



YANKEE CHATTER



SPRING 1987

No. 87-2

YANKEE CHAPTER ANTIQUA MOTORCYCLE CLUB OF AMERICA, INC.

Chapter Established in 1972



YANKEE CHAPTER MEET

JUNE 13-14, 1987
ACTON FAIRGROUNDS
ACTON, MAINE

QUOTE from YANKEE CHATTER No. 87-1 p.3, PP 9 - "She (Jessie Aikman) emphasized that this will be a mid-summer activity and maximum attendance by Chapter members will be the goal. All members are urged to make this the largest gathering in YANKEE history."

So-o-o, by this quote we are URGING you to cancel that planned trip to some south sea island paradise; re-schedule that long-anticipated safari to the wilds of Africa; abort that rocket launch with your reserved seat to the Moon; and plan to be in Acton, Maine on June 13 and 14, 1987, for (to paraphrase an old typing skills lesson), "Now is the time for all good men (and women) to come to the aid of the Chapter."

*

Our great Waterford NATIONAL AMC of A Meet is now history and Art Delor's report will be published in the Spring issue of "The ANTIQUA MOTORCYCLE".

EXCELSIOR
Motorcycles

THE NATIONAL FAVORITES

BY SHEER FORCE OF THEIR REDOUBTABLE QUALITIES

What did you think of the 1903 Models
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"The National Favorites by Sheer Force of Their Redoubtable Qualities"

EXCELSIOR - YES! - American "Ex"? Look again.



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Co-Director - Jessie Aikman
Co-Director - James Costa
Vice Director - Arthur Delor
Vice Director - Martin Hansen
Secretary - Charlene Peirce
Treasurer - Frederick D. Hirsch

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 1987



YANKEE CHATTER

Harley goes full cycle on tariff

By James R. Healey
USA TODAY

Harley-Davidson's red-white-and-bluest riders will

WEDNESDAY, MARCH 18, 1987

shudder at the notion, but the USA's only native motorcycle maker is "coming out of the dark ages" by using Japanese techniques, says Harley vice president James Paterson. The Milwaukee bike builder cut costs by copying Japanese-style worker councils, inventory and production controls, so it says there's no more need for tariffs against imports. It was Harley that sought the taxes to protect it from the cheaper big-engined imports. The tariffs began at 45% in 1983, are 15% now, drop to 10% in April before expiring next year. Harley has only 5% of the USA bike market — Honda dominates with 55% — but increased its share of the big-bike segment from 12.5% in 1983 to 19.4% last year. So Paterson says Harley will ask the International Trade Commission to kill the tax a year early. With the tariff, Suzuki's cheapest big bike sells for \$3,699; Harley's cheapest Sportster is \$3,995. "They'll get a lot of Brownie points out of this," says Harley's most famous customer, Malcolm Forbes, chairman and editor of *Forbes* magazine. "Of course," he added, "The rising yen has made Japanese prices pretty high," so the tariff isn't as important. Forbes owns 70 bikes — including 20 Harleys — and says Japan's are built better, but Harleys are more fun: "Get on a Harley and you're home — whether you get there or not."

SPRING 1987

No. 87-2

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Total Chapter Membership = 173	*



YANKEE CHAPTER MEET
JUNE 13-14, 1987
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 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 or 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.

Waterford Speed Bowl resounds with motorcycles' roar

By SAM LIBBY
Courant Correspondent

WATERFORD — Among the first sounds of a New England spring is the roar of the motorcycle.

But at a national meet of the Antique Motorcycle Club of America in Waterford last weekend, there were not just ordinary motorcycle sounds.

The Waterford Speed Bowl reverberated with the throaty staccato of classic Harley Davidsons, the purr of New England's own four-cylinder Indian Motorcycles and the roar of the Hendersons.

About 500 antique-motorcycle enthusiasts with American bikes manufactured between 1904 and 1954 came from nearly every state in the union, and from Europe and Australia, to celebrate an era of American domination of the internal combus-

tion engine.

"From the first motorcycles manufactured in this country at the turn of the century to the last decade of clear American dominance in motorcycle design in the 1950s, the motorcycles demonstrated the vigor and innovation of American engineering and design," said Frank Kneen, Old Lyme's health director and one of the area's motorcycle collectors and restorers.

The antique motorcycles at the meet displayed the evolution of large, powerful, yet ornate, American motorcycles.

And although some were adorned with the black leather and worn denim regalia often associated with motorcyclists, participants generally illustrated the quiet respectability of motorcycle businessmen of the 1980s.

