



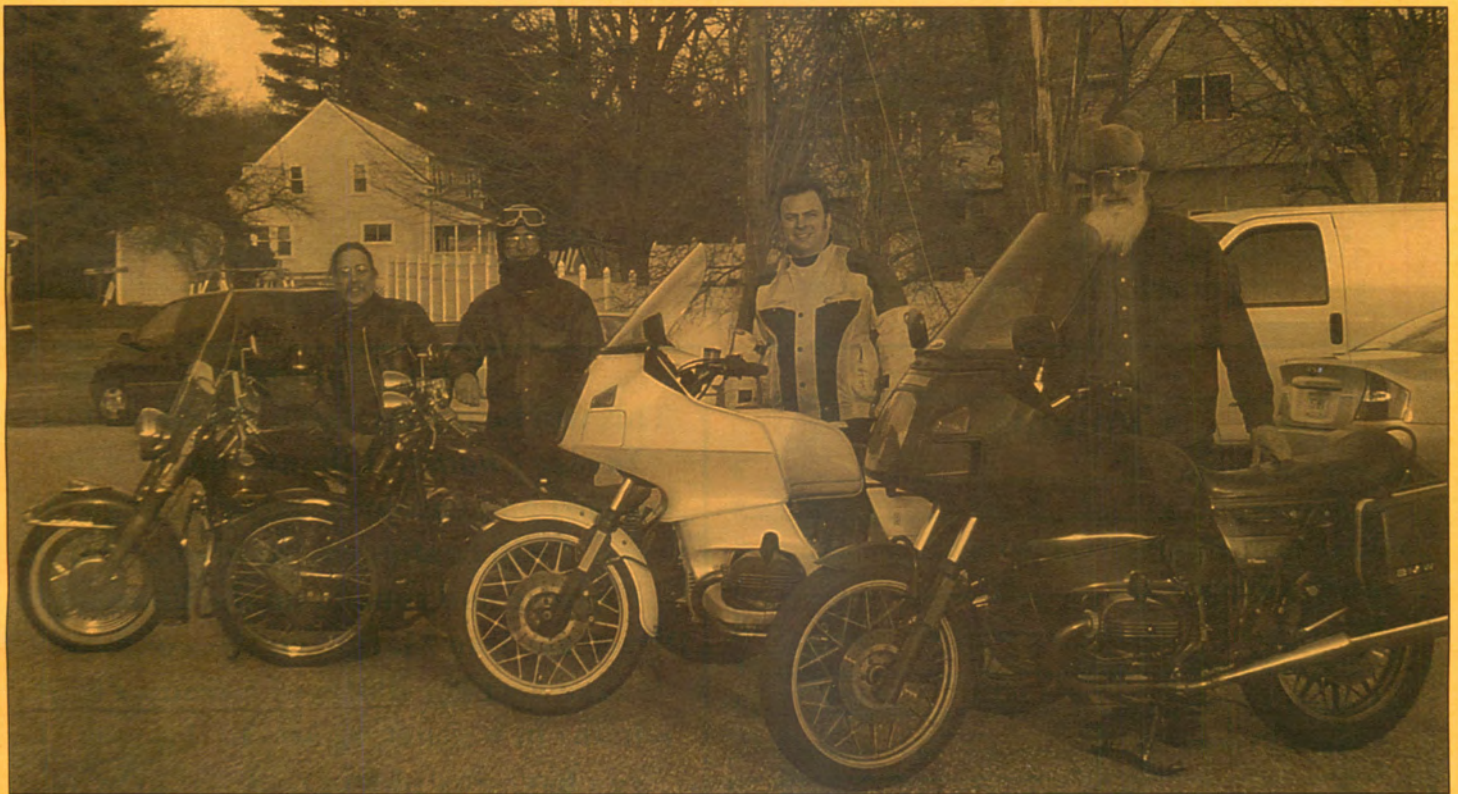
YANKEE CHATTER



Issue 2006 / 3

Established in 1973

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

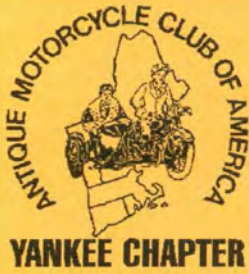


Diane Stoyanovich Photo

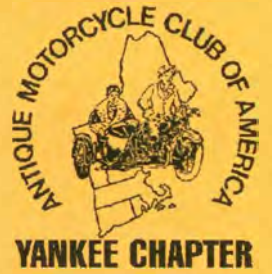
It's Not That C-C-Cold

Charlie Gallo, Travis Potter, Stan Pace and Gene Levesque upheld the motto of the Yankee Chapter by riding their motorcycles to the annual Christmas party and business meeting held at the VFW in Oxford, MA on December 6, 2006. No motorcycles were harmed during this adventure and no one suffered frostbite in spite of the frigid temperatures.

Ride 'Em, Don't Hide 'Em



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ISSUE 2006 / 3

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www.yankeechapter.org

is the address of the
Yankee Chapter web site.
Visit it for event details.

Editor's Message

This will be my last issue as editor of the *Yankee Chatter*. I thank you for your support and encouragement through the years. I will continue to be involved in the Chapter and remain on the Board of Directors. Dan Margolien has volunteered to take over the duties of Editor. Please join me in welcoming him to this post. If you have any photographs or articles please pass them on to him.

So long and thanks for all the fish!

Charlie

YANKEE CHATTER is the official newsletter of the YANKEE Chapter of the Antique Motorcycle Club of America, and is published three times a year, when information warrants. The YANKEE Chapter of the AMC of A was established April 8, 1973. Yankee Chapter, Inc. is incorporated in the state of Connecticut. Dues for the 2006 membership year are \$15.00 for a family membership. Membership is not transferable and dues are not refundable.

Applicants wishing to join the YANKEE Chapter must first be members in good standing of the National AMC of A. Applicants may send membership applications to the Chapter Membership Chairperson at any time, and memberships received after October 1st of any year will be held over for the next membership (calendar) year.

