



YANKEE CHATTER



Summer Issue 2008

Established in 1973

Yankee Chapter
Antique Motorcycle Club of America



Photo by Tim Gottier

Charlie Gallo gets some friendly advice about his '28 JD from Steve Slocombe and Peter Reeves, both "crossing the pond" to be at the Rhinebeck Super meet.

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



Officers



Director
Dan Margolien

Honored Member
Frederick D. Hirsch

Honored Member
Jessie Aikman

Vice Director
Andy Bagas

Vice Director
Steve Ciccalone

Vice Director
Gene Levesque

Vice Director
Barbara Salisbury

Chapter Judge
Randy Walker

Secretary
Diane Stoyonovich

Treasurer / Membership Chair
Sandy Gallo

Newsletter Editor
Tim Gottier

Associate/ Webmaster
Jim Casey

Associate
Charles Gallo

Associate
Will Paley

Associate
Don Salisbury

Contents

Director's Message.....	3
Rhinebeck Report.....	4-5
Calendar of Events.....	6-7
Notes from Hebron.....	8-9
"Once Upon a Time".....	10
Judgment Day.....	11

Editors Message

I wish to extend my gratitude to the many who contributed articles and pictures to this edition of the Chatter. It's truly what makes our chapter special!

Thanks,
Tim Gottier

Yankee Chatter is the official newsletter of the Yankee Chapter of the Antique Motorcycle Club of America, and it is published three times, a year when information warrants. The Yankee Chapter was established April 8, 1973. Yankee Chapter, Inc. is incorporated in the State of Connecticut. Dues for the 2008 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 (available at <http://www.yankeechapter.org/html/application.html>) 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 member of record in good standing, officers and directors of the AMC of A, and editors of other AMC of A chapters.



Director's Message

From: Dan Margolien

It is a pleasure to be writing my second message to the club!

I suppose the main thing on everyone's mind is "How did Rhinebeck go?" Well, first I'll say how proud of the Yankee Chapter I am for all the work that was done before and after the show.

We promoted Rhinebeck and Hebron at over 10 separate events since last year's event. We had at least 20 members involved handing out flyers and cards, displaying their machines, and answering questions.

Remember last Hebron where we voted to be part of the Northeast Coalition? Following the vote we signed up volunteer workers, and added more at the Yankee Christmas dinner. We had over 30 people on the list. The greatest thing about that was everyone that signed up DID work at the Rhinebeck meet. I contacted members from the list and we coordinated several work crews for field setup, vendor hospitality guides, and merchandise booth sales. In addition to those people on the list we had half a dozen more at the meet that asked to help, and we found something for them.

Panheads at
Hebron competing
for the Joe Barber
Award



We all worked hard, and learned a lot- like we could have used twice as many people working the vendor gate so those that did would not have needed to work 8-12 hours. This was an oversight, and we'll correct it next year.

The best part was we had folks from the club that had not worked a meet before; it was great to find new faces helping to make the meet possible.

I received kudos from other Coalition members for the professionalism, coolness under fire, and perseverance

We're waiting for the final figures from the Fairgrounds and Dennis Craig, but it does appear that the Chapter earned, and I mean earned, over \$5,000 from our efforts.

After our banquet on August 1 at the Hebron meet, we'll take a while to discuss club matters, and you'll have a chance to give me feedback you want the Coalition to consider for the 2009 event.

Speaking of the Hebron meet- I've fielded a few calls from the ad in the AMCA magazine, but am requesting our membership to talk up the meet, and invite some of your friends to join in and help ensure we have a good time with a fun meet.

As usual, I would be happy to hear from you directly at 978-764-5587 or danmargolien@yahoo.com.

Dan

Photo by Dan Margolien

Rhinebeck 2008

(Right) Gene Levesque telling Yankee Sean Brown and friend Adam Santoro about “the one that got away”.



(Left) It's a bird, it's a plane, what is it Sandy? Yankees relaxing as a storm approaches on Saturday evening.

Photos by Tim Gottier



(Below) Some fabulous tank art on an Indian bobber and (left) even a Knucklehead guitar!



(Right) Once again, Steve Barber's Motorcycle Timeline made history, featuring over 300 motorcycles dating from 1886 to 1973!



MORE RHINEBECK MOMENTS!

Special Delivery!

(Right) Rhinebeck postmaster Frank Barton Jr. hitches a ride to his station at the meet where he postmarked mail bearing antique motorcycle stamps. Special thanks to Barbara Salisbury for arranging the event!



