



YANKEE CHATTER



SUMMER / AUTUMN 1999

No. 99-3 / 99-4

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



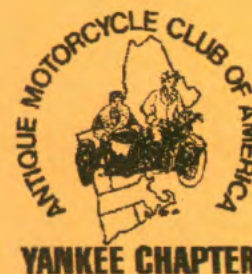
Tom Woodward Photo

Bob Provencher wins the Joe Barber Trophy

Peggy Barber shares a moment with Dennis D'Angelo, the 1998 winner and Bob Provencher, this year's winner of the Joe Barber Trophy.



Officers



Director
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Assistant Director
David R. Howland

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Vice Director
James E. Darby, Jr.

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Jennifer Schedin

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Charles Gallo

Assistant Editor
William Campbell

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<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.



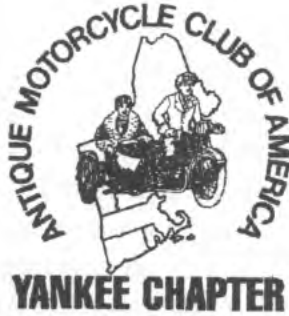
Ride 'Em, Don't Hide 'Em

Fred Hirsch reports that at Jim Ashwell's recent swap meet in Brooklyn, CT he observed 18 Yankee Chapter members in attendance, including the Director (Jessie) and six other officers (Bill Campbell, Jim Friedlander, Charles Gallo, Fred Hirsch, Dave Howland and Tom Marston). Three Yankee Chapter members received trophies (Fred Hirsch, Karl Nagy and Tom Payne).

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

It is hard to believe that yet another year has nearly passed us by. The century is rapidly coming to an end and a new millenium is around the corner. Before we round the corner though, we Yankees have some business to attend to! Our annual Christmas Party is coming up on Sunday, December 5th at noon. It is, once again, being held at the Knights of Columbus Hall in Oxford, MA. It will be the usual pot luck affair, but before we get to the food. . . .

We have elections coming up. Are you interested in becoming more involved with your Yankee Chapter and helping to make it all happen? The following seats will be opening up:

Treasurer, Membership Chairperson, Assistant to the Editor and the coveted "Director of Vices" (a.k.a. Vice Director). Please do not hesitate to step up to the plate. This is your golden opportunity. If you have any questions about these positions, please feel free to call me or any of the board members. Many plans have already been made for next year's National Road Run, but we are going to need some help. The Christmas Party will be a great place to get filled in on the details and find out what's going on next year, and what you could do to help.

Many thanks to all of you who did help at both the National Meet in Hebron and at our Chapter Meet in Sturbridge. Thanks also for all the support we got at the "blow out sale" in Sturbridge. The same bargains will also be available at the Christmas Party, maybe even a few "holiday specials". Plan on doing some shopping whilst eating, voting and being merry.

See you December 5th with your favorite date and best dish.