Distribution of YANKEE CHATTER is to Chapter members of record in good standing, officers and directors of the AMC of A, and editors of other AMC of A Chapters.



Director's Message

This will be the last *Chatter* to come from the desk of Charlie Gallo. I never thought we could burn him out, but there is no challenge the Yankees can't rise to.

Dan Margolien has graciously offered to step up to this plate, and I'm sure he'll do a great job for us. Mr. Gallo will be helping for an issue or two, then I guess it's off to the basement for Charlie to finish the Henderson we've been hearing about for a long time.

The best way to help our NEW EDITOR is to jot down those stories we all have, and e-mail them to danmargolien@yahoo.com. Even a little newspaper like ours needs some tall tales, and we all have them. If your story is true, so much the better.

As I write this at 4 AM, I'm about to leave for the airport, to attend my father's 85th birthday. All this talk about stories reminded me of the time he came home from a car show with a 1924 Indian Chief in his pickup. If that bike was a horse, it was the kind you would buy if you liked them mean, then shoot if you didn't like them treacherous. I still have scars on my shins from that thing. After a minor overhaul and a lot of time, I finally got it to run some but it was never right. Probably a good thing; if I knew then what I know now I'd probably be dead. When it did go, it went Fast! Between the long bars and the no brakes, it was the most frightening thing I've ever been on. Now he's an old man, no more bikes for him. I can't even tempt him with a side car. He still drives his Stanley Steam Car, however, so I guess there's hope for us yet.

Best regards,

In Memoriam

On Friday, November 24, 2006, Yankee Phil Guiles succumbed to cancer. He was five days short of his 75th birthday. Phil was the youngest, most infectiously happy septugenerian I've ever known. All of us who were lucky enough to be touched by his life are diminished by his loss. It takes a strong disease to stop the heart of such a joyful spirit.

