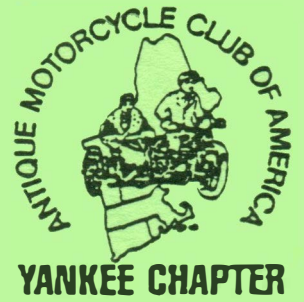




YANKEE CHATTER



SPRING 1988

No. 88-2

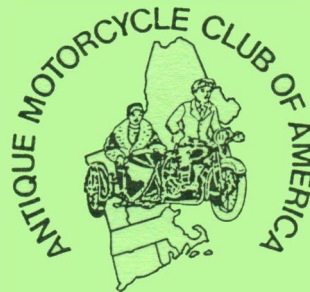
YANKEE CHAPTER ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC.

Chapter Established in 1972



Steib

THIS IS IT!



YANKEE CHAPTER

Yankee Chapter National Meet

June 25 & 26, 1988

To be held at the

Acton Fairgrounds

Acton, Maine

Honoring the Sidecar





VENDORS FEES:

AMC MEMBERS \$25.

NON MEMBERS \$45.

ALL PARTS MUST BE 1954 OR OLDER

CAMPING BY DONATION FOR AMC MEMBERS ONLY

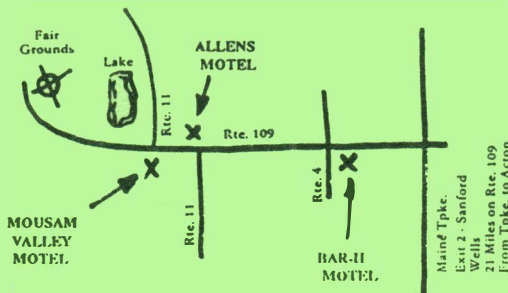
ACCOMMODATIONS: MOUSAM VALLEY MOTEL 1-207-324-2165

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FOR INFORMATION

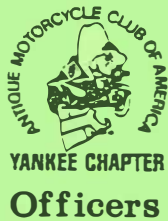
CALL OR WRITE:

JESSIE A. JACARUSO

SLIGO ROAD

DOVER, N.H. 03820

603-749-2799



Officers

Co-Director - Jessie A. Jacaruso
 Co-Director - James A. Costa
 Vice Director - Arthur G. Delor
 Vice Director - Martin Hansen
 Secretary - Patricia N. Lucas
 Treasurer - Frederick D. Hirsch

National

Director - George L. Yarocki
 Editor/Publisher - Frederick D. Hirsch

ZIP Code

Telephone

Term of office expires

December 1989
 December 1989
 December 1989
 December 1989
 December 1989
 December 1989

September 1990
 December 1989



YANKEE CHATTER



Co-Director's Message

Although our April 10th Business Meeting had the lowest attendance in YANKEE Chapter's history (9 members including 5 Officers) many good ideas were presented and it now seems like all the details have been ironed out for our NATIONAL Meet at Acton, Maine.

I am personally planning to arrive at the fairgrounds early Friday morning (June 24th) to start necessary ground preparation and be on hand to welcome early arrivals. Anyone who cares to arrive on Thursday can contact me at (603) 749-0450, and I will make arrangements for entrance to the fairgrounds.

A Special Note: The Town of Hampton, New Hampshire will celebrate its 350th anniversary this year and planners have invited AMC of A members to take part in the proceedings which includes a big parade on Sunday, September 11th. If interested in taking part in this activity, contact me at the above number for further details.

That's about it for now and I do hope to see ALL of you at Acton; ready, willing and able to work and have FUN!



Jessie

Jessie A. Jacaruso
 Co-Director

"Hi-ho, Hi-ho
 It's off to Maine we go. . ."

SPRING 1988

No. 88-2

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Total Distribution = 154 * Total Membership = 151

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 1988 membership year are \$ 10.00 single; \$ 12.50 with spouse. Membership is not transferable and dues are not refundable.

Applicants wishing to join the YANKEE Chapter must FIRST be members in good standing (paid up) of the National AMC of A; however, applicants may apply for both memberships to the Chapter Treasurer at any time. National AMC of A membership dues for the 1988 membership year are \$ 20.00 single; \$ 25.00 with spouse. A \$ 1.00 service charge is made for handling an applicant's National application.

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



Minutes of the YANKEE Chapter Business Meeting
held at the GREENVILLE GARAGE
Harmony, Rhode Island
April 10, 1988

*

Editor's Notes

and Other Nonsense

The name of this publication is YANKEE CHATTER, and there is certainly a lot of "chatter" rummaging around in the ole Editor's mind again, so here goes:

BUSINESS MEETING - April 10, 1988

Apparently there were too many conflicting personal and other activities scheduled for this date; and although attendance reached an all-time low, much worthwhile discussion took place and many valid decisions were made [See Secretary Pat Lucas's report on this page].

This was a very important meeting, having to do with planning our 1988 NATIONAL Meet, but aside from five officers only four other members attended. One member arrived a bit late apologizing for a previous commitment, but he showed up and shared his time and suggestions with us. Another member telephoned the previous evening and volunteered his support and services even though he could not attend the meeting. Four members braved the cool Spring weather and arrived on motorcycles.

I do not hold with 'pep' talks and 'gung-ho' speeches, but sometimes a little boost to flagging spirits is justified, and I recently ran across a small poem by an unknown author. I pass it along as food for thought:

WHAT KIND of MEMBER are YOU?

*Are you an active member,
The kind that would be missed;
Or are you just content
That your name is on the list?*

*Do you attend the meetings
And mingle with the flock;
Or do you stay at your own home
And criticize and knock?*

*Do you ever do committee work
To see what makes us tick;
Or leave the work to just a few
And gripe about the 'clique'?*

*Come to our meetings more often
And help with hand and heart.*

*Don't be just a member,
But take an active part!*

READ YOUR NATIONAL MAGAZINE - "The ANTIQUE MOTORCYCLE" contains everything you need to know about what is going on at the NATIONAL level and how some of it may affect our Chapter operations.

Read the President's Message and especially read the published minutes of the Board of Directors' meetings to keep abreast of their decisions concerning new rules, rules changes, antiquity dates, new judging classes, etc.

