



# YANKEE CHATTER



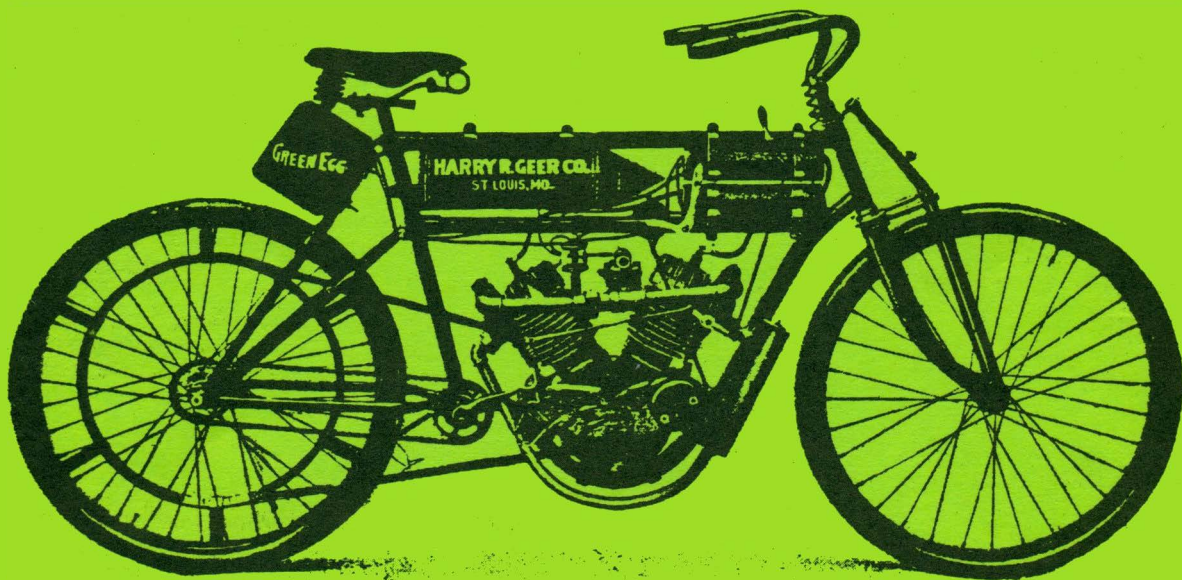
SPRING 1986

No. 86-2

YANKEE CHAPTER  
ANTIQUe MOTORCYCLE CLUB OF AMERICA, INC.

*Chapter Established in 1972*

## GEER GREEN EGG

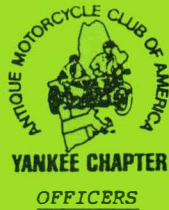


"It's not the going . . ."

**YANKEE  
CHAPTER MEET  
JUNE 21-22, 1986  
ACTON FAIRGROUNDS  
ACTON, MAINE**



"... it's the coming back"



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.

ZIP Code	Telephone	Term of office expires
		December 1988
		December 1988
		December 1988
		December 1988
		December 1988
		September 1987
		December 1986

\* \* \*

The LOU LICHVA MERIT AWARD - At the EMPIRE Chapter's business meeting held on October 20, 1985, it was decided by unanimous vote to establish a merit award to be presented each year to the member who had contributed the most effort to the Chapter.

It was also decided to call this award "The LOU LICHVA MERIT AWARD" and Lou, himself, was the first recipient for the year 1985.

Although much pleased with this appreciation of his many years of devotion and unrelenting service to the EMPIRE Chapter as well as the AMC of A, Lou's only comment was, "Why me? I don't deserve it." So very like him to be so interested in the hobby and not expect any recognition.

\* \* \*

**YANKEE  
 CHAPTER MEET  
 JUNE 21-22, 1986  
 ACTON FAIRGROUNDS  
 ACTON, MAINE**

\* \* \*

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**

SPRING 1986 No. 86-2

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TOTAL Distribution this issue = 167 \* Total Chapter Membership = 141

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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 1986 membership year are \$ 5.00 single; \$ 7.50 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 1986 are \$ 15.00.

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-prof-it organization.

\* \* \* \* \*

# NATIONAL News

## FOR INFORMATION CONCERNING THE NATIONAL MEETS, CONTACT THE CHAPTER REPRESENTATIVES SHOWN:

JUNE 7-8 – VIKING CHAPTER – Farmington Fairgrounds, Farmington, Minnesota. Contact Jack Fish, 1483 Cohansey Street, St. Paul, Minnesota 55117

JUNE 28-29 – PERKIOMEN CHAPTER – Oley Fair Grounds, near Reading, Pennsylvania. Contact William N. Patt, RD 7064, Reading, Pennsylvania 19606

JULY 19-20 – MAUMEE VALLEY CHAPTER – Fulton County Fairgrounds, Wauseon, Ohio. Contact Dick Winger, 2008 Fitchburg Road., Stockbridge, Michigan 49285

JULY 24-27 – YANKEE CHAPTER – White Mountain National Road Run. Contact Chuck Schmidt, (413) 586-4342 (24 hour answering service).

AUGUST 16-17 – EMPIRE CHAPTER – Electric City Club, Schenectady, New York. Contact Curtis Bunce, Box 171A, Marriott Road, West Winfield, New York 13491

SEPTEMBER 6-7 – BLACKHAWK CHAPTER – Mississippi Valley Fairgrounds, Davenport, Iowa. Contact Erma Cleek, 1400 18th Avenue, Moline, Illinois 61265

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### HIGHLIGHTS of the Semi-Annual Meeting of the AMC of A Board of Directors

held on Sunday, March 2, 1986  
in Orlando, Florida

A FULL representation of the entire Board of Directors was recorded at this meeting.

After the usual opening and early business procedures had been accomplished, several matters were brought before the Board and a few are briefly outlined here:

Magazine Guidelines - When submitting reports of Chapter-hosted

National Meets with accompanying photographs, writers should furnish BLACK and WHITE Glossy Prints only - DO NOT submit color slides nor color prints. Captions should be legibly written or typed on a separate piece of paper and Scotch-taped to the back of each photograph. DO NOT write directly on the back of the print. This will facilitate proofreading and ensure proper identity of machines and owners.


Insurance - Concern about insurance protection at meets is always on the agenda of these BoD meetings. For 1986 the premium cost for our liability insurance will be \$ 5,500.00! This will eat up a lot of membership

money requiring the dues of 372 members at \$ 15.00 each.

