



# YANKEE CHATTER



YANKEE CHAPTER

WINTER 1986-1987

No. 87-1

YANKEE CHAPTER  
ANTIQUe MOTORCYCLE CLUB OF AMERICA, INC.

*Chapter Established in 1972*

## YANKEE CHAPTER NATIONAL MEET

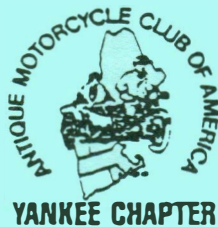
APRIL 11-12, 1987

WATERFORD SPEED BOWL, WATERFORD, CONNECTICUT



Rosemarie Merle-Smith, Rocky Mountain Chapter member from Boulder, Colorado, wearing chaps (perhaps to handle all that 'horse' power?) checks out her 1942 Military INDIAN Scout prior to the "Mt. Washington Challenge", at the WHITE MOUNTAIN NATIONAL ROAD RUN in North Conway, N.H., July 25, 1986. Rosemarie was the only lady rider to accomplish the ascent to the 6,288 ft. altitude.

+ + + + +



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

APRIL 11-12 - YANKEE CHAPTER - Waterford Speed Bowl, Waterford, Connecticut. Contact Art Delor, P.O. Box 125, Waterford, Connecticut 06385. Phone: (203) 444-6297.

MAY 16-17 - COLONIAL CHAPTER - Warren County Fairgrounds, Harmony, New Jersey. Contact Randy Zorn, 676 N. Hamilton Ave., Lindenhurst, New York 11757.

MAY 30-31 - OMAHA CHAPTER - Plymouth County Fairgrounds, Lemars, Iowa. Contact Rich Schultz, 123 10th St., S.W., Lemars, Iowa 51031. Phone: (712) 546-5042.

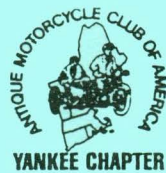
JUNE 27-28 - PERKIOMEN CHAPTER - Oley Fairgrounds, (near) Reading, Pennsylvania. Contact William Patt, R.D. 7064, Reading, Pennsylvania 19606.

JULY 18-19 - MAUMEE VALLEY CHAPTER - Fulton County Fairgrounds, Wauseon, Ohio. Contact Dick Winger, 2008 Fitchburg Road, Stockbridge, Michigan 49285 Phone:(517) 565-3100

JULY 26-27-28 ROCKY MOUNTAIN CHAPTER - Rocky Mountain National Road Run. Contact Joe Raab, 12262 W. 65th Ave., Arvade, Colorado 80004.

AUGUST 15-16 - EMPIRE CHAPTER - Location to be announced at a later date. Contact Curtiss Bunce, Box 171A, Marriott Road, West Winfield, New York 13491.

SEPTEMBER 5-6 - CHIEF BLACKHAWK CHAPTER - Mississippi Valley Fairgrounds, Davenport, Iowa. Contact Harry Dawson, 1835 14th. Ave., S., Clinton, Iowa 52732.



OFFICERS

Co-Director - Jessie Aikman  
 Co-Director - James Costa  
 Vice Director - Arthur Delor  
 Vice Director - Martin Hansen  
 Secretary - Charlene Peirce  
 Treasurer - Frederick D. Hirsch

National  
 Director - George L. Yarocki

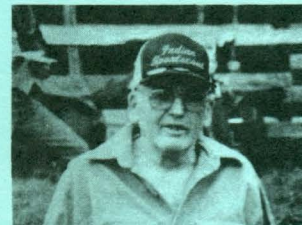
Editor/Publisher - Frederick D. Hirsch

ZIP Code	Telephone	Term of office expires
		December 1988
		December 1988
		December 1988
		December 1988
		December 1988
		December 1988
		September 1987
		December 1987



# YANKEE CHATTER

We regret to report to our YANKEE Chapter members the loss of Edward S. Cooke. The reprint of his passing is from the March 1987 issue of The MOTORCYCLIST'S POST. "Cookie" won a trophy with his 1936 INDIAN Sport Scout at YANKEE'S Autumn Meet in Keene, N. H. and also attended the November 1986 Christmas Party/Business Meeting.



PROVIDENCE, R.I. — Veteran motorcyclist and Indian enthusiast Edward 'Cookie' Cooke, died in Roger Williams Hospital February 9th after a short illness. The 68-year-old member of the Yankee Chapter, Antique Motorcycle Assn. was a retired plastics mold engineer.

'Cookie' was an Army veteran of World War II and was born in Bristol, R.I., moving to Riverside many years ago.