The WINTER 1987 issue (Vol. 26, No. 4) contains new regulations concerning field games, an explanation as to why camping fees are sometimes charged at NATIONAL Meets, and other items which are now 'in the works' or under consideration.

At one time YANKEE CHATTER ran a regular section called NATIONAL News, and the basic idea was to disseminate highlights of NATIONAL BoD meetings, but this was found to be a duplicity since full reports of all BoD meetings are published completely in "The ANTIQUE MOTORCYCLE" which all members receive.

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IN ATTENDANCE:

Co-Director - James A. Costa
Co-Director - Jessie A. Jacaruso
Secretary - Patricia N. Lucas
Treasurer - Frederick D. Hirsch
Vice Director - Arthur G. Delor
Member - Nathan F. Sheldon
Member - Martin Oxley
Member - Linda Rathbun
Member - Karl Nagy

TIME:

The meeting was called to order at 1:45 P.M.

I - It was noted with great disappointment that the turnout for this meeting was at an all time low.

II - The Treasury report was accepted as read by Fred Hirsch.

III - Old Business: Our National Meet which is scheduled for June 25-26, 1988 at the Acton Fairgrounds, Acton, Maine

- A. All arrangements have been made for the Saturday evening banquet. Tickets will cost \$ 10.00 per person. Volunteers will be needed to help serve the dinner and perhaps assist with the cooking.
- B. T-shirts have been ordered and will be light blue with dark blue lettering. Cost will be \$ 10.00 each.
- C. Dennis Craig has notified us that we will have our insurance certification in due time for the meet.
- D. The concession stand will again be handled by the ladies of the local 4-H Club.
- E. Trash will be handled by the same people who did it at our Chapter meet last year.
- F. A slide presentation has been arranged for and will be provided after the Saturday evening banquet.
- G. Special displays by other groups and individuals will be provided in areas set aside for this purpose.
- H. Games will be held in the track area and Karl Nagy has volunteered to take charge of setting them up:

1. Sidecar Games: Apple Bobbing
Beach Ball/Plunger Game
Balloon Popping
2. Two-wheel Bike Games: Wiener Bite Game - 2 participants
Tire Toss - 2 participants
Kick Start Game
Slow Race

IV - Other Items: Jessie had received a nice thank you card from Mrs. Adams with remembrance souvenirs about "Red" Adams, our long-time Chapter member from North Weymouth, Massachusetts. These were distributed among those present.

Bob Frink, from "The MOTORCYCLIST'S POST", attended the meeting and photographed the group outside at the end of the meeting, which adjourned at 4:00 P.M.

Respectfully submitted,

Patricia N. Lucas

So, keep up to date about NATIONAL AMC of A activities by reading your magazine - "The ANTIQUE MOTORCYCLE".

FRANK ADAMS - That fine British publication "CLASSIC BIKE" No. 93, October 1987, p. 15, contains an interesting article. Lindsay Brooke, writing under the section headed 'Classic AMERICA' reports on his interview with Frank Adams, YANKEE Chapter member from Seabrook, New Hampshire. This is recommended reading.

YANKEE Chapter NATIONAL Meets - Delving into the dusty archives, as well as trying to remember what happened as long ago as last summer, reveals that our YANKEE Chapter hosted 13 NATIONAL Meets during its first 15 years of existence. Our 1988 NATIONAL will be the 14th. This list does not include our WHITE MOUNTAIN NATIONAL ROAD RUN of 1986, although it was a NATIONAL activity.

1st	1972 - Sept. 9-10	Larz Anderson Museum Brookline, Massachusetts
2nd	1973 - Sept. 8-9	Larz Anderson Museum Brookline, Massachusetts
3rd	1974 - Aug. 17-18	Larz Anderson Museum Brookline, Massachusetts
4th	1975 - Sept. 6-7	Larz Anderson Museum Brookline, Massachusetts
5th	1976 - June 19-20	Larz Anderson Museum Brookline, Massachusetts
6th	1977 - May 14-15	Larz Anderson Museum Brookline, Massachusetts
	1978	NONE
7th	1979 - May 12-13	Thompson Speedway Thompson, Connecticut
8th	1980 - April 26-27	Thompson Speedway Thompson, Connecticut
9th	1981 - April 25-26	Thompson Speedway Thompson, Connecticut
10th	1982 - June 12-13	YMCA Camp Moosup, Connecticut
11th	1983 - June 11-12	YMCA Camp Moosup, Connecticut
	1984	NONE
12th	1985 - June 29-30	Acton Fairgrounds Acton, Maine
13th	1986 - April 11-12	Waterford Speed Bowl Waterford, Connecticut

SPICEY CHAPTER - If the plural of louse is lice; and the plural of mouse is mice; can the plural of spouse be spice? (Notice continuous upgrading of the species). If so, our YANKEE Chapter is probably the spiciest in the AMC of A with 28 'spice' already signed up for 1988 and still almost four more months and two more meets to go. In 1987 there were 36 'spice'.

FUN THOUGHTS - Have you ever noticed that the shortest distance between two points - like where you are and where you want to go - is under construction?

*

A wealthy New Yorker purchased some land up in the Great State of Maine and hired a local woodcutter to clear it. This hired hand chopped down all the trees on an acre of land in half a day, using only a small hatchet. The highly impressed landowner asked the Maine man where he had learned to cut trees,

"Sahara Desert", was the curt answer.

"There aren't any trees on the Sahara Desert".

"Nope - not now."

*

A highway police officer stopped a raunchy looking bike rider, but not for speeding. He just thought the machine looked a bit unsafe. After checking it over he asked the rider how he got along without a speedometer. The biker replied,

"Well, when I'm goin' about 15 miles an hour the front

mudguard begins to rattle, but that smoothes out when I hit 25 or so and the windshield gets kinda fuzzy. At 30-35 the cylinders get a little hot, and then when the girlie statue on the handlebars starts to wiggle and shake I know I'm flat out - 'bout 43 and a half!"

*

Minutes. Everbody just accepts the fact that minutes are the 60 parts that make up an hour, but we all know [because we read the minutes of our YANKEE Chapter meetings all the time - don't we?] that minutes are nothing more than the end result of hours of committee talk.