Sandy Gallo



E. Shapiro Photo

Phil Guiles was all smiles as he waited to head out on the road run at the Yankee National Meet in Hebron on July 31, 2004.



YANKEE CHAPTER

**Harvest Gathering
Sterling, CT
September 9 & 10, 2006**

By Charlie Gallo

Yankee Chapter's Autumn Meet was once again blessed with great weather. It was an active and fun filled event. Highlights included: Lots of riding. Custom breakfasts by John Smedes. A trip to an ice cream stand (mandatory). Campfires with lots of conversations. Good food. A clinic on how not to drive a sidecar by Charlie Gallo. Being honored guests at Sterling's family days celebration. More food. A concert by Ken Sweeney. Fireworks. The Bucket. More food.



Diane Stoyanovich Photo

Scott Anthony rode his knucklehead to Sterling to enjoy the festivities.



Diane Stoyanovich Photo

Barbara Salisbury put on a spread of food that satisfied everyone's cravings. Tim Gottier whipped up a batch of his famous clam chowder and Josey Manzo brought a chicken casserole. With contributions from many other Yankees, there was no danger of anyone starving.

What can I say? A picture is worth. . . .



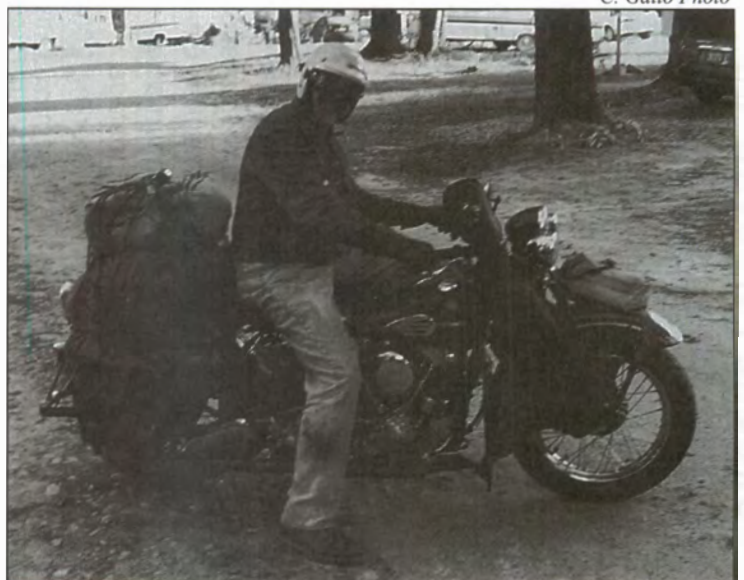
Diane Stoyanovich Photo



Diane Stoyanovich Photo

Jim Nowik performs some minor maintenance on the 1960 Harley-Davidson that he had recently acquired. How did he manage to work on his bike without the helping hands of his fellow Yankees?

I know it's been mentioned before, but here's proof of Ken Sweeney's creative packing on his Harley-Davidson. Ken is all packed up and ready for the road following our Sterling meet. You can see his banjo case strapped to the front forks.



