts	01301
Dennis	Massachusetts	02633
Brimfield	Massachusetts	01010
Millis	Massachusetts	02054
East Dennis	Massachusetts	02601
North Chelmsford	Massachusetts	01863
Wilbraham	Massachusetts	01095
Medford	Massachusetts	02155
Florence	Massachusetts	01060
Raynham	Massachusetts	02767
Paxton	Massachusetts	01612
Leverett	Massachusetts	01054
Southampton	Massachusetts	01073
Weymouth	Massachusetts	02188
Kingston	Massachusetts	01364
North Billerica	Massachusetts	01862
Centerville	Massachusetts	02635

NEW HAMPSHIRE

Adams, Frank  
 Aikman, Jessie  
 Aldrich, George W.  
 Cheney, George  
 Demers, Don  
 Farland, Paul P.  
 Gaistang, Richard  
 Harmon, Roland F.  
 Keating, Brian  
 Koski, Terry  
 Lavoie, Bob  
 LeBousquet, Thomas P.  
 Masse, Bill  
 O'Connor, James  
 Pierce, John H. & Mary  
 Undercofler, Joe & Cindy  
 Whitcomb, Danny



Seabrook	New Hampshire	03874
Dover	New Hampshire	03820
Tilton	New Hampshire	03276
Campton	New Hampshire	03223
Rochester	New Hampshire	03867
Milton Mills	New Hampshire	03852
Merrimack	New Hampshire	03054
Hudson	New Hampshire	03051
West Lebanon	New Hampshire	03784
West Swanzey	New Hampshire	03469
Manchester	New Hampshire	03104
New Castle	New Hampshire	03854
Manchester	New Hampshire	03104
Barrington	New Hampshire	03825
Exeter	New Hampshire	03833
Hudson	New Hampshire	03051
Claremont	New Hampshire	03743

NEW JERSEY

Nussbaum, Rob

Wayne	New Jersey	07470
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NEW YORK

Baron, Gene	Bayshore	New York	11706
Cecchini, Alfred N.	Poughkeepsie	New York	12603
Krauer, Kenneth C.	Salt Point	New York	12578

PENNSYLVANIA

Costanzo, Dan	Cresco	Pennsylvania	18326
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RHODE ISLAND

Anthony, Scott	Coventry	Rhode Island	02816
Cassan, Sean	West Kingston	Rhode Island	02892
Cooke, Edward S.	Riverside	Rhode Island	02915
Costa, James A.	Harmony	Rhode Island	02829
Herzog, Boris	Narragansett	Rhode Island	02882
Herzog, Rick	Wickford	Rhode Island	02852
Haas, William	Exeter	Rhode Island	02822
Hirsch, Frederick D.	Carolina	Rhode Island	02812
Macari, Angelo A.	West Greenwich	Rhode Island	02816
Nagy, Karl E.	Coventry	Rhode Island	02816
Rose, Frederick S.	North Scituate	Rhode Island	02857
Ross, Dave	East Greenwich	Rhode Island	02818
Salisbury, Don	Greene	Rhode Island	02827
Santopietro, Paul & Cyndie	Warwick	Rhode Island	02886
Streeter, David	Warwick	Rhode Island	02886
Thibault, Henry	Tiverton	Rhode Island	02878

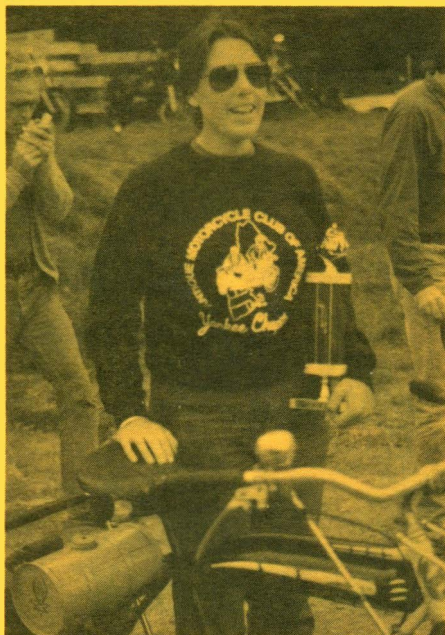
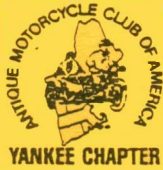
VERMONT