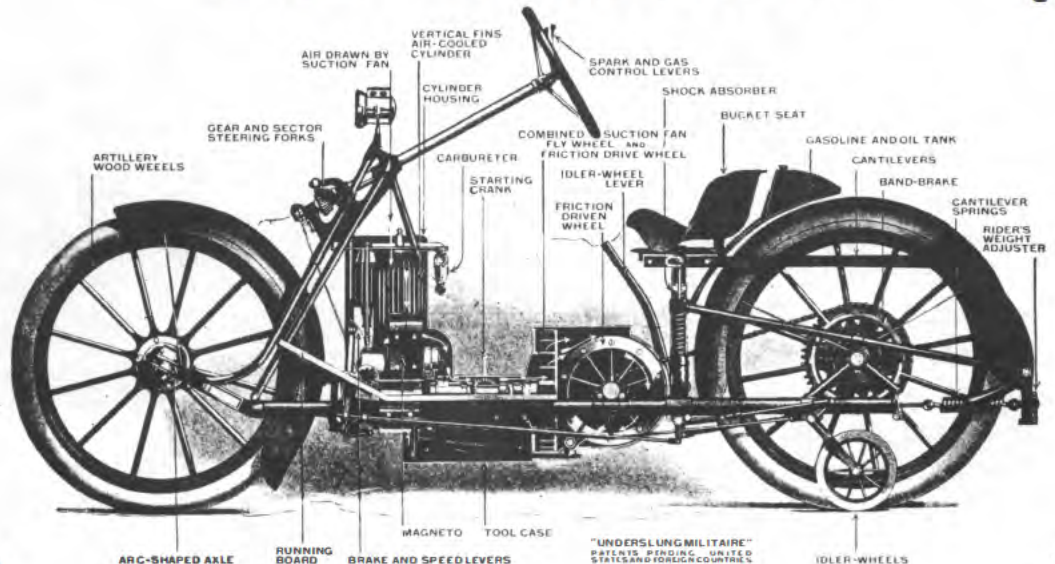
Jessie

THE "MILITAIRE" is built in *anticipation* of the logical evolution of the motorcycle. It is the result of keen study of traffic and other conditions in this country, and we unhesitatingly affirm that the "MILITAIRE" is better fitted to cope with road conditions than any other motorcycle on the market. It is radical, we admit, but so was Fulton's steamboat, and Marconi's wireless, and Westinghouse's brake.

Give yourself a chance to learn more about

The "Militaire"

THE
MILITAIRE
AUTO CO.
(Inc.)
CLEVELAND
OHIO



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



Yankee Chapter National AMCA Meet August 13-15, 1999

By Jessie Aikman

I was the first Yankee to arrive at the Hebron Lions Club Park on Thursday, August 12, but much to my surprise there was a large motor home and trailer already set up on some prime vending real estate (we're talking indoor outdoor carpeting and chairs, the whole nine yards). Who were these people and where were they? I was quite sure they were AMC members. The rig sported Florida plates, but no other clues. My fellow Yankees began to arrive and we started to set up the grounds for our National Meet. Eventually two motorcycles with Florida plates came rolling in. The mystery was solved. Lee Degrott and a friend had come north for our meet, then on to New York for the Empire Road Run. We had several from afar come to our meet this year with that same plan in mind.

The weather on Thursday was beautiful but breezy. I know from working in the marine business that this often means a change in the weather is on the way. I had seen the weather report and was anticipating the worst. Dave Howland was kind enough to loan the chapter his vendor canopy to use as the meet headquarters.

I was concerned about the wind so I snagged some cement blocks I had spotted (while getting trash cans) to hold down part of the canopy and a multi-purpose picnic table/weight to hold down the other end. These preparations turned out to be a good plan. Although it wasn't raining Friday morning, it was quite gray and the threat of rain seemed all too real. People were rolling in and attendance was at an all time high for a Friday. Flea market activity was brisk and tall tales were plentiful.

Things started to quiet down Friday night, but not for long. The skies opened up and the thunder commenced. I had just gone to bed and it started to pour and the wind was howling. I was glad I wasn't camped out on the hill, I could hear it raining sideways. I thought to myself, "I hope those blocks on the registration tent hold!"

Saturday morning, no rain, just gray skies. The American Legionnaires reported clearing skies while cooking breakfasts. I remained optimistic. The day was damp with a few on and



Charlie Gallo Photo

Dennis Willette's efforts in restoring his 1960 Harley-Davidson with the F5 chrome group merited him a Junior Second Award.

off showers, no sun. A decision was made to cancel the road run due to the drizzle. Red Fred from California was disappointed. He had come east to ride. Oh, well. Late in the afternoon, a small group of intrepid motorcyclists, led by Tim Gottier, who had mapped out the road run, braved the elements and embarked on a shortened road run. They were able to stop and sample the offerings at Harry's, a drive-in that hasn't changed much since it opened in 1915. The weather cooperated and they returned undampened.



Charlie Gallo Photo

Paul Gagnon on his 1936 Harley-Davidson VLD and Brian Guilmartin on his 1928 Harley-Davidson JD are ready to head out on the shortened road run.

Before the banquet, the "Pan Clan" gathered. Eighteen motorcycles in all. They were scrutinized by the judges for the passing of the Joe Barber Trophy. Bob Provencher was the lucky winner with his original '57. Dennis D'Angelo had added his personal touches to the trophy after winning it last year and it was looking mighty fine. Congrats, Bob.

A smaller than usual crowd was on hand for the banquet. There was more food than we hungry AMC people could eat. That doesn't happen very often!

