



YANKEE CHATTER



YANKEE CHAPTER

WINTER 1985-1986

No. 86-1

YANKEE CHAPTER ANTIQUA MOTORCYCLE CLUB OF AMERICA, INC.

Chapter Established in 1972

Mr. Carr and his very heavy trike

AS 10-SPEED bicycles go, Haswell Carr's isn't much. But, Queen Victoria having had one, it does have nice lineage.

Haswell Carr, a retired jewelry worker who lives in Somers, spotted his antique hand-pedal trike at the big flea market in Norton last year. He bought it on the spot.

Carr doesn't think the seller knew what he had. "When I got home, I looked it up in my book on antique cycles, and under the picture that dated it to 1880, it said that Queen Victoria ordered one for her family in 1881."

It's made of cast iron, has two rear 26-inch wheels and a single front one of 16 inches. It takes two people to lift it.

The sign on its leather-padded wooden seat says: "Don't laugh. It is paid for and can be bought for \$3,500."

— *Jeanne Gilbert*



Yankee Chapter

Business Meeting

SUNDAY - April 6, 1986

SQUASH INN
Green Hollow Road
Moosup, Connecticut

1:00 P.M.

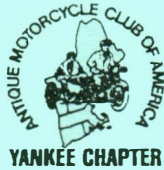


THE KANCAMAGUS HIGHWAY



Pronounce it Kan-kuh-MOG-us — an appropriate name for a road that opened up one of the last unconquered wilderness areas in New Hampshire, a region that the 1850 state Gazetteer called "unfit for human habitation." The two-lane highway links the valleys of the Merrimack and the Saco rivers, vaulting over Kancamagus Pass at 2,855 feet and winding through some of the most difficult and gorgeous terrain in the state. A panel of travel editors pronounced it one of America's five most scenic highways, and it is a prize attraction during foliage season.

HOW MANY YANKEE Chapter members remember reading this article about "Rocky" Carr in the Providence SUNDAY JOURNAL Magazine section for September 16, 1978 ?



OFFICERS

Co-Director - Jessie Aikman
 Co-Director - James Costa
 Vice Director - Arthur Delor
 Vice Director - Martin Hansen
 Secretary/Treasurer - Charlene Peirce
 National
 Director - George L. Yarocki
 Editor/Publisher - Frederick D. Hirsch

<u>ZIP Code</u>	<u>Telephone</u>	<u>Term of office expires</u>
		December 1988
		December 1988
		December 1988
		December 1988
		December 1988
		September 1987
		December 1986



YANKEE CHATTER



LOU LICHVA
 1910 - 1985

Lou Lichva passed away on December 14, 1985.

He was a long-time member of the AMC of A and a real spark plug of the EMPIRE Chapter. He was at least twice Editor of "Gaslines & Backfires", EMPIRE's quarterly newsletter.

He loved motorcycles and always enjoyed riding children around at various meets in one of his antique sidecar rigs.

This grand old man of motorcycling will be sorely missed but long remembered.

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CONTENTS

	<u>Page</u>
Advertisement, Vintage - The 1925 IDEAL	12
Advertisements - YANKEE PEDLAR	12
"A Visit to YANKEE-Land" - Olle Ridelius	8, 9
Born Bikers - continuing article about Mike Hebert and Dave Scherk	11, 12
Business Meeting - Announcement for April 6, 1986.	7
Carr, Haswell R. ("Rocky") - with 1880 tricycle	Front Cover
Co-Director's Message - Jessie Aikman.	6
Editor's Notes - Fred Hirsch	
Carr, Haswell R. ("Rocky").	9
The Elusive Omissions and Errors.	9
Kankamagus Highway - notes	Front Cover, 10
Maine License Plate Footprint - 1950	6
National News - George L. Yarocki	
Louis J. Lichva - Obituary.	2
Emmett G. Moore - Illness note.	4
1986 AMC of A Schedule of National Events	4
Officers - 1986.	2
"Our Rocky Mountain Adventure" - Part Two (Conclusion) - George and Milli Yarocki	3, 4
Taylor, Kent & Brenda - Swap Meet Announcement, April 27, 1986	4
Secretary/Treasurer's Report - December 8, 1985 Business Meeting	5
YANKEE Chapter - WHITE MOUNTAIN National Road Run - July 24-27, 1986	
Basic Itinerary	10

TOTAL Distribution this issue = 162 * Total Chapter Membership = 105

DEADLINE DATES for all material to be included in YANKEE CHATTER - this pertains to reports, messages, minutes of meetings, etc. . . . Everything.

WINTER: January 10 SUMMER: July 10
 SPRING: April 15 AUTUMN: October 15

 YANKEE CHATTER is the official newsletter of the YANKEE Chapter of the Antique Motorcycle Club of America, and is published four times each year on a seasonal basis: WINTER, SPRING, SUMMER and AUTUMN. The YANKEE Chapter of the AMC of A was established in the early Spring of 1972. Dues for the 1986 membership year are \$ 5.00 single; \$ 7.50 with spouse.

Applicants wishing to join the YANKEE Chapter must FIRST be members in good standing of the National AMC of A; however, applicants may apply for both memberships to the Chapter Secretary/Treasurer at any time. National AMC of A membership dues for the year 1986 are \$ 15.00.

