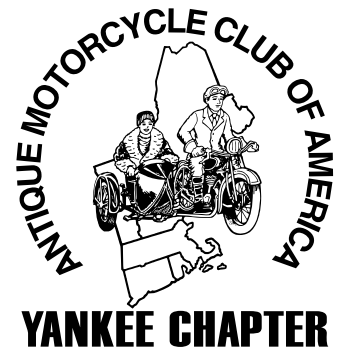




Yankee Chatter



Late Summer (October) 2012 www.yankeechapter.org

Established 1973

Yankee Chapter - Antique Motorcycle Club of America - Ride 'Em - Don't Hide 'Em

The Long Summer of Fun!

In This Issue:

Yankee Chapter Director, Dan Margolien, reflects on 2012, a big year for Yankees, including three camp and rides and a possible fourth for next year, Rhinebeck, Hebron's field games, awards, judging, new tax rules, and more. [Read his entire report on pages 3-5.](#)

Yankee Chapter Treasurer, Rich Correia's, amazing 2012 Cannonball run. Rich reflects on his very successful participation in the Motorcycle Cannonball II cross-country endurance run in September this year. [Read all about it on pages 6-10.](#)

The Yankee Chapter National Meet at Hebron:

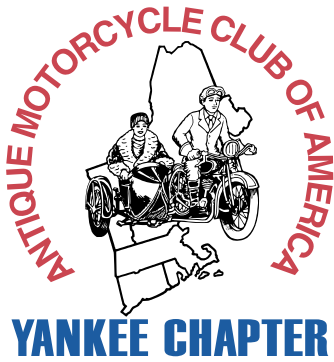
- **Photos.** [Pictures on pages 11-12.](#)
- **Yankee Chapter Awards.** [Details on pages 13-14.](#)
- **Meet Road Run.** [Info on page 15.](#)

Chatter Editor's Message and 2013 Chatter Schedule: [More on pages 16-17.](#)

Report from the Berkshire's Indian Summer Camp and Ride: Sandy Gallo reflects on another fine event put together by Yankee's Jim and Dawn Seidell. [More on pages 18-19.](#)

Report from the Maine Camp and Ride: Tom (Tom-Tom) Covill heads up to Maine for his first-ever participation in the Maine Camp and Ride. [More on pages 20-23.](#)

The Annual Christmas Party and Business Meeting will get underway on Sunday, December 2nd. Arrive before 12 noon for the Pot Luck Dinner at noon (bring a dish, dessert, or a drink), then at 1PM we start the Business Meeting with financial and membership reports and 2013 meet planning followed by questions and answers to adjourn around 4PM. [Address and map on back cover.](#)



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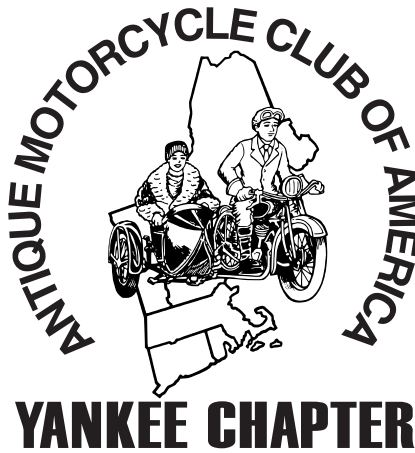
Associate
Philip Mathews

Associate
Will Paley

Yankee Chatter is the official newsletter of the Yankee Chapter of the Antique Motorcycle Club of America, Inc., and is published four times a year. The Yankee Chapter, Inc. was established April 8, 1973 and is incorporated in the State of Connecticut. Dues are \$15.00 for a family membership and now may be paid up to three years in advance. When you renew your Yankee membership, you will have the choice of receiving your newsletter by e-mail or mail. Renewal fee for the color electronic version will be \$10.00 per year. \$15.00 per year for both the electronic version and a B&W hard copy sent via postal service. Membership is non-transferable, and dues are non-refundable.

Applicants wishing to join the Yankee Chapter must first be members in good standing of the National AMCA. Yankee Chapter. Current members and new applicants may send renewals/applications to the Chapter Membership Chairperson at any time. An application is inserted into this edition for easy completion and mailing.

Distribution of *Yankee Chatter* is to Chapter member of record in good standing, officers and directors of the AMCA, and editors of other AMCA chapters.



Director's Message

by Dan Margolien

I'm pleased to be back with you for another edition of the *Chatter*. 2012 was a strong year for the Yankee Chapter: We've exceeded 200 members, we hosted two National meets and three Camp and Rides, and we were involved in several promotions.

2012: A Big Year For Yankees:

As I reflect back on the year I am warmed by the chapter member participation in all of our events- I know it is trite, but the chapter exists for and by its members. So a big thanks to everyone for making the Yankees an active and vital organization.

- **The Sterling Camp and Ride:** As a reminder, we opened the year with our Sterling, Connecticut, Camp and Ride where over 20 bikes and more members usually come out to shake off the winter cobwebs and eat and ride in the beautiful back roads in eastern Connecticut and Rhode Island. Barbara Salisbury always comes up with a theme to drive the food and party along. Look forward to the 2013 event.
- **The Maine Camp and Ride:** Sterling had been our ride for several years when Jessie and Mike Lingley offered to coordinate a ride in Maine and it's now taken firm root. This year's Maine ride was the third annual! The Lingley's open their home to folks for a cookout and rain protection and set up the route. This year, a road construction site left in damaged condition was the scene of a mishap where member John Pierce took a spill damaging not only his great knucklehead Harley, but breaking his shoulder and foot to boot! This is the first incident to my memory from all of our accumulated miles; the routes are always well-vetted and the riders take good care negotiating unfamiliar areas. Over 20 folks took advantage of the ride and the Lingley hospitality this year. Tom (Tom-Tom) Covill submitted an excellent report for this edition of the *Chatter*.
- **The Indian Summer Berkshire Camp and Ride:** We added the Berkshire ride hosted by Jim and Dawn Seidell a few years ago, and this "Indian Summer" ride attracted over 30 riders this year. Jim and Dawn make arrangements at the Mohawk Park Campground, set up the routes, and always makes a sure everyone has a great time. Sandy Gallo reflects on this year's event in this edition of the *Chatter*.
- **Come Out and Ride Next Year:** Although my work travel precluded my involvement in all three rides this year, I hope to make them next year! And, don't worry - you can ride anything you want - these are not limited to antiques if you are not comfortable with yours. All rides have a sweep truck, rest stops, camaraderie, and new sites to see and people to meet. We'll update our 2013 calendar as soon as we have a chance to coordinate with the hosts.