An assortment of door prizes were handed out after dinner., I had some

very eager young assistants to help with this. I think they had as much fun as those who won the prizes.

After dinner I had planned to do some visiting and hoped to catch a glimpse of the return of "Cocoa Shelly", but no such luck. The next thing I knew thunder boomed and the sky was full of lightening. It began to pour. I made a run for my tent while Mike ran to get his lonely panhead under cover by our tent. That was that, we were held hostage by the rain. Oh, well, time for bed!

Sunday morning was gray and drizzly. The bikes were all judged down in one of the pole barns, out of the weather. As always, the judges had their work cut out for them. In the end there were some very happy people and probably a few disappointed ones, too.

The rain stopped after we had the grounds cleaned up and our damp stuff packed up. New England weather, ya gotta love it. The only thing left to do was to say a few goodbyes and head for the hills.



Charlie Gallo Photo

A row of Panheads await judging for the Joe Barber Trophy.



The happy award winners gathered in the pole barn to get their picture taken and stay dry

Tom Woodward Photo



Charlie Gallo Photo

Jerry Gould brought his 1936 Indian from Maine to participate in the festivities at Hebron.



John Corrick on his 1936 Indian Chief braved the elements to take part in the fun run.

Charlie Gallo Photos



Louis Hersch left Hebron on his black and yellow 1940 Indian Four after the banquet. He ran into a monsoon on his way home but arrived safely if a bit damp.

Antique Motorcycle Club of America Hebron, Connecticut Awards August 15, 1999



National Awards

Winners Circle

Jessie Aikman	1933 Harley-Davidson RL
James Anderson	1948 Sunbeam S7
Dennis D'Angelo	1956 Harley-Davidson FLH
Peter Esposito	1957 Harley-Davidson FLH
Steve Johnston	1943 Indian 741
P.J. Nickerson	1918 Cleveland A2
Tom Payne	1934 Harley-Davidson VD
Paul Walker	1918 Indian Power Plus
Paul Walker	1904 Marsh
PaulZavodjancik	1940 Harley-Davidson EL

Senior

Peter Esposito	1960 Harley-Davidson FL
Clarkson Smith	1964 Triumph T100SR
Barry Wurgler	1939 Indian Chief

Junior First

Peggy Barber	1962 Harley-Davidson FLH
Steve Beardsley	1949 Harley-Davidson FL
Dennis D'Angelo	1947 Harley-Davidson FL
Jim Dennie	1932 Indian Standard Scout
Mike Hebert	1935 Harley-Davidson VD
Ernie Heydenreich	1964 Triumph Bonneville
Brian Keating	1948 Harley-Davidson FL
David Lusiak	1935 Harley-Davidson VLD

Junior Second

Rich Brown	1946 Harley-Davidson EL
R. Gazza	1929 Indian 402
Dennis Willette	1960 Harley-Davidson FLH

National Recognition Awards

Oldest Motorcycle	Paul Walker	1898 PT
Longest Distance Ridden I	Dave Grassi	1948 Indian Chief - 345 miles
Longest Distance Ridden II	Clarkson Smith	1964 Triumph - 75 miles
Longest Distance Ridden III	Dennis D"Angelo	1956 Harley-Davidson FL - 26 miles
Most Unique I	Paul Walker	1898 PT
Most Unique II	Jim Anderson	1948 Sunbeam



Yankee Chapter Award



Joe Barber Memorial Trophy

Bob Provencher

1957 Harley-Davidson FLH
27,000 original miles unrestored

Once Upon A Time...

on a bright autumn morning with a chill in the air, we made our way southward through eastern Connecticut. It was still a bit early for me, but the lovely ride made it seem worthwhile to have left my warm bed. Our destination? Mystic Seaport, for an automotive celebration called "By Land and By Sea". The sun was bright when we arrived at the back gate. We were met by George King, the event organizer. He arranged for safe parking for my "new" BMW, right next to the dumpster! (And teased me about it throughout the day.)

I hopped on the back of Charlie's 1929 Harley. Passing through the gate was like stepping out of H. G. Wells' time machine. The

streets of Mystic's reproduction seacoast village were clogged with cars, trucks and motorcycles, all pre-1930. There were Model Ts as far as the eye could see.