(Left) Dennis Willette and his beautiful '60 Panhead, nearly lost in a truck fire four years ago.

Photos by Tim Gottier

(Right) Maury Schold and his pilot friend, Spinner from Dubai, admiring a gorgeous Brough Superior SS 100.



(Left) Yankee Sandy Gallo awakens Rip Van Winkle from a long nap. He must have taken the wrong bridge over the Hudson!

Calendar of Events

Upcoming Events

Sterling Harvest Gathering

September 5-6, 2008

Sterling, Ct.

**** See notice on page 7! ****

Vintage Motorcycle Road Run

September 14, 2008

South Middleboro, Ma.

Yankee Christmas Party

December 7, 2008

Oxford, Ma.

Sterling 2007



Photos by Tim Gottier

VINTAGE MOTORCYCLE ROAD RUN

SUNDAY SEPTEMBER 14TH –
MEET AT 10 AM, SISSON'S DINER



RT. 28, SOUTH MIDDLEBORO, MA.

LEAVE AT NOON:
RIDE TO PLYMOUTH AIRPORT TO MEET WITH CRANBERRY
FLYWHEELERS ANTIQUE ENGINE CLUB AND VIEW "FLYING
FORTRESS" VINTAGE WWII AIRPLANES.

OPEN TO ALL MOTORCYCLES 1978 AND EARLIER

HARLEY-DAVIDSON

IN one section of Indiana one out of every eight farmers own a motorcycle. These farmers have realized the economy, the convenience and the pleasure of this best of road steeds. Most of these machines are Harley-Davidsons. Selected because they are the most economical (they hold the World's record for economy). Because they are the most reliable.



(In the New Jersey and Peninsular Motorcycle Clubs Endurance Contest, as well as the Cleveland Road Contest held this year, every Harley-Davidson entered, got a perfect or 100% score. The average of the 11 other makes competing was 43%). Nearly one-third of all the motorcycles sold in America are Harley-Davidsons. Made and guaranteed in the largest exclusive motorcycle factory in the World. Send for catalog.

HARLEY-DAVIDSON MOTOR CO.
881 L STREET 1911 MILWAUKEE, WIS.



