



YANKEE CHATTER



SUMMER / AUTUMN 1998

No. 98-3 / 98-4

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



Mike Goldstein Photo

Giles J. Adams Award Goes To Paul Walker

Paul Walker accepts the Giles J. Adams Award from his son, Randy, the 1997 award winner. Paul brought his beautifully restored 1918 Indian Power Plus to the Yankee Chapter Autumn Meet held on September 12, 1998 in Sturbridge, MA.



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In Memoriam

On September 27th, John Dufile passed away. John will be greatly missed by those who knew him as a friend and by those whom he helped with their Indians, who usually became his friends. In the five years or so that John was involved with antique motorcycles, he put together three finely restored Indians, winning 100 points or very close for each of them. He was currently working on his fourth. John was, to use an over used cliché, a perfectionist. He shared his talents generously. His opinions and expertise were sought by others with many more years of experience. Parts that were impossible to find, he fabricated himself or learned how to repair old ones. In short, John took the difficult in stride and the impossible, well, that might take a couple of weeks. While his Indians were always in winner's circle condition, John loved to ride as much as showing them and put more miles on his bikes than most of us.

His other interests included hunting, fishing and taxidermy, while making his living as a licensed arborist. He was ranked second nationally, at one time, in pistol shooting. He was truly remarkable.

John leaves behind his wife, Sharon, a son, John and many friends who are still struggling with the fact that he is gone.

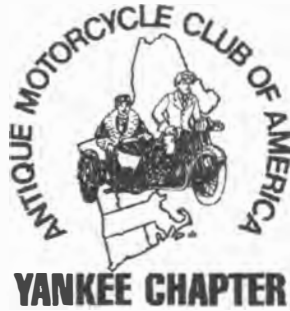
A trust fund has been set up for his son's college education. Donations can be made to: Sharon Dufile, 72B Stillman Rd., North Stonington, CT 06359.

Jim Friedlander

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 1998 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, and memberships received after October 31st of any year will be held over for the next membership year. National AMC of A membership dues for the 1998 membership year 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 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

Winter will soon be upon us and Yankee's 25th year is drawing to a close. Our fall meet at Sturbridge had a huge turn out. I arrived around 8:30 Saturday morning and things were already hopping - vendors set up and motorcycles all over the place. Many people rode their bikes to the meet, at one time there were close to 50 machines on the field. It was a beautiful warm day - perfect for a ride and a flea market. Many Yankees were on hand to buy or sell a few parts, kick a few tires and tell a few stories. Over twenty motorcycles and scooters signed up for judging, Randy and Charlie took charge of this task. Thanks, guys. It was determined to award Paul Walker (Randy's dad) the Giles Adams trophy for his 1918 Indian Power Plus. Twelve other awards were also handed out.

On Sunday Morning, thirteen Yankees with eleven motorcycles met at the Hamilton Rod and Gun Club to go on a road run. This ride had been mapped out by Brad Nelson - thanks, Brad. From what I heard, it was a good time. The nice weather and no breakdowns made it that much better. I wish I could've joined them.

Making friends and sharing a mutual interest is what the AMCA is all about. Being a chapter member is an opportunity to get to know people from your area, help each other out and participate in these smaller events. As the years have gone by, I've met so many good people through the AMC - I see them all over the countryside, not only at motorcycle meets. It's turned into an extended family of sorts.

I went to see a long time Yankee member and old friend, Andy Anderson, a few weeks ago.

He was injured in a car accident earlier this year and has never made it back home. He was delighted to see me and to get the opportunity to catch up on old times, old friends and have someone to talk to. He is at:

Riverside Health and Rehabilitation Center
Room 368
745 Main Street
East Hartford, CT 06108

I'm sure he'd love notes or visitors. Be sure to ask for Sterling Anderson at the front desk.

Our 25th year will end with our annual Christmas party, to be held Sunday December 6 at the Knights of Columbus Hall in Oxford, MA, starting at 12 noon. There is a small amount of business to discuss and usually a lot of good food to consume. It is a pot luck affair, so be sure to bring your favorite dish to share with your friends. This is also a good opportunity to renew your membership, sign up a friend or buy a Yankee Christmas gift. I still have plenty of T's and sweatshirts (25th anniversary edition) along with an assortment of coffee mugs.

Until then, ride safe and don't forget your friends!