- **Possible New Camp and Ride for 2013:** We might have a tough time fitting it into the schedule, but Peirce Reed has invited us to use his place in Vermont as a host site for a camp and ride in 2013. He's not a member of the Yankee Chapter (yet), but I met him at the Pewter Run in New Hampshire last weekend when the topic came up. He runs a restoration place in Stowe, Vermont (the Vintage Garage, <http://www.vintagegaragevt.com>) and has hosted Rolls Royce and other classic car rides from his location.

Yankee at the Rhinebeck Grand National Meet:

Of course we were involved in the planning and execution of the Rhinebeck Grand National Meet along with the other chapters: Hudson Valley, Big Sandbar, Colonial, and Seaboard. We promoted the Rhinebeck and Hebron Meets during the year at the Springfield Motorcycle show, Stafford Springs, Portland, Maine, and other venues. As they have done for years, Yankee Chapter members Mike, Sandy, and Shawn Brown went out days before the Rhinebeck meet and laid out the field, erected signage and made other preparations. Other Chapter members were involved in judging, working the merchandise table, etc. Huge thanks to the Browns and the others. I must apologize for not maintaining a list of all workers and being able to name them specifically. One big change for Rhinebeck this year was the compression to Friday and Saturday only. This seems to be a direction other meets are taking and for Rhinebeck, where we have had difficulty keeping vendors on the field Sunday, I think it worked out well. Basically I see it as motivating the spectators to visit early on one of the two days - it seems that if you give people more time they just wait or don't come at all - so Saturday was busier this year. As of this writing I do not have the financial results, but will provide them as soon as I can.

Yankee Chapter's National Meet at Hebron:

That takes us to the Yankee 2012 National at Hebron. It had been five years since we hosted our local National and I think it was great. Richard Spagnolli, President of the AMCA, attended and called it "wonderful" and invited us to host again in 2013. I have requested, and **we have been granted National Meet status again for 2013**. If you come to the Christmas Party/Business Meeting on December 2nd, we'll provide the full financial breakdown, but it seems we earned ourselves \$2000+ from our efforts at Hebron. For those that couldn't make it, you should know we had exceeded 60 vendors and had such a great road run that over 50 bikes participated this year.

- **Field Games:** The field games were a riot. I learned the JD is not good for low speed tight maneuvering as the bars kept getting stuck on my thighs!! There is a mysterious stranger who goes by the name of "Free Willie" who has ridden to our meets on a huge bike the last two years for the apparent purpose of taking home the field game trophy. We need to practice and give him some competition! I learned he travels around to all the available riding games at meets and has quite a collection of awards as he is very, very, skilled at these riding games. In fact, he offered to conduct a clinic for anyone interested next year, so come practice with a pro.
- **First Annual Yankee Member Recognition Award:** We developed a new perpetual award that focuses on the person, not the machine. The membership nominated five members: Dana Faucher, Charlie Gallo, both Don "Crittter" and Barbara Salisbury, and Jim Seidell. After the process of nominating, ballots mailed, mailed back, and tallied, I was proud to present the very first Yankee Member Recognition Award to Charlie, and the participation by members was strong! Thanks to the nominees and the members for participating in the launch of this new tradition. As a reminder, this is a perpetual award and nominations will open next Spring for the 2013 award.

- **Meet Schedule and Judging:** I think the two-day meet format offers a lot of advantages, and this is how I am proceeding for 2013. Sunday morning broke clear but only judging participants were not busy packing and leaving if they did not leave Saturday evening. What this does is really reduce the available judges, not to mention that those that stay to judge or be judged didn't get off the field until at least 1 or 2 pm on Sunday. I would like to see even more vendors and visitors, so please support your club by promoting the meet and participating strongly. Again, I am remiss for not keeping a clear list of the judges, so please do not be offended if I do not thank you by name- just know your effort and support is VERY MUCH appreciated.

AMCA National Financial Notes:

Late in the summer of 2012, the AMCA finalized their investigation and concluded that the AMCA and Chapters have not been properly filing income taxes. Simply put, to truly be not-for-profit organization under IRS rules, only 15% of our income can come from sources other than Yankee Chapter members. Because we do not have completely detailed records to support such a claim, and because it seems that the records we do have suggests that we do not meet this standard, we recently filed amendments to Federal and State income tax returns for the past three years. This resulted in an IRS tax bill of around \$3000, and then we got hit by Connecticut tax and penalties of around \$300. The AMCA has advised us not to pay the penalties just yet, as they are really the result of oversight by the AMCA, and they will likely pay them. It seems that not all AMCA chapters have agreed to the new process. Some are refusing, and others have been slower than the Yankee Chapter. We learned the Yankee was first chapter to complete the process and met the deadlines established by AMCA national. Rich, our Yankee Chapter Treasurer, used his own records the historic records from Sandy Gallo (previous Treasurer) to compile all the necessary paperwork, communication, and filings... all while preparing for his run in the Motorcycle Cannonball 2012 rally!