He is survived by his wife Lillian, a son and two grandchildren. His funeral was held February 12th in Riverside. Smith-Mason Funeral Home handled the details.

'Cookie' made his home at 21 Floyd Ave., Riverside, R.I.

WINTER 1986-1987

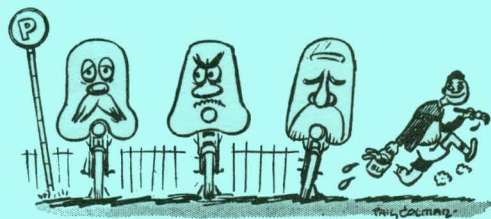
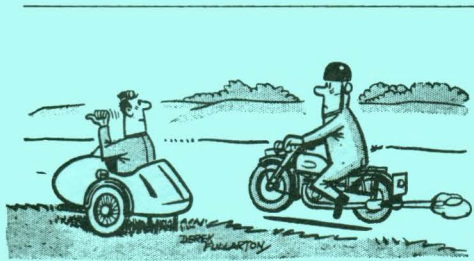
No. 87-1

CONTENTS	Page
Advertisements - YANKEE PEDLAR. . . . .	7
Co-Director's Message . . . . .	Next Issue
Cooke, Edward S. - Obituary . . . . .	2
Editor's Notes. . . . .	Next Issue
EMPIRE Chapter's SPRING Meet - Map with Instructions . . . . .	7
1987 NATIONAL MEETS . . . . .	Front Cover
WHITE MOUNTAIN NATIONAL ROAD RUN	
Brutal Bros. Yankee Chapter Mt. Washington Trip. . . . .	5
Pictures . . . . .	Front Cover, 4
YANKEE Chapter	
Business Meeting - February 22, 1987 - Minutes . . . . .	2, 3, 4
NATIONAL MEET - Waterford, Connecticut - Announcements . . . . .	Front Cover, 6

TOTAL Distribution = 147

\*

Total Chapter Membership 132



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 1987 membership year are \$ 10.00 single; \$ 12.50 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 or Treasurer at any time. National AMC of A membership dues for the year 1987 are \$ 20.00 single; \$ 25.00 with spouse.

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.

\*\*\*\*\*

Minutes of the YANKEE Chapter Business Meeting

at the GREENVILLE GARAGE  
U. S. Route 44, Harmony, Rhode Island

February 22, 1987

\*

The meeting was opened by Co-Director Jim Costa at 1:16 P.M. Eighteen people were in attendance.

Owing to the absence of our Secretary, no Secretary's report was available and was dispensed with. Fred Hirsch was asked to record the minutes of this meeting.

The Treasury Report was dispensed with since Fred had prepared a poster showing a clear balance of \$ 623.13 with no outstanding bills, and a total membership for 1987 of 91 - 20 of whom are spouse, and the Treasury books and records were displayed for all to examine.

At this point Jim turned the meeting over to Art Delor for a report on progress to date with preparations for our National Meet in Waterford, Connecticut on April 11-12, 1987. Art opened his remarks by detailing the difficulties he had run into in making the necessary arrangements for clearances, sponsorship, permits, etc., all of which have now been taken care of - these included the Fire Marshall, Police, local Sanitation Department, etc.

Art stated that Mr. Tattersall, owner of the WATERFORD SPEED BOWL, will handle the concession to serve and sell hot dogs, hamburgers, coffee, etc. Location of the banquet site has not yet been determined, and Jessie Aikman, Mike Jacaruso and Leo Kirnes volunteered to work with Art on this aspect of the meet. The original thought was for the sponsoring organization to host the banquet as an income-producing source for their treasury, but the offer was not taken up, so it was agreed that the Chapter will make a monetary donation to the sponsor after the meet.

The race track is paved macadam, and the use of it will be restricted to licensed AMC of A members only, as provided by National regulation, who will be required to first sign a waiver. Bob Peirce will be in charge of this operation.

Fred Hirsch suggested that Art Delor be named as Meet Coordinator since he has done so much already in preparation for it. Henceforth all matters pertaining to this Waterford meet will be handled by and through Art, and he will advise the Co-Directors of all progress.

Co-Director Jessie Aikman then took the floor and brought up several matters. She first discussed the possibility of advertising the meet in several news media, including The Motorcyclist's POST, the New London daily papers, etc. It was mutually agreed that she should handle this matter further, in cooperation with the Meet Coordinator. She then took up the subject of trophy purchases for our 1987 season and displayed a recent catalog from which she had made an initial selection. Chuck Schmidt moved that decisions on this matter be made by the Chapter Directors and Officers and this was agreed upon.