Jessie

August 12, 1998

Subject: A note of thanks

Brian P. Keating
429 Old County Rd.
Plainfield, NH. 03781

To whom it concerns,

We would like to say thank-you to all the folks who were very helpful at the Hebron meet. Especially to the folks who were first on the scene. Without the help of so many, I'm sure the outcome would have been worse. It is good to see such compassion from friends and strangers at a time of need. The Yankee Chapter should be proud to have such members.

My son is mending well with a broken arm and his friend is also doing well with his many cuts and bruises. So thanks again to all that jumped in at a time of need!

Best regards,
Nick Keating
Brian Keating

Once Upon A Time...

Picture this: riding through forested mountain roads with wide sweeping turns, looking down on the clouds for miles and miles. At another time you might be riding next to a lake, racing a speed boat and wondering how long can this lake be? Ten miles. Or maybe you're winding through corners, one to the left, then to the right. These are tight, banked, 180 degree corners, and there are lots of them, over 300 in fact, in eleven miles. Sometimes you're climbing, sometimes descending. Other traffic? Not much, an occasional Chief or maybe a 1921 Harley sidecar rig. When you stop, it is at a garage that looks as old as the motorcycle you are on. Starting to get the picture? This was the great Smokies Road Run that Marty Hansen and I attended this past June.

After stopping at Harmony, which was just about a total wash out, we headed off for Cherokee, NC, where the run was to begin on Wednesday. This gave us time to visit a friend in West Virginia whom I hadn't seen in a few years. Tuesday night we checked in with our hosts and



Jim Friedlander on his flashy 1929 Harley-Davidson JD, with his equally flashy red sneakers.

had our pictures taken, each with our trusty steeds, of course. Then we were welcomed at a dinner hosted by Blue Ridge Chapter President, Gail Sharp. Everyone was given a packet with a different map for each day's ride. They were very well organized, this group.

Marty and I got an early start on Wednesday, the ride was 190 miles. We gassed up in town where we ran into Mort and Dottie Wood on their beautiful Sport Scouts. We probably hadn't gone more than five miles when I heard an unpleasant clunking noise. I pulled over, looked down and saw that I still had a motor but my chain was back in the road. I'd lost my master link. When Marty came back looking for me, we decided that he might as well keep going while I'd wait for the chase vehicle. After quite a wait, it did arrive, but with no master link. They were well prepared to haul though, with a great trailer. They took me to a nearby motorcycle shop, which fixed me up and I was off. These guys did a great job in making sure nobody got stuck, very reassuring. It was probably two o'clock when we got to the Harley shop that was putting on lunch for us. Needless to say, the food was gone and so were most of the riders. No problem, they had already sent for more food. It was a long day and I was glad to get back to the motel for a swim and a cold one. There was still plenty of time to meet people and check out the bikes.

Everyone was great at sharing information and discussing the work they had done on their own machines. Many had made modifications to their bikes to make them more suitable for today's riding and many were totally stock. Twenty-one states and four countries were represented. The carousing and informal comraderie were among the nicest parts of the event.

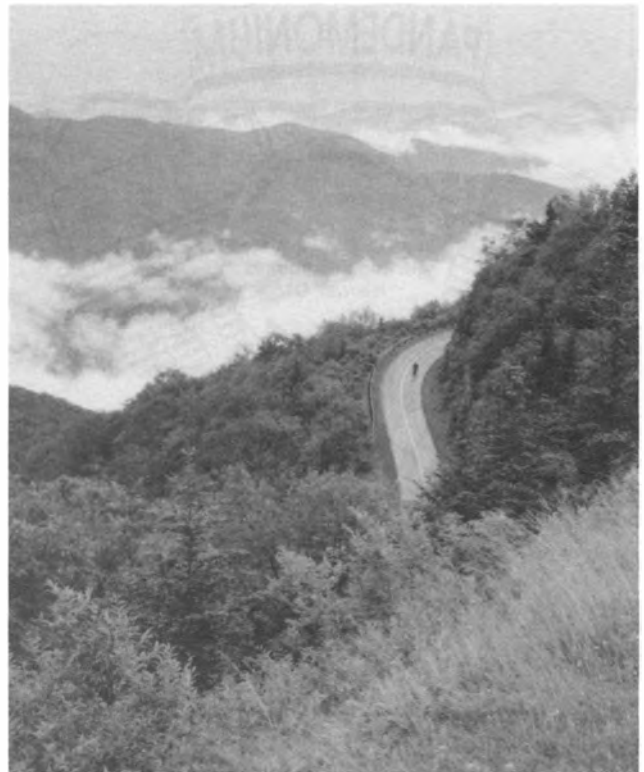
The next day we were off early again. Marty and his speedy '39 Chief left me in the dust pretty soon. But, there were always people to ride with at any given speed. We were on the Devil's Run in the National Forest, the windy stretch mentioned previously,

