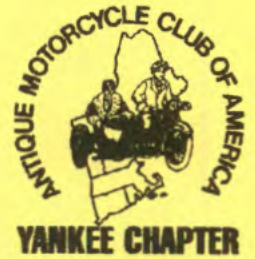




# YANKEE CHATTER



SPRING / SUMMER 2000

No. 00 / 2

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



*C. Gallo Photo*

## John Bowman Delights Youthful Road Run Participants

John Bowman came from Florida to attend the Yankee Chapter National Road Run. At the banquet, he presented handcrafted wooden automobiles that he had made to Nathan Hansen, Tyler Halter and Lindsey Watson.





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SPRING / SUMMER 2000

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*Congratulations  
to  
Paul & Brenda Evans  
who were married on  
June 3, 2000.*




YANKEE CHATTER is the official newsletter of the YANKEE Chapter of the Antique Motorcycle Club of America, and is published three times a year on a pseudo-seasonal basis (Winter/Spring, Spring/Summer, Summer/Autumn) or when information warrants. The YANKEE Chapter of the AMC of A was established April 8, 1973. Dues for the 2000 membership year are \$ 10.00 individual; \$ 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 (calendar) 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

Many thanks to all the Yankees who helped with the road run. Individually, you may feel as though your contribution was no big deal, but many hands lighten the load. Your help was greatly appreciated.

Our road run was a huge success. If you couldn't make it, you surely missed out. The

weather was good enough. There was no real rain, although Thursday morning was a bit damp as we rode into the clouds and collided with all the water droplets. After racking my brain, which is now lacking some cells (trying to remember back to 1986 is getting tougher), it seems to me that Rat and Joanne Scherk along with myself were the only participants who rode on our original White Mountain Road Run, the Twin-State Road Run and this year's White Mountain Road Run. Let me know if I'm wrong.

I'm looking forward to lots of riding this fall, now that work has slowed down to a reasonable pace for me.

Ride safe until we meet again!

Jessie





# White Mountain Road Run

June 13-17 2000



By Jessie Aikman

After months of planning, it was time to go up to North Conway for the Road Run. All the details of the event had been finalized and we were ready to roll. The only wild card was the weather.

Sandy Gallo met me at the Red Jacket Inn on Tuesday morning to go over the final game plan and to help with the incoming registrants. As we waited for our fellow AMC members to arrive and sign in at our "hospitality tent", Sandy and I made a fine meal for some hungry black flies. My head and neck were itchy and bumpy for days. We had 105 participants sign in, some from as far away as California. Of the 81 riders, over 30 were Yankees. Not bad!



S. Gallo Photo

Mike Lingley pilots his 1948 Harley-Davidson with passengers Ray Melanson and Mike Hickey as they return from the grocery store with some essentials.

Many people had arrived in North Conway as early as Sunday. They had been taking in some of the sights and enjoying the fine accommodations at the Red Jacket.

In typical Yankee fashion, the riders' meeting on Tuesday night was short and sweet. We went over the routes, planned stops and answered some questions. Then we got down to the heart of the matter - the food. There was a bountiful smorgasbord with everything from soup to cheesecake. No one left hungry.

Wednesday morning arrived and it was chilly and gray. No rain was forecast until late afternoon. I was optimistic. Our route for the day headed south to Wolfeboro, where we stopped at the Wright Museum, a local landmark which sports a World War II tank bursting out of the building's brick facade. Hard to miss! The folks at the museum had hot coffee and donuts waiting for us. We had the opportunity to look over the WW II displays while warming up. Riding was on the chilly side. We continued south around Lake Winnepesaukee, passing through raucous Weirs Beach where the Laconia Bike Week party was already underway, then winding through the beautiful New Hampshire

lakes region back to North Conway. There were a few mechanical difficulties on our first day, but Tom Marston and George Friedrich brought the sweep vehicle home empty. Everyone was able to patch things up on the roadside by themselves. The highlight for me that day was a large moose crossing the road right in front of us.

I found relaxing in the hot tub back at the Red Jacket to be a great way to warm up, as did 12 other AMC members. With all of us in there at once, we had about a quarter of an inch to spare before the point of overflow.





*C. Gallo Photo*

Dan Margolian holds the marauding tank in check at the Wright Museum.

Thursday we had a picturesque ride planned across the mountains to Clark's Trading Post. Unfortunately, the weather didn't cooperate. It wasn't really raining, but the fog was so thick that we could barely see ten feet in front of us as we went over the mountains. Too bad, as the Kancamagus Highway is very beautiful in the sunlight. Despite the dampness, a group of us did manage to see a moose in a swamp near the edge of the road. Mike Lingley and I even saw a bear that ran across the road as we approached. That was pretty cool!