*

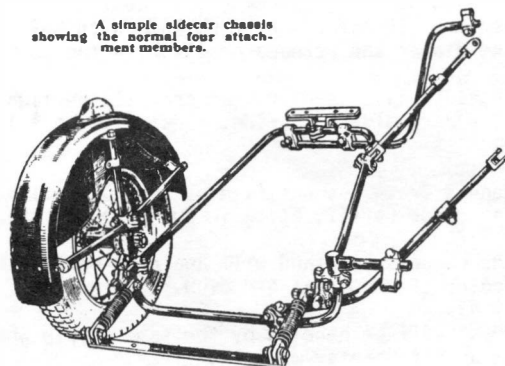
(The following article appeared in Floyd Clymer's U.S.A. edition of the English publication "MOTOR CYCLING MANUAL", 11th Edition, Chapter XI, p. 77-81). . . Ed.

The Sidecar Machine

ALTHOUGH the sidecar attachment has always attracted a very devoted following, both from the sporting and family classes, it is rather disappointing to note that in recent years no very great technical advance has been made in design, and the typical British chassis remains as a simple tubular platform supported by a wheel.

As sidecars are usually manufactured by proprietary concerns, the makers are admittedly handicapped by having to supply types readily adaptable to all makes of machine, and for this reason the attachment points (usually four in number) are always telescopic or otherwise adjustable to suit the lug positions of the various frames. On the Continent, where manufacturers have been supported by a less conservative

A simple sidecar chassis showing the normal four attachment members.



public and road surfaces, on the whole, are considerably rougher, robust, well-sprung chassis with sturdy and roomy coachwork have been developed.

The British position is likely to show a great improvement after the war, as it is anticipated that large numbers of people who, in wealthier times, would own cars, will take to the sidecar combination as the most economical form of transport. This will undoubtedly spur on our manufacturers to the production of new designs and the large-scale introduction of rear springing for motorcycles will be followed by standardized springing of the sidecar wheel. It is reasonable to assume, therefore, that when British sidecars once more become available they will be equal to, or better than, the leading Continental designs.

Not only is the sidecar the most economical form of passenger transport, but it is also the safest—a fact proved by the specially low charges for insurance cover which are available. Perhaps the greatest asset of the sidecar is its freedom from skidding, even under the worst possible conditions, and, whilst it is true that only the passenger receives the benefit of hood, windscreen and bodywork, much can be done with leg shields and a suitable windscreen to provide the driver with adequate weather protection, and there can be no argument as to which is the healthier form of transport—sitting in a closed car or astride a motorcycle breathing fresh air.

The art of driving a sidecar can be mastered in a few minutes, although riders of solo machines sometimes experience a little difficulty in grasping the knack, until they realize that the outfit merely has to be steered and requires no balancing as does the solo. The great secret of perfect, effortless driving lies in an appreciation of the fact that when rounding a bend the outside wheel (or wheels) has to travel a greater distance than the inside wheel (or wheels). Readers who have watched a line of soldiers wheeling to left or right will have noticed that the inside man slows up and "marks time," acting as a pivot, whilst the man at the outer end of the rank maintains the original marching speed. Precisely the same action is required when cornering with a sidecar.

Next page

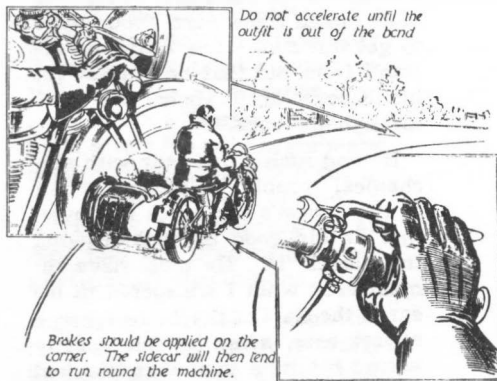
1988 ROAD EVENTS ARE LISTED

The comprehensive list at the right, as published in the January-February issue of "The MOTORCYCLIST'S POST", is reproduced here for general information and knowledge.

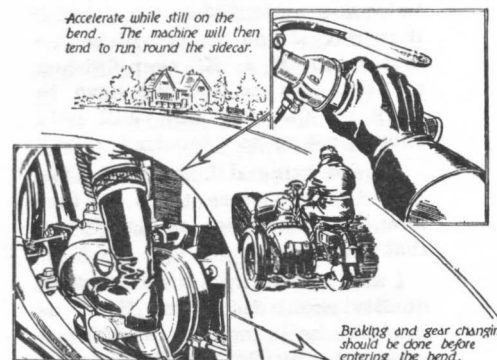
It is not a completely conclusive list since many groups had not made final decisions about their 1988 plans, or may not have reported them before press time; however, it will give readers an idea of the breadth and scope of motorcycling activity in the New England area.

*

Thus, when turning a right-hand bend the machine is on the inside; therefore, the throttle should be eased back so that the machine loses way while the momentum of the sidecar will cause it to pivot naturally round the machine, thus calling for no effort in steering. Conversely, when rounding a left-hand bend the machine should be accelerated so that it literally "runs round" the sidecar wheel which acts as a pivot. Naturally, discretion must be used in the speed with which left-hand bends are taken, as too fast an approach may cause the sidecar wheel to lift, due to centrifugal force.



How to tackle a right-hand bend when driving a sidecar.



How to drive round a left-hand bend with a combination.

On those extremely rare occasions when this might happen, the shutting of the throttle immediately cures the tendency. A sidecar wheel brake is of great assistance not only because it increases the stopping capacity of the outfit as a whole, but also because it is an asset on left-hand corners when applied lightly.

The correct fitting of the sidecar to the machine is all important and the telescopic connections should be so adjusted that the sidecar wheel points in slightly ($\frac{1}{4}$ in. to 1 in.) towards the front wheel, as is clearly shown in the illustration. Furthermore, as seen from the front, the machine should lean away slightly from the sidecar to the extent of, say, 1 in. from the vertical measured at the top of the steering head. This allows the machine to remain vertical on the camber of the road surface which, in the British Isles, slopes slightly away to the left when the driver is on his correct side of the road. A routine check should be made to see that this alignment is preserved as once the machine starts to lean in towards the sidecar, due to possible slight telescoping of the connections, steering will become unnecessarily hard work and undue wear may occur with tyres and transmission.