when part of my exhaust system parted company (could it be the vibration?) and banged onto the road. "No problem," I thought, "Today I brought plenty of tools and extra bolts." But I found that I had flattened the bottom of the pipe so it would no longer mate with the other section which, of course was round. Looking at my tools, I saw that I had a box end wrench. Could I use this on the inside of the pipe to bang it out round? If I had a hammer, maybe I could. I didn't, but that's what rocks are for, and there were plenty of those around. I tried one. After a couple of hits, it crumbled apart. I got another one. Same thing. I must have used about ten rocks. How embarrassing, all these Chiefs going by and there I was with my JD by the side of the road, beating on parts with a stone. Fortunately nobody got a picture. Was I one of the Flintstones or part of a Road Warrior movie after World War III? Bet you couldn't do this with a Suzuki. A half hour later I was back on the road, chasing Chiefs and enjoying the views.

Rain was predicted for our Friday ride on the Blue Ridge. It was cool and foggy but there wasn't much traffic, maybe because of the weather. The bike was running great, enjoying the cooler temperature. At one point, it started to rain a bit and I think some people turned back.



Marty Hansen, on his 1939 Indian Chief, decked out in true sartorial splendor.

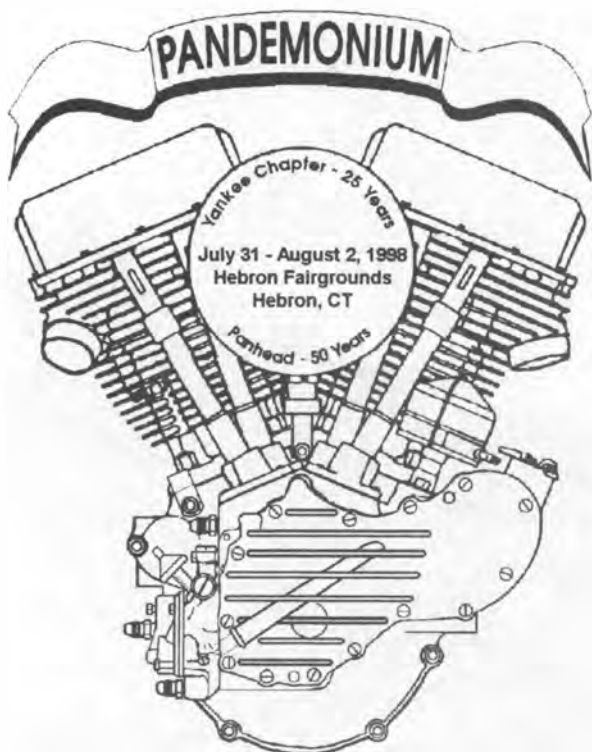


Vistas such as this are commonplace throughout this run.

Marty stopped to put on his rain gear, but I had my faithful Belstaff on, so I kept going. It was as if the bike just wanted to go. It was having too much fun to stop. At the fifty mile mark there was an inn where we had a great lunch and watched the weather deteriorate into a thunderstorm with hail and torrents of rain. After an hour or so, there was a slight break so we decided to make a run for it. I found very quickly that my external contracting rear brake had become almost useless. Also, the friction plate on the clutch pedal was non-functional, making it a true suicide clutch. Marty, with his modern amenities followed me for thirty-five miles at a very slow speed until the weather broke. By the time we got back, we had actually started to dry out and get our smiles back.

That night there was an awards dinner where everyone was presented with a nice plaque with a picture of them on their bike. The Blue Ridge Chapter did a great job of putting this ride together. They had many repeats from the ride three years previous. If they do it again, I'll be going back. If you go, I have just a few words of advice, "Bring your own rocks!"

Jim Friedlander



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

There was a lot of activity at our Yankee National AMCA meet this year, July 31 - August 2. We started off with Yankee's 25th anniversary, the 50 year anniversary for the panhead and a wonderful 50 mile road run, never mind the usual flea market activity, tire kicking and story swapping.