Jessie then announced that all necessary arrangements for a Chapter meet at the Acton Fairgrounds in Acton, Maine on June 13-14, 1987 have been made and all is in order - thanks to the efforts of our Secretary, Charlene Peirce. She emphasized that this

will be a mid-summer activity and maximum attendance by Chapter members will be the goal. All Club members are urged to make every effort to attend and make this the largest gathering in YANKEE history.

The possibility of holding a Poker Run at this meet was brought up by Co-Director Jim Costa, and much discussion, pro and con, followed, including comments on rally runs, and although no definite decision was made at this time, more research will be conducted and reported on after the Waterford meet.

Jim then reported his experience in trying to locate a possible meet site in Rhode Island, since none has ever been held in the smallest State in the Union; but although several initial contacts and discussions with local authorities seemed bright, promising, appealing and inexpensive, the final outcome proved to be too prohibitive cost-wise - especially at the present level of our Treasury balance.

Chuck Schmidt reported that he had made and sold several copies of the video movies which were taken during the Mt. Washington National Road Run, and that all of them had been sold to AMC of A members. He emphasized the fact that these tape copies are available only to AMC of A members, and he still has a few more orders to fill. To date a net profit of \$ 102.40 has been realized from this venture and this amount was turned over immediately to the Club Treasurer. Jim Costa asked if there was anyone present who objected in any way to the appearance of their machines or persons being so used without their permission. There were no objections, and he reiterated Chuck's statement that these tapes are available only to AMC of A members.

George Yarocki brought us up to date on his latest project - revising and updating the National AMC of A guidebook which contains pertinent information on regulations, requirements, guide lines on how to run a meet, etc. This revision needs only to be approved by the National Board of Directors before it will be available to Club Officers, Directors, Meet Coordinators, etc. He also pointed out that at this season's meets (1987) extra activities should be scheduled for Saturday, since it has been decided that Sunday morning shall be set aside entirely for judging the many machines now participating in our events.

George then noted that the current meet allowance for chapters authorized to host a National activity is \$ 350.00. He will make a recommendation that this amount be increased by \$ 100.00. Much discussion on this subject followed, and Chuck Schmidt suggested that perhaps a supplemental allowance could be made available in the event that a hosting chapter should break less than even. Various phases of the merit of this procedure were kicked back and forth, and the general concensus was that it would be worth a try. George agreed to use it in his recommendation. He made note at this time that the Maumee Valley Chapter had turned back their 1986 National meet allowance in view of National's dwindling resources at that time.

Jim Costa announced that we will plan an Autumn meet, possibly at Keene, New Hampshire again, but other sites will be investigated before any final decision is made. Much discussion about First Aid kits followed and Karl Nagy offered several suggestions and agreed to look into this matter for us. He did comment on the fact that many 'ready-made' kits often include too much in the way of items not normally needed, and not enough of those generally required. On the question of fire extinguishers, Karl stated that the CO<sub>2</sub> type is the best and we will need to

Continued on next page



Scenes of busy activity at YANKEE'S hospitality tent



July 24-27, 1986 - North Conway, New Hampshire



## WHITE MOUNTAIN NATIONAL ROAD RUN

---

*Continued from previous page*

provide three or four at our meets. More will be developed on this requirement.

Fred Hirsch gave a brief rundown on Treasury activities, which are always extensive at this time of year when renewal memberships come in thick and fast. He reported that along with 91 Chapter memberships, 51 National memberships had been processed and submitted to Dick Winger, the National Membership Chairman. He also noted that in addition to the "Passing the Hat" donations received at both this and the last business meeting several other individual donations had been received by mail along with membership dues. Forty-eight dollars from "Passing the Hat" was generated at this meeting, six regular memberships (\$ 60.00) and one spouse membership (\$ 12.50) were paid in; \$ 102.40 was turned in from video tape sales; \$ 17.50 from shirt and pin sales; and \$ 2.00 from membership service charges; bringing the Treasury balance up to \$ 865.53 at the end of this meeting.

The meeting was closed at 3:41 P.M. and everyone adjourned to partake of the pot luck refreshments and socialize for a few hours before departing homeward.

*Respectfully submitted  
Frederick D. Hirsch  
Editor/Treasurer*

# WHITE MOUNTAIN NATIONAL ROAD RUN

Brutal Bros. Yankee

Chapter, Mt. Washington

Trip

OR

A hundred brave men  
tried, but only a  
few arrived



and the dog. Now, this wrecked my plans big time. Now I'm humiliated into putting my Scout on the trailer. I am ashamed and humiliated just like Mr. Happy was at the drive-in movie, (but that's another story).