C. Gallo Photo

Calendar Of Events

Rhinebeck National Meet
June 8 - 10, 2007

Hebron National Meet
August 3 - 5, 2007

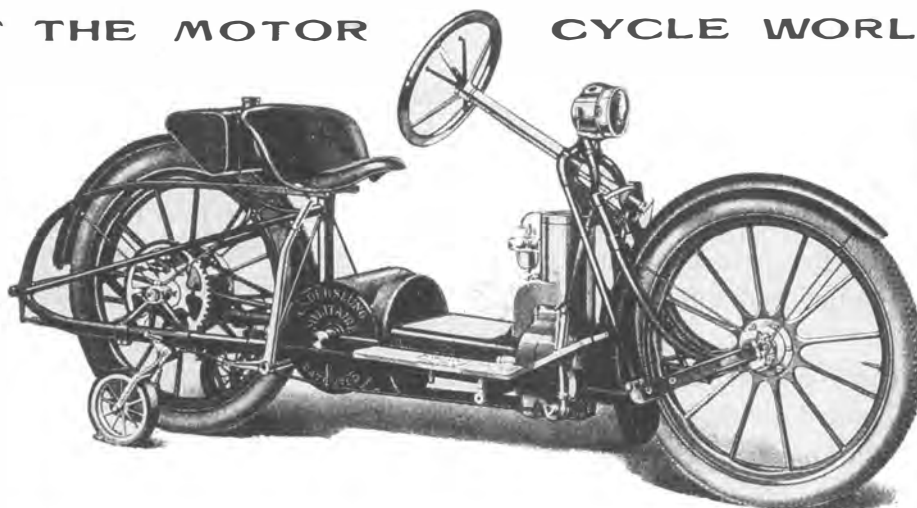
Sterling Harvest Gathering
September 7 - 9, 2007

Christmas Party
December 2, 2007

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



FIVE YEARS AHEAD
OF THE MOTOR CYCLE WORLD



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Once Upon A Time. . . .

MY FIRST MOTORCYCLE TRIP

By
Kenneth Walker Fitts

In 1932, I was 18 years old. I lived in Storrs, Connecticut. I bought a used 1923 twin cylinder Indian motorcycle for \$15.00. The piston displacement was 37 cubic inches. The battery was missing. Ignition was from a high tension magneto.

A friend was on vacation with his family in Maine. I was invited to spend a few days with them.

I left for Maine on the motorcycle. All went well until about a mile past Marlborough, Massachusetts. The engine locked up and brought the motorcycle to a sudden stop.

I had a few tools. I removed the front cylinder. I discovered the big end of the connecting rod was jammed to the crankpin that separates the two flywheels. I reasoned that this was most likely caused by the roller bearing retainer breaking and jamming the rollers.

There was a house nearby on one side of the road and a shed on the opposite side. I knocked on the door of the house. A lady came to the door. I explained that I have a problem with the motorcycle and asked if I could put the motorcycle in the shed while I went to purchase new parts. She gave her permission and I pushed the motorcycle into the shed and walked back to Marlborough.

I took a bus to Worcester and located the cycle shop. I explained my problem to the proprietor. He didn't have any bearings. A customer overheard my problem. He told me the Indian Motorcycle Company had problems with the bronze roller bearing retainers and that they switched to steel retainers. He said he replaced the old bearings with bronze retainers with new bearings with steel retainers in his Indian motorcycle. He told me he would sell the bear-

ings he removed for \$2.00. I waited while he rode his motorcycle to his home and then returned with the used bearings. I paid him \$2.00. I took the bus back to Marlborough.

I stayed in a hotel that night. The next morning. I bought a cold chisel and a hammer at a hardware store to loosen or tighten any nuts I couldn't loosen or tighten by other means while I was working on my motorcycle. I disassembled the engine and separated the flywheels. I installed my recently purchased used bearings with the retainers. I reassembled the flywheels and to make sure they were secured to the crankpin I tightened the nut on the end of the crankpin with the cold chisel and hammer.

After dark a youngster from the house across the road came with a kerosene lantern to help me assemble the motorcycle engine. We finished the assembly late at night. I decided not to start the engine until the next day.

I walked back to Marlborough. Just as I got inside the city limits all the street lights were turned off. I continued to walk toward the hotel. A police officer on the opposite side of the street shined his five cell flashlight on me and kept it on me while he crossed the street to talk to me. I told him why I was there. He said they have a curfew in Marlborough and the street lights were turned off at 1:00 AM. He took me to the hotel. He let me in and had me sign the register. I paid him 75 cents and he showed me to my room. I got up early the next morning and walked to my motorcycle. The engine started with the kick starter. I could tell by the response when I opened the throttle and the sound of the exhaust that I had miscalculated the timing of the spark ignition. I removed the cover from the timing gears. I advanced the gear on the high tension magneto one tooth. I replaced the cover. I started the engine. It sounded normal. I stopped at the house and thanked the lady for letting me use the shed while I was making repairs to my motorcycle. I continued on my way to Maine.

