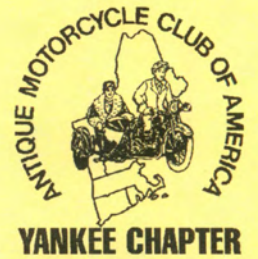




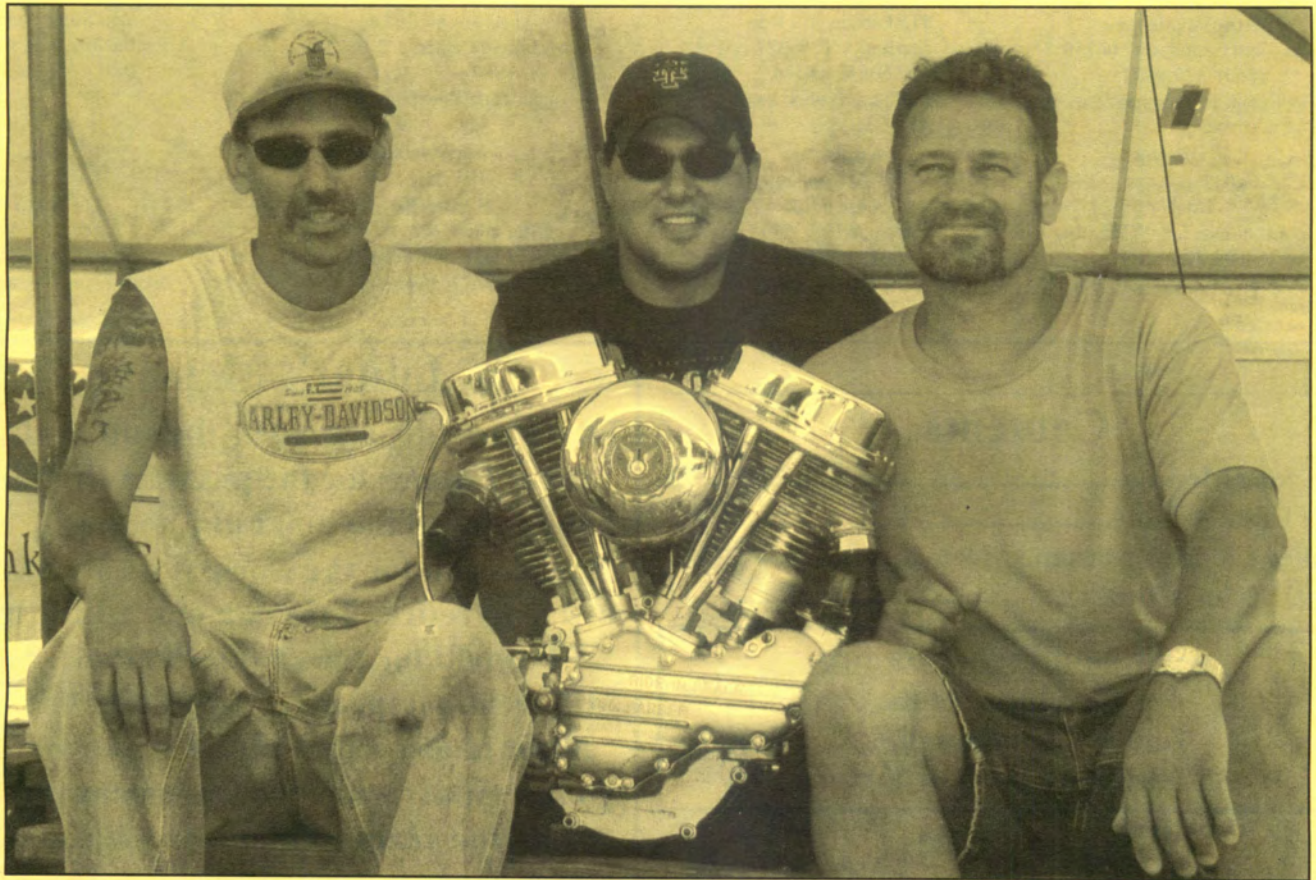
YANKEE CHATTER



Issue 2006 / 2

Established in 1973

YANKEE CHAPTER, INC.
ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC.