There was quite a lineup of old motorcycles at Clark's Trading Post upon our arrival. Mike and I brought up the rear in the sweep vehicle. It proved to be a nice day to ride in the truck - warm and dry. You should have seen the group of characters on Clark's steam train as it headed out for a trip through the woods. There were many interesting things at Clark's museums for us to see, as well as hot beverages which hit the spot. Patty Cramer had some electrical problems which resulted in a minor fire. He was officially the first break down, but all was not lost.

Mike had brought his '49 Harley-Davidson along on the trailer in case there were numerous casualties. He could then boot me out of the truck to make room for passengers and I would ride the rest of the day. Instead he let Patty take his panhead and the flathead was rolled onto the trailer in Clark's parking lot. Patty was able to finish the day in the wind, not in the truck.

I was disappointed that no one was able to see the Old Man of the Mountain, our New Hampshire state symbol, which is just north of Clark's. The fog was just too thick. However, after traveling a short distance north, the sun did come out and we could view some spectacular mountain scenery. A large group was at the base of Mount Washington when

we pulled up, contemplating the ascent aboard their iron horses. Everyone made it up and down, but Jeff Ringle's Indian had a transmission problem so he and his bike returned to the Red Jacket by truck and trailer. Luckily he had brought an extra Indian along, so he had a ride for the next day.

Friday's weather couldn't have been better. The fog burned off by 10 AM and it was so sunny that it actually got hot. We all headed north on a beautiful ride that wove between Maine and New Hampshire. One section, as I had warned people, was "a bit bumpy" but it was pretty, and once past the bumps the road was beautiful. As we headed over Evan's Notch, we stopped at a scenic vista where about twenty others had congregated. Don Miller was there with a sick Indian. He had transmission problems and was waiting for Joe Moulton and his friend Rose Marc-Aurele, the sweep drivers for the day, to come and pick him up. Elmer Lower was going to wait with him so we dispersed. After we left, Dottie Wood had motor problems with her Indian and landed at the vista, with Don and





*C. Gallo Photo*

Tom and Karen Thompson get ready to head into the Sunday River Brewery for lunch.

Elmer, to wait for Joe. Don and his machine were picked up and taken back to the Red Jacket along with Dottie's bike. Dottie hopped on with Elmer and was chauffeured for the rest of the day. Most of us went to the Sunday River Brewery for lunch (using the five dollar coupon from the Yankee Chapter). We had a pretty impressive lineup there too. I counted 53 machines at one point. Among them was Patty Cramer's flathead. He, along with some other technical experts (many were at hand), got his bike running Thursday night so he was back on the road. After leaving Sunday River, Curt and Dot Bunce had a "minor" accident. A fellow Empire chapter member, Ron Westervelt, collided with them on a turnaround. Dot banged up her knee and opted for a ride back in the truck. The bikes were operable and the rest of the group continued on. Dot was the official hard luck case for the road run. She has since had surgery on her knee and was finally back on her feet at Brookfield. It seems this "minor" accident caused more trouble than we imagined at the time. It also seems that hard luck was following the Indian riders. Glad I brought my Harley.

Our Friday night banquet was a feast fit for a king if ever I did see one. There was more food than a hungry group of AMC members could come close to eating. After stuffing ourselves, we settled in for the presentation of some awards and a variety of door prizes. Charlie Gallo helped me with the presentations since I was losing my voice. John Bowman from Florida had brought some special gifts which he made. A wooden truck and trailer was presented to Joe Moulton, who was the busiest sweep vehicle driver. John also gave each of the children attending a hand-crafted wooden automobile. By the way, John also met the Mount Washington challenge, not once, but twice, on his 1958 Royal Enfield Woodsman, a 500cc vertical twin.

Everyone seemed to enjoy their stay in the White Mountains as well as our luxurious accommodations at the Red Jacket, myself included. I, for one, am looking forward to a repeat performance in a couple of years.

Thank you all for coming.



*C. Gallo Photo*

Don Miller displays the mug that he was awarded for being the oldest rider at the road run. Don enjoyed riding his Indian Chief during the road run.