All went well until I rode over the state line into Kittery, Maine. The engine started making a loud clatter and it was running on only one cylinder. I stopped the engine. I took out the

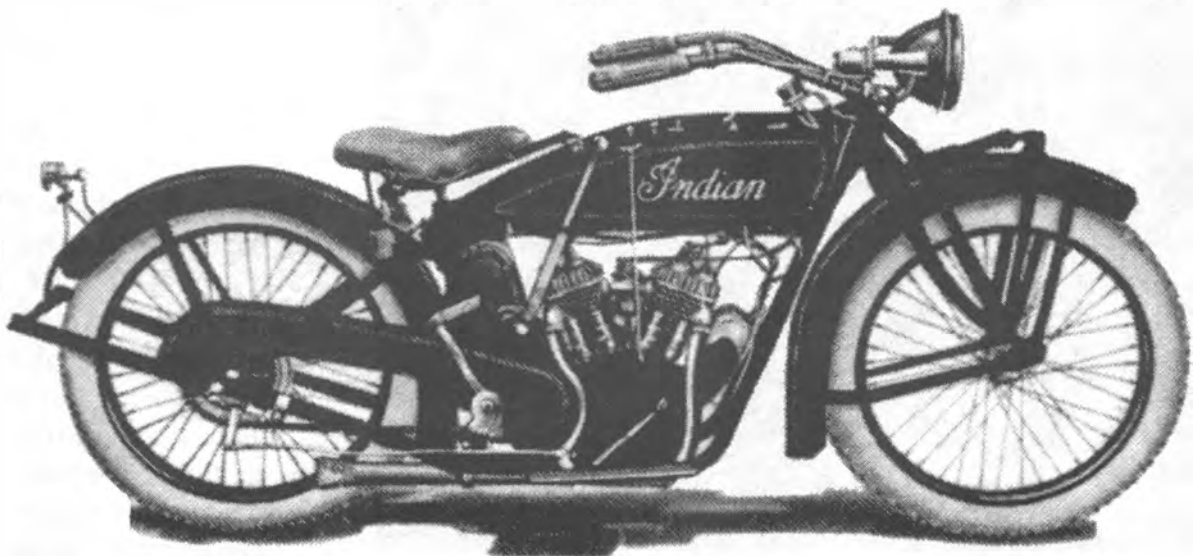
spark plugs. Using the kick starter and putting my thumb over the spark plug holes, I discovered the front cylinder had no compression. This confirmed my guess that I had a broken piston. I decided against continuing my trip to Maine. With the engine clanking and running on the rear cylinder I headed back toward Connecticut.

Continuing after dark the weather was misting. I was afraid it was going to rain. Since I had no battery for lights I had the lights connected directly to the generator. I didn't have a belt to run the generator from the engine. Before leaving home I cut the inner tube from an automobile tire into rubber bands about a half inch wide. To carry the rubber bands I placed them on the handlebars. To light the head and tail light I would slip one of these rubber bands over the engine driving pulley and the pulley on the generator. I had to keep the engine running at a nearly constant speed. If I ran the engine too fast the headlight would get so bright I was afraid of burning out the headlight bulb. If the engine ran too slowly the light would get so dim I couldn't see the road ahead. After a few miles the rubber band would break leaving me in complete darkness. I would stop and slip one of my many rubber bands on the pulleys. I could again see the road ahead.