Information Officer - Since all of the Club officers receive such a great volume of mail inquiring about various aspects of the hobby, it was agreed that an Information Officer should be appointed. Director Edward A. Higgins, of the EMPIRE Chapter, volunteered to serve in this capacity and will take up his duties as soon as possible.

National Road Events - After some discussion about proper identity of the National AMC of A road run events, it was agreed that the single word "National" would suffice.

Fire Extinguishers at Meets - It has been observed that there are insufficient numbers of fire extinguishers on hand at various meets, and all Chapters will be reminded to provide adequate fire protection.



**YANKEE  
CHAPTER MEET  
JUNE 21-22, 1986  
ACTON FAIRGROUNDS  
ACTON, MAINE**



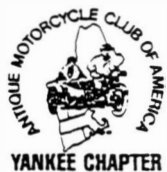
# Co-Director's Message

People are coming by every means available to take part in our WHITE MOUNTAIN NATIONAL ROAD RUN

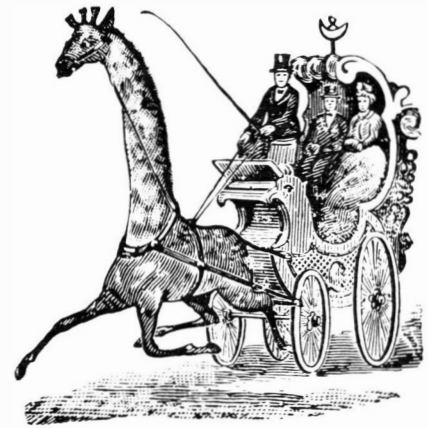
This is my first message as Co-Director of the YANKEE Chapter and I am pleased to be able to inform my fellow members that we have a full schedule for this year starting with a Chapter Meet in Acton, Maine on June 21-22, 1986; then the WHITE MOUNTAIN NATIONAL ROAD RUN that will be of the first quality both with facilities at Fox Ridge Resort and camping in the local area for the more hardy enthusiasts. The run should be a smooth operation with breakdown crews readily available for those who may need assistance; then, even before resting up from this National event we will be getting together for our Autumn Meet in the Connecticut area.

As the old saying goes, "Now that I have given you the good news, here comes the bad news." Because of increasing costs in the operation of our YANKEE Chapter as well as the increased costs of putting on a Chapter or National activity, we must raise our Chapter dues beginning next year (1987) to \$ 10.00 per individual member, which isn't too steep considering the quality of our Chapter newsletter and the quality of our activities. Spouse memberships will be increased to \$ 12.50. This completes the news section of my message, and I would like to finish with these thoughts:

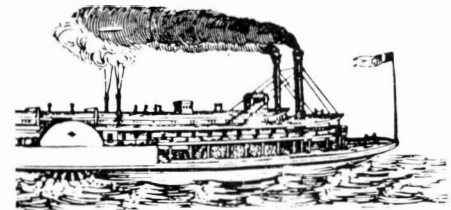
We are comprised of many different people from many different backgrounds and many different states. Our common bond is the motorcycle; not any particular motorcycle. I think that as we start our 1986 activities we must all try to live up to the charter and bylaws of the AMC of A and spread the good fellowship to all whom we encounter, including our fellow members, as well as the people in the local towns and the business men in the areas where we hold our meets. We must always seek out, preserve and protect the antique motorcycle, oil and lube it and keep it alive so that we can hear the sweet sounds of its valves and pistons working in the proper order. We also have to work just as hard to maintain Chapter unity and good will.



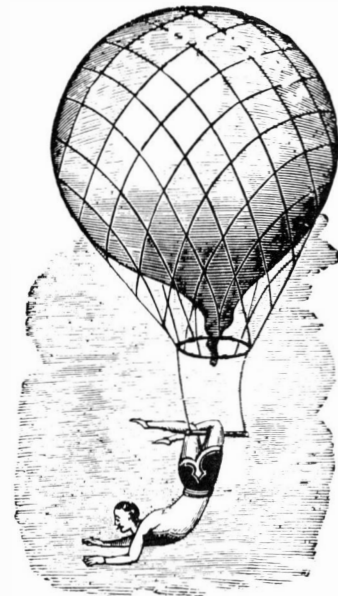
*Jim*  
Jim Costa  
Co-Director



**BY LAND**



**BY SEA**



**BY AIR**



Minutes of the YANKEE Chapter Officers Meeting  
held at the GREENVILLE GARAGE,  
Harmony, Rhode Island  
February 15, 1986

\*

This productive meeting, which began at 1:03 PM was attended by:

Jessie Aikman - Co-Director  
James Costa - Co-Director  
Arthur Delor - Vice Director  
Martin Hansen - Vice Director  
Charlene Peirce - Secretary/Treasurer  
Chuck Schmidt  
Bob Peirce  
Paul & Cyndie Santopietro  
John & Melanie Everson  
Frederick D. Hirsch - Editor

High points of what transpired included the decision to raise YANKEE Chapter annual membership dues to \$ 10.00 per single membership; and \$ 12.50 for spouse membership.

The WHITE MOUNTAIN NATIONAL ROAD RUN is well underway as reported by Chuck Schmidt, and he pointed out that the reservation deadline for the Fox Ridge Resort is June 1, 1986. This means that reservations MUST BE MADE before that date! Also, Fox Ridge Resort will not accept any plastic money - NO charge cards!

It was also decided that at YANKEE Chapter business meetings no non-member should be allowed to speak on any subject without the approval of two-thirds of the attending members; OR unless prior approval has been obtained and the item is on the meeting's agenda.

A discussion about using old un-awarded trophies occupied some time, and Jessie Aikman and Art Delor agreed to explore the possibilities of providing new plaques for 'old' trophies. No decisions were made at this time.

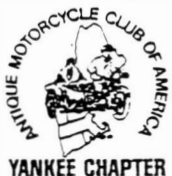
Dates for the Autumn Meet (HODGDON TROPHY time) were discussed at length and more or less left hanging between the weekends of September 20-21 and September 27-28, 1986.

Vice Director Art Delor displayed a copy of the newsletter published by the HISTORICAL MOTORCYCLE RACING ASSOCIATION (HMRA) which is based in Gainesville, Florida. This organization is associated with the AMERICAN MOTORCYCLE ASSOCIATION (AMA), and the copy shown by Art was Vol. 1, No. 4 for December 1985. It consists of 48 pages center-stapled to handbook size of 5½" x 8½" with many reproductions of old motorcycling ads and articles.