## White Mountain Road Run Awards

Longest Distance Ridden I	Al Sensenig	1965 Harley-Davidson - 577 miles
Longest Distance Ridden II	Dave Grassi	1948 Indian Chief - 575 miles
Longest Distance Ridden III	Chris Benton	1930 Indian Four - 525 miles
Longest Distance Traveled	Red Fred	San Francisco, California
Oldest Motorcycle	Tom Marston	1928 Harley-Davidson J
Youngest Rider	Tyler Halter	7 years old
Oldest Rider	Don Miller	73 years young
Least Original	Tom Woodward	19XX Harley-Davidson Pan/Shovel
Most Rust	Andy Bagas	1945 Harley-Davidson U
Biggest Oil Spot	Tom Woodward	19XX Harley-Davidson Pan/Shovel
First To Break Down	Patty Cramer	1940 Harley-Davidson Flathead
Hard Luck	Dot Bunce	Knee Injury



*Jessie Aikman Photo*

A group of happy participants gather outside of the Red Jacket before the Tuesday evening rider's meeting.



*Jessie Aikman Photo*

During Thursday's journey, a group of riders stopped at Munroe's Restaurant, west of Gorham, for a break.

Dave Neault on his 1957 Harley-Davidson FL and Andy Bagas on his 1945 Harley-Davidson U leave the Red Jacket.

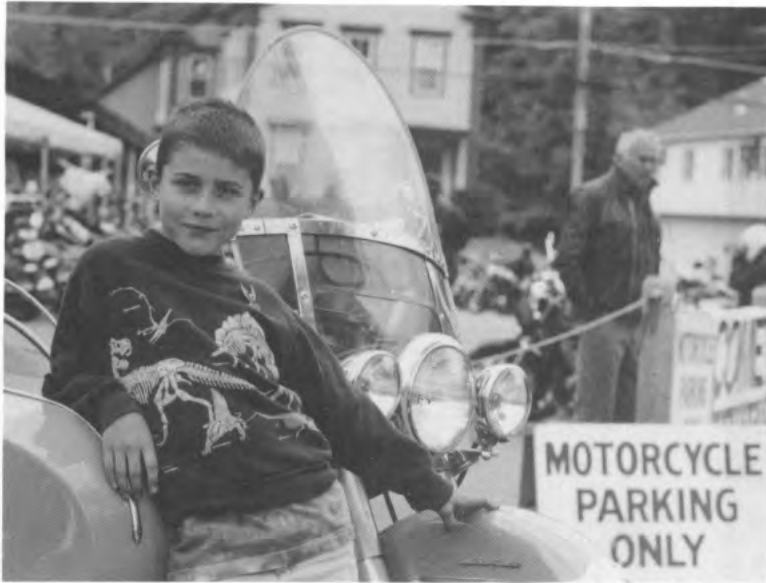


*Jessie Aikman Photo*



Steve Johnston and Kim and Robin Markey prepare to saddle up and continue enjoying the New Hampshire scenery





**Nate Hansen strikes a casual pose while waiting for his dad, Marty Hansen**

*Marty Hansen Photo*

**Robin "Al" Gazza and Don Switter relax before heading out on a days ride.**



*Marty Hansen Photo*

*C. Gallo Photo*



**Will Paley had no problems negotiating the hills on his 1951 Moto Guzzi Falcone. The 500cc single thumped along quite happily throughout the road run.**



**John Bowman holds the wooden truck and trailer which he made. It was presented to Joe Moulton who was the busiest sweep vehicle driver.**

*S. Gallo Photo*

**Tom Woodward looks on as Tim Gottier performs an adjustment on Tom's 19XX Harley-Davidson which received awards for least original and largest oil spot.**



*C. Gallo Photo*

*S. Gallo Photo*



**Before leaving the Sunday River Brewery, this group of riders waves cheerfully for the camera.**



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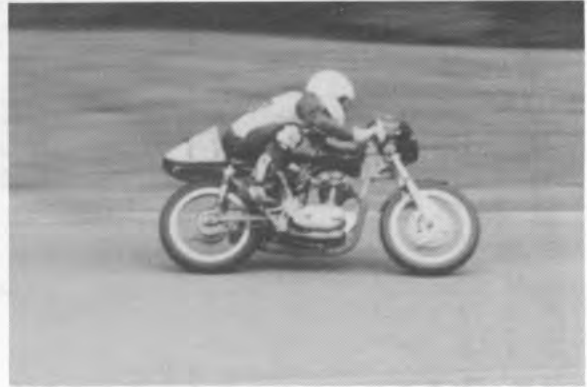
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## Sightings



C. Gallo Photo

Here are two photos of the same rider displaying slightly different skills at the Vintage Races at Gunstock Ski Resort.