Those who have never tried sidecaring have a treat in store if they contemplate ownership. It is a fascinating form of transport, healthy, safe and economical.

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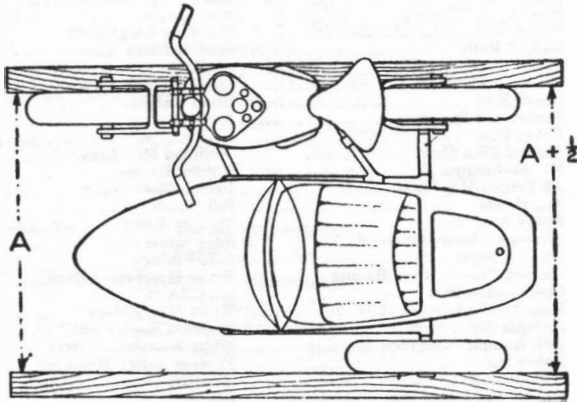
Date	Planned Event	Promoter	Location Held
Jan 17	Mid-Winter Boogie	T. Austin	Worcester, Ma.
Jan 31	Cabin Fever Poker Run	Seacoast Riders	Biddeford, Me.
Feb 13	Valentine Party	Modified Mcy Assn.	Springfield, Ma.
Mar 6	Pot Luck Dinner	Mid-Maine Mcy Club	Auburn, Ma.
Mar 12	Riders' Dance	United Mcy Assn.	Woonsocket, R.I.
Mar 26	Spring Dance	Broken Spokes Mcy Club	Rochester, N.H.
Apr 10	Poker Run	Pioneer Valley Club	Williamansett, Ma.
Apr 10	Spring Poker Run	N.E. Vikings	Plainville, Ma.
Apr 10	Spring Run	Modified Mcy Club	Springfield, Ma.
Apr 10	Indoor Swap Meet	Milford & Co.	Concord, N.H.
Apr 17	Bikers' Blessing	Modified Mcy Assn.	Worcester, Ma.
Apr 17	Antique Show & Meet	T. Austin	Auburn, Ma.
Apr 23	Clothing Drive	Modified Mcy Assn.	Norfolk City, Ma.
Apr 24	Poker Run	Royalties	Auburn, Ma.
May 1	Dice Run	Ct. Blue Knights #6	Brooklyn, Ct.
May 1	Lime Run	Red Knights	Sturbridge, Ma.
May 1	Poker Run	Jesse's Roamers	Rehoboth, Ma.
May 1	Giant Swap Meet	NH Mcy Rights Org.	Keene, N.H.
May 1	Motorcycle Blessing	Saints Mcy Club	Providence, R.I.
May 8	Poker Run	R.I. Star Riders	Tiverton, R.I.
May 14	Helmet Rally	Modified Mcy Assn.	Boston, Ma.
May 15	Poker Run	Pete's Roamers	Lunenburg, Ma.
May 15	Benefit Run	United Mcy Assn.	Woonsocket, R.I.
May 15	Motorcycle Blessing	Red Knights	Fitchburg, Ma.
May 15	Poker Run	Ma. Blue Knights #2	Shrewsbury, Ma.
May 21	Helmet Rally	Modified Mcy Assn.	Worcester, Ma.
May 22	Poker Run	GWRRA	Concord, N.H.
May 22	Break Out Run	Modified Mcy Assn.	Westford, Ma.
May 22	Poker Run	Road Knights	Fall River, Ma.
May 29	Motorcycle Blessing	Royalties	Auburn, Ma.
Jun 4	Poker Run	GWRRA "B"	Topsham, Me.
Jun 5	Annual Bike Show	Modified Mcy Assn.	Fitchburg, Ma.
Jun 5	Mt. Washington Ride	Golden Eagles	Gorham, Me.
Jun 5	All-British Mcy Meet	British Meet Comm	Auburn, Ma.
Jun 7/11	Americade	Hill Dutcher	Lake George, N.Y.
Jun 12	Poker Run	Tri City Riders	Chelsea, Me.
Jun 11/12	Triumph Classic Weekend	Jaye Strait	Sturbridge, Ma.
Jun 12	Run for Sight	N.E. Vikings	Plainville, Ma.
Jun 18/19	Loudon Classic Road Racing	Bryar Motorsport Park	Loudon, N.H.
Jun 19	Observation Run	GWRRA "C"	Portsmouth, N.H.
Jun 25	MountainCade AMA Tour	White Mtn. Riders	Gorham, N.H.
Jun 25/26	Antique Nat'n Meet	Yankee Chapter AMC	Acton, Me.
Jun 26	12th Annual Colebrook Blessing	White Mountain Riders	Colebrook, N.H.
Jun 26	Poker Run	Pioneer Valley Mcy Club	Williamansett, Ma.
Jun 24-26	N.E. Region "C" Rally	GWRRA	Warwick, R.I.
Jul 4	4th Annual Poker Run	GWRRA "A"	Saco, Me.
Jul 8/10	1st annual Camp Out	Golden Eagles	Cornish, Me.
Jul 9	Midnight Poker Run	Manchester Mcy Club	Manchester, N.H.
Jul 9	Scavenger Hunt Run	Modified Mcy Assn.	Cape Cod, Ma.
Jul 14/17	8th NE Side Car Rally	Carl & Cindy Johnson	Wilson's Mills, Me.
Jul 16	Helmet Rally	Modified Mcy Assn.	Brockton, Ma.
Jul 17	Indian Day	Indian Mcy Museum	Springfield, Ma.
Jul 17	Benefit Poker Run	Pioneer Valley Mcy Club	Williamansett, Ma.
Jul 23	3rd Annual 1,000-Mile Run	N.E. Vikings	Middleboro, Ma.
Jul 23/24	Ride New England Tour	Ct. Cycle Riders, Inc.	New Milford, Ct.
Jul 24	Eagle Poker Run	Modified Mcy Assn.	Worcester, Ma.
Jul 24	Operation "lift off"	GWRRA "D"	Bangor, Me.
Jul 24	R & R Poker Run	East' Ct. Riders' Assn.	Groton, Ct.
Jul 31	Poker Run	Golden Eagles	Gorham, Me.
Aug 6	Barbeque (Aug 13 rain date)	R.I. Star Riders	Tiverton, R.I.
Aug 6	Midnight Poker Run	Jesse's Roamers	Rehoboth, Ma.
Aug 7	Crippled Children Ride	Tri City Riders	Augusta, Me.
Aug 7	Poker Run	Sylvania Mcy Club	Manchester, N.H.
Aug 7	Poker Run	Broken Spokes	Rochester, N.H.
Aug 12/14	NE Reg. AMA Road Convention	White Mtn. Riders	Lincoln, N.H.
Aug 13	Beef & Pig Roast	Modified Mcy Assn.	Northboro, Ma.
Aug 14	Bike Show & Meet	N.E. Vikings	Plainville, Ma.
Aug 14	3rd Annual Bike Show & Rally	British Iron Assn.	E. Hartford, Ct.
Aug 14	Charity Poker Run	Pioneer Valley Mcy	Williamansett, Ma.
Aug 20	Mid-Night Poker Run	Blue Knights	E. Providence, R.I.
Aug 21	Poker Run	GWRRA "D"	Bar Harbor, Me.
Aug 21	Poker Run	United Mcy Assn.	Woonsocket, R.I.
Aug 21	Poker Run	GWRRA "A"	Concord, N.H.
Aug 27	Midnight Poker Run	Seacoast Riders	Biddeford, Me.
Aug 27	Helmet Rally	Modified Mcy Assn.	Springfield, Ma.
Aug 28	Poker Run	Kennebec Valley Riders	Anson, Me.
Aug 28	Al Minka Run	East' Ct. Riders' Assn.	Putnam, Ct.
Aug 28	Antique Show & Meet	T. Austin	Auburn, Ma.
Sep 10/11	Lindner Cycle Rally	Jack Mercer	New Canaan, Ct.
Sep 11	6th Surf & Turf Poker Run	Seacoast Riders	Biddeford, Me.
Sep 11	6th Annual imPossible Dream Run	Ocean State Mcy Assn.	Providence, R.I.
Sep 9/11	Annual Fall Round Up	Modified Mcy Assn.	Plainfield, Ma.
Sep 18	Fall Poker Run	Road Knights	Fall River, Ma.
Sep 25	Fall Poker Run	N.E. Vikings	Plainville, Ma.
Sep 25	Maine Overall Events Banquet	All Maine Road Clubs	Chelsea, Me.
Sep 25	Carnival Run	Ct. Blue Knights #6	Brooklyn, Ct.
Oct 2	Foliage Run	Ma. Blue Knights #2	Shrewsbury, Ma.
Oct 2	Foliage Run	Mid-Maine Mcy Club	Chelsea, Me.
Oct 2	Toys for Tots Run	Modified Mcy Assn.	Burlington, Ma.
Oct 9	Toy Run	NH Mcy Rights Org.	Concord, N.H.
Oct 9	Foliage Run	Jesse's Roamers	Rehoboth, Ma.
Oct 15	Foliage Run	Modified Mcy Assn.	Springfield, Ma.
Oct 22	Halloween Party	Royalties	Auburn, Ma.
Oct 23	Fun Ride	United Mcy Assn.	Woonsocket, R.I.
Oct 29	Halloween Party	Tri City Riders	Hallowell, Me.
Oct 29	Halloween Party & Dance	Modified Mcy Assn.	Fitchburg, Ma.
Oct 29	Halloween Party & Dance	Broken Spokes Mcy	Rochester, N.H.
Oct 30	Northern NE Dates Meeting	Seacoast Riders	Biddeford, Me.
Nov 20	Annual Toy Run	Modified Mcy Assn.	to be announced
Nov 27	11th Annual Toy Run	R.I. Motorcycle Assn.	W. Warwick, R.I.
Dec 10	Christmas Party	Modified Mcy Assn.	to be announced