"I've owned the Waterford Speed Bowl for 13 years," said Harvey Tattersall Jr., "and I've never had any trouble with a motorcycle event."

"At one time, American motorcycling was strictly a gentleman's sport and everyone wore jackets and ties," said Art Delor. "We're trying to return to those days."

Delor is vice president of the Yankee Chapter of the Antique Motorcycle Club of America, which sponsored last weekend's meet.

Also attending the meet were some of the great Indian motorcycle racers of the 1930s and '40s. Broune Betar, Matt Kevers, Woodsie Castonguay, Stu Watson and Charles Manthos reminisced about the first days of motorcycle racing.

"Back then the Indian motorcycles were the fastest, most powerful bikes going," said Betar. "I can re-

member when they first began using asphalt tracks for motorcycle racing in the 1920s. A lot of guys ended up dead because they didn't know how to drive that kind of surface and especially how to take the curves on the new tracks. The secret was to put more grooves higher up on your tires."

"I don't follow motorcycle racing these days," Castonguay said. "All the kids are racing Japanese motorcycles. He added, "I still don't think much of those things."

For the SCRAPBOOK

This article appeared in the HARTFORD COURANT on Thursday, April 16, 1987.

Co-Director's Message

Participation and Support are the two key factors in any organization. We all know the meaning of these words.

Participation is very easy and the more enjoyable of the two, requiring only the action of preparing, packing and loading our machines, equipment, and even our families into and onto our various vehicles; then we happily cope with all the small inconveniences of getting to the meets, complying with local regulations, and so forth; and then we are ready to relax and enjoy renewing old acquaintances and to establish new friendships.

Support takes more acceptance and involvement, requiring the handling of inconsistencies, disagreements and petty upsets with a smile, a helping hand and a generous dose of understanding.

Our YANKEE Chapter has a lot of Participation and a lot of Support which are the major sources of our strength and enthusiasm. We must continue to maintain the high level which we have worked so hard to attain in both of these areas. We must not relax and sit on our laurels.

There is always a pressing need for Support and I call upon each and every member to keep this in mind when some task is required. There will be many such jobs at our Acton Chapter Meet on June 13-14, 1987.

The more members we have, the more tasks there will be. Our roster now contains 143 regular and 30 spouse memberships, so continue to be involved with your Chapter. Bring your thoughts, your ideas and your willingness to the front — with a Smile.



Jim Costa
Co-Director



The



Day

New London, Conn., Sunday, April 12, 1987



Gordon Alexander

Long-time rider — At this weekend's show of antique motorcycles sponsored by the Antique Motorcycle Club of America, 67-year-old motorcycle enthusiast Anthony Travers of Gales Ferry ad-

mires an old Indian Scout cycle. The show is being held at the Waterford Speed Bowl and concludes at noon today. A trophy was to be awarded for the best restored motorcycle.

Bikers recapture bygone era

By Mary Sit
Day Staff Writer

WATERFORD — It was once a gentlemen's sport when men wore white shirts, white bucks and bow ties. Saturday afternoon, men in blue jeans and leather jackets wandered around antique motorcycles. They were trying to recapture a bygone era amid tables of junk parts and tattered manuals.

Several hundred antique motorcycle dealers and hobbyists attended the national meet of the Antique Motorcycle Club of America, Inc. at the Waterford

'This is fun. The excitement of finding old bikes and old parts. You don't tell people where you get your stuff because everybody in the country will be there.'

Daniel L. Vance of Ashford

Speed Bowl. It was a chance for wheeling and dealing and finding that special part needed to restore a motorcycle made before 1954.

Saturday's giant flea market with 45 vendors and 60 antique

motorcycles on display was rife with treasures for Daniel L. Vance of Ashford. Vance spent \$3,500 Saturday on motorcycle parts and manuals.

"That's how I make my living," the bearded man said.

"This is fun. The excitement of finding old bikes and old parts. You don't tell people where you get your stuff because everybody in the country will be there."

Vance, 37, has been tracking down old motorcycle parts for seven years, and he compared his search to detective work. "You listen to what people want, and you get it," he said, adding that he travels throughout the East Coast and as far south as Mississippi to scout for parts.

A former garbage collector.

next page

Vance said he is a purist when it comes to antique motorcycles. "I would rather own five unrestored than one restored one. The restored one is expensive. When it's unrestored, it's as the factory made it. It works, so why ruin it?" Vance said.