By the way, in a good-faith effort to determine if we could possibly meet the 15% limit on income from non-Yankees at the Hebron National meet, we tried to maintain records as to the source of gate and souvenir proceeds. Basically, it was difficult to keep the accounting and the log we did keep ended up showing that more than 15% of the sales came from people who were not Yankee Chapter members. So, unless we take some larger - more specific - actions to change our structure and/or control our income, we'll be paying a few hundred in taxes each year going forward. I don't have a problem with that because the Yankee Chapter is clearly a successful organization and we'll do just fine even paying a small amount of tax each year.

Yankee Chapter's New Webmaster:

I would like to take this opportunity to point everyone to our website at <http://yankeechapter.org>. Chris Lenox has volunteered to take over the webmaster duties. Please note he created a buy and sell page, so don't hesitate to use it. Also, any pix, flyers, anything of interest to the Yankee Chapter members can be posted by Chris - please keep him busy - classifieds@yankeechapter.org.

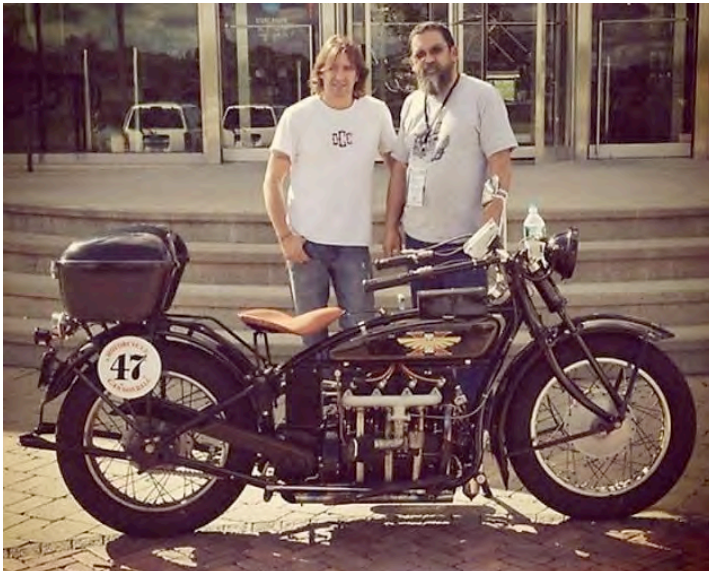
- Dan



My View From the Seat of a Messenger II Saddle

by Rich Correia

At this point, most everyone knows about the Motorcycle Cannonball. Here's my view from the seat of a Messenger II saddle.



I decided to use my 1925 Henderson Deluxe on this run. Freshly restored being fully roadworthy, it was my bike of choice. With a safety update of Honda wheels and brakes, inspired by Charlie Gallo, the bike actually stopped rather well. Additional gear included a route sheet holder, updated speedo, a 12-volt generator and a water bottle holder. I was ready to ride!

My support crew fit the bill well. John Gomes from Toronto was the Public Relations Manager - heading up texting, Facebook updates, photos and letters - keeping everyone back home current with our progress. Darryl Cutter from Wellfleet,

Massachusetts, was there for technical support; A well-versed motorcycle motorhead - an asset to have in any Henderson corner.

The ride was long and the pace was hectic, up early each morning, leave at the assigned group time, then riding 93 to 320 miles each day, most days well over 200 miles. On some days, the saddle time was better than six hours. I could run a tank of gas to just about 100 miles, but always carried two gallons in the "trunk," just in case. At the end of each day's run, we would "clock out" and, at some of the stops, put the bikes up for display at the host site until early evening. We could then pull them back and perform routine maintenance, change oil and filter, check tires and pressures, lube chains, and check the overall condition of the bike. Then roll up the next day's route sheet, top off with gas with a shot of Marvel



and we're ready for the next day's run. At night, the parking lots were alive with a buzz of activity. Most crews working under bright lights were massaging their rides back to full readiness with light maintenance. Some were not as fortunate, performing major engine or chassis repairs, top ends, transmissions, clutches, welding frames, whatever was needed to get it back up and running to head out the next day.



Because we were travelling just about the whole route on secondary roads, the scenery was just amazing!! Miles of cornfields and sunflowers - rolling plains and colorful mountains - sometimes blaring heat, sometimes biting cold, even heavy rain - just suit up and keep on going!! Wildlife was abundant. I even passed a Buffalo just walking down the road!! The roads varied - straight in the Midwest - miles and miles without a turn - to switch backs in Oregon and California. We travelled up and over high mountain ranges and coasted miles down the back side. We did catch the ferry in Michigan and crossed over to Wisconsin. A police escort brought us to the Harley Museum in Milwaukee where hundreds were waiting. What a reception!!! The morning leaving Yellowstone National Park was cold - 28 degrees - with dense fog. My beard was frozen, my glasses iced over and the water bottle turned to solid. Just ride on.



My trip did have some problems. The engine quit just east of the Mississippi - no spark - pulling the rear mag cover revealed a broken rubbing block for the points - what to do??? The rules prohibited me from calling upon my crew for repairs while on the route, but I thought, "Maybe I could make one." I approached a nearby house asking for a piece of wood and tools to make a replacement. I carved



out a small block, drilled it out and wired it to the base plate - adjusted the points and it fired to life. I was up and running and made it the remaining 50 miles to Anamosa, Iowa on time!!



My wooden rubbing block repair.

Another incident happened in the Badlands of South Dakota. While travelling through the hilly terrain, the rear brake failed - almost sending me off the road. The backing plate had broken at the anchor.



Working on my broken rear brake backing plate.



My crew working hard to find me a replacement backing plate.

With very little - and at times no - front brake, I continued on the remaining 175 miles to Sturgis - through Rapid City and Rushmore - sometimes dragging my feet to stop. I did make it to the day's end and on time. WOW!!! My crew had scoured up a replacement backing plate that I broke again in the parking lot. We found another - altered the anchoring arm and all was well. We lived to see another day.