The HMRA'S main purpose is one of informing its members of what is going on all over the United States in the field of motorcycling, and although competition is not a strong point, events are held at the Daytona International Speedway. HMRA'S annual dues are \$ 10.00, and anyone interested in joining or learning more about this organization should contact:

Robert C. Baker  
HISTORICAL MOTORCYCLE RACING ASSOCIATION  
2933 NE 29th Way  
Gainesville, Florida 32601

The meeting was adjourned at 5:31 PM.



Respectfully submitted,  
Charlene Peirce  
Secretary/Treasurer



Minutes of the YANKEE Chapter Business Meeting  
held at the SQUASH INN,  
Green Hollow Road, Moosup, Connecticut  
April 6, 1986

This meeting began at 1:31 PM and was adjourned at 1:50 PM. The shortest meeting on record for the YANKEE Chapter! Took less than 20 minutes!

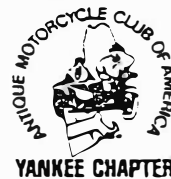
High points included the fact that 227 information packets have been sent out to National AMC of A members regarding our WHITE MOUNTAIN NATIONAL ROAD RUN, and hopefully this is a sign of good attendance. Bob Peirce briefly discussed preparations for the run and answered questions. He pointed out again that service facilities (gas stations) were no more than 30 miles apart at any point around the area to be covered, and reminded everyone that YANKEE Chapter members will be cruising back and forth along the route to assist stragglers and those in need of assistance.

The dates for our Acton, Maine chapter meet have been set at June 21-22, 1986, and initial arrangements have been made, along with committee appointments. The banquet this year will be the same as for last year's National meet - Barbequed Chicken Quarters, Macaroni Salad, Green Salad, Potato Salad, Dinner Rolls, and beverage (no cost established, but last year's banquet was \$ 8.00 and a darn good meal!).

Fred Hirsch displayed an original article written by Emmett G. Moore and published in the January 12, 1956 issue of the English weekly journal entitled "MOTOR-CYCLING". This article reported on the October 21, 1955 Fall Meet of the AMC of A held at the home of Henry Wing, Sr. in the Berkshire Hills of Massachusetts. Ten photographs illustrate the article, four of which deal exclusively with Mr. Wing's latest acquisition - a 1909 Pierce four (which at that time was only 47 years old!). All of the dozen-plus machines exhibited were built prior to 1925, including three British bikes.

Bob Frink, editor and publisher of "The MOTOR-CYCLIST'S POST", attended this meeting and brought 30-40 copies of the latest issue of the "POST" for distribution to our members. Bob has endeared himself to every aspect of motorcycling in the New England states by his complete coverage of our favorite hobby.

At least 30 YANKEE Chapter members attended this meeting and 25 positively signed the register.



Respectfully submitted,  
Charlene Peirce  
Secretary/Treasurer



#### NEW PAPOOSE

A girl Papoose by any other name would still be a pearl. "A. Pearl"? How about "Pearl A."? Born to YANKEE Chapter members Kate Kilpatrick and Chuck Schmidt:

Name: Pearl Abbey  
Date: February 4, 1986  
Weight: 9 lbs., 5½ oz.  
Wheelbase: 20½"

# Editor's Notes

and Other Nonsense

Included in the heading of this column are the words "and Other Nonsense". This may well include bits of trivia and other regular nonsense and there are a lot of such items on the old editor's mind for this issue as you will see from the following:

NATIONAL AMC of A Membership Number - Can't remember your National AMC of A membership number? You're kidding! It's on every mailing label of every issue of "The ANTIQUE MOTORCYCLE" that you receive as a member of the AMC of A; AND, it will remain the same for every year that you stay with the Club. Why? Because it is listed in AMC of A's computer memory.

Don't pay any attention to the slashed "0" in front of, or as part of your number, if it happens to be there - these represent zeroes in 'computerese' language. The Editor's number is 0903 which really means it is 903. Use this number on your YANKEE Chapter membership applications.

HASWELL R. CARR - "Rocky's" AMC of A membership number is 0002 which means number 2. During the 1985 meet season many YANKEE Chapter members and friends asked about him since he did not show up at any of the regional meets. "Rocky" is one of YANKEE'S 'old timers' who has always been ready and willing to serve in any capacity at Chapter meets. It is evident that he was sorely missed at last season's activities, especially since our Acton, Maine National Meet was so successful. The Editor has had recent correspondence from him and quotes the following:

"Dear Fred,

"Received the YANKEE Chapter news item today. What a pleasant surprise to see my picture on the front page no less. You are great. Thanks very much. . . . don't feel too good at this time. . . . I miss the antique motorcycles terribly. Time marches on.

Haswell Carr  
Yankee Chapter #2"

FIRST INTERNATIONAL CHAPTER ? - Is our face red? In line with the old adage that if you don't DO anything you won't make any mistakes, we were 'tooting our own horn' in typical YANKEE fashion about becoming the first International chapter of the AMC of A, expressing this thought in two issues of YANKEE CHATTER for last year (YC No. 85-3, p. 5, Col. 2 and YC No. 85-4, p. 6, Col. 2). We enthused about this 'first' accomplishment after signing up Bernie MacDonald from Nova Scotia, Canada. We claimed one thing and it turned out to be a mistake; but we have learned something from it.

At least two other chapters, whose locations border on the Dominion of Canada, can lay prior claims to this accomplishment. Many of our YANKEE Chapter members will remember Allan F. Johnson, 51 Market Street, Georgetown, Ontario, L7G 3C4, Canada, who participated in several of EMPIRE Chapter's Schenectady meets. Allan was a member of EMPIRE from 1978 through 1984 (he is not listed in the 1985 roster and this writer has no EMPIRE roster prior to 1978). He displayed, rode and took at least one trophy with his Brough Superior English machine. He also exhibited some fine Danish Nimbus motorcycles, and was once Secretary of the Canadian Vintage Motorcycle Group.

Also, we have learned that in the very first year of its establishment, the EVERGREEN Chapter (Washington and Oregon) signed up Patrick E. Swonnell, 5462 Imperial

Street, Burnaby, British Columbia, V5J 1E5, Canada, as their 10th member; and three other Canadian enthusiasts graced their roster for that year of 1981. In 1982 they had six, but only one for 1983; however, in 1984 they had four, and again in 1985 they had four.

At this point it appears that EMPIRE Chapter may actually have been the first International chapter in the AMC of A, and EVERGREEN Chapter has been an International chapter for five continuous years, ever since its inception!

We rest our case, and YANKEE Chapter gracefully relinquishes any claim to this distinction, applauding EMPIRE and EVERGREEN for their accomplishments in this direction.