Dennis D'Angelo happily accepts the Joe Barber Memorial Trophy from Peggy Barber.

Good weather is always a bonus and we were blessed with four great summer days to host our meet. Not all chapters were nearly as lucky as we were in 1998.

Things started off slowly on Friday, due to some light rain in the morning, but by noontime the sun was out and the vender area was filling up and parts were plentiful. Jay Fornal set up a large tent on the corner which he shared with the Yankee Chapter's registration staff. He had a jukebox to provide music and had a life-size Superman statue suspended from the roof to watch over things.

Saturday morning, venders continued to roll in and the Hebron fairgrounds was buzzing with people and motorcycles. Late morning some 45 motorcycles gathered near the gate to enjoy the road run. There was a variety of motorcycles, but they were predominantly panheads, after all, they were the theme machine of the weekend.

Saturday evening as we readied for a sumptuous banquet, the "Pan Clan" gathered outside the banquet hall - there were 23 pans in all, from 1948 through 1964, some freshly restored and some in original condition. It was a fine sight to see. After dinner, the speeches were kept to a minimum and a plethora of door prizes were handed out. There were door prizes donated by V-Twin and the national AMC along with those

supplied by the Yankee Chapter. Following the door prizes, there were some special awards for the members of the "Pan Clan". Bill Conklin scored the longest distance with 650 miles all the way from Ohio on his 1955 Alley Cat. Janice Black rode her 1955 California Bobber 525 miles from Ontario, an admirable second place. Walter Curro also proudly displayed his 1955 Captain America Easy Rider Replica, just to name a few.

Bill Campbell constructed a special trophy in memory of Yankee member, Joe Barber. It was a panhead motor lacking the finishing touches. Many AMC members donated parts



A member of Coco Shelly's entourage stops by the registration booth on Sunday morning.

for the construction of this trophy. It was decided to hand it out this year to the best panhead overall (always Joe's favorite). Dennis D'Angelo copped this with his beautifully restored 1956 FLH. He was surprised and pleased. Peggy Barber had wanted this to be a rotating trophy and thought that it would be great to have each winner put on a part bringing it closer to completion.

As night-time fell and things quieted down in most parts of the campground, the hill came alive with a special guest appearance by "Coco Shelly" for some lucky Yankees. She sang us a few songs while she danced suggestively in the dim light provided by the Tiki lamps. This was all in good fun and extremely entertaining. Coco was kind enough to donate the proceeds of her show to the Yankee Chapter. Thanks, Coco!



Although things had thinned out Saturday afternoon, many AMC members remained on the grounds overnight to enjoy the judging on Sunday morning and to perhaps buy a few more parts or sell a few more. As always, the judges had their work cut out for them.

By 1:30 PM only a few stragglers were left, the grounds were cleaned up, I was packed up and it was time to head north. Another great Yankee meet behind us. Luckily Superman was with us for the weekend to make sure everything went smoothly.

Jessie Aikman



Joan Kadulis and Robin Markey are hard at work judging an Indian Four on Sunday morning.

Antique Motorcycle Club of America Hebron, Connecticut Awards August 2, 1998



National Awards

Winners Circle

James Anderson	1948 Sunbeam S7
Bill Boutelle	1947 Indian Chief
Dennis D'Angelo	1956 Harley-Davidson FLH
Peter Esposito	1957 Harley-Davidson FLH
Robin Markey	1960 Honda CB92 Benly
Robin Markey	1963 Indian Enfield
Brendan Mier	1949 Harley-Davidson FL
Tom Payne	1934 Harley-Davidson VD
John Dufile	1942 Indian Chief
Sharon Dufile	1940 Indian Sport Scout
Michael Goldstein	1947 Harley-Davidson WL
Raymond Dhue	1949 Harley-Davidson FL
George Tsunis	1940 Harley-Davidson EL
Paul Walker	1904 Marsh
Gary Wellin	1958 Harley-Davidson FLH
Jay Zanetti	1930 Henderson KJ

Senior

Jessie Aikman	1933 Harley-Davidson RL
Scott Blessington	1936 Harley-Davidson Servi-Car
David McGraw	1953 Harley-Davidson KR
William Paley	1906 Griffon 3 1/2
Edwin Pratt Jr.	1938 Crocker
Paul Zavodjancik	1940 Harley-Davidson EL