→ Notice ←

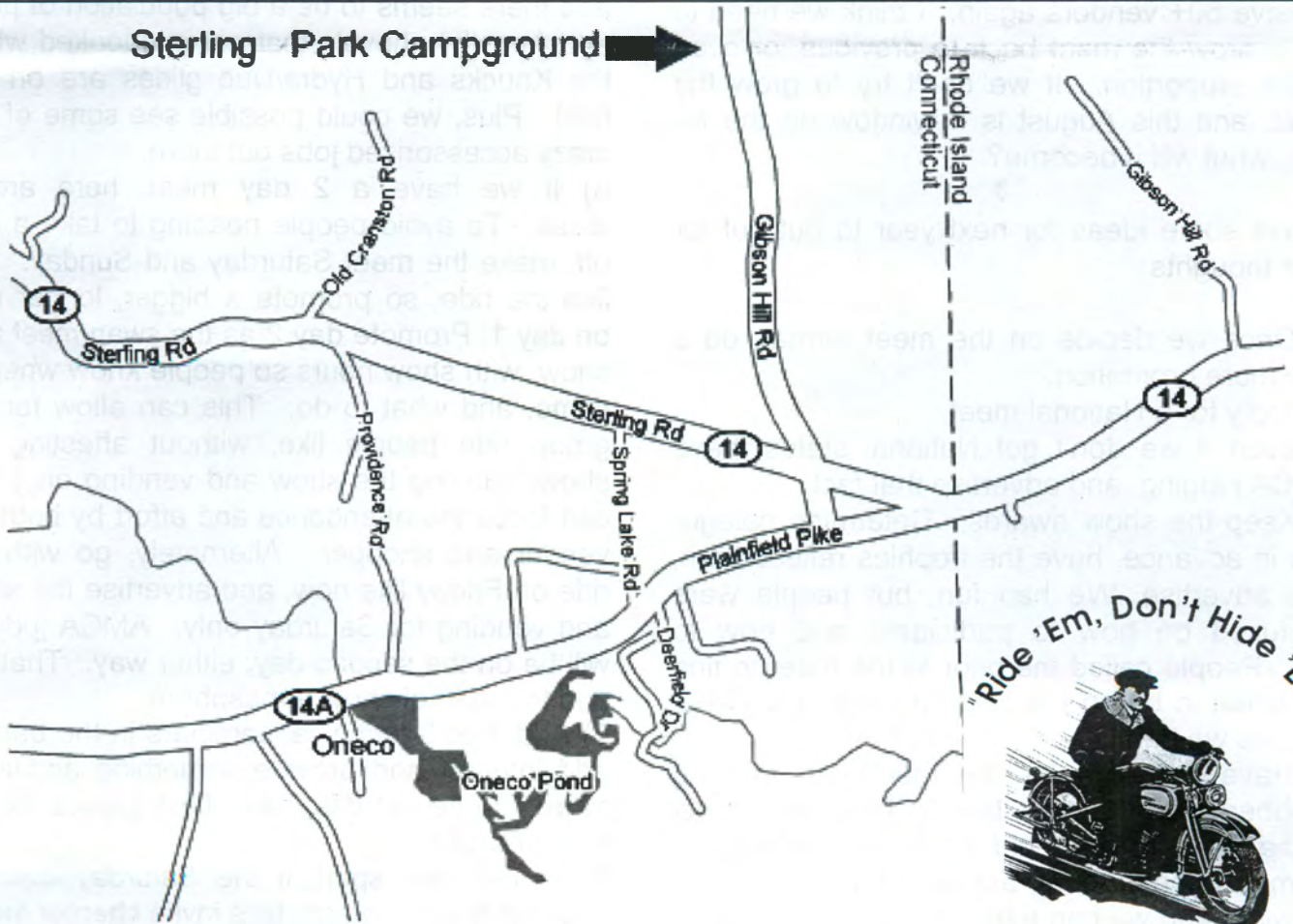


**The Sterling Harvest Gathering
will be held on September 5-7, 2008**

**NOT September 12-14 as advertised in the Spring 2008
Chatter.**

DON'T MISS OUT!!

**Go on Critter's Mystery Ride on Saturday
Bring hamburgers and hotdogs, we'll provide the grill
and
Tim is makin' his nearly world famous Clam Chowda!**



Hebron 2008

Yankee Chapter Meet

From Dan Margolien

Everyone at Hebron again said what a great time they had. There were good parts for sale, a good ride, and a neat little show.

I think we touched on 20 vendors. Sandy will provide financials at a later date.

I was disappointed in only 5 Pans for Barber award. Since this is a Yankee member award, it wasn't dependant upon people coming from Ohio, etc.- I don't know where everyone was.

In my mind, to make a good meet, we need either good vending, or a good show, or both. In the past, I always thought we had a decent vendor turnout at 40-60, and would like to see us achieve 50+ vendors again. I think we need to try to grow the meet back to previous, or even larger proportion. If we don't try to grow the meet, and this August is a window on the future, what will it become?

I have some ideas for next year to put out for your thoughts:

- 1) Once we decide on the meet format, do a little more promotion.
- 2) Apply for a National meet.
- 3) even if we don't get National status, have AMCA judging, and advertise that fact.
- 4) Keep the show awards. Determine categories in advance, have the trophies reflect them, and advertise. We had fun, but people were confused on how to participate and how to win. People called me prior to the meet to find out when to be on the field for judging, or what classes we had.
- 5) Have a theme for the meet- I'm thinking "Bobbers " or "Electra-Glides". This keeps most of the bikes 35 years old or more in the antique theme. The bobber aspect of the hobby is growing, and we can attract a good population I think within and outside the AMCA with this.



Photo Courtesy Sandy Gallo

The Electra Glide kind of gets overshadowed, and there seems to be a big population of pans and (mostly) shovels that get overlooked when the Knucks and Hydra/Duo glides are on the field. Plus, we could possible see some of the crazy accessorized jobs out there.

6) If we have a 2 day meet, here are 2 ideas. To avoid people needing to take a day off, make the meet Saturday and Sunday. We like the ride, so promote a bigger, longer ride on day 1, Promote day 2 as the swap meet and show, with show hours so people know when to come, and what to do. This can allow for the group ride people like, without affecting the show. Having the show and vending on 1 day can focus the attendance and effort by both the vendor and shopper. Alternately, go with the ride on Friday like now, and advertise the show and vending for Saturday only. AMCA judging will be on the second day, either way. That will add to the total show atmosphere.

7) Add 2 or 3 technical seminars in the barn to add interest and provide something additional to do. In lieu of this, have field games for the same reason.