Has any AMC of A chapter signed up a member from Mexico?

EARLY "YANKEE" AMC of A Activity! - The following item appeared on page 3 of the unmarked 9-page mimeographed bulletin of the AMC of A dated March 1, 1956. It is believed that this should have been identified as Bulletin No. 2-56, since the May 1, 1956 issue is marked 'Bulletin No. 3-56'; and quite likely the January 1, 1956 issue would have been identified as No. 1-56:

"First New England Meet of the year will be held at the famous Thompson, Conn. Raceway on May 13, 1956, under the direction of well known AMC Member and long time motorcycle dealer, "Mac" McConney, of Everett, Mass. Members will have a privately owned roadway on which to ride their machines. (No speeding!)

"Trophies and prizes will be awarded at this Meet for various Classes of machines. Again, notice will be sent to each Member on this Meet."

1956! Only two years after the founding of the AMC of A, and 16 years prior to the formal establishment of our YANKEE Chapter.

At that time in AMC of A's history chapters had not been formed, but there were four regional directors:

New Jersey - E. J. Biddle  
New York - George Metzger  
Illinois - William R. Hess  
California - Dutch Bandringa

At this time (1986) AMC of A has 21 chapters, some with International status.

UNITED STATES POSTAGE - First Class - Everyone knows that the current cost of mailing a letter (up to one ounce, that is) is 22 cents; but, how many of us realize that 22 cents is the cost of only the first ounce? Any additional ounce costs only 17 cents. I regularly receive First Class mail with up to as many as five 22-cent stamps, and I wonder why the sender spent five to 20 cents extra to mail the letter. Simple, mailer has a roll or a sheet of 22-cent stamps and quite likely a postage scale. Scale weight is five ounces, so mailer puts on five stamps, not realizing that four of the stamps would each be five cents over; so he throws away 20 cents. I'm glad he feels I'm worth the extra expense, but it's a waste because I don't get the use of it. Who does? The U. S. Post Office, that's who.

How does this affect our YANKEE Chapter? Last year, when the First Class postage rate went up by two cents for the FIRST ounce it resulted in a total of \$ .08 per year per member! BIG DEAL - 100 members = \$ 8.00.

Continued on next page

Simple rule - ALL the ounces cost \$ .17 plus \$ .05 for the FIRST ounce only:

One ounce	1 x \$ .17 = \$	.17 + \$ .05 = \$	.22
Two ounces	2 x .17 =	.34 + .05 =	.39
Three ounces	3 x .17 =	.51 + .05 =	.56
Four ounces	4 x .17 =	.68 + .05 =	.73
Five ounces	5 x .17 =	.85 + .05 =	.90

Got it? Multiply the total number of ounces by 17 cents and add a nickel. Try it - 10 ounces times 17 cents equals \$ 1.70 - add a nickel and get \$ 1.75; OR would you rather pay \$ 2.20, which is 10 times 22 cents and \$ .55 more than required?

In defense of the service we get from FIRST CLASS mail the following is offered: any undeliverable item is returned to sender (in this case YANKEE CHATTER'S Editor) and returned items tell us that the member has moved and left no forwarding address, or that the address as used by us is incorrect, or (as sometimes happens) the addressee is 'deceased'. All of this is knowledge we can use to correct errors or institute a search. In the event that the addressee has moved and left a forwarding address with his previous post office, his mail will be forwarded for a period of one year. This should allow sufficient time for any corrections as a member's next membership application will contain his NEW address.

FIRST CLASS MAIL is exactly what its name implies: FIRST to be sorted, FIRST to be delivered, FIRST to be forwarded and FIRST to be returned to sender after all attempts to deliver have failed. DO NOT FAULT YOUR LOCAL POST OFFICE for the pennies you pay for FIRST CLASS service.

The CASE of the DEPRIVED DETECTIVE - What? That's right! SHERLOCK HOLMES, that famous fictional detective, created by Arthur Conan Doyle, never owned or rode a powered two-wheeled vehicle!

YANKEE Chapter members who are familiar with the many adventures of Sherlock Holmes and his good friend and chronicler Dr. James H. Watson, are aware that these two English gentlemen traveled about London and the highways and byways of its environs by means of the then popular horse-drawn, two-wheeled hansom cab (sometimes referred to as a "London growler", or a horse-drawn four-wheeler when accompanied by Holmes' clients. Other characters in the stories used private horse-drawn carriages and "gentlemen's broughams". For travel away from London they boarded trains, usually at Waterloo, Charing Cross or Paddington station; and, while working in remote country areas often rode in dog-carts. Bicycles are sometimes mentioned as being used by some of Holmes' clients, but motor-powered two-wheeled vehicles of any sort are not mentioned at all! There was good reason.

In his book "The Life of Arthur Conan Doyle", John Dickson Carr (VINTAGE BOOKS Edition - Div. of Random House - Aug. 1975, V-608) states on page 250 that, "In the stables were two motor-cars, the later one a twenty horse-power, as well as a Roc motor-cycle." A Roc motor-cycle!? (This bears looking into, as I, for one, have never heard of the make, nor ever found any reference to such in British motorcycle literature, but its in the list on p. 11. . . .Ed.).

. . . and on page 252 of the same book, Mr. Carr writes: "It was at this time too, that he bought his motor-cycle. To an eager young reporter from a magazine called 'The Motor Cycle', who came down to see him three months later, he explained that he found his machine very simple, despite its (also) mysterious tendencies to fly over a bank or turn a somersault.

"May I ask", pursued this rather lyrical reporter, 'whether we can expect to hear of the famous detective hunting down his quarry on the newest and finest type of motor-cycle?'

"'No!' said the host with some vehemence, 'In Holmes' early days motor bicycles were unthought-of. Besides,' he added more mildly, 'Holmes has now retired into private life'"

. . . and again on page 343 he writes: "In addition to his interest in the auto-wheel—a motor wheel attached to the rear wheel of a bicycle, on which they all went chugging round the grounds—every sort of interest involved him."

Arthur Conan Doyle, creator of Sherlock Holmes, and his family enjoyed riding the Roc motor-cycle and the motor wheel of their era, and in all probability it was a Wall Motor Wheel, invented in England before being manufactured in the United States by the A. O. Smith Company of Milwaukee, Wisconsin, and later by the infant Briggs & Stratton Company, also of Milwaukee.

Sherlock Holmes, however, although an athletic individual (he was an amateur boxer and was skilled in the use of the single stick) never enjoyed riding any powered two-wheeled vehicle. Poor deprived detective!