Then my truck died in Idaho. Darryl and John were heading to the next stop when the transmission went out. Do you believe that!!!!? Mountainous terrain and too much weight with the camper and trailer. Darryl dismounted on his modern bike, rode it to Boise, rented a box truck, drove back, moved the stuff from the trailer into the box truck, and followed John in the truck at 30mph to the nearest Chevy dealer, left the truck there for repairs, then continued on, hardly missing a beat. It's the cost of doing business.

I did meet a great group of like-minded motorcycle enthusiasts - all with the same goal in mind - going the distance. They came from all over the globe to be there - Germany, Poland, Italy, South Africa, Australia and points beyond and between. Their passion and respect for these machines was apparent - as was their enthusiasm for doing with these great machines what they were designed to do - be ridden!!

Canyon runs - Giant Redwoods - The Pacific Coast Highway!!! All the sights and sounds are something to behold!!!



It's a beautiful country that we have here and to see it from the saddle of an antique cycle is just amazing.



Lonnie Isam and his Cannonball crew put on a professional event - He gave us the opportunity to experience something that only a few have done. What a blast!!!!

CANNONBALL!!!!!!



For more information about the Motorcycle Cannonball, including slide shows and video, please visit:

<http://www.motorcyclecannonball.com>

For those with Facebook accounts, you can also view hundreds of messages and photos by fans and participants on the Motorcycle Cannonball Facebook Group:

<https://www.facebook.com/groups/332714961899/>

The Motorcycle Cannonball II graphic and official photos included with this article are used with permission. Other photos by Darryl Cutter, John Gomes, and Facebook fans.

Motorcycle Cannonball 2012 Route

Stage 1	Fri, Sep 7	Newburgh, NY to Wellsboro, PA	210 Miles
Stage 2	Sat, Sep 8	Wellsboro, PA to Sandusky, OH	320 Miles
Stage 3	Sun, Sep 9	Sandusky, OH to Milwaukee, WI	300 Miles
Stage 4	Mon, Sep 10	Milwaukee, WI to Anamosa, IA	214 Miles
Stage 5	Tue, Sep 11	Anamosa, IA to Spirit Lake, IA	279 Miles
Stage 6	Wed, Sep 12	Spirit Lake, IA to Murdo, SD	326 Miles
Stage 7	Thu, Sep 13	Murdo, SD to Sturgis, SD	278 Miles
Rest Day	Fri, Sep 14	Rest Day; Sturgis, SD	
Stage 8	Sat, Sep 15	Sturgis, SD to Sheridan, WY	242 Miles
Stage 9	Sun, Sep 16	Sheridan, WY to Yellowstone, WY	229 Miles
Stage 10	Mon, Sep 17	Yellowstone, WY to Jackson Hole, WY	160 Miles
Stage 11	Tue, Sep 18	Jackson Hole, WY to Mountain Home, ID	299 Miles
Stage 12	Wed, Sep 19	Mountain Home, ID to Burns, OR	251 Miles
Stage 13	Thu, Sep 20	Burns, OR. to Klamath Falls, OR	230 Miles
Stage 14	Fri, Sep 21	Klamath Falls, OR to Fortuna, CA	285 Miles
Stage 15	Sat, Sep 22	Fortuna, CA to Cotati, CA	240 miles
Stage 16	Sun, Sep 23	Cotati, CA to San Francisco, CA	93 miles

Photos From Yankee Chapter's Hebron National Meet



Will Paley and his rare Griffon





Yankee Chapter Awards at the Hebron National Meet



Giles J. Adams Award: Charlie Gallo - 1929 HD JD
 Presented by Ginny Adams, daughter of Giles J. Adams
 (Photo: Bill Wood, AMCA)

Yankee Chapter Fun Judging

During Yankee Chapter meets without AMCA points judging, we created a fun awards system. A team of judges walks among all the bikes on the show field and finds a reason to create a category and present an award. Here are this year's winners of Yankee Chapter Fun Judging:

- Best Continental European: Gene Levesque - 1954 BMW R67
- Best British: Bill Cawley - Matchless G80
- Best Sidecar: Mike Brown - 1924 JDCA with sidecar
- Best Indian: Tim Kallberg - 1947 Indian Chief
- Most Original Shovelhead: Pete Bergeron - 1975 HD FLH
- Most Unusual: Darryl Cutter - 1935 Nimbus 4 cylinder
- Fastest: George Levinson - 1975 Ducati 750 Sport
- People's Favorite: Gerry Powers - 1919 HD JS
- Best Japanese: Peter MacMurray - 1973 Kawasaki G4TR
- From the AMCA judging collection:
 - Period Modified: Shawn Brown- 1947 Knucklehead bobber

Field Games



Overall Champion: Free Willie - H-D FLH

Tire Toss: (Tires On Cones)

Rider	Tires	
1 Free Willie	(3)	WINNER
2 Dana Faucher	(2)	2 ND (TIE)
2 Critter	(2)	2 ND (TIE)
3 Phil Suttile	(1)	3 RD
4 Bill Cawley	(0)	
X Clive Taylor		DQ [out of bounds]
X Dan Margolien		DQ [foot]

Slalom

Rider	Bike	Time	
1 Critter	1941 Scout	0:11	WINNER
2 Bill Cawley	1967 Matchless	0:12	2 ND
X Dana Faucher	1936 Indian	0:12	DQ [knocked over cone]
X Dan Margolien	1926 H-D JD	0:13	DQ [missed two cones]
X Clive Taylor	1965 Norton	0:14	DQ [knocked over cone]
X Phil Suttile	1942 Military H-D		DQ [foot]
X Free Willie	1984 H-D FL HS		DQ [knocked over cone]

Blind Sidecar

Rider	Bike	Time	
1 Marty Hansen	1952 H-D	1:47	WINNER
2 Tim Gottier	1946 H-D	1:55	2 ND
X Mike Brown	1924 H-D		DQ [off course]
X Mike Scussell	1924 H-D		DQ [off course]