Bob P. Provencher, 29, of Port Jefferson, Long Island, is an X-ray technician who dabbles in antique motorcycles on weekends. "It's not that much fun to fix it. It's fun to ride them, and it's fun to restore them. You spend a lot of time and a lot of money. You always find better and newer pieces," he said.

Like most of the hobbyists at Saturday's fair, Provencher got into it quite by accident. Provencher, who owns a 1957 Harley-Davidson, said he did not know what to do with the surplus parts after restoring his first antique bike.

"You find you might as well put it to use and build another one, or you sell them. It's worse than crack. It's addicting," Provencher said.

The two-day event is expected to culminate today with a competition in which about 60 antique motorcycles will be judged in five classes: Antique Class (through 1929); Post War Class (1946-1953); Powercycle Class (through 1953); and Competition Class (through 1953).

The categories within those classes include best restored, most unique, best running restored motorcycle, and best running unrestored motorcycle, among others.

About 500 people were expected to attend today's judging, according to George Yarocki, national vice-president of the Antique Motorcycle Club of America Inc. The most prestigious award, he said, is the trophy for the best restored motorcycle in the antique class.

"That's (for) an absolutely perfect bike, right down to the needle on the speedometer," Yarocki said. "It really gets critical."

But one sure-fire winner was W.H. Scott's 1914 Indian Hendee. "It's probably the hit of the show," Yarocki said.

While most bikes start by kicking a foot crank, this burgundy bike had an electrical starter — built 51 years before manufacturers made electrical-start bikes. The company built about 350 electrical-start bikes in 1914, then abandoned them because of the primitive battery design, Yarocki said.

The seven-horsepower, twin-cylinder bike still had its original leather seat and porcelain spark plugs with the Indian Hendee logo on them.

The bike, with only 10 miles on it when Scott bought it, had been stored in its original crate for 36 years in a hardware store. Two men bought the antique for \$100, put 10 miles on it, then sold it to a Dayton, Ohio, man who stored it for another 31 years.

Saturday, an enthusiast offered Scott \$15,000 for the bike. The retired welder, who said he paid \$10,000 for it two years ago, was not interested in selling. He owns 10 antique motorcycles, but this one is his favorite.

MORE for the SCRAPBOOK

The foregoing article appeared in the New London, Connecticut Sunday issue of "The Day" for April 12, 1987 — last day of YANKEE'S Waterford Meet.

*

DON'T FORGET!!

JUNE 13-14, 1987
ACTON FAIRGROUNDS
ACTON, MAINE

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GREAT MOMENTS
 IN MOTORCYCLE...
HISTORY

ON OCT. 5, 1950
 GEORGE TURDWELL
 RAN AN ASTOUNDING
 190 MPH ON A 1947
 WHEEZER MOTORBIKE!



THE A.M.A. NEVER RECOGNIZED THIS RECORD
 BECAUSE IT WAS DISCOVERED HE WAS
 PULLED BY A LOCOMOTIVE...



J. Moore '85

This cartoon appeared in the December 1985 issue (No. 20) of "KICKER", COLONIAL Chapter's quarterly, with the following comment: "The only magazine in the organization that gives you full-page cartoons!!" It is reprinted here by permission, but in order not to be in competition with "KICKER" it is shown at less than full-page.

TREASURY REPORT - April 21, 1987

*



PAINTING Your RESTORATION

by

John H. Pierce

If painting your cycle is on your priority list for next winter, or even any other time, and you'd like to do the job yourself, here are some pointers:

1 - Of utmost importance is the metal surface. This must be absolutely clean and to accomplish this the procedure includes sanding, paint stripping, bead blasting, or chemical bath washing; OR any combination of the aforementioned. If you've got a painted panel it's easy; if it's a mudguard out of the river you've got your work cut out for you. **NOTE:** DO NOT immerse gas tanks in any chemical bath! If you do so, the protective internal coating will be removed and leave the inside steel surface susceptible to scaling from moisture in the gas. If it must be immersed, apply an internal coating to the tank after the bath.

2 - Any filler work may be done next. The modern fillers of today are at least as good as the old lead techniques, and in the opinion of many they are better because no tinning acid, heat, nor putty is needed. At least two manufacturers suggest a primer that will neutralize light rust and offer superb filler adhesion - DITZLER and GLASURIT.

3 - The three basic steps before applying color are:

- A - Primer
- B - Surfacer
- C - Sealer

There are also combinations of two or more of these products; that is, all-in-one. Basically these go like this:

A - Primer sticks to the bare surface. A better primer will self-etch or neutralize surface contamination such as rust. **NOTE:** All primers are not self-etching, but all bare metal, whether it be steel, aluminum, stainless steel, etc., should be etched. If a self-etching primer is not used then an etching compound should be applied before spraying on the surfacer.