Incidentally, Sherlock Holmes NEVER, at any time ever said "Elementary, my dear Watson." Don't take this writer's word for it - read any or all of the four novels and 36 short stories.

\* \* \* \* \*

By now everyone has received their information packets and made the necessary arrangements to participate in our WHITE MOUNTAIN NATIONAL ROAD RUN.

There may be some flexibility with the June 1 deadline for reservations, but if anyone has any questions, please contact Charlene Peirce. She has a complete list for the room share plan.

REGISTRATION FEE at the run: \$ 20.00



## Yankee Chapter

### WHITE MOUNTAIN NATIONAL ROAD RUN

Hosted on the grounds of Fox Ridge Resort No. Conway, N.H.

#### July 1986

- Thurs. **24th** Registration — Yankee Chapter Hospitality Tent Orientation — Stirrup room
- Fri. **25th** Mt. Washington Challenge — 100 mi. road tour
- Sat. **26th** Scenic Kancamagus Highway Road Run 100 mi. Awards Banquet, Fine Dining — Kingsbury Hall
- Sun. **27th** The Royal Fox Send-off Breakfast Buffet  
\* and much, much, more \*

- \*Special\* 4 Day-3 night Accommodation Package
- \*Secure\* Overnight MC parking
- \*Camping\* Available

#### For Information

**CALL:** Chuck Schmidt (413) 586-4342  
**WRITE:** Charlene Peirce, P.O. Box 151, Brownfield, ME 04010  
 (207) 935-3437

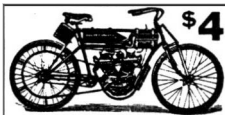
# Born Bikers

By Rod Clarke

(The continuing saga of the boys from Jonesville. This is the final episode. Initially reported in YANKEE CHATTER No. 85-3, p. 9 with the next part included in YANKEE CHATTER No. 86-1, p. 11-12, this completes the entire article with the exception of the large newspaper photographs).

\*

Editor's Note: In the last installment the "famous Green Egg" was mentioned twice, but no one seemed to know what it was or anything about it. Leave it to the oldtimers! Charles Darling of the EMPIRE Chapter came up with 12 pages copied from Vol. 9, No. 2, Summer 1970, AMC of A Quarterly Bulletin with the GEER GREEN EGG on the cover.



## \$40 Motorcycle

We have the largest line of new and used motorcycles in the country at the lowest prices. Every machine guaranteed. Send for catalog. We are the largest and only exclusive motorcycle supply house in the world. Repairs a Specialty. Send us your machine to be overhauled. Motors and castings for airships and railway velocipedes. WE EXCHANGE MOTORCYCLES.

HARRY R. GEER CO., 888 McLaran Ave., St. Louis, Mo.

More about this in a later issue.



Two events marked major turning points for Harbor Vintage.

About five years ago, Hebert bought a van load of old Indian parts out of the basement of a sporting goods shop in New Hampshire for \$1,800, then hauled them to an antique motorcycle meet in New York state and sold them for \$14,000.

Two years earlier, he and Scherk purchased 35 antique sidecars from two junkyards in New Hampshire.

"The junkyards were owned by two brothers who didn't even talk to each other," Scherk recalled. "We bought out the first one by mistake, then crossed the road and bought out the other one."

"Those sidecars we bought pretty much gave us our start, and we found those in a junkyard," said Hebert. "It's just knowing where to sell the stuff — buying it cheap and turning it over."

Restoring an old bike is slow, painfully meticulous labor. Through the years, parts have often been replaced with the wrong parts and the originals must be found and installed.

If Harbor Vintage doesn't have the right part in stock, Scherk and Hebert check out an "old-boy network" of about 40 antique bike specialists around the country with whom they are in regular contact.

Sometimes it's necessary to make a part from scratch, duplicating manufacturing methods that date back a half-century.

Even then, there is always an element of doubt about finding some obscure piece of equipment.

"The bike I'm working on now, they only used that headlight for two years," Hebert said. I never tell a guy we can find everything. He might have to wait months, or we might have to fabricate it."

It takes anywhere between six months and a year to do a full restoration — depending on the availability of parts — and costs about \$8,000.

A headlight for a 1941 Harley may sell for \$150; a frame for close to \$500 — if one is available.

Hebert said his 1949 sidecar-equipped Harley, sold new for \$1,100.

Today, he said it's almost impossible to place a value on it.

But a comparable new Harley, with a sidecar, costs close to \$13,000.

"Look at that Henderson in the back room," Scherk said. "When it was new in 1929, it was the most expensive motorcycle made in this country — 435 bucks.

"You want it now — talk \$22,000. That's what it would take to take it away from me. I have no urge to sell it."

When the Henderson restoration is complete, Scherk said he would ride it only at antique motorcycle meets.

"I'm not going to ride it on the road," he said. "I'd have to be nuts."

In the fall of 1983, Harbor Vintage moved from Shelburne to Jonesville.

It took 41 men and a dozen trucks to move about three-quarters of the stock. Since then, the size of the inventory has doubled.

"This was the building we were never gonna fill," said Scherk, glancing around the bulging 60,000 square foot three-story warehouse and shop.

"We keep running out of room. It seems every time we build a shelf, we need another two feet of it."

How many parts does Harbor Vintage stock?

That's anybody's guess.

"Numbers? You want to talk numbers, talk tons," Scherk said. "We figure we have between 35 and 40 tons of Harley and Indian parts."

"We don't count our parts in ones or twos or threes," added Hebert, "We count them in milk crates-full. We had to go out and buy 200 milk crates."

There are, for example, about 60 old motorcycle frames, a 60-foot stack of clutch plates (about 3,000 in all), 48 transmission cases for 45 cubic-inch Harleys.

"There are probably four tons of flywheels back there," Hebert said.

"Yeah, they keep the whole back half of the building from blowing away," quipped Scherk.

They have ranged from North Carolina to northern Quebec to Waterloo, Iowa, in quest of old motorcycle parts, and soon may be exploring



overseas sources as well.

"The availability of old motorcycle parts expands with the availability of ready cash to buy them," Scherk said. "The parts are out there. There are probably billions of dollars worth out there."

"There are more antique bikes out there now than there ever were."

Hebert estimated at least 200 complete motorcycles could have been built from the parts that have passed through Harbor Vintage over the past eight years.

But even though the warehouse is bulging at the seams with tons of iron, don't expect to negotiate much with Scherk and Hebert when you encounter them at a bike swap meet.

"A lot of people have that flea market mentality, thinking you're asking twice as much for something as you're willing to take," Hebert said.

