



YANKEE CHATTER



SPRING 1999

No. 99-2

YANKEE CHAPTER
ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC.
Chapter established in 1973



Jim Ballard Photo

Fred Hirsch Strikes Gold

Fred Hirsch took his 1966 Velo-Solex to the swap meet held in Brooklyn, CT on May 9, 1999 and took home the Powercycle trophy for his 49 cc machine.



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Editor's Note: It has come to my attention that there has been considerable confusion regarding the date of the Autumn meet. I hope to see you in Sturbridge on September 11th and 12th. See the ad on page 7 for further details.

<http://home1.gte.net/yankee>

If you haven't logged on to this web site yet, you should. Tom Woodward has dedicated his personal web site to promoting the Yankee Chapter and the AMCA. Check out this site for a refreshing perspective on buying and restoring an antique motorcycle.



A special thank you
to

Bob Frink

for providing a copy of the photograph
used on this issue's cover to your editor.

YANKEE CHATTER is the official newsletter of the YANKEE Chapter of the Antique Motorcycle Club of America, and is published four times a year on a seasonal basis or when information warrants. The YANKEE Chapter of the AMC of A was established April 8, 1973. Dues for the 1999 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 send membership applications to the Chapter Membership Chairperson at any time, and memberships received after October 31st of any year will be held over for the next membership year.

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.



Director's Message

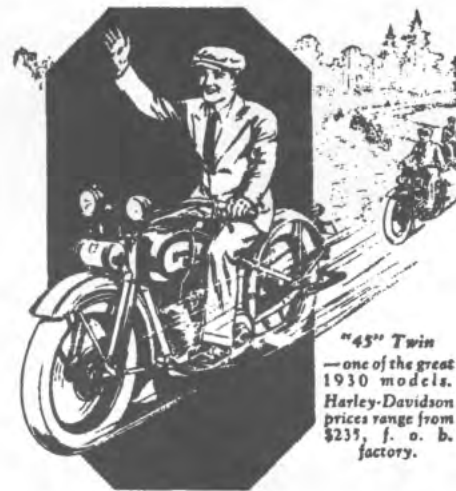
A few weeks ago, several of us Yankees along with some extras were out touring the Southern Maine and New Hampshire countryside (on old motorcycles of course). During the course of our journey we passed by the Acton Fairgrounds. For those of you who remember it you'll be glad to know that it looks exactly the same! I started to reminisce about the old days and all the good memories that I have of that meet site and the meets that we used to have there. At that time, Yankee barely had any money in the Chapter treasury. Not only did we pass the hat for donations at the banquet (and any other time that we could), but for several years a group of us did all the prep work at my house for the Saturday Night chicken BBQ, par-boiling chicken and preparing assorted salads, etc. We also used to cook hamburgers and hot dogs during the day so people would have something to eat. We used to put on an awesome banquet, if I do say so myself. Our meets have grown so much since we moved our meet site to Connecticut and fortunately so has our treasury. I'm glad we don't have to do all that extra work anymore. It would be too much. Although it was a lot of work, we enjoyed ourselves while doing it, and it goes to show what teamwork has done for the Yankee Chapter. We don't have to pass the hat anymore or prepare and serve all that food. Being a member of the AMC has been a major part of my life for many years now and I've made many close friends. We've gotten to know each other by being at meets and working together to promote a common interest and hobby - OLD MOTORCYCLES. Teamwork and devotion to our hobby has gotten our chapter and the AMC

as a whole to where it is today. Let's keep up the good work!

On that note, as always, we will be looking for volunteers to help out at our meet in Hebron in August. You can call me in advance if you'd like or just show up and let us know that you'd like to help. I'm sure that we can find something for you to do. Please help to lighten the load. I'll look forward to seeing you all there.

Until then, happy trails and ride safe.

Jessie



"45" Twin
—one of the great
1930 models.
Harley-Davidson
prices range from
\$235, f. o. b.
factory.

"Come on and Ride!"

SWING astride your Harley-Davidson and come on out with the "Jolly Riders".