Distribution of YANKEE CHATTER is to members of record in good standing (paid up), officers and directors of the AMC of A, and editors and other officers of the AMC of A Chapters. As a member of National AMC of A, YANKEE Chapter is a non-profit organization.

"OUR ROCKY MOUNTAIN ADVENTURE" - Part Two

by George and Milli Yarocki

Monday morning, July 29, was a beehive of activity with 53 motorcycles and 85 riders getting ready to leave. We had all been briefed the previous evening by the Rocky Mountain Chapter officers, Gene Harper, Dan Ritzdorf, Ed Gerlits, and Joe Raab, as to route and weather conditions.

As riders and machines were ready, they left in groups of about 5 to 8. An attempt was made for one person with knowledge of the local roads to lead each group.

As we were told at the Sunday evening meeting, natural attrition would take over concerning groups being too large. It did, we rode alone or nearly alone for both days.

We left the Marriot West motel parking lot in a group of about 8 machines approximately 9:00 A.M. traveling West on Route 40 to US 6 West; up Clear Creek Canyon. We soon arrived at the first of three unlighted tunnels. We were warned to slow down and turn on our headlight at the Sunday night meeting. The first two tunnels were not too bad because we could see daylight at the other end. The third tunnel curved enough so we could not see any daylight. These tunnels were really something to be serious about as one could easily become disoriented.

We arrived a I-70 and traveled West with a short stop at Idaho Springs, elevation 7400 ft., which is like something out of an old movie. We continued West on I-70 to the junction of US 40 and on to Empire, elevation 8400 ft. The going began to get steep as we began the climb to the top of Berthoud Pass, elevation 11,314 ft. It began to rain and continued for about an hour or two. We were not alone at this point as at nearly every turn riders and passengers were installing themselves in rain gear. After attaining the highest part of the Berthoud Pass we began a steep run down and then a more gradual downhill with still uphill pulls from time to time until we reached Granby, elevation 7950 ft. It had nearly stopped raining and was 1:00 P.M. We had not seen another motorcycle for about 1/2 hour. We found a hamburger stand in Granby and enjoyed lunch.

From Granby we headed North on US 34 to Grand Lake Lodge, elevation 8437 ft., arriving at about 2:30 P.M. We thought we would see about 50 motorcycles already there but to our surprise only about 10 had arrived before we did. Our 101 was running well, but we did have to stop three times to wipe water out of the magneto. The first time we experienced trouble it seemed to be a fouled spark plug, as we were running on one cylinder. Shorting out each plug with a screwdriver did not show anything. It seemed that spark was going to the plugs at random. Lucky for us, Max Bubeck pulled up on his 1930 Indian four. Max had ridden this four from Los Angeles to Denver which is quite a feat. I explained to Max that I had sealed the magneto with Blue Silicone, making sure the bottom vent hole was clear and that I was certain the inside was dry. Max insisted that the cap be removed and sure enough the inside was soaking wet. Max proceeded to pull a small square of 150 or 200 grit sandpaper from his pocket with instructions to remove the carbon tracks from inside the rotor housing after it was wiped dry. He also suggested a small hole be drilled and tapped in the top of the aluminum housing and a small tube be installed and run up under the gasoline tank with the end curved down. He explained that the top hole along with the bottom hole would allow air to move through the chamber and keep it dry.

We probably saw more of Max Bubeck than anyone else. He seemed to be darting back and forth helping anyone in trouble.

Wiping the magneto dry that first time got some of the water but it took two more stops to get it all. Removing all of the Silicone we could, probably helped too, as we had no trouble whatever on the second day.

The stay at Grand Lake Lodge was very pleasant. Besides having so many people with a common interest to visit with, the town of Grand Lake was only about a mile away. A section in the center of town was roped off just for the antique motorcycles with a Rocky Mountain Chapter member watching over it.

Everyone was free to do as they pleased once they checked in at the Lodge. Very nice accommodations were provided at the Lodge with plenty of room to park the motorcycles right outside the cabins. There was also a shed for indoor storage. The Lodge had a huge round fireplace with a continuous fire going. About 50 people could be seated around the fire. There was also a gift shop, restaurant, and bar available. The temperature was chilly and the fire felt good.

Tuesday, July 30, we enjoyed a nice breakfast in the Lodge, provided by the Rocky Mountain Chapter. We then headed North on US 34.

In a short time we were at the entrance gate to "Rocky Mountain National Park". Everything was really uphill from there on. We climbed and climbed for over 20 miles. Most of the time we were wide open in second gear. The little Scout never missed a beat this day. Greatest torque was at 30 to 35 MPH in second gear. When speed got down to 20 MPH low had to be used. In low 15 MPH was about right. High gear was nearly impossible to use as 40 to 50 MPH was too fast in most cases. When high gear could be used the front brake was used to check speed on down grades or coming into corners. On steep down grades second gear was used. The rear brake was used sparingly to keep it cool and ready for an emergency.

Our route crossed the Continental Divide at Milner Pass, elevation 10,758 ft., Alpine Visitors Center, elevation 11,796 ft., with the highest point at 12,183 ft. It was then mostly down hill through some of the most beautiful scenery you could imagine.

The town of Estes Park arrived about noon, just in time for lunch. This town acquired a lot of antique motorcycles over the next two hours. It sure looked great to see them all lined up against the curb! The gift shops were marvelous and we found several "wonderful" items to carry in our trailer.