Slow Race

Heat #1

Rider	Time	
1 Free Willie	1:01	Heat Winner
2 Darryl Cutter	0:56	
X Dana Faucher		DQ
X Phil Suttile		DQ

Heat #2

Rider	Time	
1 Clive Taylor		Heat Winner
X Bill Cawley		DQ
X Critter		DQ

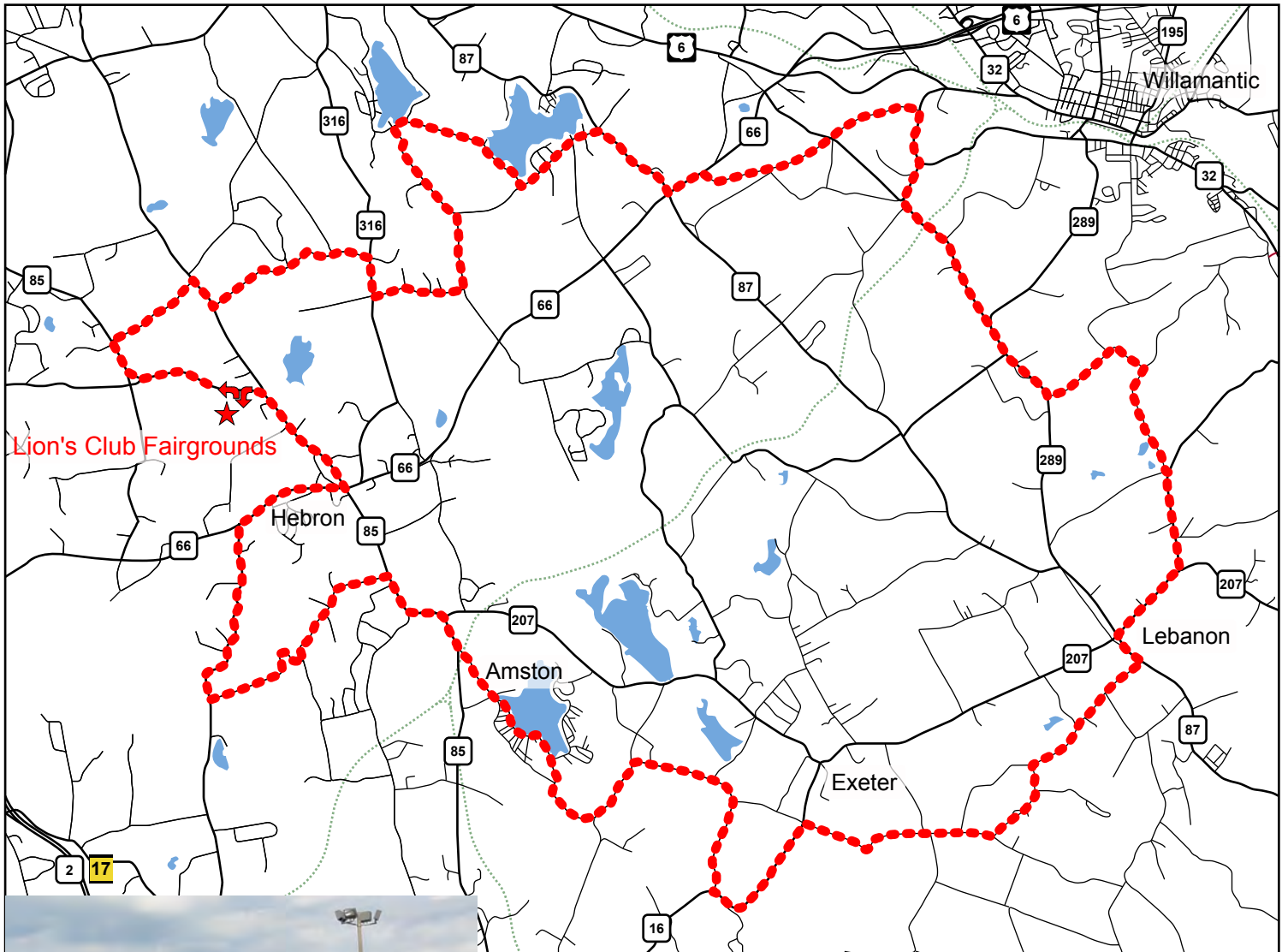
Final Race

Rider	Time	
1 Free Willie		WINNER
2 Clive Taylor		2 ND

Balls & Buckets: (Balls In) Time

Rider	Qualifier	Final	
1 Bill Cawley	(4) 0:51	(4) 0:51	WINNER
2 Darryl Cutter	(4) 0:54	(4) 0:58	2 ND
3 Free Willie	(4) 1:12	(4) 1:07	3 RD
4 Phil Suttile	(3) 0:41	(4) 1:17	
5 Dana Faucher	(3) 0:41		
6 Dan Margolien	(0)		

Hebron Meet Road Run: 43+ miles of Connecticut's finest back roads



Editor's Message

by Mark Hunnibell – Chatter Editor

First, I want to express my apologies for getting this edition of the *Chatter* out six weeks late. I became overwhelmed with work-related and personal issues and just could not get it done. However, the upside is that this edition is rather large since it includes reports of events since our last edition (prior to Rhinebeck).