Tours, picnics, week-end jaunts to lake and stream-side—wonderful vacations! Plenty of pals to ride with, for Harley-Davidson riders are good-fellows all, and there's a group of them in every town.

Motocycling is the Greatest Sport on Wheels—and it costs so little! A Harley-Davidson is easy to buy and costs only a penny or two per mile to run.

Ride
a

Let your nearest Harley-Davidson Dealer show you the wonderful 1930 models — the Single, Twins, and Sidecars. Ask about his Pay-As-You-Ride Plan.

HARLEY-DAVIDSON



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that
Brit*

TRIUMPH TIGER "100"

*500 c.c. O.H.V.,
specially tuned, high
compression Engine.*

A hyper-sports model of outstanding performance

SUBJECT to the addition of the Tiger "100" and a new 500 c.c. de luxe side valve—the "5S" model—the Triumph range, which proved such a success during the past season, is continued for 1939 with a number of modifications and really worth while refinements.

The Tiger "100" replaces the Tiger "90" in confirmation of our faith in the multi-cylinder engine as the ideal type for the sports machine of over 350 c.c. capacity, and in the full confidence that it will prove a worthy companion to the "Speed Twin," the success of which needs no emphasis here. The engine is a high compression, specially tuned, 500 c.c. O.H.V. unit, equipped with forged alloy pistons, developing 35 b.h.p. at 6,500 r.p.m. Amongst its many features are polished ports and moving parts, large bore carburettor and induction pipe, modified timing cover incorporating new oil-release valve, modified lubrication system, new four-gallon petrol tank with recessed knee grips, one-gallon oil tank, megaphone silencers with detachable baffles and tail pipes. It is finished in the well-known Tiger colour scheme, incorporating Silver sheen mudguards with Black centre strips, and chromium petrol tank with Silver sheen panels lined out in Blue. In every way possible the Tiger "100" represents the very last word in modern high-speed sports motor cycles.

age of machines
is a credit to the
ish Motor Cycle Industry!

TRIUMPH

THREE DISTINCTIVE COLOUR SCHEMES AND MANY ATTRACTIVE FEATURES WHICH STILL FURTHER ENHANCE APPEARANCE AND PERFORMANCE

PRACTICAL IMPROVEMENTS.

- New and exclusive external instrument panel illumination.
- New knee grips giving greater comfort.
- Modified toolbox lock.
- Narrower handlebar with modified bend, giving greater comfort and improved controllability.
- New brake lining material giving longer life.
- New engine shaft shock absorber incorporating modified cam contours, giving sweeter transmission particularly at low speeds.
- Positive rear chain lubrication.

ENHANCED APPEARANCE.

- Bolder petrol tank panels.
- New die-cast all-metal nameplate.

- New front number plate with chromium edge and motif.
- New colour scheme for de luxe models. Black lined in Ivory, with all the usual parts chromium plated.
- Modified colour scheme for Tiger range incorporating silver sheen mudguards with black centre strip.

A 500 c.c. SIDE-VALVE UTILITY MODEL.

The new 500 c.c. side-valve model—the 5S—with full de luxe specification, is capable of a really first-class road performance. It is essentially of the utility type and, with its de luxe specification and full equipment, is designed to give years of service with the minimum of attention. The specification, of course, includes all the usual Triumph features including an oil-bath primary chain case, four-speed foot-controlled gear box, Lucas Magdyno lighting, soft-top saddle, etc.

The TRIUMPH is as perfect as clever design and skilled engineering can make it. Add to this "Carbon's" statement in "Motor Cycling":—"Its appearance is always admired, 'Beautifully made' is a stock phrase."—Need we say more?

Put your old machine on the road for the

YANKEE CHAPTER NATIONAL MEET

August 13-15, 1999

Hebron Fairgrounds
Hebron, CT

Join us on a Saturday road run through scenic Eastern Connecticut, approximately 50 miles long. Bring your bikes and ride 'em.

The Yankee Chapter welcomes the 101 Club as they hold their 1999 National Meet at Hebron. Judging for 101 Club awards at 11:00, Saturday.