"Most of the time, we're firm. We can bring it back here. It doesn't go bad. It doesn't eat anything."

"There's no dickering," he added. "I can't dicker with the electric company, the telephone company or the grocer."

"We're a business too." But when the money does come in, it goes out almost as quickly, either for more parts or to satisfy Scherk's and Hebert's penchant for collecting things; firearms, ammunition, Harley-Davidson memorabilia.

"Yeah, our main motto here is turn cash into clutter," Scherk joked. "Every time we have cash, we turn it into rust. We don't like to be encumbered with folding green stuff."

Mike Hebert and Dave Scherk know they are lucky men — able to make a living at something they love.

"Yeah, we're lucky," Scherk said. "But it ain't easy and ain't fun all the time."

And although their avowed goal is to sell the business at age 60 and retire millionaires, money clearly isn't the sole motivating factor. Like many, they are making trade-offs, to be who they are. To be where they are.

"People have told me, 'Go to Long Island or Connecticut and you'd make a million dollars,'" said the former IBMer, relaxing in the Harbor Vintage office with his hand wrapped around a cold beer.

"But I'd rather die of starvation in Vermont than of an ulcer on Long Island."

"Look at that," he added, pointing to the Green Mountains rising behind the shop, a striking backdrop for his gleaming black '49 Hog parked outside.

"There's a guy at IBM right now who'd give his right arm to look out his window and see a view like that."

"I bet even the president can't see a mountain like that from where he sits." **VSM**

The author of "Born Bikers", Rod Clarke, reported to "Rat" and Mike that reader response to this article was greater than any he had ever received. Mike's comment was, ". . . he had such good subject matter to work with."

Ed.



. . . and now that we have identified "the famous Green Egg" let's hope no one mentions the "Blue Bird"! (Oh yes, there was one).

Ed.

+ + + + +



"One chap I know actually believes that Murphy's men exist . . ."

+ + + + +

snapped like this one. As a guess I would say that the rider may be Wendell Phillips, or Jim Donovan of Waterbury.

It also seems that I viewed this picture during a meeting in Worcester a little over one year ago.

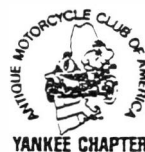
I can do a little better on the machine, and I think can be almost 100% correct. It is a 1915 Harley-Davidson. If it had round tanks and an upper front mudguard brace it could be a 1916. It is a model 15F as it is magneto equipped, and has PresTo gas lights, also a hand klaxon on right bar. The motor is a 11 h. p. twin 61 cu. inch. It cost about \$265.00 F.O.B., plus \$75.00 for the 15L side car.

It may be of interest to know that this 1915 model was the first year that H-D had a 3-speed transmission. The 1914 model had a 2-speed built into the rear hub, operated by a small lever by the left hand on the top of tank. I still have the special tools for this two speed hub somewhere in my collection.

Let's have more of these pictures, and try to get a little sunshine on the victim's eyes, so we can spot them.

Yours truly,  
Leon J. Landry

Motorcycling Digest



## You Are Correct Leon, You Win \$5

Editor of Digest  
Dear Al:

The 'Old Timer' pictured on a sidecar outfit on page 12 of the December DIGEST has me using the thick glass to make out the number plate which I think is visible on front of the side car chassis, near the front connection.

The driver looks as if it could be myself, but although I have ridden this same year machine, and with the same riding habit, I don't ever remember of having a picture

## Memory Lane

The item at the right appeared in "MOTORCYCLING DIGEST" for March 1954, Vol.19, No.1, p. 9. It is reprinted here as a bit of nostalgia for our YANKEE Chapter members.

"MOTORCYCLING DIGEST" was absorbed in February of 1969 by "The MOTORCYCLIST'S POST".

# JUNE 21-22, 1986

## ACTON FAIRGROUNDS ACTON, MAINE

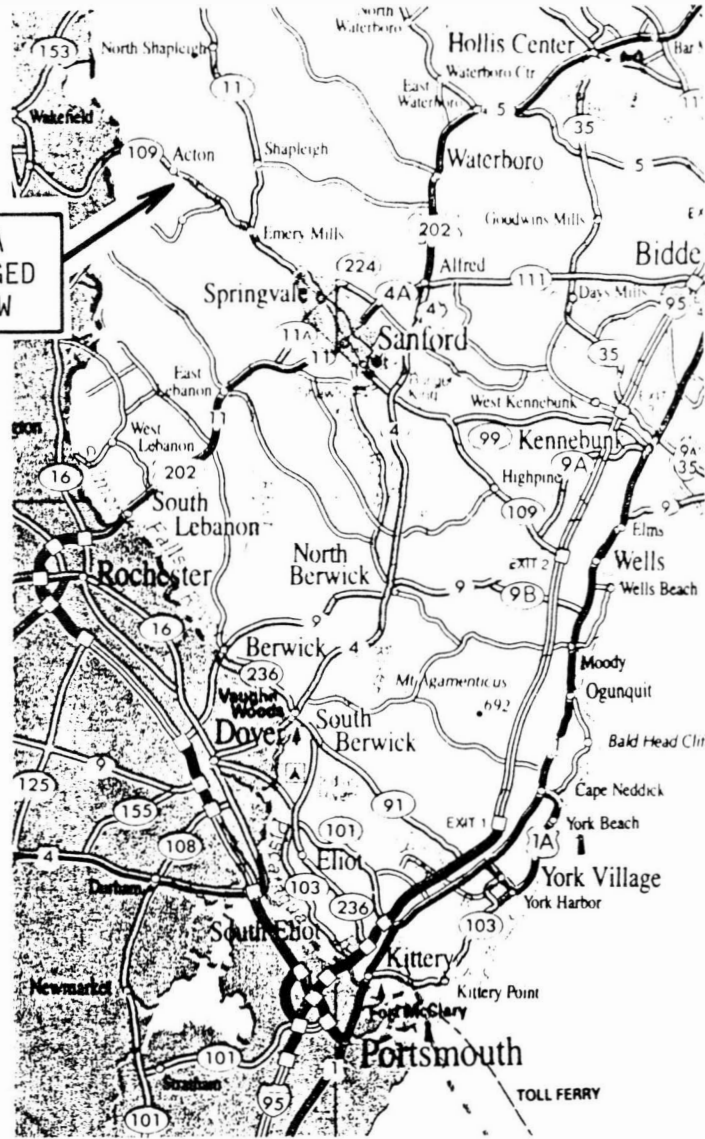
### HOW to GET THERE

From WEST: Proceed East on I-90 (MASSACHUSETTS TURNPIKE) to Exit 11-A; then follow I-495 North to I-95 North; then follow directions for From SOUTH on I-95 (next below).