I came to a house with a lighted sign that

read: "Overnight guests, \$1.00". I stopped and knocked on the door. A lady came to the door. I knew I didn't look very presentable. I explained my problem and apologized for my appearance. I asked her if I could stay for the night. She said, "You can come in if you want to." She didn't sound enthusiastic about having me for a guest. I was careful not to get anything greasy and I kept everything neat. I got up early the next morning. I left a dollar bill on the kitchen table and continued my ride toward Connecticut. The hard steel piston pin in the connecting rod in the front cylinder would hit the inside wall of the cylinder as it continued to go up and down with each revolution of the flywheels. It broke through the cylinder and made two slots in the front of the cylinder and two slots in the back of the cylinder. I could look through the slots in the cylinder and see the piston pin as it traveled up and down. Drops of oil and oil mist came from these slots. To be sure the rear piston was adequately lubricated I would frequently force more oil into the crankcase by using the hand oil pump. The external parts of the engine became covered with oil. I arrived home with my shoes and the lower part of my trousers soaked with oil.

I wasn't able to visit my friend in Maine, but I had an interesting experience.





Secretary's Report

General Chapter Meeting Annual Holiday Gathering December 3, 2006

The Yankees gathered at the Oxford VFW on a bright sunny day (no snow this year!) for our annual potluck lunch and general chapter meeting with 50 or so members attending. Everyone enjoyed a brief "cocktail hour" socializing and catching up since we all gathered in Sterling. The meeting was called to order after lunch at 1:30 PM by our director Will Paley. Agendas were passed out and reviewed. An amendment to the agenda was added re: Editor.

A motion was made to waive the reading of the minutes as they have been printed in the *Chatter* for all to read and we had a lot of other business to attend to at this meeting. The motion was seconded and approved by all.

Will gave a brief report of the 2006 Hebron meet. All in all things went well. He met with representatives from the Lions Club and received

a tour of the new improved fairgrounds. In 2007 the rent will go up from \$1100 to \$1800 with other expenses that we will be responsible for.

Sandy Gallo read the treasurer's report. She will post the treasurer's report in the next *Chatter*. Net income generated from Hebron meet after all expenses was \$2272.76. We have made some money and we are doing fine at this time. Motion made to accept this report as read, seconded and all approved.

Will gave the Directors report; both meets were well attended and are much like the old school meets of the past where friends come together for swap meet, sharing of the love of the sport, good times with friends and most importantly; riding. He would like to thank the Gallos and Jessie Aikman who have spent much time over the years to make these meets happen. A round of applause and thanks for our unsung heroes followed. We have lost several members of our chapter this year. Tom Bresnahan, Dave Ingersol and Phil Guiles will all be missed. Jessie asked if anyone had heard from Fred Hirsch. Sandy said that any correspondence that she has sent this year has not been responded to. Barbara Salisbury and Charlie Gallo reported on Scott Anthony's health. He will be coming home from the hospital this Thursday, his spirits are good, he sounded positive and optimistic that we will be seeing him this riding season. Old

business was concluded with a motion to accept old business as reported, seconded and approved.

New business is the upcoming regional meet in Rhinebeck, NY. This meet will be happening June 8-10, 2007. The directors have voted to participate as a club in the meet and our participation will be to send \$500 to the coalition to meet expenses, generally for advertising and promotion of the meet. This has



Diane Stoyanovich Photo

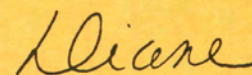
Chris Duffy and Critter Salisbury enjoyed the wide variety of food presented at Yankee's annual Christmas party and business meeting.