C. Gallo Photo



C. Gallo Photo

At the Vintage Races, this rider was in first place when his gascap flew off. For the remainder of the race he covered the opening with his left hand to prevent the gasoline from spewing out. In spite of this he still managed to finish in third place. It was a stunning display of control.



C. Gallo Photo

What can I say? His mother sure dresses him funny! (Sighted at Weir's Beach, of course.)



# POPULAR MECHANICS MAGAZINE



While attending the vintage races at the Gunstock Ski Resort ( the former Belknap Raceway) on June 11, 2000, your editor photographed the unusual rig below. Upon returning home, he found something similar pictured in the Antique Motorcyclist magazine. Charles Darling of the Empire Chapter was kind enough to provide a full sized copy of this 1915 Popular Mechanics cover for your closer examination and comparison.



# THE INTERNATIONAL SIDECAR MUSEUM

*(The Frontalini Collection)*

13, v. Valcarlosa - I-62011 CINGOLI (mc) Italy tel. & fax +39 (0)733/602651

April 29<sup>th</sup>, 2000

Subject: sidecar history

Dear Sir,

May I introduce myself: I am Costantino Frontalini, the owner and the manager of the International Sidecar Museum in Cingoli (MC) - Italy.

For the last 30 years I have been researching the global history of the sidecar with the hope of recording its special part in the history of motor transport.

To this end I ask your help: I would like to have some information or documents concerning the sidecar history especially that one of your country. I will pay, of course, for any expenses.

For the last years I have also been studying another part of the sidecar history concerning the use of sidecars in films, for which I am writing a book. I would be grateful if you can also give me information about that research (e.g.: titles of films including sidecars images, information about sidecars appeared in films, still and posters with sidecar images, etc...).

I thank you for your kindness and I am looking forward to receive a kind reply with much enthusiasm.

Yours faithfully

  
Costantino Frontalini

INFOLINE: Tel. & fax: 0733.602651 - e-mail: [thevict@tin.it](mailto:thevict@tin.it)

*The complete history of the sidecar containing over 1000 photos divided in 5 sections:  
Touring sidecars - Working sidecars - Racing sidecars - Military sidecars - Bicycle sidecars  
- "Piacini" sidecars - Literature - Sidecars from "Il dollaro" to "L'incertezza"*

Our Chapter has received this request for assistance.  
I'm sure any response will be appreciated.

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Importante ed interessante per tutti

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# Yankee Chapter Christmas Party

Sunday, December 3, 2000

KNIGHTS OF COLUMBUS HALL  
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Business meeting starts at Noon.

This will be our usual  
**POT LUCK**  
affair, so bring your specialty.



## EASY TO GET TO:

### FROM CONNECTICUT:

Follow I-395 North. Six miles north of the Massachusetts border, take exit 4B, "Sutton Ave., Oxford". Follow about 1 mile. At first traffic light, turn right on Main St. (Route 12 North). Follow 3.5 miles to Knights of Columbus Hall on right (about one-half mile past the junction with Route 56).

### FROM OTHER DIRECTIONS:

Exit Massachusetts Turnpike at Auburn, MA (Exit #10) and follow Route #12 South for about three miles. When you pass Wal-Mart (left side), Knights of Columbus Hall is a few hundred feet on the left.

**PARK AT REAR OF BUILDING AND ENTER THROUGH THE REAR DOOR.**

Anyone Lost ?????? Call (508) 987-8795 \* Business Meeting at noon, dinner following.



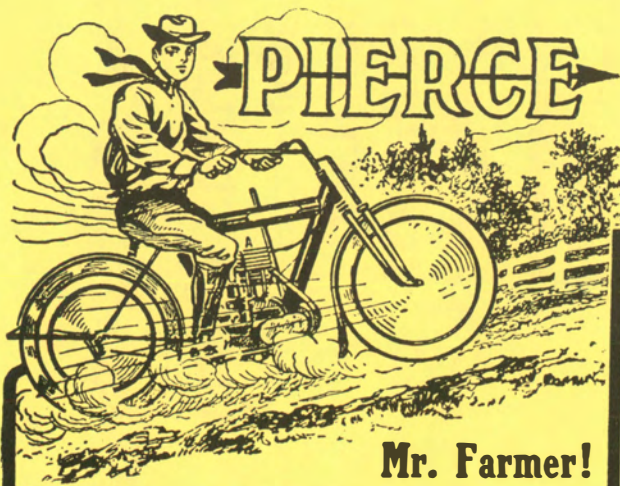


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