Second, as I recently wrote in an e-mail to all Yankee members, the big “personal issue” that I have been dealing with is a move to Ohio after living in Connecticut for over 22 years. My wife, Laura, and I have moved to what we hope will be our eventual retirement home in Yellow Springs, Ohio. Although I am a born and bred Yankee and that will never change, Laura’s an Ohio Buckeye - through and through - and, after 22 years in Connecticut, she wanted to be closer to her family, so off we went. We sold the house in Connecticut and we’re mostly moved in here in Yellow Springs (but the garage is still full of boxes). Our move will certainly impact my ability to participate in Yankee Chapter events. I plan to remain a Yankee Chapter member indefinitely and plan to continue as the newsletter editor as long as you will have me, but I’ll need more help with material, so keep it coming. It will not hurt my feelings in the least if any one of the over 200 Yankee Chapter members raises their hand and says they’d like to take over editing the *Chatter* or even become an “assistant editor,” so if you’d like to help keep this newsletter alive and vibrant, you need no one’s permission... just let Dan Margolien know. I’ll be pleased to get the extra help or ensure a smooth transition if that’s what comes to pass.

Apart from the “distractions” of my work and personal life, I was pleased to be able to help out with the Hebron National meet (see the report on the field games and Yankee Chapter awards in this edition of the *Chatter*), but my fondest memory has to be the drive I made up to Sandusky, Ohio, to see the Yankee Chapter Treasurer Rich Correia roll in from the second stage on the Motorcycle Cannonball. I took some photos and hung around with Rich and his crew of Darryl Cutter and John Gomes that evening and the next morning, but I think Rich tells the story great in this edition of the *Chatter*. If you ever have a chance to ride in this “rolling history” event, do it! If you can’t ride, perhaps someone needs help on their crew. If you can’t take that much time off, find one of the stops on the cross-country run (or even the start or finish) and come and see the action for yourself. I’m told the next Motorcycle Cannonball will be in two years and will include bikes up to 1939 (this year’s limit was 1929) so it is almost certainly going to be a field in the hundreds.

Besides increasing contributions to the *Yankee Chatter* from members, one of the things that I think will make the *Yankee Chatter* most effective will be if we can maintain a publishing schedule. Except for this edition, I think we’ve done pretty well in terms of the publishing schedule for this year. Deadlines help keep us on track and also help you know when to participate if you want to contribute material. To that end, I have established the publication schedule and deadlines for the *Yankee Chatter* for 2013 which is on the facing page.

Additionally, never one to miss a chance to over-extend myself, when AMCA put out the call for candidates for some AMCA National Board seats, I raised my hand. I found out this week that I didn’t get selected, but have volunteered for projects where my assistance may be needed.

Also, a few months ago, Charlie Gallo sent me a stack of all the *Yankee Chatters* that he produced when he was newsletter editor. I scanned them all into PDF files and am in the process of reviewing and redacting them to address privacy concerns, but expect to have them all done and available on the Yankee Chapter web site soon.

Speaking of the web site, in his Director's Message, Dan notes that Chris Lenox, the Yankee webmaster, can post your items on the classified ads page on the web site (<http://yankeechapter.org/classifieds/>) by sending the details to classifieds@yankeechapter.org. We also have been trying to resurrect the "Yankee Pedlar" classified advertising section last appeared in the *Yankee Chatter* in 1998, so if you're a current Yankee Chapter member with something to sell or wanting to buy something, we'll publish your classified or business-card-sized advertisement for free. Deadlines for advertising copy in the Chatter are the same as the deadlines on the facing page.

Please try to e-mail material for publication to editor@yankeechapter.org, but you may also mail anything to Mark Hunnibell, 1230 Grinnell Dr, Yellow Springs, OH 45387. If you would like any submitted material returned after it is scanned, please include instruction. Also, please provide captions for photos, if possible.

YANKEE CHATTER 2013 PUBLICATION SCHEDULE

YANKEE CHATTER EDITION	DATE
Winter 2013	February 16, 2013
Advance Notice to Editor of Intention to Submit Material	Sat, Jan 12, 2013
Deadline for Submission of Draft Material	Sat, Jan 26, 2013
Final Deadline for All Material	Sat, Feb 9, 2013
Publication/Mailing Date	Sat, Feb 16, 2013
Sterling Flyer	April 24, 2013
Spring 2013	May 18, 2013
Advance Notice to Editor of Intention to Submit Material	Sat, Apr 13, 2013
Deadline for Submission of Draft Material	Sat, Apr 27, 2013
Final Deadline for All Material	Sat, May 11, 2013
Publication/Mailing Date	Sat, May 18, 2013
Hebron National Meet Flyer	Wed July 4, 2013
Summer 2013	August 31, 2013
Advance Notice to Editor of Intention to Submit Material	Sat, Jul 27, 2013
Deadline for Submission of Draft Material	Sat, Aug 10, 2013
Final Deadline for All Material	Sat, Aug 24, 2013
Publication/Mailing Date	Sat, Aug 31, 2013
Fall 2013	November 16, 2013
Advance Notice to Editor of Intention to Submit Material	Sat, Oct 12, 2013
Deadline for Submission of Draft Material	Sat, Oct 26, 2013
Final Deadline for All Material	Sat, Nov 9, 2013
Publication/Mailing Date	Sat, Nov 16, 2013

Note: These deadlines are not "hard and fast," but are benchmarks for ideal circumstances. If events occur that necessitate (or cause) adjustment, we will certainly do so.



Battery Loses Battery

A Mohawk Valley Story
by Sandy Gallo

The Mohawk Valley camp-n-ride is always a good time, so Gene Levesque, Charlie, and I planned to leave early on Friday for Charlemont, Massachusetts. Charlie wanted to ride the '48 Pan, which had just over 800 miles on a new motor, so he spent some time on Thursday doing bolt tightening. When he started it up, it was leaking gas, but a sharp tap on the carb loosened the stuck float and the test ride went well. He packed all his gear on it. Friday morning the float was well and truly stuck, gas gushing, and it seemed

that the float might have become a "sink" instead. Regroup! Everything came off the '48 and onto the '59. Gene arrived and we were off for a very pleasant 100-mile jaunt.