Junior First

Peter Bergeron	1942 Harley-Davidson WLA
Walt Curro	1941 Indian Dispatch
Peter Esposito	1960 Harley-Davidson FL
Mike Hebert	1948 Harley-Davidson FL
William Paley	1960 BMW R26

Junior Second

Paul Bergeron	1952 Triumph TRW
Anthony Rutledge	1948 Harley-Davidson FL



National Recognition Awards



Oldest Motorcycle	Randy Walker	1904 Marsh
Longest Distance Ridden I	Ray Dhue	1949 Harley-Davidson FL - 171 miles
Longest Distance Ridden II	Anthony Rutledge	1948 Harley-Davidson FL with sidecar - 118 miles
Longest Distance Ridden III	F. Shane Rose	1941 Harley-Davidson FL - 60 miles
Most Unique I	Robin Markey	1963 Indian Enfield with Steib sidecar
Most Unique II	Edwin Pratt	1938 Crocker



Pandemonium Awards



Oldest	Mike Hebert	1948 FL
Newest	Ed Morinho	1964 FLH
Most Wheels	Anthony Rutledge	1948 FL with sidecar
Judges' Choice	Walter Curro	1955 FL - "Easy Rider" Captain America Replica
Judges' Choice	Bruce Caswell	1961 FLH
Longest Distance Ridden	Bill Conklin	1955 FL - 650 miles from Cleveland, Ohio
Joe Barber Memorial Trophy	Dennis D'Angelo	1956 FLH



The National Award winners gather around a pair of fine panheads.

Tom Woodward Photo



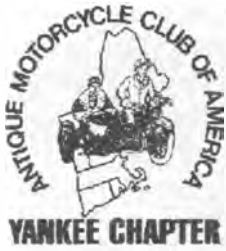
Mike Hebert rides his 1948 Harley-Davidson FL off the judging field after winning a Junior First Award.

Sandy Gallo Photo

Tom Payne demonstrates his love of Harley-Davidsons.