8) In the club spirit, if the Saturday evening cookout is catching on, let's invite chapter members to stay on and participate.

9) Provide an incentive for vendor preregistration- like returning the vendor fee to them at the end of the day. Develop our event program and communicate with our regular vendors to make sure they know we are working to draw buyers

. In our advertisements for the meet, let's add a blurb about vendor pre-registration....

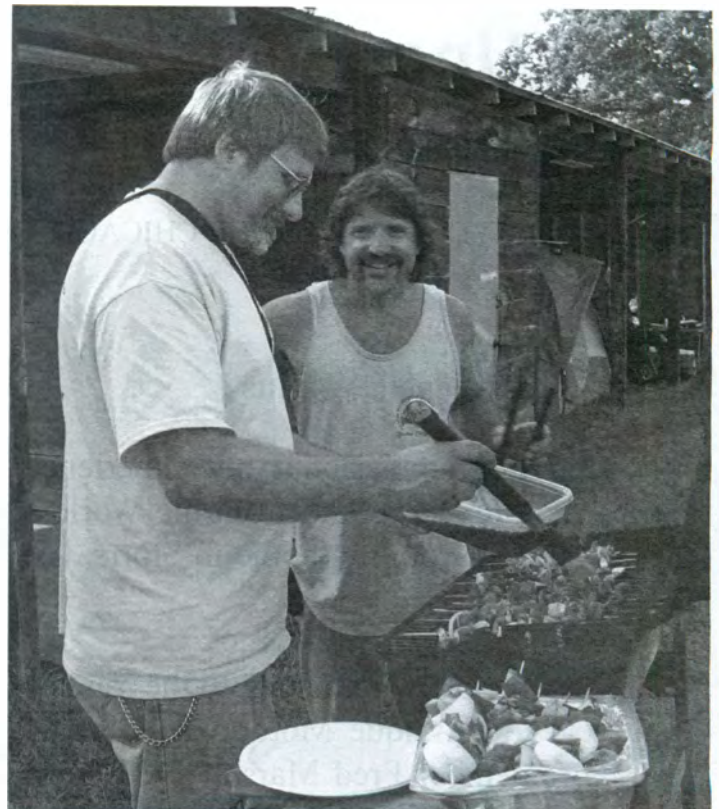
10) Improve our ads. The calls I received were about what time, what will I see, what are the show classes, etc. We need a message to communicate to the people not familiar with the chapter or AMCA.

11) Travis, the Real Deal told me he is involved in promotion, maybe we can tap him for ideas and support. He also mentioned bringing hot rods or rat rods.

12) Use the NE Coalition to do direct flyer mailings to the other club's members 3 weeks in advance.

Along these lines, I think we should inform the membership of what Sterling is all about. I know it seems obvious to many, but some people at the Hebron meet were asking me are they supposed to bring food? What goes on, etc.

Warmest Regards,
Dan



(Above) Tim Gottier and Mike Brown tend the grill on Saturday at Hebron. There was no shortage of food!

And a Hebron report From Sandy Gallo:

Hi Yankees,

Here is the bottom line re: Hebron ... we broke even! Actually, we made a small profit. And, we had a great time. I guess that should make us feel vindicated - small meets still have their place.

We still haven't received final numbers (or a check) from Rhinebeck. I'll report when I know something.

Charlie & I are going to Brookfield this weekend, we'll see how they fare in this brave new world!

So, enjoy the end of summer, see you at Sterling!

Ride 'em,
Sandy

(Left) What would Hebron be without a few good pirate songs from the world renowned troubadour, Ken Sweeney??!!

Once Upon A Time . . .

MY MOTORCYCLE TRIP TO THE CHICAGO
WORLD'S FAIR

By
Kenneth W. Fitts

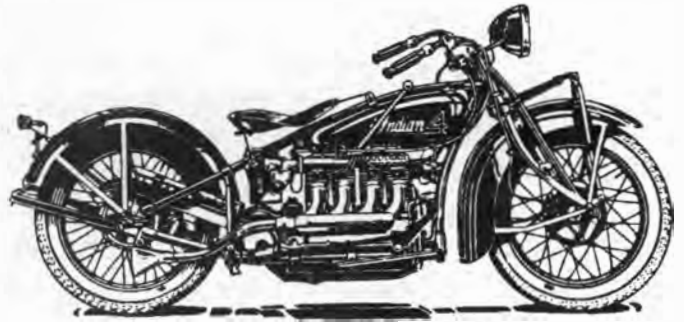
This story tells about my experience riding a motorcycle to and from the World's Fair in Chicago from my home in Storrs, CT in 1933.