Arriving at the Mohawk Park Campground, we were greeted by friends: the Seidells, the Salisburys, Chris Duffy, Tim Kallberg, Garry Lamothe, Joyce Thompson and the other early arrivals. I trotted down to the Bergeron's trailer to say "Hi," but they were off on a ride (imagine that, riding those antiques!). After hanging around for a while and catching up on our friend's lives, Jim Seidell suggested a late afternoon scoot. My Beemer's always ready, so I suited up to join them. Five miles from the campground, I was following Battery Bill when a strange squealing sound came from his bike. I noticed a dark form beneath his left saddlebag, which had not been there before. Since Bill hadn't slowed down, I pulled up beside him. As I got close, the dark form was revealed as his battery, being dragged down the road by its wires. I got Bill to pull over, and we were in time to save the battery – no leaks. The perennially helpful Mike Lingley headed back down



the road to locate lost parts, and everyone's tools came out. Nobody had duct tape, but Chris Duffy had a bunch of tie wraps to anchor the wandering battery. Power restored, we continued on a pleasant loop along the Deerfield River.

Saturday morning, Jim made a delicious and filling breakfast for everyone. By 10 AM, we were gassed up and ready to hit the road. We climbed Mount Greylock, switchback after switchback. Next, Jim took us to a private home where a gentleman had amassed 18 Indians – and he doesn't

ride! Seems a terrible waste to me, but the bikes were very nice examples. They also had a very friendly horse named Fancy, who licked my hand, nibbled at my fingers and sneezed in my face! Very messy, but the horse was really sweet – she had plenty of personality. Our next stop was for lunch. When we arrived, we found ourselves a few bikes and a follow-truck short. Jim headed back to gather up the stragglers. Steve Allison had lost the cap from a spark plug. Fortunately, the truck had some of Jamie's inventory in it, so Steve purchased a spark plug, took the cap, and electricity was restored. At the restaurant, an overwhelmed but friendly staff tried valiantly to feed all of us.

From our lunch stop, our route twisted into New York and up into Vermont. The beauty of Jim's rides is that I surrender myself to them; I had no idea where I was and I didn't have to care! Almost all of the roads we traveled were hilly or mountainous. We twisted and turned and downshifted all day long. Upon returning, mileage estimates varied from 106 miles up to 125 miles. Your guess is as good as mine, as it matters not at all. I do know that Jim and Jamie Seidell know how to take their friends for a ride, and a fine one. After being back for a while, I wandered down to the Bergeron's trailer. Darned if they weren't gone again. Can't keep those Maine-iacs from riding!

Saturday evening, a potluck supper spontaneously appeared. Many Yankees had brought delicious dishes to share. One thing is for sure: Yankees can cook, and cook well. We all enjoyed a wonderful feast. Thanks to all who contributed. Sunday morning, Jim fed us another delicious, stick-to-your-ribs breakfast. The three of us said our goodbyes and headed south for Connecticut. About 20 miles down the road, we came upon a group of motorcycles headed north ... the Bergerons and friends on still another ride before packing for home! Those folks love to ride (and do it well). Next year I'm coming up on Thursday so I can go wherever they go on Friday!

Our thanks to Jim, Dawn and Jamie Seidell for hosting this wonderful gathering. It makes them great candidates for a Yankee Chapter *Family* recognition award! A great time was had by all.

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Maine Camp and Ride

Articles and Photos by Tom (Tom-Tom) Covill

I've been wanting to do the Maine run for a few years now, but something always seems to come up - weddings, graduations, accidents, etc. This year was a "go," so I made a call to Jesse and Mike for directions to the Indian Rivers Campground and headed out Friday from work.

I loaded the Chief on a trailer and hooked it up to my '57 GMC Panel. Leaving work in Providence at 3:30 in the afternoon, I figured I would be in Maine by 6 o'clock for a cookout at Jesse and Mike's house a short distance from the campground. I didn't figure on Friday traffic on the weekend before the 4th of July, or rush hour. I ended up being stuck for two hours in traffic in the short distance between the Mass Pike and 93 North on 495. It wasn't pleasant in 95-degree heat in a panel truck with no air conditioning.

I finally arrived at the campground just before 8 o'clock, quickly unloaded the Chief and took a quick shower. Also camped there were Jim and Jamie Seidell and Gene, Joyce, and Jerry Gould, but they had already left for the cookout. I called Jesse for directions to their house a few miles away and, after a wrong turn, I found it just as daylight was fading. There was still food out, so I had myself a quick bite to eat and went to check out Mike's garage, where everyone got the nickel tour.



Tom-Tom's Camp Site



The Indian Rivers Campground overlooking the Piscataqua River

What a great shop - enough to make any Indian lover drool. Between original bikes, restoration projects, and diamonds in the rough, he's got the whole nine yards. We all talked bikes, projects, parts, and so on over a few brews until around 10:30, then headed back to camp to enjoy a campfire at Gene and Joyce's camp until midnight or so. The Saturday ride was to leave from the campground the next morning around 10 o'clock.

When I awoke the next morning, I got up and found that I could hardly walk, having been dealing with back problems

for the last few weeks. It took me about two hours to even stand up straight. Luckily, I could sit just fine, so I could still ride (it's all about the ride). Dana pulled in about 9 o'clock and unloaded his '36 Chief, and others started to pull in around at that time as well. By the time we left, I think we had 22 bikes.



Mike and Jessie before the ride

the ride probably about 15 miles or so when we came upon some road construction with some gravel sections. We were traveling on a paved section when we came upon a 90-degree blind corner. Halfway through the corner a 3-foot trench had been cut across the road. In the center, the gravel was level with the asphalt, but on the right and left sides, where car tires travel, it was down 3-5 inches. I managed to maneuver through the center of the road, but some others were not so lucky.

A '56 Panhead that hit the rut suffered a flattened out rim, and Dana tore off his muffler and broke his rear fender braces. John Pierce hit it on his '47 Knucklehead, the impact high-ending him and taking him down. John suffered a broken shoulder and broken toe and was taken by Rescue to the hospital. Luckily, he had a brain bucket on, as I'm told that had a good bang in it. His bike suffered a broken headlight and damage to his and front fender and rear rim.