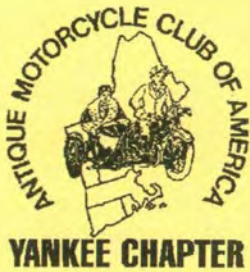


C. Gallo Photo

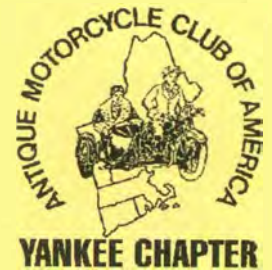
Don Spence Wins Joe Barber Trophy

Don's black 1949 Harley-Davidson FL was the clear favorite in the balloting by Panhead owners.

Stephen Barber (center) holds the Joe Barber Trophy flanked by 2006 winner Don Spence (left) and 2005 winner Jim Nowik (right).



Officers



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Honored Member
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Vice Director
Andy Bagas

Vice Director
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Vice Director
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ISSUE 2006 / 2

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www.yankeechapter.org

is the address of the
Yankee Chapter web site.
Visit it for event details.

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

YANKEE CHATTER is the official newsletter of the YANKEE Chapter of the Antique Motorcycle Club of America, and is published three times a year, when information warrants. The YANKEE Chapter of the AMC of A was established April 8, 1973. Yankee Chapter, Inc. is incorporated in the state of Connecticut. Dues for the 2006 membership year are \$15.00 for a family membership. Membership is not transferable and dues are not refundable.

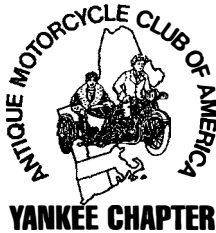
Applicants wishing to join the YANKEE Chapter must first be members in good standing of the National AMC of A. Applicants may send membership applications to the Chapter Membership Chairperson at any time, and memberships received after October 1st of any year will be held over for the next membership (calendar) year.

Distribution of YANKEE CHATTER is to Chapter members of record in good standing, officers and directors of the AMC of A, and editors of other AMC of A Chapters.

Editor's Message

I have proudly served as the editor of your *Yankee Chatter* for the past eleven years. I have enjoyed the job, but I no longer have the passion for the work. I feel it is time for me to retire. I think a new editor would be good for the chapter and offer a different perspective. I will help the new editor in any way I can. I thank you for your support and encouragement through the years. Volunteer today!

Charlie



Director's Message

A lot of things have happened lately that make me think that our hobby (passion, really) is going mainstream. Most of us have been riding old bikes since before they were old; we didn't need anyone to tell us that going down a country road on a motorcycle is as close as most of us get to being free. We also have loved those old bikes when they had very little value, and no one was talking about the Art of the Motorcycle, or lifestyle boutiques, or any of the mass market devices we're seeing now.

In the past week I got a call from a friend who was looking for a pre-war Indian Chief. It seems that the people at the Sundance Catalogue Co. have decided to market something really unique this Christmas.... Anyone who buys one

of those for her husband had best make sure his life insurance is up to date!

I was first attracted to this hobby because it was for fun. Now the whole motorcycle industry has become a big business. Ironically enough, the big money is in the boots, jackets, accessories, and events, while many of the old bike manufacturers are barely hanging on.

The proposed Supermeet in Rhinebeck, NY is the AMCA's venture into this new venue of Big Events. It is probably a timely thing for us to do. In any case, it's happening with or without the Yankees. Think about it, and bring your thoughts to our Christmas Party and general business meeting on December 3, 2006. I'll see you there.

Best regards,

Yankee Chapter Christmas Party And Annual Business Meeting

OXFORD VFW
20 Federal Hill Road
Oxford, MA.

Sunday
December 3, 2006
Noon



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

Once Upon A Time. . . .

*is presented to us in this issue by Will Paley.
Here is his story:*

The Ballad Of Henry Niebergall

When I was a young guy, in the 1960's, Cornwall, the little town next door, with its population of 1500 or so, had not one but two motorcycle shops. I started riding on a BMW, already 10 years old when I got it in 1966, so the guy I got to know was Erwin Henze, who had a garage like we dream of now, and who claimed to be Swiss.