From SOUTH on I-95: Proceed approximately 7 miles beyond the New Hampshire/Maine state line (at Portsmouth, N. H.). DO NOT EXIT before passing through the MAINE TURNPIKE toll ticket booth. Proceed to MAINE TURNPIKE Exit 2 (Sanford/Wells). Go West (actually Northwest) on State Route 109 approximately 22 miles, passing through Sanford. Acton Fairgrounds is on the right.

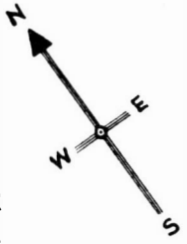
From NORTH on MAINE TURNPIKE (this is also I-95 South of Portland, Maine): Proceed to Exit 2 (Sanford/Wells). Go West (actually Northwest) on State Route 109 approximately 22 miles, passing through Sanford. Acton Fairgrounds is on the right.

Map-oriented New Englanders will find other routes, but the above will assist those who may be new to the area.

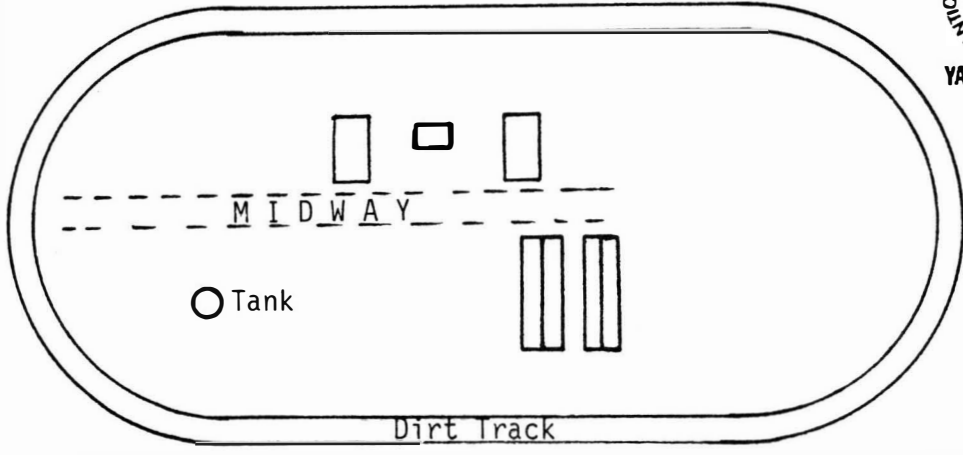


AREA  
ENLARGED  
BELOW

Grand  
Stand



VISITOR  
PARKING



ACTON FAIRGROUNDS  
Acton, Maine  
(Not to Scale)

To  
Acton

To  
Acton

109

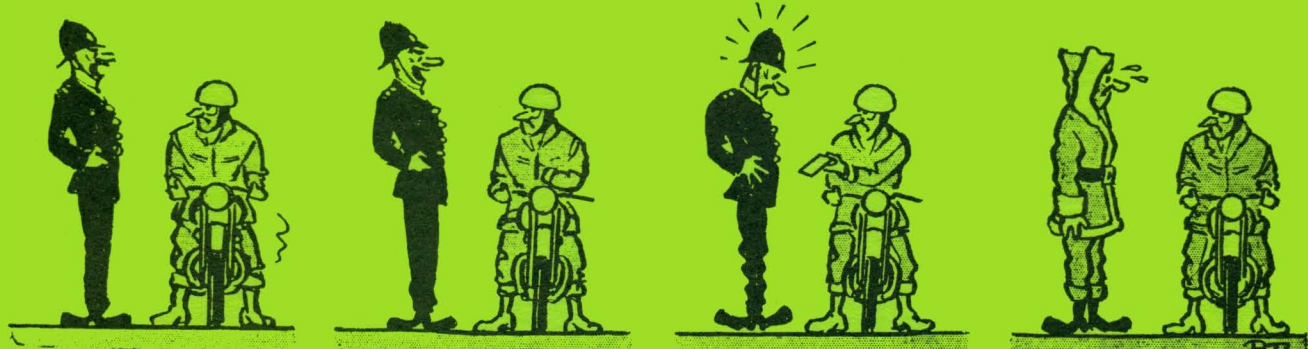
To  
Sanford

# How Good Is YOUR Memory?

(from BUZZZZ Magazine, December 1953, p. 34)