Most people who belong to the Yankee Chapter of the Antique Motorcycle Club of America remember Fred Marsh. Fred raced quite often at the 1/5 mile dirt race track at Bulkeley Stadium in Hartford, CT. He had a motorcycle shop at 321 Albany Avenue in Hartford.

I drove my dad's Essex automobile from our home in Storrs to Fred's shop in Hartford. I bought a used 1929 four cylinder Indian from Fred. I believe the serial number was EA145. I paid Fred \$75. for the motorcycle. To bring the motorcycle to my home in Storrs, we mounted the motorcycle with the front wheel between the front fender and the hood on the Essex. We tied the motorcycle securely to the side of the Essex. I told Fred that I planned to ride the motorcycle to the World's Fair in Chicago. Fred's comment was, "You should make it OK. That is a good motorcycle."

On the trip to Chicago, my friend rode with me on the tandem seat of the motorcycle. As we entered Chicago, the headlight became very dim. I left the motorcycle in a parking garage. We stayed in a hotel. We saw the sights at the fair.

This was a "depression" year. Many people were "thumbing" their way across the country. My friend decided to thumb his way down to Alabama to visit his relatives.



After he left, I tried to solve my electrical problem. I disassembled the generator, but could find nothing wrong. The cycle shop in Chicago was asking \$7.50 for a used generator, but since money was tight, I didn't buy the generator. Instead, I drove only during the daylight hours on my return trip to my home in Connecticut. Fortunately, my motorcycle had a high-tension magneto for the ignition and didn't depend on the battery to run.

Twice on the way home, I gave hitch hikers a ride on the tandem seat. The round trip cost me just over \$50. I am 94 years old and still remember the World's Fair very well. It was an enjoyable experience.



JUDGMENT DAY

My first experience getting a bike judged, by Dan Margolein

I know that to many in the AMCA, having their bikes judged is an important aspect of the hobby. In fifteen year, I've never elected to have my machines judged. However, at Rhinebeck, I decided to give it a whirl.

Let's just say I learned a LOT! I thought I had researched my '64 FL during its restoration, and I knew of some things I figured would get points off. But I wasn't ready for my disappointment in my work when it was over.

I received only 76 points out of a possible 100L. Here's how it works:

AMCA judging begins with the ideal 100 point machine as the starting point. Marque experts are formed into teams to evaluate machines of a type they know. For each finding of inaccuracy, points are deducted.

There is a judging sheet that breaks the bike down into 25 sections for scoring such as frame/fork, front fender, rear fender, battery box/tool box/spark plugs, etc. Each section can receive a maximum of 4 points deduction.

As you have your bike judged, you can earn awards along a scale of increasing score quality and number of times you have been judged. You start at a Junior 2nd award, which is a score of 85-89; Junior 1st is 90-94, Senior 95-100, and Winners Circle >85. So you need at least 4 judging's to move through the process.

I lost points in 18 of the 25 categories. In most cases I was not even aware of the findings of the judges, such as the "wrong rev of the foot-board", or the little stamped cover over the ignition switch was a repro because the tail flipped up instead of down. Some of the issues I thought it was correct, but got deductions for the wrong fork because I have an adjustable rake fork which can be set for a side car, but I had

no idea it would be wrong on a solo. There was the wrong rivet head on the front fender which the judge said was a giveaway to a reproduction fender, and the rear fender was given a deduction as a repro, but I don't know the reason.

I don't mention any of these as a complaint, but as an opportunity to learn. I should have brought my documentation to share with the judges. I should have brought my HD factory photos. I should have paid more attention to other bikes that have scored well. I did do one good thing- I stayed with the judges at my bike, and they were reasonably happy to tell me what and why and how to correct.



I recommend the experience to everyone. Our Chapter judge is Randy Walker. We have many qualified judges for different machines. If you want a good hard look at your bike, it can be arranged outside the AMCA judging process. I know that at Hebron (even though we won't have official judging this year) I plan to be a lot more observant of the various Panheads that show up so I can compare and see what I've missed all these years. Try it, you'll like it!

Tim Gottier
48 Gottier Rd.
Tolland CT 06084



First Class Mail

1936 Brough Superior