B - Surfacer sticks to the primer and fills scratches and small dimples in the metal. There are combinations of surfacers which include the ability to double as a primer-surfacer.

C - Sealer acts as a barrier between the surfacer and the paint.

If you've ever had a panel absolutely flawless, only to have the paint "strike in" and show the imperfections you've worked so hard to remove, that is caused by the thinner or reducer in the paint re-dissolving the surfacer. Good sealer will control this. Sealer also can be applied over small areas of bare metal. Some sealers are non-sanding and there are some combinations which prime, etch, surface and seal! On steps A, B and C be sure the surface being worked on (aluminum or steel) is compatible with the products being used. Directions on the product containers will outline this.

Those products which combine three properties (primer, surfacer and sealer) always require a catalyst or activator in order for the product to cure. The metal surface must be at least 70° F or above for three hours before application. You can use an infra red lamp to achieve this. Air temperature should be 80° F. Any lower temperature on the metal surface will cause condensation between the metal and the primer, surfacer and sealer and lead to product failure within a year. This same problem, cold metal, can lead to failure of body fillers

on metal surfaces. Body fillers also use catalysts.

Test Panel - Tank and mudguard restoration often require the application of decals. To protect these from weather or fuel damage, a laquer or urethane clear may be sprayed over them. The following is recommended:

- Step 1 - Color
- Step 2 - Decal
- Step 3 - Clear

The clear should be sprayed over the entire panel which has the decal on it. Before spraying the type of clear you have chosen to go over the decal and color be sure of its compatability with both the paint color and the decal. Some decals are made with laquer dyes and some with enamel dyes. If the clear re-dissolves anything under it you'll be back at Step 1 again, so try a test panel first.

When you have located a good paint supplier ask questions about paint manufacturers' systems. Each manufacturer can usually recommend which products are compatible with which. Follow instructions implicitly, especially in regard to temperatures. Understand which products air dry and which dry by chemical curing, and allow ample time for this process. Use good products, as 'bargain' or 'cheap' materials tend to fail within months after application.

How much surfacer or paint should you use? Try this: the volume of material surfacer, paint, etc. will determine the life of your paint job. Paint manufacturers have established that the metal to surface content of paint and material should not exceed 7 to 10 millimeters, or .39370 inches - less than thumbnail thickness. Without a very exact magnetic gauge you can't be sure of this build-up, so as a rule of thumb to insure against overdoing the job, sand each coat of surfacer until you see a hint of metal, and apply only enough sealer to cover the the surfacer (1 coat).

If the color coat is any form of enamel use two or three properly reduced coats of paint. If you choose laquer color apply six to eight coats properly thinned, and if you use laquer clear over the laquer color use three to four coats of color and four to five coats of clear, then buff. Buffing usually removes two or three coats of clear or color, whichever is on top. Always use clear over metallic color coats. This will prevent burns when buffing. Last, if you use laquer color and urethane clear, apply three or four of color and two to three coats of clear polyurethane. These should keep you within the recommended build-up limits.

As a general rule, the more inconvenient these products are to work with the longer they will last. Finally, and **VERY IMPORTANT** - ALWAYS USE A RESPIRATOR! These materials are extremely unhealthy for you. Have fun.

*



TWO-UP (?) TYPES



AT LEFT - YANKEE Chapter members in attendance at the FLORIDA Chapter's NATIONAL AMC of A Meet in Orlando, February 28/March 1, 1987.

From the Left: Dave Howland, Dave and Lila Streeter, Melanie Everson, Ed Hislop, Cyndie and Paul Santopietro, Charlene Peirce, Tom Neill; and fondling the motorcycle, Danny Whitcomb.

Editor's Notes

and Other Nonsense

OOPS! - An omission from the AUTUMN issue of YANKEE CHATTER No. 86-4 - It should have been noted that with the exception of the 1978 photograph at the bottom left on page 7, all others were by our member from Delaware, Tom "Torch" Neill.