Mike Goldstein Photo



YANKEE CHAPTER AUTUMN MEET STURBRIDGE, MASSACHUSETTS SEPTEMBER 12, 1998

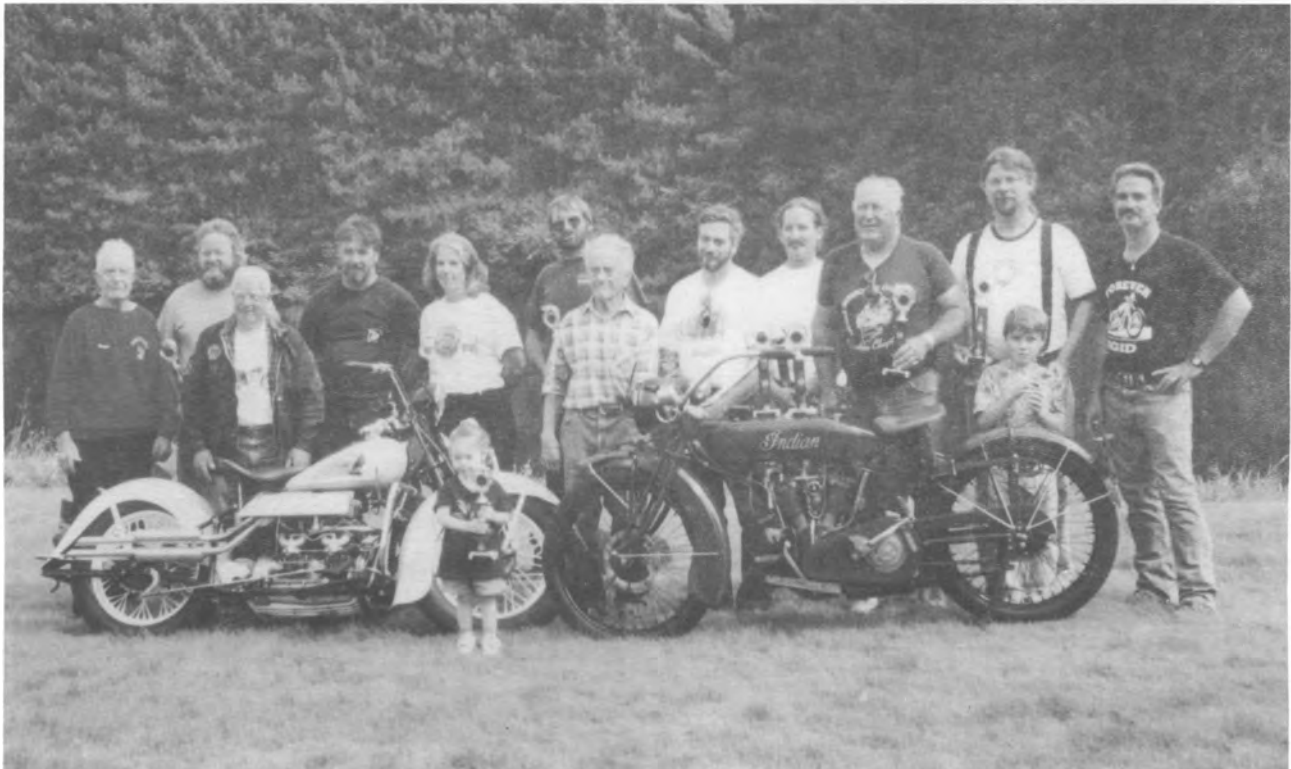
Awards List

Giles J. Adams Memorial Award
Most Unique
Most Ridden I
Most Ridden II
Most Original
Best Harley-Davidson I
Best Harley-Davidson II
Best Indian I
Best Indian II
Oldest
Newest
Most Extras
Most Fun Bike

Paul Walker
Bernard McGarran
Tim Gottier
Roger Mathieu
Paul Evans
Don Salisbury
Scott Grenier
Jim Seidell
Karl Nagy
Paul Walker
Paul Walker
Marty Hansen
Jessie Aikman

1918 Indian Power Plus
1952 Vincent HRD
1946 Harley-Davidson EL with sidecar
1942 Indian Scout
1928 Excelsior
1951 Harley-Davidson Servi-car
1938 Harley-Davidson EL
1937 Indian Four
1947 Indian Chief
1899 P.T.
1972 Lambretta
1952 Harley-Davidson FL with sidecar
1951 Cushman with sidecar

Mike Goldstein Photo





Paul Walker brought his old and very unique 1899 P.T. to Sturbridge. It's name is derived from the initials of its inventors: Adolph Potdevin, Frank Wiemayer and Michael Toepel, who obtained patents for their design.

Scott Grenier stands behind his 1938 Harley-Davidson EL, as his daughter sits holding the trophy they received for Best Harley-Davidson.



Bernard McGarrah rode his 1952 Vincent HRD, which he calls, "The Toonerville Trolley", to Sturbridge, and captured the Most Unique award.



Paul Evans on his 1928 Excelsior and Charlie Gallo on his 1929 Harley take advantage of the wide open spaces at the Hamilton Rod and Gun Club to hone their slow racing skills.



Ed Morinho relaxes on his 1964 Harley-Davidson Lazy-Boy recliner before the start of the road run.



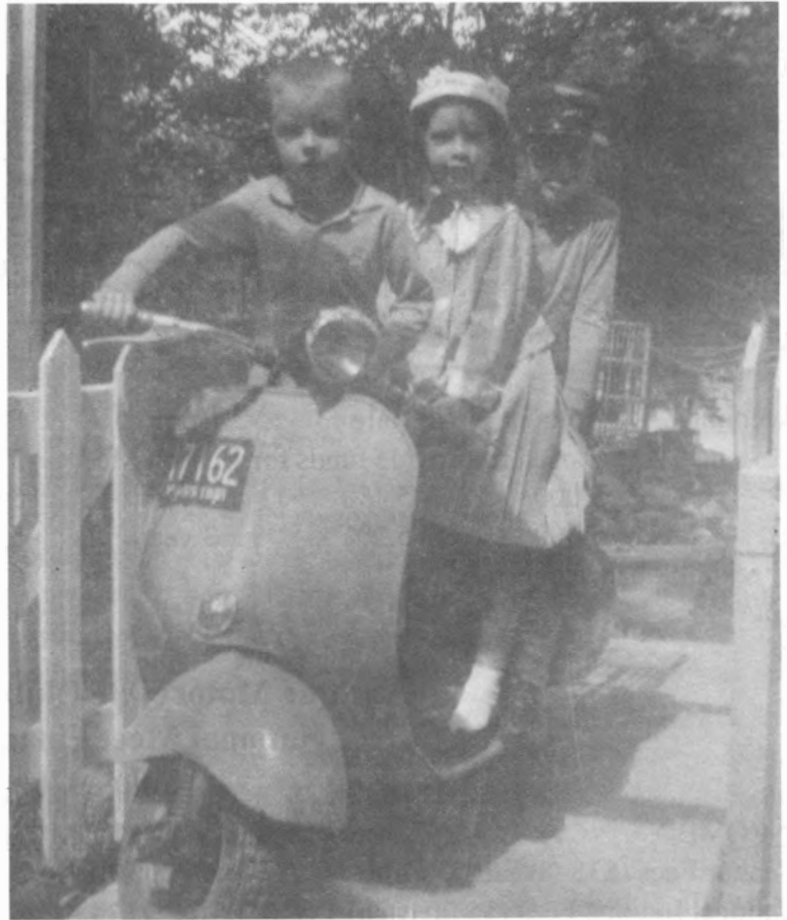
Brad Nelson led eleven motorcycles on the Autumn Road Run over scenic byways from Sturbridge, MA to Chaplin, CT. After a barbeque lunch at the Bach Dor Cafe, he and Lisa Fandacone head for home on Brad's 1947 Harley-Davidson Knucklehead.