Charlie parked in front of the tavern (seemed an appropriate site at which to place the bikers!) and we joined fellow Yanks Jim Friedlander and Marty Hansen. One other gentleman had brought a Silent Grey Fellow, so the Harleys outnumbered Marty's 1917 Indian Power-Plus. All the riders had "dressed up" for the occasion: jodpurs, puttees, leather helmets and goggles only part of their finery. Many automobile drivers and passengers were also costumed, gentlemen in period suits, ties and spats, ladies in opulent dresses twirling their parasols. Conversation flowed freely in front of the tavern. Several older car drivers related stories of the motorcycles of their youth. There was a cheerful and outgoing attitude around the place. Everyone was there for a pleasant day.

We walked around the grounds to take in





the scene. The streets were filled with the historic vehicles which helped to build 20th Century America. A model A truck carried vegetables, another was filled with hay and children. One man labored underneath his truck (realistic!). There was a long row of firetrucks, one complete with a stuffed dalmation. Charlie and I ogled a Rolls Royce convertible, polished brass fixtures gleaming under the hood. One person brought a motorized wheelchair, pre-1930! A Stutz Bearcat amazed us with the massiveness of its construction. They could have coined the term "overbuilt" for the Stutz. My favorite was a Breese, a beautiful hand-built two seat roadster, possibly the last of its kind. Creamy white, with lots of shining brass. It even sported an oval beveled glass window in the back. A very elegant sports car. Its owner allowed Charlie to crank its engine. He flooded it, proving he's better at kicking.

Passing a Model T Huckster with its hood up, we were asked if we had any tools. Aha! Soon three Yanks, and their tools, had joined the T's owner under the hood. These guys just can't resist an opportunity to take something apart. The gasline clog was soon solved (Super-bikers to the rescue!), and we continued on to lunch. Before we knew it, it was time for the big parade. All of these spectacular vehicles followed the firetrucks through the streets of the village, to the sounds of clattering, clanking, wheezing, puttering and blaring sirens. Remarkable sights and sounds, and a wonderful time for exhibitors and observers alike.

We shall definitely return on September 24, 2000 for "By Land and By Sea". More motorcycles would help to balance the inordinate number of cars present, so if you have a pre-1930 bike, this event is for you.

The event organizers are very generous and exert every effort to make this a safe and enjoyable event. They provide coffee and donuts in the morning and assign a staff member to serve as a liaison to each group. Free admission is offered to the exhibitor and one guest, including a cruise on the steamboat Sabino. They're a class act.

You must pre-register to display your bike, so call 1-888-SEAPORT or 1-860-572-5315 or get in touch with Jim Friedlander or Charlie Gallo. Webheads can check out the web site at www.mysticseaport.org/events/by.land.by.sea You'll see Jim Friedlander on his startling green and creamy yellow 29 JD.

See you in Mystic!

Sandy Gallo

By Land and By Sea

Antique Motor Vehicle Show
Sunday, 26 September 1999



1926 Model-T Ford
Huckster

MYSTIC SEAPORT®

THE MUSEUM OF AMERICA AND THE SEA™



YANKEE CHAPTER

**Autumn Meet
Sturbridge, MA
September 11-12, 1999**

By Jessie Aikman

Someone was looking out for us this year at Sturbridge when it came to the weather. All of New England had endured torrential downpours the day before, but we woke up to a glorious day Saturday morning, not a cloud in the sky. Upon my arrival at the Hamilton Rod and Gun Club there were already several vehicles in the parking lot. We all talked for awhile, then went down to the field to set up. In the end, we didn't have many vendors but lots of people showed up over the course of the weekend to see what was happening.

Eighteen motorcycles participated in a 35 mile road run. I rode my '33 HD. It purred like a kitten and was happy to get the exercise. Many thanks to Tom Marston for all the time he put into laying out a great road run complete with arrows at each turn and intersection. These were key to finding the long way home. Most of the roadrunners remained on the grounds for the night to cash in on their free banquet tickets. We all had plenty to eat over in the club house. No ham and beans this year. Ziti and meatballs, salad, etc. It was delicious.

Early Sunday morning was a beautiful time at the Hamilton Rod and Gun Club. I woke up at 6:30. The sun was coming up. Mist was covering the grounds with dew, glistening in the early morning sunlight. I'm not going to get poetic on you here, but if the Mass Pike wasn't so noisy in the background as a reality check of sorts, you could forget a lot of worldly problems for awhile.