Brown, Ross	Burlington	Vermont	05401
Chicoine, James	Bristol	Vermont	05443
Hebert, Mike & Pat	Williston	Vermont	05495
McDonald, William	Milton	Vermont	05468
Palmer III, C. H.	Putney	Vermont	05346
Pastor, Jess & Pat	Colchester	Vermont	05446
Scherk, David A.	Burlington	Vermont	05401
Turner, Tom	Marshfield	Vermont	05658

CANADA

MacDonald, Bernie	St. Andrew's Antigonish County	Nova Scotia, CANADA	BON 1X0
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TOTAL YANKEE Chapter Membership for 1986 =	California	1	New Jersey	1	Total	153
	Connecticut	45	New York	3		
	Delaware	1	Pennsylvania	1	Add Spouse	
	Florida	1	Rhode Island	16	Memberships	17
	Maine	21	Vermont	8		
	Massachusetts	37		<u>152</u>	GRAND Total	170
	New Hampshire	17	CANADA	1		
			Total	<u>153</u>		




*Vintage ad at RIGHT is from page 15 of "MOTORCYCLING DIGEST" for March 1954*

**YANKEE  
CHAPTER MEET  
SEPT. 27-28 1986  
Keene, N. H.**



**N. F. SHELDON**



Sales — Service  
Parts — Accessories  
14 Union Street  
WORCESTER, MASS.

*at LEFT - JESSIE AIKMAN, Dover, New Hampshire, displays her 1946 SAGINAW Powercycle and trophy*

*at RIGHT - DOUG GRANT, Manchester, New Hampshire, receives his trophy from Jim Costa for his 1948 INDIAN Chief*



# Editor's Notes

and Other Nonsense

WHITE MOUNTAIN NATIONAL ROAD RUN - Readers will note the absence of any official Chapter report covering this highly successful event. In its place will be found the enthusiastic reports of AMC of A members from other chapters. YANKEE Chapter's official report will appear in the SPRING Issue of The ANTIQUE MOTORCYCLE. A few items of interest which may not appear elsewhere include the fact that at least four people rode to the top of Mt. Washington as passengers on antique motorcycles, some in sidecars.

Bruce Lindsay, A MAUMEE VALLEY Chapter member, who rode his 1931 HARLEY-DAVIDSON VL with Inga as passenger in the sidecar, along with all of their gear from Bedford Heights, Ohio won the Longest Distance Ridden Award; then with Ben Chesney in the sidecar and Inga riding tandem, started out on the Mt. Washington Challenge, but as Bruce relates, ". . . even after unceremoniously ejecting my passengers the bike kept overheating. I got to the end of the paved road before going back. . ." Bruce and Inga also rode the H-D back to Ohio.

Over 250 official photographs including black and white and color slides were taken of machines and owners, many of which will be used in the official report. Others will be published in later issues of YANKEE CHATTER.

Lastly, how many members saw a recent TOYOTA ad on television showing that they too, could ". . . make it to the top of Mt. Washington". (with 4-wheel drive vehicles of course).

1987 NATIONAL and YANKEE Chapter DUES - Attached to this issue you will find an application for the National AMC of A and one for the YANKEE Chapter. If you wish to handle your own National membership(s) use the National application and send the required dues money along with a Self-Addressed STAMPED Envelope (SASE) to:

Dick Winger, Membership Chairman  
ANTIQUÉ MOTORCYCLE CLUB of AMERICA  
3008 Fitchburg Road  
Stockbridge, Michigan 49285

To join or re-join the YANKEE Chapter, you must then submit the other application. Check Box A or B and send it with required dues money to:

Frederick D. Hirsch, Treasurer  
YANKEE Chapter, AMC of A  
P. O. Box 123  
Carolina, Rhode Island 02812

You also have other options as described in the enclosed flyer, and a Self-Addressed Envelope (SAE) is enclosed for the convenience of those who have not yet paid their 1987 Chapter dues.