COLOR-CODED Issues - Figured it out yet? This issue is the sixth to have colored paper covers, which makes for easy reference:

BLUE - Winter Issue - icy cold, br-r-r
 GREEN - Spring Issue - greenup time
 YELLOW - Summer Issue - sunshiny, war-r-m
 GOLD - Autumn Issue - seasonal hues

ARTICLE REVIEW - "GASLINES & BACKFIRES" for Spring 1987, the quarterly newsletter of our neighboring EMPIRE Chapter contains an informative article about the CURTISS motorcycle, written by Charles F. Darling, one-time Treasurer of the NATIONAL AMC of A, and now, along with his wife Martha, Treasurer of the EMPIRE Chapter. The illustration shown on page 11 is from this article. For the small charge of \$ 1.00 to cover XEROX-ing and postage, anyone interested may obtain a copy by contacting me, Fred Hirsch. My address is listed on page 2 of every issue of YANKEE CHATTER.

next column

ARTICLE REVIEW - "The MOTORCYCLIST'S POST" for May 1987 gave full coverage of our Waterford Meet, and members who have not yet seen it should try to beg, borrow, steal or otherwise obtain a copy since this issue of the POST is also its 20th Anniversary Issue. Check your local motorcycle shop.

A FOND PERSONAL MEMORY - I was only nine years old when "Red" Wolverton established his famous record of 129.61 mph for two-wheeled vehicles in 1923, but on two separate occasions at NATIONAL AMC of A meets this fine old gentleman of motorcycling presented me with trophies for my 'accomplishments' which are puny compared with his, but I shall always remember the friendliness and sincerity in his voice when he shook my hand and said "Congratulations, Fred."