We spent at least 2½ hours at Estes Park. The Marriot parking lot was a long way off. We arrived in the parking lot just after 6 P.M. and the banquet was at 7 P.M. No time to load for the trip home. We left all in the parking lot and changed for the banquet.

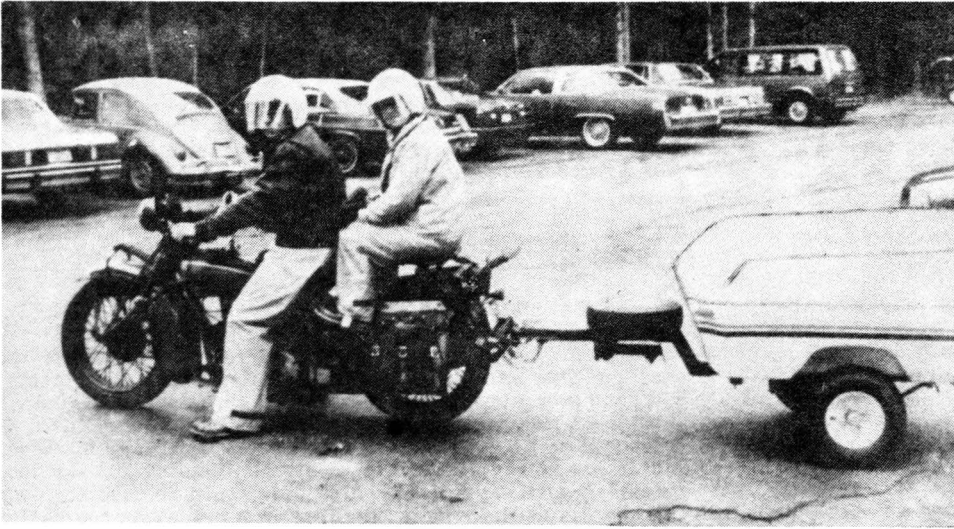
The banquet was extremely well done. The food was far better than average and the Rocky Mountain Chapter officers put on a program exactly right and fitting for the occasion. Beautiful belt buckles, designed by Rocky Mountain Chapter member Charles Lamoreaux, commemorating the run were given to each participant. Many "Special Award Certificates" were also given. We won an award for "longest distance travelled" and our little Scout won an award for "most over-worked motorcycle."

We learned two important lessons from this experience:

1. Antique motorcycles were for the most part, very well engineered. They were built to be ridden. Even very old ones, if given the proper amount of care and attention will still operate reliably. This was proven on the run by Jerry Ottaway and Charlie Carter on a 1916 Excelsior, and Bob McClean on a 1917 Indian Power-Plus. They both completed the run as well as 52 of the 53 starters.
2. Allow plenty of time to prepare, and do it, or you might end up with an experience like ours.

*

NOTE: Bob McClean, our National AMC of A President, writing about this same run in the September 1985 issue of the BLACKHAWK Chapter's newsletter remembers, "while repairing a tire on the steepest hill of all (try a clincher tire on the road sometime) a great exhaust roar was heard approaching. Turned out to be George and Milli Yarocki from Connecticut, tandem-mounted on a 101 Indian Scout, and pulling a trailer besides! George said maximum horsepower came in 2nd gear at 35 mph; and he really proved it by the way he and Milli flew by us." Ed.



George and Milli Yarocki about to leave Grand Lake Lodge on their 1928 Indian 101 Scout - Tuesday, July 30, 1985, the second day of their "Rocky Mountain Adventure".

★

EMMETT G. MOORE

We learned just recently that Emmett G. Moore, who wrote "The Man in the Iron Shoe" (YC No. 85-2, p. 7), has suffered a heart attack and is very ill.

Emmett is the sole survivor of the original four founders of the AMC of A.

Cards may be sent to Mrs. Moore, at 17 Rose Street, Florida, New York 10921.

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NATIONAL  **News**

FOR INFORMATION CONCERNING THE NATIONAL MEETS, CONTACT THE CHAPTER REPRESENTATIVES SHOWN:

MARCH 1-2 - FLORIDA CHAPTER - Howard Johnson's, I-4 and Lee Road., Orlando, Florida. Contact Robert Reko, 241 Donegal Avenue, Lake Mary, Florida 32746

APRIL 19-20 - COLONIAL CHAPTER - Warren County Fairgrounds, Harmony, New Jersey. Contact Dennis Craig, P.O. Box 35, Highland Lake, New Jersey 07422

JUNE 7-8 - VIKING CHAPTER - Farmington Fairgrounds, Farmington, Minnesota. Contact Jack Fish, 1483 Cohansey Street, St. Paul, Minnesota 55117

JUNE 28-29 - PERKIOMEN CHAPTER - Oley Fair Grounds, near Reading, Pennsylvania. Contact William N. Patt, RD 7064, Reading, Pennsylvania 19606

JULY 19-20 - MAUMEE VALLEY CHAPTER - Fulton County Fairgrounds, Wauseon, Ohio. Contact Dick Winger, 2008 Fitchburg Road., Stockbridge, Michigan 49285

JULY 24-27 - YANKEE CHAPTER - White Mountain National Road Run. Contact Chuck Schmidt, (413) 586-4342 (24 hour answering service).