Around 1970 I swapped off the R69 for a 1964 Harley FLH, with most of the King of the Road chrome package intact. This did not sit well with Erwin, so the first time I needed a repair, he instructed me to go to "der oldt Harley guy down der roadt!"

When I pulled into the immaculate yard, a small but fast woman ran out of the house with a piece of wood "for under your jiffy stand" (what's that?), so the paved driveway would remain virginal.

I hadn't been aware of Henry Niebergall, who had a backyard shop and repaired Harley-Davidsons as well as the occasional Indian that happened along in those days. Henry turned out to be a great mechanic and, as time passed, a friend. He charged strictly prewar rates for his work and, unlike Erwin Henze, he always did what he said.

The last time I saw Henry Niebergall was in the Fall of 1971. I had another Harley, and wanted to get it serviced before going South for the Winter. When I drove in, he came roaring up to greet me on an Indian Scout Dispatch Tow that he had converted for use as a garden tractor. As he was telling me about it, it came out that he had been involved in the motorcycle business his whole life. Born in 1900 or so, he was a third partner with Beck and Arriley, the after-market

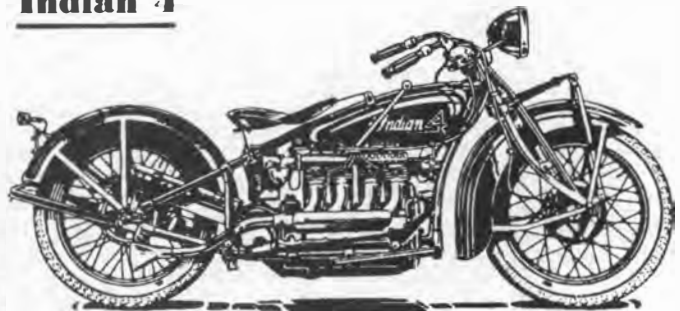
parts guys, but then was offered an Indian dealership, which was a lot more profitable. His shop was in Long Island City, in Queens, NY and from different bits of information I gathered later, he was well established by 1926 (when he was 25 or 26 years old).

I went on to Texas, and Henry went to Heaven. I didn't have occasion to visit the house on Route 7 again until 2005, when I got a call from a woman named Lorrie Clark asking if I could help her to identify an old motorcycle that was in a basement in Cornwall. When I pulled into the yard this time, it was far from what I remembered. The house was completely overgrown with trees, bushes and weeds, and the lawn looked like it hadn't been mowed in 30 years. I drove by once before I could find the driveway, which was virginal no longer. Sure enough it was the old Dispatch Tow.

There are no more Niebergalls. I met a niece of Henry's wife, who told me what little she knew about the old days in Queens, and I also made a deal to buy what was left from the MC shop, much of which was either sold or stolen in the 1970's. Among the things that were left were these letters from the Indian Motorcycle Company.

In all likelihood, most Indian dealers must have received similar letters. Maybe Henry was treated badly because his family was German. In any case, Henry kept the shop open through the war, repairing bikes as best he could. I know this because my father had an Indian Chief in the 1940's, and Henry did his repairs.

Indian 4



INDIAN MOTORCYCLE COMPANY

SPRINGFIELD, MASSACHUSETTS

February 16, 1942

Mr. H.M.Niebergall
27-76 31st Street
Long Island City, New York

Dear Sir:

This letter, we feel, will be unhappily received, but facts must be faced, and this war is making all of us do things at a time and in ways that in normal times would not occur.

We are going to have to remove your name from the Company dealer list of sales and service outlets, because we are not going to be able to continue to supply you with new Indian motorcycles and parts.

Our product is an essential part of the armament of our own and allied Armies.

The demand of war production has increased over and over again beyond anything believed possible. We can no longer secure the material and the man power to carry on normal civilian production. Unless we can supply you with items to sell, we cannot expect you to continue to represent Indian.

So we feel we should honestly tell you these facts, and with utmost regret have this letter be the official statement of the termination thru cancellation of the Sales Franchise. In order to clean up any dealings involving financial matters or charges and any credits, the Accounting Department will very shortly write you direct.