Memory Lane

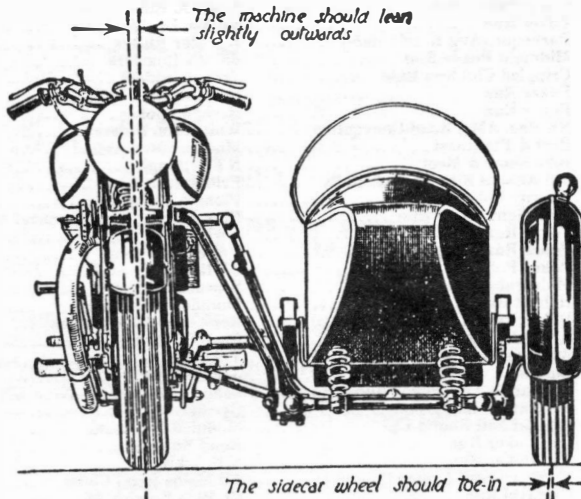
Sid Swan

A recent article in "The MOTORCYCLIST'S POST" for May, 1988 (Vol. 23, No. 5, p. 11) brought to mind an earlier one about Sid Swan which was published originally in the "MOTORCYCLING DIGEST" for March 1954. The writer, Leon Landry, was one of YANKEE Chapter's founders and served as its first Director. It is reprinted here as a bit of nostalgia.

=====



To ensure easy steering with a sidecar, the sidecar wheel should "toe-in" slightly towards the front wheel. The illustration shows how measurements should be taken between the wooden straight edges touching the wheels.



Head-on view showing how the sidecar connections should be adjusted to allow the machine to lean slightly away from the sidecar.

Motorcycling Digest

Sid Swan Praised For Great Riding In Langhorne Race

Al. Ralston, Editor
Motorcycle Digest
Dear Al:

I want to thank you for the latest copy of the DIGEST, in which I find great enjoyment by reading it from cover to cover. It is a bit of home that I do not want to miss.

In your report of "New England Riders Compete at Langhorne" you failed to include the name of Sid Swan, who finished a strong sixth in the expert 100-mile national championship. As Babe wrote me, "Sid passed some darn good riders to get this spot," and I also understand from Sid that he did not get his groove until about half way through the race.