AUGUST 16-17 - EMPIRE CHAPTER - Electric City Club, Schenectady, New York. Contact Curtiss Bunce, Box 171A, Marriott Road, West Winfield, New York 13491

SEPTEMBER 6-7 - BLACKHAWK CHAPTER - Mississippi Valley Fairgrounds, Davenport, Iowa. Contact Erma Cleek, 1400 18th Avenue, Moline, Illinois 61265



A S W A P M E E T

YANKEE Chapter members Kent & Brenda Taylor will hold an ALL MAKES, ALL MODEL, ALL YEARS Swap Meet on Sunday, April 27, 1986, at their home in Bethel, Maine. For details and directions write to them at:

Kent & Brenda Taylor
P. O. Box 734
Bethel, Maine 04217



Minutes of the YANKEE Chapter Business Meeting
held at the SQUASH INN,
Green Hollow Road, Moosup, Connecticut
December 8, 1985

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NOTE: Since our regular Secretary/Treasurer was unable to attend this meeting our Director's wife, Mary Pierce, made some rough notes of the business transacted; but because of time requirements and other commitments she was unable to 'smooth up' her writing, and we have attempted the best interpretation possible. . . . Ed.

*

The meeting was called to order by Chapter Director John Pierce at approximately 1:23 PM. Initially, John spoke of the proposed National White Mountain Road Run which our YANKEE Chapter has been selected to host on July 24-27, 1986. Many details were put forth and many questions asked and answered.

Bob Peirce, who is very conversant with, and knowledgeable about the area involved, spoke at length describing the facilities, accommodations and services available, including detailed characteristics of the routes planned for both days of the run.

Fred Hirsch inquired as to the possible monetary benefit to YANKEE Chapter's treasury from this activity, and was informed that very little, if any, could be expected. Fred pointed out that normally any Chapter sponsoring a National AMC of A meet in the past has always gained at least 50 per cent of any vendor fees collected. George Yarocki, Vice President of National AMC of A replied that other than some contribution toward the expense of operating the Road Run, nothing else could be expected. He also stated that more work is involved with a road run than is required for a National meet.

We learned basically that the run will be a two-day affair: Friday, July 25 and Saturday, July 26; Thursday, July 24 will be the day of arrival at North Conway, New Hampshire, and Sunday, July 27 will be the day of departure. Each of the run days will be a 100-mile tour ending each night at the starting point; the whole tour thereby describing a figure eight. A service truck or other vehicle will provide fuel supplies and other items of maintenance should they be necessary.

Riders on the run will be reminded to provide themselves and their passengers with proper clothing for high altitude climate, just in case. Riders and passengers may also wish to take in many of the scenic and tourist attractions along the way - no problem here as time is not important and everyone may travel at their own pace. Traffic may be heavy at times since this is summer vacationland.

All drivers must be properly licensed and all machines must be properly registered for use on public roads since the tour will be run on State of New Hampshire highways and there is no way of excluding late-model machines; but this was true on both of the road runs hosted by the ROCKY MOUNTAIN Chapter. The Kancamagus Highway is one of the great New England tourist attractions and the State of New Hampshire keeps it well-maintained and well-patrolled.

Among other things, Bob Peirce assured us that fuel supply depots (gasoline stations) were plentiful and distances between them were no greater than 30 miles. He also advised us about restricted camping along the highways of the White Mountain National Forest roads, although there are plenty of turn-outs for scenic viewing.

Danny Whitcomb displayed samples of the literature package which will be mailed to all Directors and Editors of National AMC of A Chapters, and to all National members on request. All YANKEE members will receive this package.

It was then noted that certain YANKEE Chapter members, especially the Peirces, Charlene and Bob, and Chuck Schmidt have been heavily involved with taking care of essential details right down to the number of coffee spoons and toothpicks needed; and doing it all sufficiently early to assure a successful, timely and smooth-running operation. Our people have been very busy!

Don Demers had brought a sample trophy to the meeting to be evaluated by the members. It consisted of a cast no-name motorcycle model which could be easily attached or mounted on a wooden or other base material. Don quoted the cost at approximately \$ 9.00 per copy, which is lower than present costs.

It was then announced that our first YANKEE activity for 1986 will be a Chapter meet at the Acton Fairgrounds in Acton, Maine with tentative dates of June 21-22.

Election of officers for 1986-1988 was next on the agenda with the following results:

- Jessie Aikman - Co-Director (eliminating Director)
- Jim Costa - Co-Director (and one Vice Director)
- Art Delor - Vice Director
- Marty Hansen - Vice Director
- Charlene Peirce - Secretary/Treasurer

After elections were completed, our newly-elected Co-Director, Jessie Aikman, announced that the next business meeting will be held at the SQUASH INN in Moosup, Connecticut on April 6, 1986 at 1:00 PM.

The question of insurance at our meets arose, as it always seems to do at these meetings, and our YANKEE member Bill Haas offered the name of the K K Insurance Company as a possible contact since he has had excellent service and coverage from them as a sponsor of scrambles and moto-cross events at his Exeter, Rhode Island site. George Yarocki made a note to obtain further information from him.

Other topics of discussion mostly for general interest included the judging of machines using the Judging Sheet originated by our YANKEE Chapter.

The final act of business for this meeting was the presentation of the trophies which were won at our Claremont, New Hampshire meet on October 12-13, 1985.

If anything has been omitted from this report of this very enthusiastic meeting, at which 56 voting members were present (total attendance was 70 or better), we extend our apologies.