On our part, we thank you from the heart for your efforts in the industry and for the business which has resulted from your upholding of the name of Indian which you have always done.

When this war is over, when peace has again brought back our normal ways of living and of doing business, and when the motorcycle is once more its enjoyable and useful self - we hope that conditions with both of us will bring a resumption of our past dealings.

Sincerely yours,

INDIAN MOTORCYCLE COMPANY



H.L. Marindin

Assistant Sales Manager

HLM: BH

INDIAN MOTORCYCLE COMPANY

SPRINGFIELD, MASSACHUSETTS

March 16, 1942

When the sales agreement under which we used to operate was recently cancelled, you probably understood that the discount privilege also ceased automatically. This, however, would not affect your ability to continue to order any parts that you might require, at list price, and every possible effort will be made to fill them.

Also, there is one possible situation which would permit you to order parts at a discount of 25%, and that is if the parts are for your local police department. In this event, please signify on your order blank just which parts are intended for the police machines and give the number of the police motorcycles for which the parts are ordered.

If it is your wish to keep as much in the motorcycle industry as possible, we will be very pleased to continue to send you all the regular dealer information that we may publish, by which is meant issues of Contact Points, Service Shots, etc., and also Indian News. You may keep up your posters, signs, etc., pending the day that business can resume normal operations again.


This war may be forcing other disruptions to your normal life; however, possibly you may be going into the army or engaging in some sort of defense job or other activity. Thus it might happen that you would want to dispose of your motorcycle inventory, parts, etc., at one time. If this is so, we may be able to help you arrange a sale to someone else.

In case you may have some credits due you, such as a cash deposit on contract, I.A.C., parts or the like, please let us know. We can return to you or keep on deposit here until we start up again, just as you may prefer.

We want to assist you in any way that we can and always understand that this recent action has been required of us by circumstances beyond our control or wish.

Sincerely yours,

INDIAN MOTORCYCLE COMPANY





Yankee Chapter National AMCA Meet August 4 - 6, 2006

By Charlie Gallo

The Yankee Chapter returned to the Hebron Lions Fairground in Hebron, Connecticut for another successful National Meet. The Lions have made great improvements to their facility since our last National Meet in 2004. Power lines have been buried underground, a new banquet hall has been built and a new restroom building has been completed. Faux-marble washbasins, flush toilets and four new showers are the upgrades.

Friday morning greeted us with overcast skies. A brief shower at about 9:00 AM slowed things down as the early arriving vendors were just setting up. The weather improved until a blast of rain rolled through the area at about noon. We were worried. By 2:00 PM things had dried out and a steady stream of vendors continued to arrive. They had undoubtedly waited for the weather to clear. By late afternoon the fairgrounds buzzed with activity. Vendors were selling their wares, campers were

setting up their tents and everyone was enjoying what turned out to be a beautiful summer day. Across from the Yankee registration tent, an area was reserved for members to display their motorcycles. Cards were provided to the owners so that the year and model of their machines could be listed. This enhanced the experience of those visitors who were unfamiliar with our antique motorcycles but were eager to learn. The registration tent became a hub of activity as people signed in, purchased t-shirts, pins and banquet tickets. This year's art work featured a 1921 Megola motorcycle with a five cylinder radial engine mounted in the front wheel. Very unusual, indeed!

We were greeted by bright sunshine and clear skies on Saturday. At 10:00 AM, Gene Levesque led a group of about 62 motorcycles out of the fairgrounds on our fun run. Our mid-ride destination was the scenic Natchaug River in Chaplin, Connecticut. Along this section of the river there are a series of small falls and cascades and a large pond named Diana's Pool. Legend claims that a young lady fell to her death from the ledges over the river, landing on the rocks