Off we go, 15,000 pounds of pure fun, power steering, air conditioning, cruise control, stereo. Almost as much fun as one of them rice-rocket super cruisers.

Over the Tappan Zee bridge and WHAP, a fender flies off the trailer. I had traffic stopped up for 18 miles while I tied that sucker on the roof with the rest of the junk.

Blasting along on 6 wheels the kids start with the "Are we there yet?" routine. The dog's gotta squirt, the woman gotta eat, oh boy, what fun. After 10 hours of this treatment we finally arrived at the Fox Ridge for check in. After checking in, as we pull out of the parking lot, the car's fuel pump died. One of the Yankee guys offered me his car to go get parts (what a good guy). I put a new fuel pump on the wagon and we got to the camp ground, where it died again! Pitch the tents, GOOD NIGHT!

The next morning I'm up at sunrise and I'm PSYCHED. With the family stranded with the pooper scooper and hot dogs, but no buns. Tough luck honey, I gotta blast over that hill.

Three chokes, key on, I'm gone. I blast over to the Fox Ridge in record time so I wouldn't miss the coffee and buns routine. I suck down my share, and then some. At the Registration Desk they gave me a hanky and a pin that says ROAD RACE. So let's do it.

Off we go, Plunk-a-tee pop, putt-putt, down the road, what a bummer. I expected blinding speed, white knuckles and all that stuff. Not today folks. At the bottom of the hill we check in with Smokey the bear and we get the go ahead. Smokey says visibility is only 5 feet. Yeah, let's get real, Smokey, no such thing as fog that bad (I thought).

I hear Earl Chalfant saying as he is looking up at the Mountain, with hands on his hips and his neck bent to the stops, looking at the sky, "This hill is kid stuff, nothing to it. Why, you wanna talk about mountains! I'll tell you about mountains." Now, with his hands raised in the air and all eyes upon him. A hush fell over the crowd as he walked toward us like Moses coming down from the Mountain with the 10 Commandments, "I've been over Pikes Peak, I've been to Grand Junction, Colorado, I've rubbed elbows with eagles. Why, my custom built 1938 Indian "4" is gonna pull this hill in High gear. Let's go! Follow me, if you can".

I don't know why, but I waited for most of the bikes to go ahead of me. Key on and I'm gone. High gear on the flat ground leading to the hill I passed a dozen or so bikers who musta thought, "Look at this ---- going like Hell." But, being an ex-trucker I learned you go like Hell on the bottom and you coast over the top, right? Wrong! Third gear lasted about 100 yards and 8 miles to go. Second gear lasted about 1/2 mile before it popped into neutral all by itself. What the heck is going on here, I thought. Everything in this trans is brand new. I get another mile or so in second gear and I'm doing about 15 mph with the throttle wide open, and she jumps out again. This time my engine revs up to almost the exploding point, and by the time I get it back into first gear I'm at a dead stop. What da heck is going on here?! I race the feathers out of the sucker and pop the clutch, darn, dead as a hammer. I steer the bars to get sideways on the hill so I could restart. That's

(This article by Neil Ottens of the COLONIAL Chapter appeared in that chapter's newsletter "KICKER" No. 27 for January 1987 and is reprinted here for the enjoyment of our YANKEE Chapter members. . . . . Ed.)

\*

I've been craving to blast my '37 Scout over that hill in New Hampshire for a couple of years now. So when I heard the Yankee Chapter was putting on a road run up that hill, why, hell, I haven't been that excited since the first time the 3 of us went to a drive-in movie.

A day or so before the run I found out that my Brutal Brother can't get away from work (his air-conditioned office) because of a major breakdown, (Mr. Coffee had died).

Then my wife tells me she's got vacation time and wants to come along. Naturally in the station wagon with the kids and the dog. Now, this wrecked my plans big time. Now I'm humiliated into putting my Scout on the trailer. I am ashamed and humiliated just like Mr. Happy was at the drive-in movie, (but that's another story).

when I discovered I didn't need the kickstand. I could just lean the left bar on the road to start the engine. This time I spin rubber for 50 feet and I'm gone. After a couple more miles, first gear won't stay in either. I had to hold the shifter with one hand and the throttle with the other. I really didn't need the throttle 'cause it was wide open since about the 4-mile marker. Joggers and hikers were passing me in droves with their shorts on and socks that go right up to their shorts, and 10-pound boots with action traction soles and their Robin Hood hats and two-ton knapsacks. What da heck is going on here?!

But, I keep moving. I passed a JD Harley sidecar who was smoking the back rim while the tire was standing still (the truth, guys). I passed a couple more guys and started saying "Come on baby, we're doing it now".