Mary, Jessie and Fred

*

INTERESTING STATISTICS

December 8, 1985 Business Meeting
Attendance Representation by States

	Number Present	Per Cent of State Representation
Connecticut	20	53
Delaware	1	100
Florida	0	0
Maine	2	14
Massachusetts	8	28
New Hampshire	9	36
New Jersey	1	100
New York	0	0
Pennsylvania	0	0
Rhode Island	8	45
Vermont	7	56

Co-Director's Message

First, let me say how sorry I was to learn that John Pierce was not going to run for the office of Chapter Director for 1986-1988. He had served only one year (barely enough to get acquainted with the job) by completing Alan Tonge's two-year term after Alan found it necessary to step down. I think John worked very hard for the Chapter and had everyone's interest at heart.

Next I want to express my personal, as well as the entire Chapter's thanks to those who have done so much work on our National Road Run which is scheduled for July 24-27, 1986: Charlene and Bob Peirce, and Chuck Schmidt.

Then, I just want to say how much I, as a Chapter member, appreciated the efforts and enthusiasm of all who served in any capacity in 1985. It was a banner year for us!

Now, once again, our YANKEE Chapter makes National AMC of A history! We have the first woman to hold a directorship; but don't you worry, because this woman has three great men and several other members with much valuable experience to help her accomplish YANKEE's 1986-1988 goals.

Speaking of 1986, we have many plans: an early summer Chapter meet in Acton, Maine; the National White Mountain Road Run in July; and our own special Autumn meet (HODGDON Trophy time), not yet definitely established as to where or when. There will be lots of tasks to perform this year and we'll be contacting all of you about them. If you liked the results of what you did for the Chapter in 1985 you'll love 1986!

At our Christmas Party meeting

our members learned of personal tragedies which had occurred only days before in the lives of two of our dedicated people - Charlene Peirce and Chuck Schmidt. Both suffered the loss of their Fathers, and on behalf of the YANKEE Chapter I extend every sympathy.

Finally, I wish to thank everyone for selecting me as Co-Director for 1986-1988, and I assure you that with the able assistance of Jim Costa (who, by the way, will probably write the next Co-Director's Message, since he is the other half of this team) your choice will be justified. We will keep our minds open to any ideas and suggestions you may have which will benefit the Chapter.

I look forward to seeing all of you again at our April 6, 1986 Business Meeting at the SQUASH INN in Moosuc, Connecticut.

*Jessie Aikman
Co-Director*

*



This "footprint" of a 1950 Maine motorcycle registration plate was furnished by Marlin Silva of Inglewood, California. It appears to be black lettering and border on a white background, although Marlin, who is an AMC of A member belonging to the Fort Sutter Chapter, did not describe it.