Diane Stoyanovich Photo

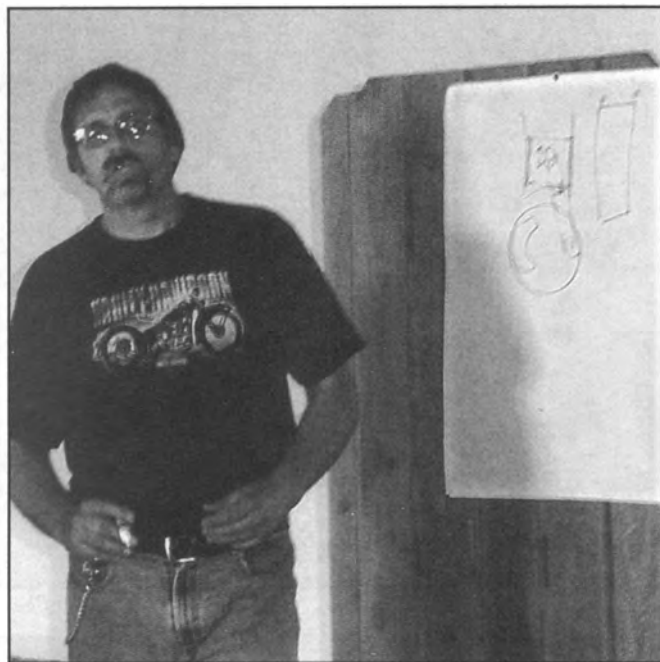
Road run planner Gene Levesque leads his troops out of the Hebron Fairgrounds on his 1954 BMW R67.

below. The story is tragic, but the beauty of the area is indisputable. Yankee Lisa Brown lives right next to Diana's Pool. When she heard of our plans, she cleared her driveway, placed kickstand pads about and set up a sign to welcome us. A series of early breakdowns had slowed up our chase truck which was loaded with coolers of refreshments. When they finished with their duties they realized that they were off the beaten track and couldn't catch up to the run. Lisa stepped in with pitchers of cool water to ease the thirst of the riders. Our truck caught up to us at the home of Yankee Kacee Potter. We enjoyed our drinks and rode on, traveling along the tree canopied roads of Eastern Connecticut back to the fairgrounds.

At around 3:00 PM, in the new banquet hall, Tim Gottier presented a tech seminar on the art of flywheel balancing for V-Twins. It was an informative and useful presentation. At the registration tent, Barbara Salisbury had set up a table for the East Coast introduction of the new United States Postal Service motorcycle stamps. Special cachets with these stamps and a unique cancel were available for purchase. The cancel depicted Penny Nickerson's 1918 Cleveland motorcycle and listed Big Sandbar Station as the location.

At 5:30 PM Yankee Chapter members gathered their Panheads in front of the banquet hall to vie for the Joe Barber Trophy. This competition features a judging by peers format. Any Yankee Chapter member who enters their Panhead in the competition receives a ballot to vote for their favorite. This insures that people who really know Panheads make the decision. This year, Don Spence's black 1949 FL was the overwhelming favorite.

As everyone gathered in the banquet hall, a special presentation was made to those unsung heroes who risk their olfactory well-being by hauling away the overflowing trash containers. Yankees Ed Morinho and Chris Duffy received unique T-shirts honoring their efforts through the years, as well as a much deserved round of applause. The shirts depicted Arlo Guthrie's famous Thanksgiving Garbage Trail.



Diane Stoyanovich Photo

Tim Gottier presents his tech seminar on the art of flywheel balancing for V-Twin engines.

The Hebron Sportsmen's Club once again served a banquet of salad, grilled steaks, baked potatoes and corn on the cob with chocolate cake for dessert. In case anyone was still hungry, they offered seconds to everyone still interested. Following dinner, a number of door prizes were presented before everyone headed out into the pleasant summer evening.

Down at "Flamingo Court", a small theatre in the round was set up. Ken Sweeney entertained us with selections from his maritime repertoire. With songs that featured his banjo, concertina and harmonica playing, he kept folks entertained for hours. Of course, a "Bucket of Grog" made the rounds to liven up the festivities.

Sunday was another bright summer day. Starting at 9:30 AM, the judges worked their way through the rows of motorcycles seeking national awards. Soon their jobs were completed. Kevin Valentine, AMCA Chief Judge, presented the awards to the deserving recipients.