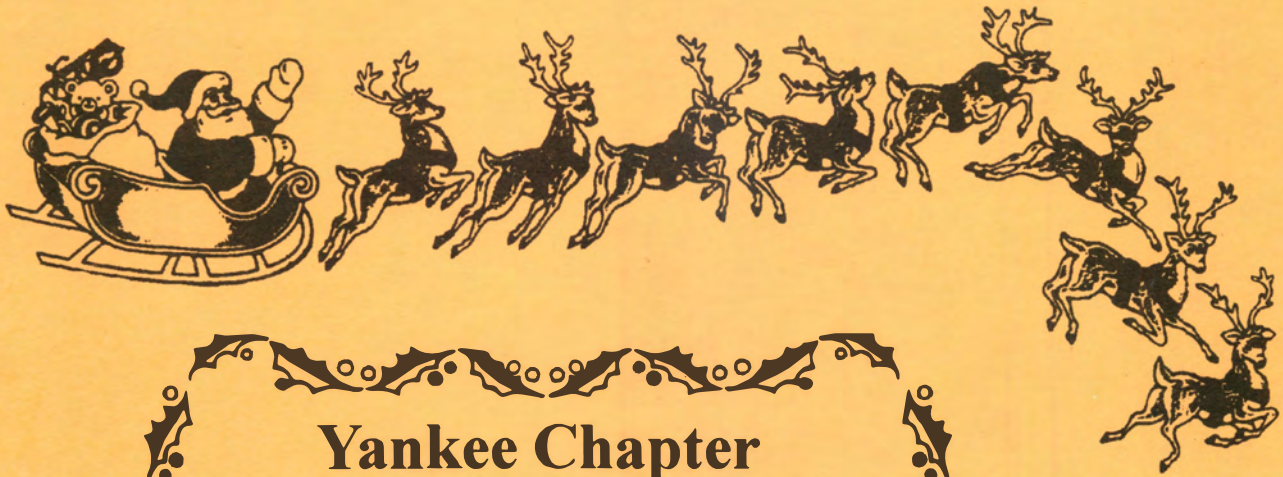
Sandy Gallo Photos

Mystery Photos

Who could this be?

The editor has been blessed with these photographs of a Yankee Chapter member from a few years ago. The first Yank to leave a telephone message with the editor identifying the person in these photographs will receive a Yankee Chapter T-shirt of their choice.





Yankee Chapter Christmas Party

Sunday
December 6, 1998

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

KNIGHTS OF COLUMBUS HALL

ROUTE #12, NORTH OXFORD, MASS.

EASY TO GET TO:

FROM CONNECTICUT:

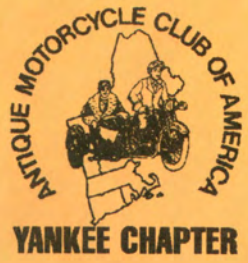
Follow I-395 North. Six miles north of the Massachusetts border, take exit 4B, "Sutton Ave., Oxford". Follow about 1 mile. At first traffic light, turn right on Main St. (Route 12 North). Follow 3.5 miles to Knights of Columbus Hall on right (about one-half mile past the junction with Route 56).

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 THE REAR DOOR.

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



Charles Gallo
31 Atwoodville Lane
Mansfield Center, CT
06250

FIRST CLASS MAIL