Yankee Chapter Business Meeting

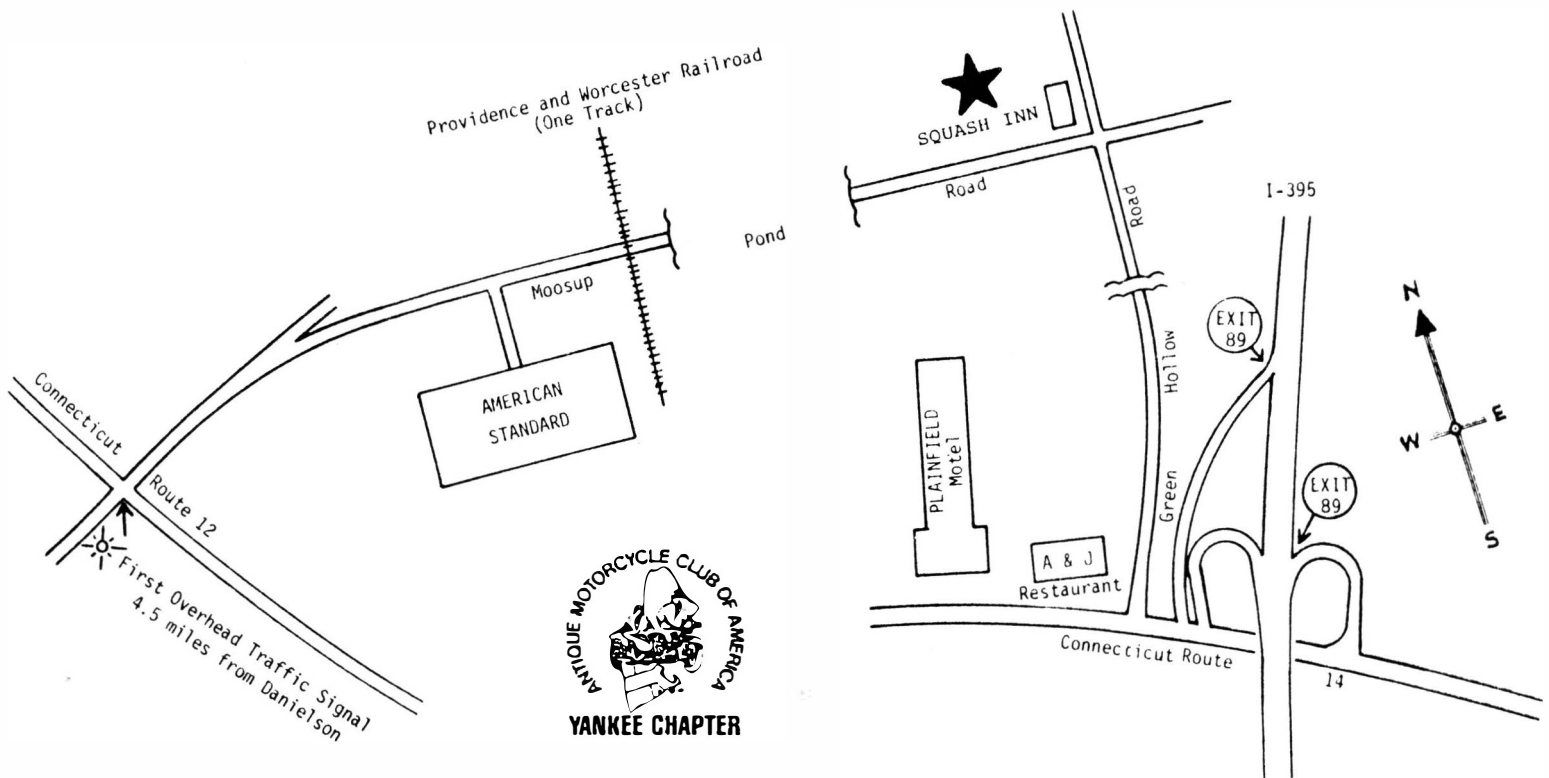
SUNDAY - April 6, 1986

SQUASH INN
Green Hollow Road
Moosup, Connecticut

1:00 P.M.

This meeting will be for the purpose of developing our YANKEE Chapter Meet plans for 1986, including assignments of committees and work crews. Also, we will be continuing preparations for our WHITE MOUNTAIN National Road Run.

Please make every effort to attend



This will be our usual

POT LUCK

affair, so bring what-
ever you can.

SQUASH INN, Moosup, Connecticut

HOW to Get There

From EAST or WEST on US Route 6: Proceed to Danielson, Connecticut; then go SOUTH on Connecticut Route 12 toward Plainfield for 4.5 miles to the first overhead traffic signal; turn LEFT and go 1.8 miles on Moosup Pond Road past the American Standard plant; SQUASH INN is on the LEFT at the intersection of Green Hollow Road.

From NORTH or SOUTH on I-395: Proceed to EXIT 89; take off ramp to Connecticut Route 14; then go WEST for less than 1/10th of a mile to Green Hollow Road; turn RIGHT just before the A & J Restaurant and go 1.3 miles on Green Hollow Road; SQUASH INN is on the LEFT across the intersection with Moosup Pond Road.

A visit to YANKEE-Land

by Olle Ridelius

A friend of mine over here in Sweden is very keen on the noble sport of "orienteeing", and he said that he and his wife would be going to Canada together with a group of other Swedes to participate in some competitions over there. This was in the summer of 1978. Since the aeroplanes were not fully booked we were recommended to join them and enjoy a rather inexpensive trip; and we could spend the two-weeks-time as we wanted; then rejoin them for the trip back to Sweden. Sounded great! Said and done - suddenly we were in Montreal with a car waiting for us.

We drove down from Canada to the USA and the border officers there asked us very kindly where we were going. "To the HARLEY-DAVIDSON factory in York, Pennsylvania," we replied, thinking that that was most respectful, and it seemed to be so because they opened up the gate and wished us a pleasant trip!

We then drove down through New Hampshire, hoping to visit an auto museum in Meredith, but since we had a problem trying to locate it, I inquired at an auto-related shop and was told, "Oh well, it closed down a year ago." As I left the shop I heard the man say, "It's a pity because it was a good museum."

We managed to get past the Boston area and found our way to Taunton, Massachusetts, where we knocked on Leon Landry's door. I had previously written to him telling him about our proposed trip and he very kindly greeted us and showed us into his workshop. There on the floor sat an old HARLEY-DAVIDSON, of course. It was of 1907 vintage and ver-r-r-ry interesting! Leon was doing an overhaul on the bike before it should go down to Daytona in the springtime.

That night we stayed at a Howard Johnson motel, which was importantly funny to some of us and I will come back to that.

The next day we headed for Cape Cod, going along the peninsula on the old route. We visited a very nice auto museum in Sandwich, and in some antique shops we saw old cranberry-picking equipment and tools for the Model T Ford car. We lunched in Provincetown and spent the rest of the day on the beach. On our return from the Cape we visited Jack Pierce in Buzzard's Bay, and that night stayed again at another Howard Johnson motel.

In the morning we drove up to Springfield, Massachusetts for a look at the old Indian motorcycle factory, and took several pictures before certain people in the neighborhood became too interested in what we were doing. We visited the Indian Museum where Jim Hill kindly welcomed us and showed us around - really an interesting place!

That afternoon we drove south, headed for Sterling ("Andy") Anderson's home in Cromwell, Connecticut; but before we got there we decided to have some coffee, and found a nice little cafe in the middle of the village. Here we asked for directions to "Andy's" place, and the reply was rather simple, "Take that and that street and look for some boats in the woods!" Lo and behold, as the young lady had said, there in the middle of the woods we found the boats.

Barking dogs greeted us and soon Mrs. Anderson was standing in the doorway trying to calm them down. I told her who we were and she pointed up the garden path and said that "Andy" was in one of the house-wagons playing on his 'hurdy-gurdy'. "He will be glad to see you!" she said. We followed her directions, heard the organ, and went up to the door and knocked - the music stopped.