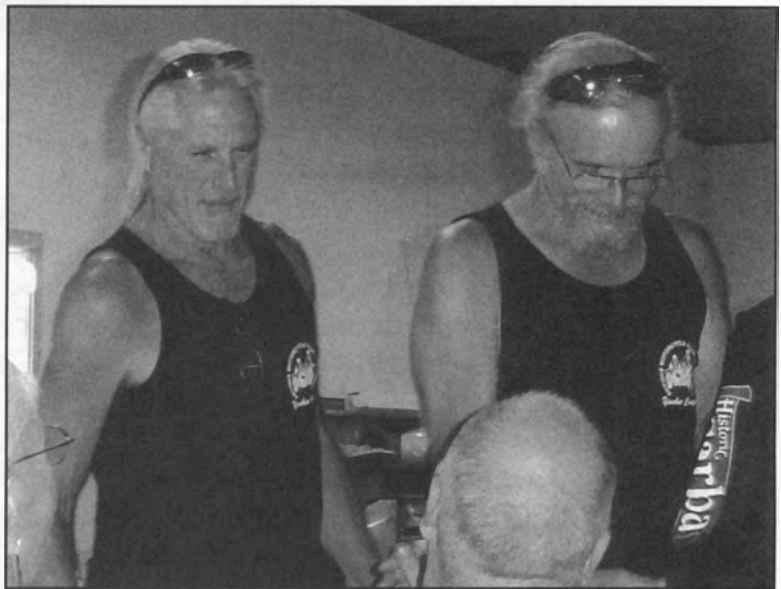
As people packed up and headed home, quiet once again descended upon the fairgrounds. It was a lot of fun. We'll have to do it again in 2007. And we shall. . .



Stacey Barber Photo

Steven Barber was awarded a Junior First for his bright green 1952 Harley-Davidson FL with matching saddlebags.

Chris Duffy and Ed Morinho received commemorative Arlo Guthrie Thanksgiving Garbage Trail t-shirts as acknowledgement of their hard (and smelly!) work collecting trash.



Diane Stoyanovich Photo

Diane Stoyanovich Photo



Paul Gagnon on his 1928 Harley-Davidson JD and Sandy Gallo on her 1967 BMW R69S wait for the start of the road run.



Lisa Brown's front yard and driveway were packed with road run participants during their visit to Diana's Pool while on Saturday's road run.

Stephen Barber Photo

Diane Stoyanovich Photo

C. Gallo Photo



George Tsunis and Brad Nelson enjoyed the sunny weather at Hebron.



Ken Sweeney entertained us with selections from his repertoire of sea chantys after Saturday night's banquet.



National Award winners gathered behind Luke Walker's 1928 Indian Prince and Richard Thompson's 1948 Safticycle Mountaineer.

C. Gallo Photo

Antique Motorcycle Club of America Hebron, Connecticut Awards August 6, 2006

National Recognition Awards

Oldest Motorcycle	George Slamon	1904 Indian
Most Unique I	Richard Thompson	1948 Safticycle Mountaineer
Most Unique II	Tom Campbell	1950 Matchless G80S
Longest Distance Ridden I	Bob Provencher	1965 Harley-Davidson FLH - 89 miles
Period Modified I	Luke Walker	1928 Indian Prince
Period Modified II	Ross "Guy" Puleo	1966 Harley-Davidson Sprint



Yankee Chapter Awards



Joe Barber Memorial Trophy	Don Spence	1949 Harley-Davidson FL
Giles J. Adams Memorial Award	Charles Gallo	1929 Harley-Davidson JD



National Awards



Winners Circle

Kevin Arsenault	1929 Indian Scout
Tom Kallberg	1947 Indian Chief
Neil Hultman	1948 Harley-Davidson EL
Tom Campbell	1950 Matchless G80S
James Smith Jr.	1965 Harley-Davidson FL
William Walker	1967 Harley-Davidson FLH
Dennis Willette	1960 Harley-Davidson FLH
Thomas Payne	1934 Harley-Davidson VD
Ross Puleo	1969 Harley-Davidson Rapido
Shawn Brown	1948 Harley-Davidson S