Charlie Gallo took charge of the judging. He rounded up a few assistants and proceeded. Congratulations to the Walker family for once again copping the Giles Adams Award, they sure have some beautiful old machines.

With the judging completed it was time to pack up and head for home!



Bob Frink Photo

Jessie Aikman shows off her 1933 Harley-Davidson RL, a National Winners Circle award winner.

Randy Walker won the Giles J. Adams award for his 1904 Marsh



Bob Frink Photo



Sandy Gallo Photo

Hal Sanderson shows off his gorgeous powder blue 1934 Indian Standard Scout.

Dave Reed proudly displays his 1942 Harley-Davidson WLC.



Sandy Gallo Photo **11**



Bob Frink Photo

This 1929 Harley-Davidson JD carried your editor 1160 miles to the Empire Chapter Finger Lakes Road Run in August. The ride to Sturbridge was just a brief but pleasant morning's jaunt.

Jack Kowal brought his 1949 Servi-Cycle to Sturbridge and captured a Judges Choice award.

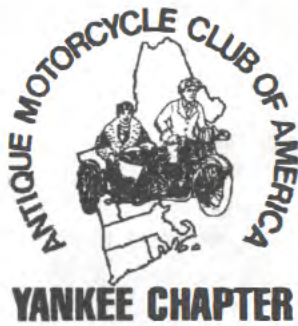


Sandy Gallo Photo



Bob Frink Photo

Tom Payne with his 1934 Harley-Davidson VD is a familiar sight at many motorcycle events throughout New England.



YANKEE CHAPTER AUTUMN MEET STURBRIDGE, MASSACHUSETTS SEPTEMBER 12, 1999



Bob Frink Photo

Awards List

Giles J. Adams Memorial Award
 Indian - Best Restored
 Indian - Best Unrestored
 Harley-Davidson - Best Restored
 Harley-Davidson - Best Unrestored
 Oldest
 Newest
 Judges Choice I
 Judges Choice II
 Judges Choice III
 Most Ridden

Randy Walker
 Hal Sanderson
 Kent Thompson
 Dave Reed
 Jessie Aikman
 Randy Walker
 Sandy Gallo
 Jack Kowal
 Tom Payne
 Hal Sanderson
 Charlie Gallo

1904 Marsh
 1951 Chief
 1927 37 c.i. Scout
 1942 WLC
 1933 RL
 1904 Marsh
 1973 BMW R75/5
 1949 Servi-Cycle
 1934 Harley-Davidson VD
 1934 Indian Standard Scout
 1929 Harley-Davidson JD



White Mountain Road Run

June 13-17 2000



Hosted at the Red Jacket North Conway, NH
in the heart of the White Mountains

Break out those antiques and start the new millennium with some motorcycling memories. Take in some of the most beautiful countryside that Maine and New Hampshire have to offer.

Tuesday June 13 noon until 5pm will be registration for all riders and motorcycles at the Red Jacket. 7pm mandatory riders meeting with banquet to follow.

Wednesday, Thursday and Friday we will tour the lakes region and the mountains. The 77th Laconia Motorcycle Classic will be this same week, on Wednesday we will be taking in some of this historic event. We have some interesting stops planned and have mapped out 3 beautiful runs. You won't be disappointed. The traffic should be light at this time of year and the weather comfortable.

Don't delay reserve now before it's too late...



White Mountain Road Run Registration Form

Sponsored by the Yankee Chapter AMCA
June 13-17 2000

AMCA members only! One registration per motorcycle please. Registration deadline, May 10, 2000

Riders Name _____ Date of Birth _____

Passengers Name _____ Date of Birth _____

Riders Address _____ City _____ State _____ Zip _____

Phone () _____ Current AMCA Membership# _____ Chapter _____

Year/Make/Model of motorcycle to be ridden _____

Distance traveled to North Conway _____ Riding? _____ Hauling? _____

\$95 per motorcycle and rider (includes 1 banquet and 1 riders meeting ticket) \$ _____

\$30 per additional banquet ticket \$ _____

\$25 per additional riders meeting ticket \$ _____

Commemorative Shirt

Number of each size: ___ S ___ M ___ L ___ XL @14.95 \$ _____

XXL XXXL XXXXL @16.95 \$ _____

Total Amount Enclosed \$ _____

Hotel and campground information will be sent with registration packet.