He had such a bad year with mechanical trouble including his fall at the season's first meet at Dover, that he did good by just bringing the model "in". He must have remembered what I whispered in his ear at the start of the '52 Langhorne expert race, after he fell heavily taking his time trial that knocked him out, and his right leg was bruised internally and swollen to twice the normal size. "Just bring it in Sid. If you do, it will be the first race that a "K" ever finished a "100", and besides we have to learn if the gas tank will hold enough gas to go a hundred miles."

He did bring it home, and I believe in ninth place, to be the first new "KR" to finish at Langhorne that year.

I also want to point out another quality about Sid Swan. He is as brave as he is modest, as after the race only my Brother John and I saw Sid's bruised leg, and how he ever fought the great pain from this tremendously swollen leg, without quitting in the middle of the race, and then not even complaining about his bruises afterwards, and doing just what he was asked to do in the race by bringing the model "home" to me, is something for the books.

After that race the only thing that I could get from him was, "Gee, this is the first time the motor had more than I could use."

Yours truly,

Leon J. Landry

Too Old For Harleys

In the old days the Marines who had not been killed by the Japanese used to keep their blood circulating by going into

By Ed Robinson

bars, sneaking up behind Paratroopers pulling their pants legs out of their boots and asking "Don't they issue you guys any socks?" Today you can get almost the same reaction by asking a Harley Davidson rider if he has ever tried a Japanese Bike. In the days when you rode either a Harley or an Indian, a few friendly arguments occurred. Occasionally a really old timer would defend a Merkle or a Henderson or an Ace but the arguments were gentlemanly discussions. Modern enthusiasts have forgotten how to differ on a friendly basis. Today you either ride what I ride or you are totally wrong. In 1979 the United States saw 5,339,358 motorcycles registered. No registration figures are available for the off road bikes but a conservative estimate would at least equal the number of road registered machines. Can you imagine ten million six hundred seventy eight thousand seven hundred and eight motorcyclists each convinced that the other ten million six hundred and seventy eight thousand seven hundred and seven have chosen the wrong machine?

In the old days if you chose to put 32 Ford wheels on your Model "A" or if you installed sealed beam headlights nobody hassled you too much. Today the "Chopper" crowd refuses to recognize the sissies on the "Full Dressers." The tour bike riders turn away when a dirty neck rider passes riding behind his extended front forks. Guzzie riders give the fine Italian Finger to Harleys. Harleys look down on Hondas. Yamahas and Suzukies quarrel with each other. B.M.W. riders communicate only with God.

In case you think I am complaining you are wrong, I enjoy this attitude. I can open my mouth and get disdain and

angry argument from almost anybody. It's easy to be on the other side of the motorcycle fence. I've tried to keep four cylinder Aces and Indians upright on left hand turns. I can work the suicide clutch and the left hand throttle of an Indian Chief or Scout. I've worked the supplemental oil pump on J.D. Harleys. I've owned and ridden 45's, 61's and 74's (Knuckles, Pans and Derbies.) I speak Italian — Ducatti, Benelli, Moto Guzzi. I learned to drink warm beer with lemon in it when I was in the Limey scene straddling Nortons, Triumphs, Enfields and getting my Bloody Sore A--- on Beezers. Even in my old age I still own an FLH Harley and a Knuckle Head Harley and a Honda and a Yamaha. I must confess I've never owned a Suzuki or a B.M.W. Except for those two brands, you name your favorite and I'll tell you what I don't like about it.

Forty years of riding and nearly half a hundred different motorcycles have not dimmed my memories of my first one. I was a virgin. It was not. I bought my first two wheeler, a 1928 J.D., 74 cubic inch, pocket valve, twin cylinder, Harley Davidson in 1939. I paid thirty five dollars for it. To this day I half love, half hate that beat up, banged up, oil leaking, bone rattling, skin eating, knee knocking, yellow painted old Harley.

The day I bought the Old Yaller Dawg she started teaching me lessons. I didn't know a thing about motorcycles except for the fact that I wanted one. I was seventeen years old. I had been twisting the handlebar grips on bicycles for several years and pretending that I had a V Twin between my knees.

I was thirty eight miles from home when the sale was completed I pretended to have done a lot of previous riding on Indians and I asked the dealer to show me how to shift and to work the clutch. He smiled knowingly, started the bike, headed it toward my home and turned me loose. He neglected to tell me that the clutch pedal had to be locked in the forward position before the kick starter would engage. About half way home I killed the engine. I was not at all concerned. I carefully placed the shift lever in neutral, locked the clutch pedal to the rearward disengaged position, checked the gas and spark, placed my right leg upon the kick starter, my left leg upon the foot board and threw my entire weight into one tremendous downward thrust. Without the clutch engaged there was absolutely no resistance. Two hundred pounds of me banged some very tender portions of me against a very thin very poorly padded seat. For the next several minutes I lost all interest in motorcycles. When it appears that ones sex life has been permanently stopped, even before it began, transportation takes a secondary place in the scale of concerns. After the nausea passed my father who was following me in his car suggested that we could pull the motorcycle to start it. Only a brash seventeen year old would attempt such a maneuver on the first day that he owned a motorcycle. Only a stupid seventeen year old would attempt it with a ten foot rope. Only a lucky seventeen year old would be able to get the job done. I was all three.

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Yankee Chapter
National Meet

June 25 & 26, 1988

My next lesson came when I arrived home, got off the motorcycle and went into the house. By that time I had ridden most of the afternoon. I had covered thirty eight miles. Hell, I was *experienced*. I wheeled into the back yard like I was coming off the beach portion of the old Daytona track. Unfortunately, the back yard was not as long as the beach at Daytona. I was still stabbing the ground on alternate sides of the thing when I began to run out of yard. I slammed on the rear brake. Luxuriant green grass, evening dew and a bald rear tire do not have a very high coefficient of friction.

When the motorcycle reached the three concrete steps leading into the house it was still picking up speed. Then it stopped suddenly. I did not. I make a quick unorthodox get off — over the handle bars and through the screen door. Thank God it was summer and the heavy house door was open. My mother calmly looked down and said “I thought for a minute there you were going to bring your machine in the house.”