Junior Second

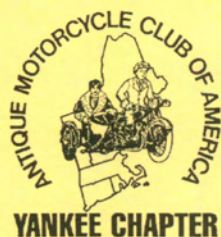
Brian Golden	1947 Harley-Davidson FL
Reuben Hancock IV	1950 Harley-Davidson FL

Senior

Robin Markey	1971 Honda CL350
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Junior First

George Yarocki	1931 Indian 101 Scout
Lawrence Cook	1945 Harley-Davidson
Stephen Barber	1952 Harley-Davidson FL
Dan Emerson	1958 Harley-Davidson FL
Michael Sogolow	1960 Harley-Davidson FL
Richard Thompson	1948 Safticycle Mountaineer
Bob Provencher	1965 Harley-Davidson FLH
Will Paley	1966 BMW R69S
George Twine	1965 Harley-Davidson FLH
Will Paley	1967 BMW R60/2
Richard Thompson	1967 Triumph Bonneville
Michael Mahan	1969 Harley-Davidson Rapido



Vice Director's Message

Our Chapter Board of Directors has been keeping cyberspace busy discussing the June 2007 Meet proposal for Rhinebeck, NY. Here is some information provided by Steve Ciccalone:

I am in favor of the joint meet. Date is June 8-10, 2007. The Colonial Chapter has folded their 2007 national and transferred to Rhinebeck. The new meet name is "The Northeast National at Rhinebeck." The official logo currently being finalized by Karen Thompson will feature the New England states, NY and NJ with the name of each participating chapter (Yankee, Hudson Valley, Empire, Big Sandbar, Colonial and Seaboard). A preliminary flier will appear in the Winter Issue of the club mag.

I understand that some people feel a large event and a potential large moneymaker in the future is not in keeping with the founding principles of the AMCA. However, this is the track the National Board of Directors is taking and to not participate will essentially isolate the chapter over time due to our lack of exposure to draw new and younger members. We should use the financial benefit realized from the joint meet to fund what we want to enjoy and accomplish as a Chapter.

We can still do Hebron (or another venue) as a chapter meet and every fourth year or so host a National Road run. I'm sure at least some form of National Judging will be delegated or allowed to happen at regional/chapter meets (even non-AMCA events) as this is another point president Pete Gagan is in favor of, to create additional exposure for our club.

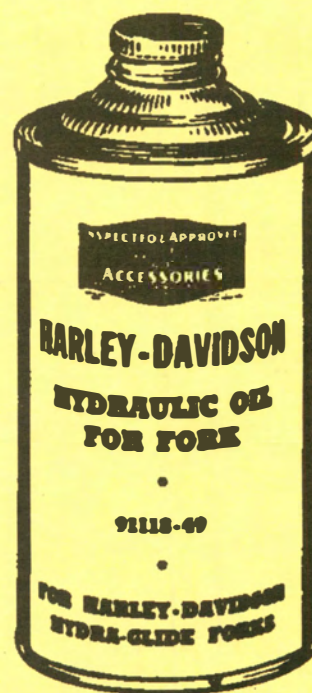
We have limited financial risk for 2007. The fairgrounds fee is being absorbed by the Antique Machinery Club that normally runs the event to which the Empire Chapter and most recently Hudson Valley were invited to attend.

The 2008 meet is a different animal that will be discussed later. For that event the National is in position to front up to \$50K so there will be no risk to chapter treasuries. National Treasurer Dennis Craig is establishing a separate treasury for this meet and all chapter treasurers will be able to access it and audit or participate as desired.

Our total Chapter commitment this time is Steve Ciccalone handling the vending pre-registration and a \$500 contribution to the meet kitty by January, 2007. Additionally, we will be responsible for advertising the meet in our chapter area, mostly through ads and fliers. I will expect a few members to help me with swap space set up June 7, 2007 and we will need enough members to staff a Yankee information table during the meet.

If any of you have additional questions please send them to me as I have been to the initial meeting at the Jefferson meet and the first organizational meet last week. I will reply to everybody.

Best regards,
Steve Ciccalone





YANKEE CHAPTER

Charles Gallo

FIRST CLASS MAIL