When "Andy" opened the door we greeted him and told him we were four motorcycle enthusiasts from Sweden, all members of the AMC of A, who happened to be passing by (all this in English, of course). He welcomed us and smilingly remarked, ". . . but I thought they spoke Swedish in Sweden!?"

Then he showed us around and asked if we had been to the Indian Motorcycle Museum. We confirmed and he showed us old Indians from 1902 up to 1944. After much talking about old motorcycles we had some tasty food, and as the hour was growing late we had to leave. "Andy" showed us the way up to I-84 and told us where to find a motel on our way down the road.

Soon we saw a motel sign and turned off the highway, but what now? This day's driver didn't stop at the motel and we asked him why. "Well, it's a Howard Johnson and since we have stayed at such a motel for two nights already, it would be nice to see if there is another one," he answered. "But it is in the middle of the night and there are no other motels in this area," we shouted. So, he drove the car up to the Howard Johnson motel and we got the remaining two rooms. Ever since our great visit to the USA we always call this driver "Howard" because his own last name happens to be, guess what? JOHNSON!

Next day we went to Old Rhinebeck in New York (but that's another story - perhaps for some member of an AMC of A Chapter).

We keep in our memories some very bright moments of our visit to YANKEE-Land, New England, USA.

*

Editor's Notes

and Other Nonsense

Haswell R. Carr - "Rocky", as he is known by most of his friends and associates, appears on the front cover of this issue sitting on a tricycle which he purchased a few years ago. It was the good fortune of this writer to visit "Rocky" while he was living in Somerset, Massachusetts. On that particular day, I had the great pleasure of sitting on the machine shown. Two push-pull hand levers operated the 'pedal' mechanism, and a third hand lever operated the steering mechanism. It was a very awkward machine and difficult to handle with the right hand alternately steering and "pumping" the driving gear. Later, at one of our Moosup meets, I asked "Rocky" if he still had the machine, and he said that he had sold it for a very good price. I'm sure.

Omissions and Errors - As the new Editor for YANKEE Chapter in 1985, I must admit to making several "greenhorn" errors, most of which, quite thankfully, went un-noticed by most readers. This is the plight of all Editors and the following was submitted by a sympathetic friend:

The Elusive Omissions & Errors

The elusive omissions and errors
Are slippery things and sly,
You can hunt until you are dizzy
Still they somehow will get by.
When the Bulletins are off the presses
It is strange how still they keep
They shrink down out of sight
And they never stir or peep.
The elusive omissions and errors
Seem to miss the human eyes,

Till the ink is on the paper
Then they grow to mountain size.
The ones who submit the items
Stare with horror and groans
The copyreader drops his head
Upon his hands and moans.
The remainder of the Bulletin
May be clean as clean can be,
But the elusive omissions and errors
Are the only thing they see.
Now we are not all perfect
We do the best we can,
For we are merely human
A species that's called man.



Left to Right: "Andy" Anderson, Ronnie Johansson, and Olle Ridelius. This picture was taken at "Andy's home in Cromwell, Connecticut in July 1978.



"Not so bad" is Olle's caption for this picture, as Sven Olaf Johnson (left) & Ronnie Johansson point to American and Swedish signs, "somewhere" in New York State in July 1978.

See STORY on previous page.



Left to Right: Olle Ridelius, Leon Landry (seated), Ronnie Johansson, and Sven Olaf Johnson. This picture was taken at Leon's home, 233 Bay Street, Taunton, Massachusetts, in July 1978.



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BASIC ITINERARY (subject to change and modification). More later as plans become finalized.

*

Thursday - from 3:00 PM - Check In
 July 24 4:00-6:00 PM - Registration - YANKEE Chapter Hospitality Tent
 Orientation - Stirrup Room - FOX RIDGE Resort

Friday - 7:00 AM - Coffee & Doughnuts - YANKEE Chapter Hospitality Tent
 July 25 8:00 AM - Mount Washington Challenge
 9:00 AM - "Top of the Heap" Group Photo
 9:30 AM - Notch Loop, 100 miles
 4:00 PM - Refreshments - YANKEE Chapter Hospitality Tent
 8:00 PM - Social Hour - YANKEE CHATTER Rooms

Saturday - 7:00 AM - Coffee & Doughnuts - YANKEE Chapter Hospitality Tent
 July 26 8:30 AM - Group Photo
 9:30 AM - KANCAMAGUS HIGHWAY Loop, 100 miles
 3:00 PM - Refreshments - YANKEE Chapter Hospitality Tent
 YANKEE CHATTER Rooms open
 4:00 PM - FOX RIDGE Run for Primitives only
 6:30 PM - Cocktails on Lawn (Weather permitting)
 7:30 PM - SHARP! AMC of A Awards Banquet - KINGSBURY Hall

Sunday - 8:00-10:00 AM - Royal FOX Hunter's Buffet and
 July 27 Group Photo
 11:00 AM - Check Out

*

FOX RIDGE Resort accommodations - Room Share plan

2 people - \$ 79.00 per person per day
 4 people - 55.25 per person per day
 6 people - 47.33 per person per day

Children 12 years old and under - \$ 60.00 per child

THIS PLAN INCLUDES 6 Meals: July 24, 1986 - Dinner
 July 25, 1986 - Breakfast and Dinner
 July 26, 1986 - Breakfast and AMC of A Banquet
 July 27, 1986 - Buffet Breakfast

NOTE: Members who do not reserve rooms nor stay at the FOX RIDGE Resort, will be charged \$ 25.00 if they attend the AMC of A Banquet.