Enter your Panhead in the judging for the "Joe Barber Trophy" before Saturday's banquet.

Camping on grounds for A.M.C.A. members and guests. Must show valid A.M.C.A. card to camp or vend.

On site Saturday night banquet
Food on grounds
Friday noon - Sunday noon

Motorcycles, parts and related items for sale MUST be 35 years old or older.

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



Vendor Pre-registration:

Bill Campbell
PO Box 204
Nutting Lake, MA., 01865
(978) 670-2378
after 6 PM

General information:

Jessie Aikman
(603) 749-0450
Judging Pre-registration:
Randy Walker
(508) 867-8097

Area Motels

Willow Motor Inn, Rte. 66, Hebron, CT (860) 228-6936
Best Western Regent Inn, Rte. 195, Mansfield, CT (860) 423-8451
Quality Inn, Rte. 83, Vernon, CT (860) 646-5700
White House Motel, Rte. 66, Marlborough, CT (860) 267-6213

The host chapter of the Antique Motorcycle Club of America may provide a facility for storage only. The Antique Motorcycle Club of America and host chapter DO NOT assume care, custody, or control for vehicles or property within said facility

**Mark Your Calendars
For**

YANKEE CHAPTER'S

AUTUMN ANTIQUE MOTORCYCLE MEET

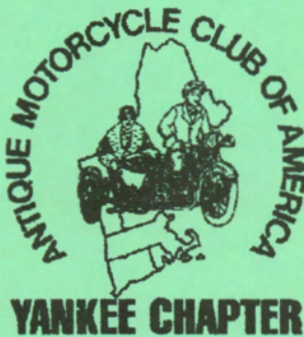
September 11th and 12th

at the HAMILTON ROD and GUN CLUB

NEW BOSTON ROAD

(turn off of Route 20 at BEST WESTERN MOTEL)

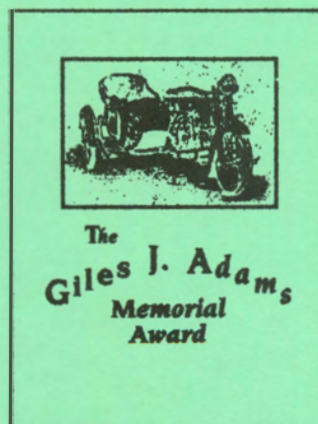
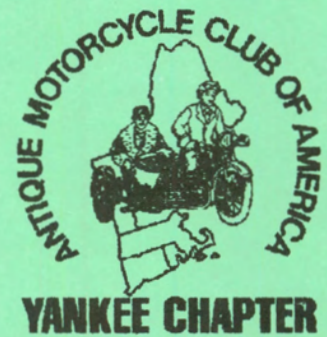
STURBRIDGE, MASSACHUSETTS



Saturday afternoon features
a 30-40 mile road run.
Free banquet tickets to participants

Flea market both days

Saturday evening banquet
on grounds



The Giles J. Adams
Memorial Award
will be presented to the
Yankee Chapter member
with the best running machine
in the Antique Class.

Judging starts at 9:30 AM
Sunday morning

Meet ends Sunday at noon
with trophy presentations.



Charles Gallo
 31 Atwoodville Lane
 Mansfield Center, CT
 06250

FIRST CLASS MAIL

SEND FOR MOTOR CYCLE CATALOGUE

3 GREAT FEATURES

Overhead-valve Motor---more power and speed. Rear Spring Suspension, helical expansion type, insures comfort. Spring Fork absorbs vibration.

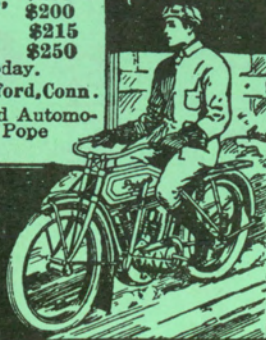
- Model H "Lightweight" \$165
- Model K "The Big Four" \$200
- Model M "5 h. p." \$215
- Model L "Twin" \$250

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