Harley-Davidson, Indian, Mustang, Cleveland, Powell, Whizzer, Henderson, Excelsior, Norton, Royal-Enfield, A.J.S., Velocette, Triumph, Matchless, Ariel, B.S.A., D.O.T., Moto-Guzzi, Gilera, Bianchi, Guazzoni, Morini, M.V.-Augusta, Mondial, Comet, Ducati, Terrot, Rene-Gillet, Motobecane, Gnome-Rhone, Monet-Goyon, New-Map, Peugeot, Huin, Horex, B.M.W., Tornax, D.K.W. Rabeneick, N.S.U., Hoffmann, Maico, Adler, Zundapp, Puch, Condor, C.Z., Sarolea, Jawa, Gillet, F.N., Husquarna, N.V., Ossa, Montesa, Sparta Ardie, Benelli, Universal, Sunbeam, Victoria, Delta-Gnom, B., Vincent, M. M., Hercules, Douglas, Gillet-Herstal, James, Duerkopp, Francis-Barnett, O.E.C., Miller, T.W.N., Parilla, U.T., Alpino, Ifa, Rumi, Mars, Morini, Taurus, Motom, E.M.W., Motosacoche, Iso, Ydral, Hecker, Reh, Cemec, Buecker, Universal, Koehler-Escoffier, Ferrari, Orix, Beta, Express, Ambassador, Panther, Commander, Bown, Nimbus, Gritzner, Bastert, C.M., Verga, Goericke, Pamag, Sitta, Bauer, Tandon, E.M.C., Ultima, Radior, D.S.-Malterre, Pirotta, Magnat-Debon, Guiller, Aer-macchi, Vittoria, Sterzi, Griffon, Special-Monneret, Sicraf, Jonghi, Motobloc, Gima, C. M., Leprotto, M.A.S., Omea, Laverda, Francaise-Diamant, Carinelli, Alma, Ravat, Liberia, Favor, Alcyon, Follis, Cimatti, Astoria, Gitan, Gita, Testi, Frera, Iris, Busi, San-Christoforo, Maserati, Rondine, Mival, Itom, Girardengo, Ganna, Franchi Galbusera, Fiamc, Bonvicini, Caproni, D.M.W., Excelsior, Ambassador, Norma Sun, Aeros, Manet, Sirocco, Hurrikan, J.F.K., Orion, Koch, Grizzly, Velamos, B.V., A.B.C., Premier, Brough-Superior, Durelet, Rudge, New-Imperial, O.K.-Supreme, Cotton, Geier, Ernest-Mag, Flottweg, Avis-Celer, Luwe, Ermag, K.G., Curwy, Hiekel, S.M.W., O.D., Monark, Austria, Far, Gazda, Krammer, York, Titan, L.A.G., Freyler, Smart, Lanco, M.T., Calthorpe, McEvoy, Montgomery, Grindley-Peerless, Automoto, Lardy, Boyv, Stylson, Dresch, Ner-a-car, Windhoff, Roconova, D-rad, Lube, Derbi, Apollo, D.M.F., Eysink, Linx, Socovel, Buydens, Lion-Rapide, Czepel, Meray, Grizzly, Walter, Boehmerland, Torpedo, B.A.F., Chanter-Lea, Gazelle, Kapstein, T.A.S., N.F.Z., Allegro, Flying-Merkel Moser, Schuettoff, Standard, Europa, Trusty, Heros, Freyler, Gigant, P.Z.L., Wanderer, G.D., Majestic, Van-Houwert, Barbe, Kentler-Waverley, Stevens, Sierrah, Pope, New-Hudson, Raleigh, Premoli, Simplex, Guizzardi, Ladetto — Blatto, San-Sou-Pap, Durandal, Monarch, Eagle, Royal-Ruby, Rover, Emblem, Warrior, Dayton, Jukess, Levis, Hazlewood, Yale, P.V., New-Scale, Bekamo, Wuerttembergia, Stock, Rennsteig, Mat., Velox, Poustka, Orion, H.B., Praga, Green-Precision, Humber, Carlton, Ascot-Pullin, Pouncy, Wooler, Scott, A.E.C., Bailey-Flyier, L.G.C., Ninon, Lutrau, Reading-Standard, Dax, Escol, Rush, Eagle, Juery, Auly, Thor, Fongri, Olivos, Iver-Johnson, Ottolenghi, Geer, Sertum, Matra, Invicta, Hai, Sokol, Nestoria, Phoenix, Spiegler, W.M.R., Moto-Reve, Wimmer, Allegro, Helyett, Train, Rovin, Ready-Courtrai, Itar, Mat, Vulcan, A.K.D., Coventry-Eagle, Mabeco, Humber, M.A., Motoborgo, Opel, Neander, Elite, Diamant, New-Henley, N.U.T. Super X, Zenith, Cleveland, Oriol, Radco, Quadrant, Jeeey-Vea, Andreesc, Brennabor, Otto, Pierce, Clyno, Coulson, Hawker, Thor, De-Havilland, Vulcan, D.S.H., Alecto, Rex-Acme, Fed-eration, Coventry-Victor, Martinsyde, Edmond, Peters, New-Ryder, McKenzie, New Gerrard, New-Knight, P & P, Weatherall, Champion, Williams, Kenzler-Waverley, Tilbrook, Motoconfort, Batavus, Galloni, Olipia, Ancora, Casoli, Orione, Flottweg, Bayerland, Phaenomen, Huy, Indus-Jap, Gigant, Le-lvy, Hobart, New-Era, Sparkbrook, "S," Toreador, Motormeyer, Prester, C.M., Francis, Metro-Tyler, Ardea, Garabello, H. M. K., Austro-Jap, Wolf, Wil-gor, Atlas, Molteni, Roessler, les, A-Og-Abingmond, Fairy, Roc, Spark, Stran-gier, Wilkinon-T.M.C., Cyclone, Yafuir, Centaur, Armac-blem, Royal-Scot, Pearson, Singer, L.M.C., J.H., Militaire, C.P.-Roleo, Utilia, Standard, Dollar, Bock-Hollaender, Linsler, as, Marsh, Wagner, Brown, Hobart, Krammer, Rixie, Thoman, Bian-Schuerhoff, Anker, Meister, Patria, Zehnder, Blesk, Gazda, Werner-lueha, Indus-Jap, Bismark, Elfa, Fiorelli, O.P.R.A., Ollearo, Maffeis, Soyer, Clement-Gladiator, Rush, Sarco, Gorah, Major, Corona-Junior, Gamage, Vindec, Kerry, Cleveland-Precision, P & M, Forward, Ivy-Green, Sheffield-Henderson, H.R.D., Sirocco, Koch, Blackburne, Carfield, Coventry-B & D, Dreadnought, De-Luxe, Eldwick, Cedus, G.S.D., Hagg, Duzmo, Powell, Massey-Arran, Morris, Duval, Dax, Finzi, Sar, Casoli, Della-Ferrera, Motom Brand, Alge, Diag, Allright, Esch-Record, Mammut, S. & G., Guia, La-Mondiale, Hack, Alldays, Fusi, B.A.T., Motosacoche, Connaught, Black-Prince, Magnet.

Erwin Tragatsch was one of the Foreign Correspondents to BUZZZZ magazine, and at one time he contributed this page of various motorcycle makes. 33 years ago!



"Police Superintendent? If you're a Police Superintendent then I'm Father Christmas"



\*

### 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:

Weller's Law - Nothing is impossible for the person who doesn't have to do it.

\*

## 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      SUMMER Issue: July 10  
SPRING Issue: April 15      AUTUMN Issue: October 15

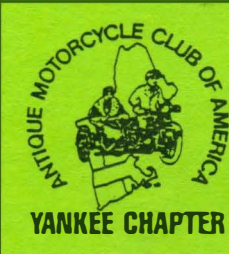
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**YANKEE  
CHAPTER MEET  
JUNE 21-22, 1986  
ACTON FAIRGROUNDS  
ACTON, MAINE**

FOR SALE - 1950 HARLEY-DAVIDSON Racer, 750 cc WRTT, 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

FOR SALE - 1959 HARLEY-DAVIDSON Hummer; 1947 INDIAN Chief, original condition, runs and looks real nice, and has many factory accessories. Call or write for more information. 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

FOR SALE or TRADE - HENDERSON K-J frame, tanks, rear wheel, crash bars, etc. Make offer. Michael Jacaruso, R 1 - Box 264, Fitchville, Connecticut 06334.  
Tel. (203) 859-1172