The second time I got off over the handle bars I was not in the backyard. That time the Yaller Dawg and I were traveling down a concrete highway at about fifty miles per hour. Some one before me had mounted a 20 x 3½ inch casing around a 30 x 3½ inch inner tube. When one of the wrinkles finally wore through all the air suddenly left my front tire. The flapping casing wedged itself firmly between the front wheel and the front fork. The front wheel abruptly stopped turning. The entire motorcycle decided to go end over end. In the process the rider, me, became a projectile sent over the handle bars in a rapidly accelerating parabolic trajectory. The take off and the flight were not too bad. Landing and deceleration were a different story. I made a perfect four point landing — left palm, right palm, left knee, right knee. Most of the deceleration was taken up by a grinding skidding process. Shortly before I ran completely out of skin I changed from a skid to a roll. This saved some hide but it set up another series of problems.

My legs and arms and head refused to accept commands. They insisted upon flapping around of their own accord. They kept flapping abruptly against the hard unyielding concrete. By the time I got stopped everything which wasn't peeled was bruised. I was lying there trying to start an anatomical inventory to see if any vital organs had been ground off when here come the Harley. It was sliding on its side. Sparks were flying everywhere. The engine was racing wide open and the rear wheel was spinning madly. That fire breathing, red hot bastard attacked me while I was lying wounded on the ground. In a matter of seconds everything which wasn't skinned or bruised was burned. Some spots were bare, bumped, bruised and blistered.

I had asked earlier what happened if you had a flat on a motorcycle. The answer had been “Don't worry about it. Your friends will fix the tire while you are healing up.” The answer was correct. By the time I had enough new skin to bend my arms and legs the old Harley was fixed and ready for further taming.

The third forward flying dismount was the result of poor mechanical maintenance and an excess of youthful bravado and over confidence. In those days at times the young were prone to emulate their elders. I was no exception. I watched the big boys. What they did I tried. One of those big boys quite often did “fly overs” past the motorcycle shop standing erect on the seat and laughing like a drunken banshee. This appeared to be so much fun that I felt I had to try it.

The early Harleys had the coil mounted on top of the generator housing. The two screws which mounted the coil also served to ground it thus completing the electrical circuit. These two screws, like all Harley screws, had an odd number of threads per inch. When they worked loose and fell out, as they always did, dime store replacements would not fit. The standard operating procedure was to repair with bailing wire.

When I went off to attempt in private the stand on the seat bit I rode a machine which had such normal repairs. I chose a smooth black top road for the experiment. I eased the old Yaller Dawg up to about sixty miles an hour. (You need speed to provide inertia). I placed my left foot on the gas tank, my right foot on the seat and slowly — slowly I released the handlebars and ever so gently I stood up. I was finally erect. I began slowly — slowly to extend my arms — at that particular moment the bailing wire broke and the coil no longer was grounded. The engine stopped firing and I started forward over the handle bars in a beautiful swan dive. As I reached about a forty five degree angle the coil fell back against the generator and the engine gave a couple of mighty snorts. The entire bike made a tremendous forward leap. I did not. Instead of going over the bars head first I went over feet first. Again the departures and the interim flight were not too traumatic. This time I did not do the rolling, flopping deceleration bit. I did make another four point landing — sitting absolutely upright I skidded and skidded and skidded — left heel, right heel, left cheek, right cheek. Asphalt roads cut off tissue more slowly than does concrete. Your butt has more meat than your knees. I got smaller but deeper skinned places and the macadam rash was full of black tar and small gravel. Initially I had fewer bruises because I had limited the contact areas. Unfortunately, the old Harley still had a mind of its own. Again the damned thing chased me down and attacked me. This time the engine was dead so the rear wheel was not spinning and the machine could not circle and attack. This time it simply crawled on top. This time the road burned me and the bike did the bruising. The end result was still the same. Almost none

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of my anatomy was left untouched.

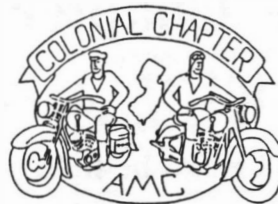
There was one additional point of aggravation with this particular lesson. This accident occurred in an era when one went to the doctor only after all else had failed. I can still remember very vividly lying face down on the bed while my mother dug the gravel out of my tissue and used liquid fire from the rubbing alcohol bottle to dissolve my road tar pigmentation. We both were surprised when she found a couple of pieces of odd shaped brass several millimeters down into the abraided area. We later remembered that my blue jeans had had rivet reinforcements on the rear pockets.

en years ago, at the age of forty nine I traded for another 1928 Harley Davidson J.D. For ten years I planned to restore it. Last week I received an offer which I simply couldn't resist. In a way I hated to see it go. I'm not sorry I bought it. I probably am glad I sold it. I might have tried to take turns with it again. Riding motorcycles is fun. Having motorcycles ride you is an entirely different matter. I hate to admit it but I probably am too old to do it again.

*

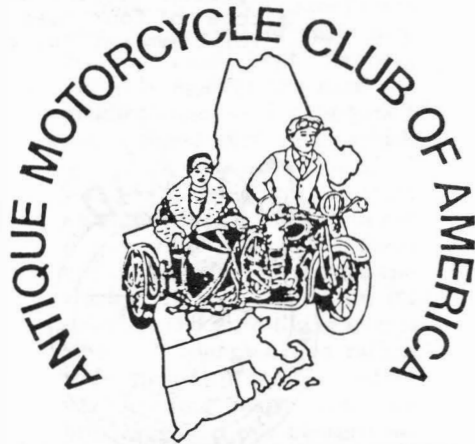
Another SAMPLING of Other CHAPTER LOGOS

COLONIAL Chapter dominates the field with a total of four (see YANKEE Chatter No. 86-3 for Summer 1986, p.5 for previous one).



*

TREASURY REPORT - April 11, 1988



YANKEE CHAPTER

Yankee Chapter National Meet

June 25 & 26, 1988

To be held at the

Acton Fairgrounds

Acton, Maine

Honoring the Sidecar



VENDORS FEES:

AMC MEMBERS \$25.

NON MEMBERS \$45.