Return form with payment to
Jim Friedlander • 170 Lantern Hill Rd. • Mystic CT. 06353

For additional info contact:
Jessie Aikman • 259 Sligo Rd. • Rollinsford, NH 03869 • (603) 749 0450

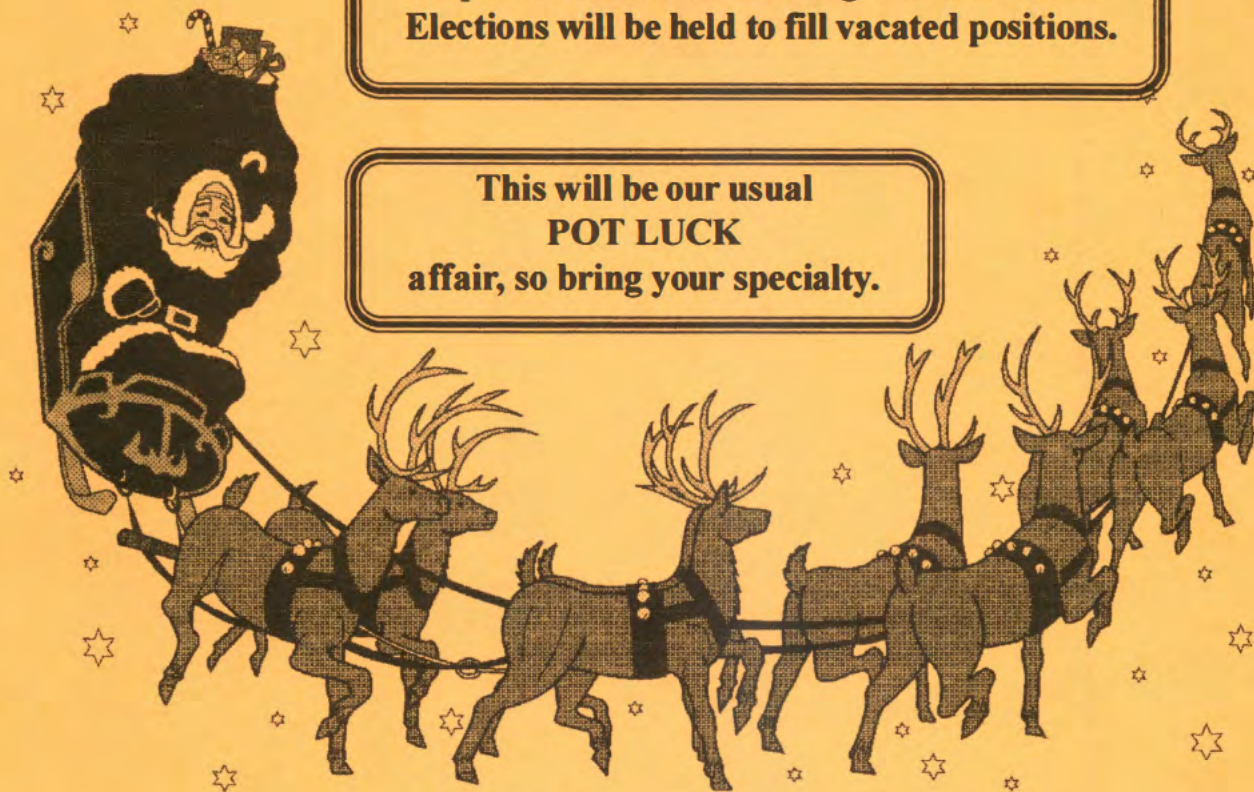
Yankee Chapter Christmas Party

Sunday, December 5, 1999

KNIGHTS OF COLUMBUS HALL
ROUTE #12, NORTH OXFORD, MASS.

Important business meeting starts at Noon.
Elections will be held to fill vacated positions.

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.



Charles Gallo

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Mansfield Center, CT
06250

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and get a glimpse of the pleasure open to you in motocyling. Write for the new 1911 INDIAN Motorcycle Catalogue now.

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