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TWO-UP TYPES

JUNE 13-14, 1987

ACTON FAIRGROUNDS

ACTON, MAINE

HOW to GET THERE

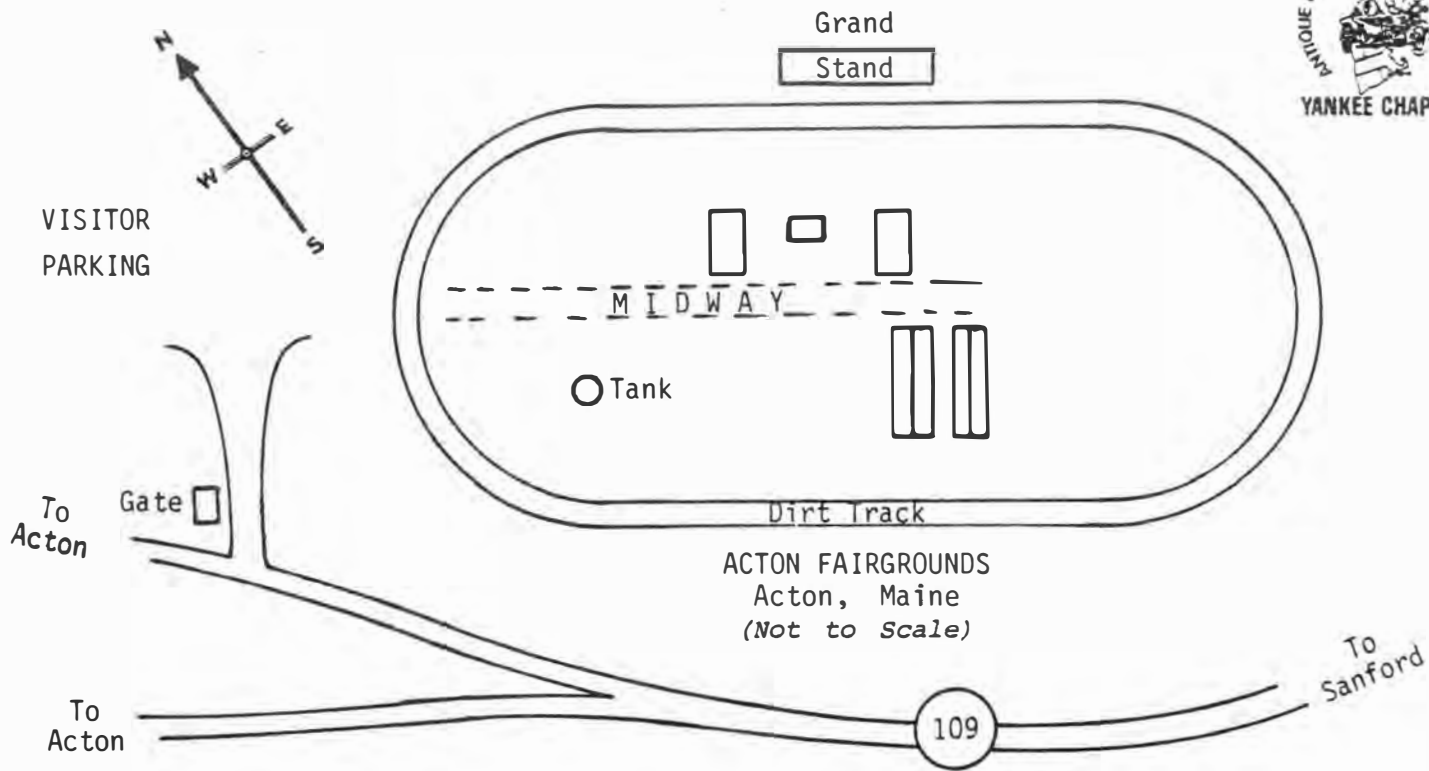
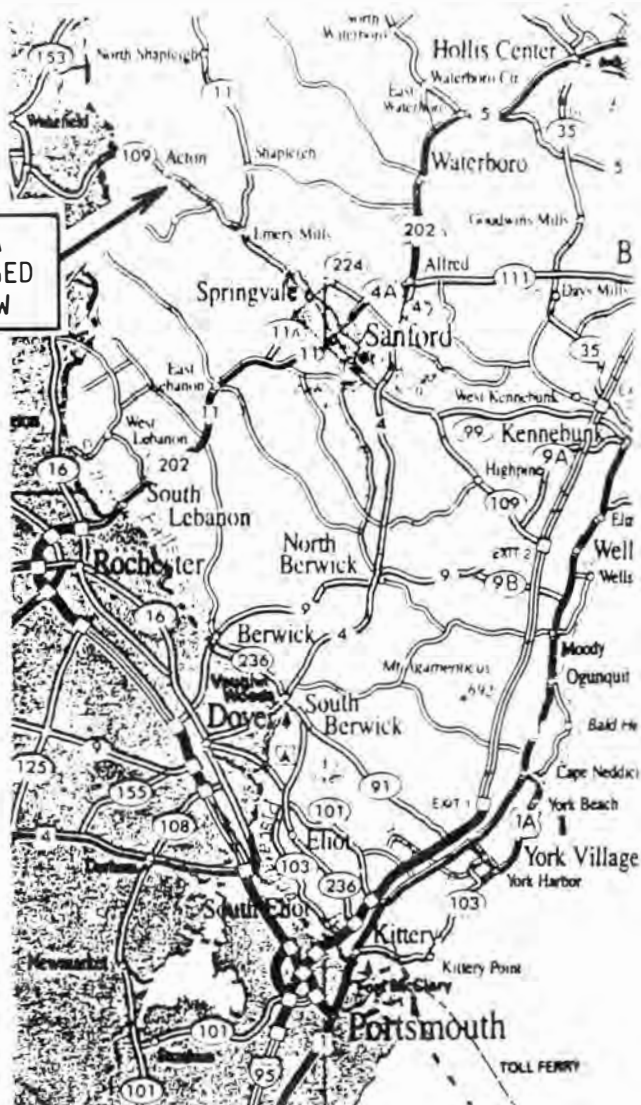
From WEST: Proceed East on I-90 (MASSACHUSETTS TURNPIKE) to Exit 11-A; then follow I-495 North to I-95 North; then follow directions for From SOUTH on I-95 (next below).

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.

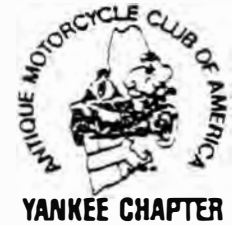
AREA ENLARGED BELOW





WATERFORD VIGNETTES

Charlie Haskins sits on his favorite chair



Wray Murdough on the track with his 1948 HARLEY-DAVIDSON WR racer



All photos by Tom Neill



SPECIAL AWARD
"Chuck" Miles presents Robin Markey with the "ED COOKE Memorial" award which honors our YANKEE Chapter member who passed away on February 9, 1987

Now it's time for Acton!



*

LIFE'S LITTLE LAWS

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:

Clutter tends to expand to fill the space available for its retention.

*

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 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

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.

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(See Editor's Notes - p. 9)



The Old Poop



**YANKEE
CHAPTER MEET
JUNE 13-14, 1987
ACTON FAIRGROUNDS
ACTON, MAINE**

If you recognize this mug you're an "Old Timer" in the YANKEE Chapter. He decorated the cover of the 1978 Membership Roster, which listed 71 members on 4 sheets of paper.



YANKEE CHAPTER

Frederick D. Hirsch
P.O. Box 123
Carolina, Rhode Island



02812



FIRST CLASS MAIL