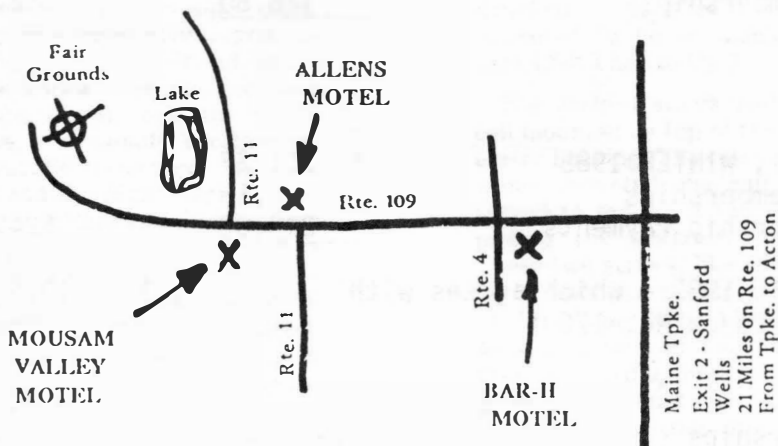
ALL PARTS MUST BE 1954 OR OLDER

CAMPING BY DONATION FOR AMC MEMBERS ONLY

ACCOMMODATIONS: MOUSAM VALLEY MOTEL 1-207-324-2165

ALLENS MOTEL 1-207-324-2160

BAR-H MOTEL 1-207-324-4662



FOR INFORMATION

CALL OR WRITE:

JESSIE A. JACARUSO

YANKEE PEDLAR

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

<u>DEADLINE</u>	WINTER Issue	January 10
<u>Dates</u>	SPRING Issue	April 10
for <u>ALL</u> ads	SUMMER Issue	July 10
	AUTUMN Issue	October 15

WANTED Information - Anything at all in regard to SOLEX, including literature and parts. Joe LaRosa, Jr., 25 Town Farm Road, Salem, N.H. 03079.

WANTED - KR KHR Engine, complete or left over KR KHR, XR 750 iron or aluminum head, parts or parts bikes complete or incomplete. Have JAP 500 Speedway engine and transmission. Need complete rolling chasis; OR right side fuel tank for 1958 FL, dual carb heads for knuckle-head WR Short Track Racer. Have CASH, no junk needed. D. Carlson, P. O. Box 65, Kingston, Massachusetts 02364. Tel.: (617) 585-2409

WANTED - 1960's LAMBRETTA Scooter Model 150 L1 for parts. Need both rear engine covers, speedometer, headlamp shell and element, rim, solo style seats, spare tire rack and wheel OR will trade or sell my good running scooter minus the above parts. Let's get one good one either way. Also have tons of HARLEY-DAVIDSON Sprint parts, all years 1961-1972, 250 and 350. Kenneth C. Krauer, R 1 - Box 611, Clinton Hollow Road, Salt Point, New York 12578 Tel.: (914) 266-3363 After 5:00 PM

Word Game for Puzzle Fans

by Stephen A. Crowl*

Thirty-two (32) motor bike and motor scooter brand names are hidden in this Word Puzzle. Originally published in the VINTAGE MOTOR BIKE CLUB newsletter for Spring 1983 (Vol. 10, No. 3, p. 6) with prizes for the first five correct solutions, one of which our Co-Director Jessie A. Jacaruso received for her entry, it was suggested that perhaps our YANKEE Chapter members might like to try their luck. No prizes this time - just FUN!

* - Former President, VINTAGE MOTOR BIKE CLUB, two years (1982-1983 & 1983-1984); he was Secretary-Treasurer for two years (1985-1986 & 1986-1987); now serves as Assistant Secretary and member of VMBC'S Executive Board.

Scooter and bike names can be found by reading the letters either forward or backward in the following directions: horizontally (left to right or right to left; vertically (straight down or straight up); diagonally (NW to SE/SE to NW or SW to NE/NE to SW). All the names read in a straight line and there are eight directions in which to search. Hyphens (-), ampersands (&) and blank spaces () between multiple-word brand names do not appear in the puzzle. Have FUN!

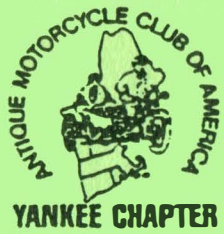
WORD LIST


- | | | |
|-----------------|----------------|-------------------|
| ALLSTATE | JAMES | SALSBURY |
| CORGI | LAMBRETTA | SEARS |
| CUSHMAN | MARMAN | SERVI-CYCLE |
| EAGLE | MOTO-SCOOT | SILVER PIGEON |
| DOODLE BUG | MUSTANG | SIMPLEX |
| EVANS | NSU | SMITH MOTOR WHEEL |
| FUJI | PAPOOSE | TOPPER |
| HARLEY-DAVIDSON | POWELL | VESPA |
| HEINKEL | POWER PRODUCTS | WELBYK |
| INDIAN | RABBIT | WHIZZER |
| JACK & HEINTZ | | ZUNDAPP |



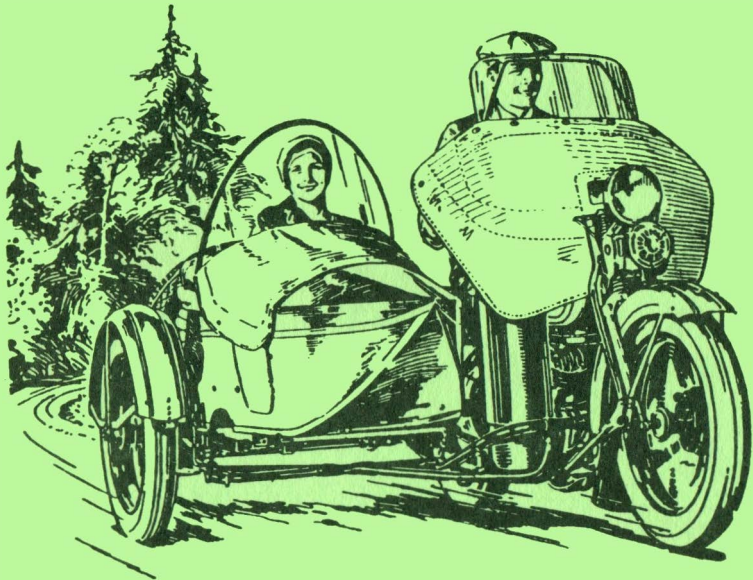
YANKEE CHAPTER





Frederick D. Hirsch 
P.O. Box 123
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JUNE 25-26, 1988
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