YANKEE CHATTER Distribution - At least one copy of each issue of YANKEE CHATTER is circulated to 23 of the 50 UNITED STATES; one copy goes to CANADA; and one copy to SWEDEN.

DID YOU KNOW? - . . . that in 1968 Mr. Soichiro Honda personally rode the 10 millionth HONDA motorcycle off the production line at the factory in Japan? Eighteen years ago Mr. Honda had produced 10,000,000 motorcycles!

## ABOUT THIS ISSUE.

Although identified as AUTUMN 1986, this issue, which is the last one for our membership year 1986, contains items which would normally appear in the WINTER 1986-1987 issue. The reasons are many, but suffice it to say that time slipped away because of other commitments, both personal and Chapter. Your understanding is appreciated.

\*  
LIFE'S LITTLE LAWS

Including Murphy's and others

Everybody knows about old man Murphy and his 'law' . . . Nothing is as easy as it looks; everything takes longer than you expect; and if anything can go wrong it will do so at the worst possible moment. OK, here's another:

Anytime things appear to be going better, you have overlooked something.

\*

## YANKEE PEDLAR

Membership advertising in YANKEE PEDLAR is FREE to all YANKEE Chapter members of record (dues paid up).

### DEADLINE DATES

for ALL ads

WINTER Issue: January 10  
SPRING Issue: April 15  
SUMMER Issue: July 10  
AUTUMN Issue: October 15

WANTED - 1966 H-D Sprint CRS 250 fuel tank with two rear petcock ports with excellent red and white paint and original decals OR NOS, no dents. Will accept close year if it is red and white and will fit without mods and has H-D decals. Will pay top dollar. For Serial No. 66CRS6060. Ken Krauer, Clinton Hollow Road, Salt Point, New York 12578. Tel. (914) 266-3363

FOR SALE - 1950 HARLEY-DAVIDSON Racer, 750 cc WRRT, Color: Red. Re-built from flywheels up. Runs Great! Gene Baron, 15 Tern Court, Bayshore, New York 11706. Tel. (516) 666-5651 - After 7:00 PM

WANTED - Chain Guard for my 1937 INDIAN Chief. Charlene Peirce, P. O. Box 151, Brownfield, Maine 04010. Tel. (207) 935-3437 - After 9:00 PM

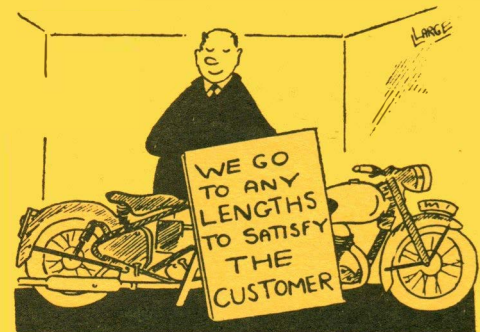
WANTED - For 1940 INDIAN "Chief": Front mudguard (rough condition is OK), foot boards, side stand, chain guard, dash board, bars and controls. Tom Turner, Box 112, Marshfield, Vermont 05658. Tel. (802) 426-3503

TRADE - Will swap almost cherry 1948 pan frame for 1950 in same shape. Tom ("Torch") Neill, R 2 - Box 2233, Smyrna, Delaware 19977. Tel. (302) 378-8907

WANTED - Complete motor wheel, as used by INDIAN in 1915. Have original bicycle factory-stamped "1915" on frame with hangers, but need everything else including fuel tank and controls. Haswell R. Carr, 176 Meridian Street, Fall River, Massachusetts 02720.

FOR SALE - BACK ISSUES of YANKEE CHATTER - Still available: YC No. 85-2; 85-3; 85-4; 86-1; 86-2; 86-3. Price each = \$ 1.50 Postpaid. Order direct from: Frederick D. Hirsch, Editor, YANKEE CHATTER, P. O. Box 123, Carolina, Rhode Island 02812.