Born Bikers

By Rod Clarke

(The continuing saga of the boys from Jonesville. This is the beginning of the BORN BIKERS article about "Rat" and Mike of Harbor Vintage Motor Company - see YANKEE CHATTER No. 85-3, p. 9 for initial report).



Over the past few years, their Harbor Vintage Motor Co. has quietly become one of the nation's largest dealers in antique and obsolete motorcycle parts.

Back when the century was young and the American love affair with motor vehicles was just beginning to blossom, scores of U.S. companies manufactured motorcycles.

It began with the venerable Indian, back in 1901. Then in rapid succession came bikes like the Shickel. The Excelsior. The Flying Merkel. The powerful 4-cylinder Henderson. Who can forget the famous Green Egg?

And of course, the granddaddy of them all. The Harley-Davidson — survivor of a corporate takeover, an invasion of Japanese competitors and a public relations nightmare served up on celluloid three decades ago by a swaggering bank of outlaw bikers. (Let the record show, however, that Marlon Brando rode a British-made Triumph in that infamous film classic, "The Wild One.")

But the Henderson, the Indian — even the Green Egg — are history now. Only the Harley remains.

And in the shop at The Harbor Vintage Motor Co. — like a proud old dowager reaching back for past glories — a 1934 H-D is getting a face-lift.

"You start with the frame and work up," Hebert said. "Every piece of that bike has been through my hands. Every nut and bolt, every washer, every fitting, has been replated, repainted, gone through some form of treatment."

What Hebert and Scherk do is scour the eastern United States and Canada looking for old motorcycles and parts. They buy out dealers, clean out garages, rummage through run-down barns.

You'll find them at auctions and flea markets, antique car and bike shows.

"We may not have the largest inventory of antique bike parts in the country, but I'd say we're one of the biggest," Hebert said. "The difference is, we can put our hands on almost any part. And we sell it. There are some that may have a bigger inventory, but won't sell.

"They're private collectors, or might have a large walk-in accessory line."

Harbor Vintage specializes in Harleys and Indians at least 21 years old. The older the better.

"These are parts a guy usually can't go to a dealer and get," Hebert said.

They will sell new parts and accessories only if someone asks them to order it specially.

Hebert and Scherk estimated 80 percent of their business is selling old parts — almost all through the mails. The remaining 20 percent is restoring motorcycles.

"You can't really make any money restoring a bike, although you might make some on the parts you provide," Hebert said. "Doing a restoration is a labor of love. You can't charge a guy for all the time you put in it."

But Scherk and Hebert do more than buy, sell and build old motorcycles. They ride them, too.

"I started riding in '65," said Scherk, a former motorcycle club president. "I got divorced because of my first bike. I bought her a bike and me a bike. She went to New York City, I went to Vermont and I haven't laid eyes on her since."

"I'm relatively new at it," Hebert said. "I've only been riding for 14 years."

Each day, Hebert — a native of Hartford, Conn., who came to Vermont to work for IBM — fires up his 74 cubic inch 1949 Harley-Davidson panhead and rides from his home in Williston to the shop.

"I ride 10 miles to work every day and have only two stop signs," he said. "I appreciate that."

Scherk's ride is a 1200 cc, 1942 H-D knucklehead.

After walking out of IBM, Hebert bought a dump truck and worked in construction for a few months. He was also rebuilding a 1939 Indian in his spare time, and getting immersed in old motorcycle lore.

Scherk, a Long Islander who came to Burlington in 1961 to attend the University of Vermont "and never left" put in his time as a state employee. In 1971 he opened a shop in Winooski, building choppers at night after he left his state job.

"We were open six days a week, 20 hours a day. I had guys working there during the day, then I got there at five in the afternoon and worked until midnight," he said.

"That was even worse than owning my first bike. It cost me my second wife."

Finally, he quit the state job and ran the Road and Chop Shop full time.

But soon, the kick was gone even from that.

"It got boring. You could chop a bike in a day, but you couldn't restore one in a day. Then we restored a '42 Harley with a sidecar, and that got me going in a different direction."

In 1977, he and Hebert teamed up to open Harbor Vintage in a small shop on Route 7 in Shelburne.

"We started out with very few antique parts, and tried to buy the right part at the right time," Hebert said.

"We started out buying out motorcycle shops, is what we did," Scherk added. "It was very slow until one day Mike went to an auction in New Hampshire.

Continued on next page

Born Bikers

Continued from
previous page

"At the end of the auction — after a weekend of selling parts — all of a sudden we had credit and it's been going a lot faster ever since."

Indeed it has.

Last year, Harbor Vintage grossed more than \$100,000.

"We turn rust into riches," Scherk laughed.

"We make a living cleaning out people's attics and basements and barns," Hebert added.

*

(The next installment of *BORN BIKERS* will appear in the *SPRING Issue* - YC No. 86-2

Ed.)

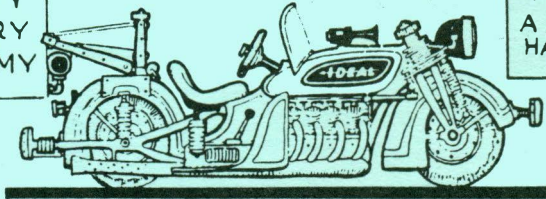
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