already been done. There is minimal financial risk for the 2007 meet. There is no fee for the fairgrounds, as it is being absorbed by the Antique Machinery Club. Steve Ciccalone has agreed to run the vending for this meet, which would be our club's commitment. He would like some volunteers to help, as there may be 100 or more vendors participating. Yankees will have a chapter tent for information, etc. Members are encouraged to help out during the meet. Dan Margolien has offered to attend the planning meetings with the coalition and bring back information first hand. He attended a planning meeting in November and gave his report. There will be six chapters involved in this meet: Empire, Yankee, Hudson Valley, Colonial, Big Sandbar and Seaboard. This meet will be happening with or without our participation, so why not get involved to shape the direction in which this meet will be going. As far as vending issues; 2007 will continue to be AMCA vending rules. We will discuss 2008 in more detail at a later date. Everyone had many concerns with regard to the Rhinebeck meet and much discussion ensued with regard to these and other issues: parking, admission and vending fees, financial obligation, the direction of next year's meet, what's going to happen to our National meets? Jessie suggested we get on board and see what happens and help form the future of this event. Charlie also feels that we should get involved with the hope to steer it in our direction. Will suggested we make note of all questions that everyone has and he will get them addressed. Sandy has offered to take on this task. Just to play devil's advocate, Gene Levesque asked what would be the downside of not participating which stirred up more discussion. Sandy spoke with the National treasurer with regard to where the profit money was going: In 2007, vending fees will be shared with our hosts, the Antique Machinery Club. The AMCA National will not take a cut of the 2007 revenue. Profits will probably be reinvested for the 2008 meet. Financial arrangements for 2008 are still being worked on. There is the potential for a sizable profit in 2008. Despite everyone's concerns,

most felt that it was time to get involved. Further discussion will continue at the Board of Directors meeting in January 2007. At this point, the chapters have volunteered as follows: Yankee - Vendor registration, on site vendor support, cross country vendor invitation program. Big Sandbar - Shirts, logos, awards, groundwork. Empire - National magazine ad, groundwork. Hudson Valley - other advertising, working to provide on site camper trailers for the chapters, listing of local lodging, promotional booth at the Spring Rhinebeck car meet. Will suggested that we could also contribute what we as Yankees do well: He has some ideas for a road run / self guided tours over the weekend. The other issue Dan brought up regarding 2008 was whether or not we were sponsoring a road run preceding this meet, otherwise Hudson Valley would like to host a road run and create a whole week of activity. Will stated that we don't have plans for a road run in 2008 and may possibly go ahead and plan one in 2009.

The Yankee Chapter will still be hosting a National Meet in Hebron in 2007 on August 3-5. All were in favor of having our annual Autumn meet. Everyone has a good time, it's low key and has been well attended. Several Yankees had toured Riverbend Campground in Sterling for a possible change in site. Barbara spoke with the owners regarding our event but she has not heard back from them yet and will have more info at the board of directors meeting. We have had a few different ideas that could be options when we feel we need a change. We would like to thank Charlie for bringing the *Chatter* to us over the past years. He is looking for someone to take over the position of editor. He thanked everyone for their support and will assist anyone who would like to take on this job. The Board of Directors meeting will be held on January 14, 2007 at 12 noon at the Oxford VFW. The meeting was adjourned at 3:15 pm.

Submitted by :

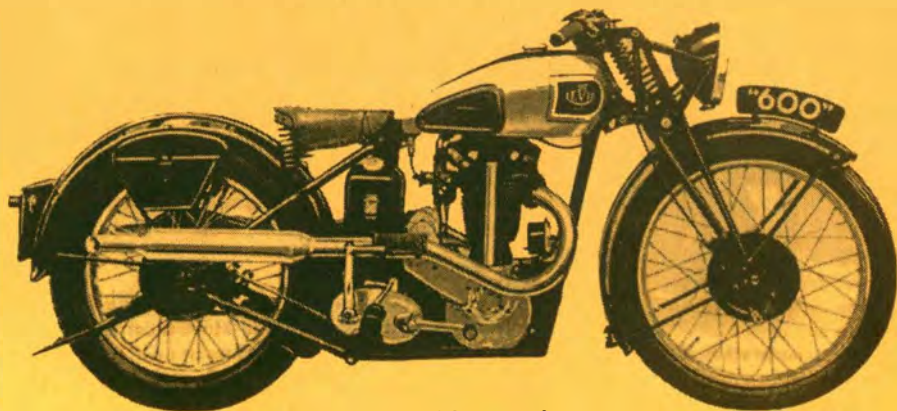


Diane Stoyanovich
Yankee Chapter Secretary



Charles Gallo

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