FROM  
THE MOTOR CYCLE, 18 NOVEMBER 1954



. . . and all these year's we've been thinking that Earl Chalfant had an original idea!

# THE ANTIQUE MOTORCYCLE CLUB

## What it is . . . What it does

**Q. What is the Antique Motorcycle Club of America?**

**A.** The AMCA is a non-profit organization composed of a group of persons interested in Antique motorcycles.

**Q. What is the object of the AMCA?**

**A.** The primary objective of the AMCA is to encourage the seeking out, restoration, preservation and exhibition of Antique motorcycles of all kinds.

**Q. What is meant by "Antique Motorcycle," as defined by the Club?**

**A.** The AMCA considers any motorcycle manufactured up to and including the 1953 Model Year as an antique, eligible for judging and competition at National Meets. Later machines are welcome, but are not eligible for judging.

**Q. When was the AMCA first organized?**

**A.** The Club was founded in 1954 by a group of interested motorcycle owners. It now numbers over 2500 members and has a worldwide membership. Club membership has always been open to all enthusiasts and interested persons. No restrictions have ever been set regarding race, creed, color, nationality or county of residence.

**Q. Is the Club limited to actual owners of Antique motorcycles?**

**A.** No. Any interested person may join with the expectation that he or she will eventually become the owner of an Antique motorcycle. Spouse membership is available for spouses of current members at \$5.00. This includes a separate card, but no magazine for the spouse.

**Q. What do I get when I join the AMCA?**

**A.** You will receive your membership card and you will receive the Club publication which is issued 4 times each year. You will be entitled to participate in all Club activities, such as local Chapter membership and National Meets when they are scheduled.

**Q. What is the Club Publication?**

**A.** The publication is an informal magazine published 4 times per year, and contains histories of famous makes of motorcycles, articles written by members, pictures, news of Club Activities, and sections devoted to "wanted," "for sale," and "swap" notices. As a member, you may insert your notice free of charge in each issue (not more than 70 words per issue).

**Q. When and where does the Club hold meets?**

**A.** In the past several years, Meets have been held in various parts of the county.

**Q. Are there local Chapters of the Club?**

**A.** Yes, at the present time (1987) there are 22 sanctioned Chapters. You are encouraged to become active in the one closest to your area.

**Q. When do members have the opportunity to exhibit and operate their Antique Motorcycles?**

**A.** AMCA Meets always include a suitable private road or area where members may operate their machines without registration.

**Q. Are back issues of the Club Publication available?**

**A.** Our Secretary has a few issues of the publication available.

**Q. Who is the Club Secretary?**

**A.** Dottie Wood, 14943 York Road, Sparks, Maryland 21152.

**Q. Who is the Membership Chairman?**

**A.** Dick Winger, 2008 Fitchburg Road, Stockbridge, Michigan 49285

**Q. How do I go about joining the Club?**

**A.** By sending one years dues, check or money order, in US funds only, to the Membership Chairman, Dick Winger. He will issue your membership card and notify the Secretary who will place you on the mailing list to receive all Club publications and mailings. Membership runs from January 1 through December 31 each calendar year, and includes all 4 publications for that year. For any further information, contact the Secretary.

**Q. Is vendor pre-registration necessary?**

**A.** No. Starting in 1986, all vendors will register for a National Meet at the meet site. Vendor's fee is \$25.00. Only current A.M.C. members may register to vend.

IMPORTANT NOTICE - Unless we receive your 1987 YANKEE Chapter membership dues soon, this will be the last issue of YANKEE CHATTER that you will receive until they are paid. An Application for Membership is enclosed for your convenience, so do yourself a favor and take care of this little matter before it is too late. If you have already renewed for 1987 please disregard this notice.

**Reminder** ★  
1987 Membership Renewals are due now. Forms are included herewith. Support your Chapter and Act NOW!



YANKEE CHAPTER

Frederick D. Hirsch  
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Carolina, Rhode Island

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**FIRST CLASS MAIL**