We all waited in a parking lot up the road when we realized we were missing people. Mike loaded up the Panhead and Jim's bike and brought them back to his shop. From there, we rode on to the town of Sanbornville, New Hampshire, and stopped for lunch at the Poor People's Pub - good food at a reasonable price. Mike caught up with us there after dropping the bikes at his house. From there, we rode through Wolfeboro, New Hampshire, and around the eastern shore of Lake Winnepesaukee and through Weirs Beach to the Police Motorcycle Museum.

What a great place! There were some pretty amazing motorcycle cops back then. Many thanks to Doug Fredericks who owns the museum for the club discounts and the cold bottled water. If you're up that way, don't miss it, as there are some beautiful machines in there.



Gassing up at the beginning of the ride

Jesse led the ride on her '48 Panhead and Mike drove the chase truck. We were into



The Great Trench of 2012 (photo: John Pierce)



At the American Police Motorcycle Museum



At the American Police Motorcycle Museum

From there, we headed South on Route 11 to Alton to gas up, then headed back to the campground, making the round trip a total of 160 miles or so on some (mostly) beautiful roads. After cleaning up a bit, we headed back to Jesse and Mike's for another cookout that couldn't be beat. Around dusk, when the mosquitoes started biting, we retreated to the safety of Mike's garage for more tech talk and Harley-Indian rival stories.



Jim and Dana (Indian bobber on right)



Bikes in waiting with UL bobber at right

I'd like to make note of two nice bobbers representing both camps: Gary Richer had a '48 UL bobber and Joel Bergeron had a Chief bobber. The talk went on until 10:30 or so, when we campers headed back to the campground and hung around the campfire until midnight or so.

The next morning, Jesse and Mike had another run that included a southern coast route and a ride over Mount Agamenticus, but unfortunately I had to get back to Rhode Island and reality. Well, the adventure wasn't quite over for me yet. Stopping for gas in Seabrook, New Hampshire, I went to get back on the highway when the Panel truck died. It had to be either gas or spark: it was gas. My fuel pump had died.

I probably wasn't going to have much luck getting a fuel pump for a '57 347 cubic inch Pontiac on a Sunday in the middle of New Hampshire. Luckily, I had the foresight to keep some spare parts with me, namely an electric fuel pump. I was able to rig it up by cutting a set of taillight wires off the trailer

and making up some hose clamps out of tie wire. It wasn't much fun with a sore back in 90-degree heat over a 200 degree motor, but we were back on the road within a half hour.

I'd just like to say all in all, it was a great weekend and Jesse and Mike were great hosts. I intend to do it again next year as well as the Seidells. Gene, Joyce, and Dana, other first timers, maybe next year we could get a few more riders from our neck of the woods of Rhode Island, Connecticut, and Southern Mass. Good people, nice bikes, and (mostly) good roads make for a great weekend.

Note: I met a lot of other great people that weekend, and I didn't leave anyone out intentionally, but I suffer from Sometime's Syndrome: sometimes I remember names; most times I don't.



Jerry Gould's Chief loaded with camp gear

Related Links:

- <http://www.indianriverscampground.com/>
- <http://www.poorpeoplespub.com/>
- <http://www.americanpolicemotorcyclemuseum.com/>

Now I Know

While searching on the Internet for something completely unrelated to motorcycles I came upon the imagery below that provides at least circumstantial evidence of the origins of the AMCA logo. While this certainly may be "old news" to many of you, I thought it was interesting nonetheless. The first logo is from the League of American Wheelmen, a bicycling club, founded by Kirk Munroe and Charles Pratt, May 30, 1880, in Newport, Rhode Island. This organization still exists as the League of American Bicyclists. The second logo is that of the Federation of American Motorcyclists, an organization formed in Brooklyn, New York, in 1903, counting amongst its founding members George M. Hendee of the Indian Motorcycle Company, who brought 109 membership pledges from New England. The FAM went out of business in 1919 and was not merged into another organization. As most of us know, the Antique Motorcycle Club of America was formed in 1954.



*League of American
Wheelman,
Established 1880*



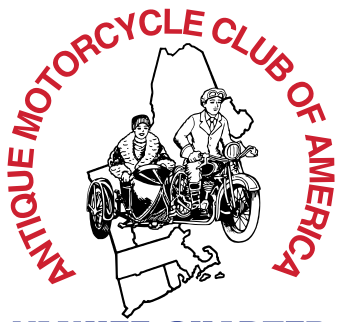
*Federation of American
Motorcyclists
Established 1903*



*Antique Motorcycle Club
of America
Established 1954*

Thus, it seems that the AMCA logo was inspired by the logo of the FAM which was, itself, inspired by the logo of the LAW.

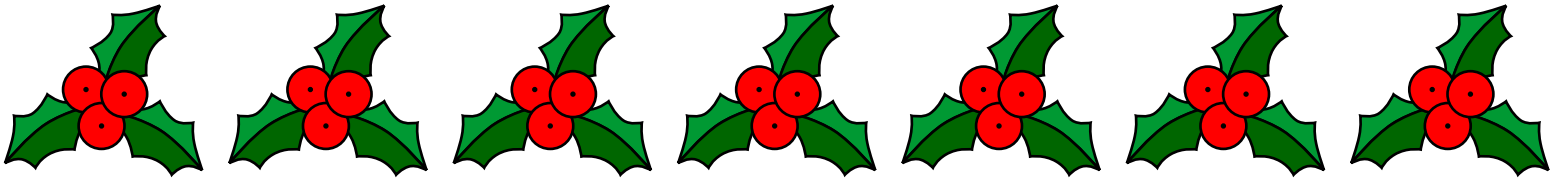
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