At the 6-mile marker, WHAMMO, the fog hit. Smokey was right, 5-foot visibility, I CAN'T SEE! What da heck is going on here?! I rip off my sunglasses and threw them suckers clear to Connecticut. Here comes a 5,000 ft. cliff on the right, better go left, here comes a cliff on the left, better go right and on and on like that for hours, it seemed. Now I start passing parked motorcycles and people walking with eyes on the ground. I could hardly see my front fender when all of a sudden I saw what I thought was a moose or an elk that went belly up from lack of oxygen I guess. But, wait, it has shoes on, two different pair, fronts and rears. And look at that puddle of blood, no it's oil, a big puddle of oil and what I thought was a moose was a big Earl Chalfant and his wife, laying on their backs with their feet up in the air. They couldn't have crashed, I thought, as I spun rubber through the oil slick that the big custom rig was puking. Well, if they didn't crash, then what were they doing? I nodded my head and said "Hi" as I drove by. I know! They must be resting and taking in the scenery up close to the sky and all that.

I don't know what it was, but it must have been the echo in the mountains, and it sounded like it was saying. . . I been over Pikes Peak-Peak-Peak. I been to Grand Junction, Colorado-o-o-o-o. That Earl sure has a strange way of parking his scooter I thought.

O well, to the top I go. I finally get to the parking lot and it looked like no one was there except me and my trusty Scout. But, as I looked around there were a dozen or so other guys and a Smokey-the-bear Ranger in a dump truck in the parking lot with me. Here comes Rudy Litke huffin' and puffin' up the last 100 feet. He got to the lower parking lot and called it quits. By the way, I never even saw the lower parking lot or I would have parked there too.

Rudy and I felt our way up to the observatory where we observed coffee and buns, of course. We took off our belts and shoe laces and tied ourselves together so we wouldn't get lost, and ventured out to feel the Cog Rail Steam Engine. It smelled bad and felt hot and greasy. I can't say I really saw it though.

It was then I decided, when you are bad, I mean real bad, and you die, that's where you go, to the top of Mt. Washington.

Well, what goes up gotta go down. So we felt our way down to the bikes and we were gone. No need for crankin', key on, in gear, clutch out and never touched the throttle for the next 8 miles. Every 1,000 feet or so we stopped to cool the binders. Then we catch up to Frank Adams, who is old enough to have bought his 1923 Reading-Standard when it was new, trying to take a short cut down the hill. WRONG! (Frank, you can't fly). I don't know if you realize it or not, but, if you didn't hit that tree your machine would be due to hit the ground in about 10 minutes or so. Luckily for Frank, he got away with only minor cuts and bruises. I know his machine can't fly because I helped carry the thing up that cliff and it's too damn heavy to fly. Trust me, Frank, next time take the long way.

Finally, down at the bottom and after coffee and buns and a 100-mile ride through some of the nicest scenery in America. I went for the wife and kids to lay around the pool with Cal Wahl (Moby Dick) and his charming wife June. "Hi June". Dennis Craig and Randy Zorn joined in the pool for a perfect afternoon. I couldn't make the next day's 100-mile ride 'cause it was the family's turn to play tourist, and we had a great time.

Well, I've never been to Pikes Peak, but, I'll tell you, the White Mountains in New Hampshire is one pretty place to go. I'd recommend, if the Yankee guys have the run again next year, that you all call it vacation and attend the meet. I received a beautiful wall plaque for making it to the top and I polish it regularly.

As I said, a hundred brave men tried but only a few arrived.

\*

Neil Ottens

# YANKEE CHAPTER NATIONAL MEET

## APRIL 11-12, 1987

### WATERFORD SPEED BOWL, WATERFORD, CONNECTICUT

#### HOW to Get There

From NORTH on I-395: Proceed to Exit 77 and take off ramp to Connecticut Route 85; then go RIGHT and proceed NORTH for approximately 1 1/4 miles; WATERFORD SPEED BOWL is on the LEFT.

From NORTH on Connecticut Route 2: Proceed to Colchester and take Exit 19 SOUTH to Connecticut Route 11 which terminates at its junction with Connecticut Route 85; turn RIGHT and proceed SOUTH on Connecticut Route 85 for approximately 3 miles; WATERFORD SPEED BOWL is on the RIGHT.

From EAST or NORTH on I-95: Proceed to Exit 82 and take off ramp to Connecticut Route 85; then go RIGHT and proceed NORTH for approximately 3 miles, passing the Crystal Mall, which is on the LEFT; WATERFORD SPEED BOWL is on the LEFT.

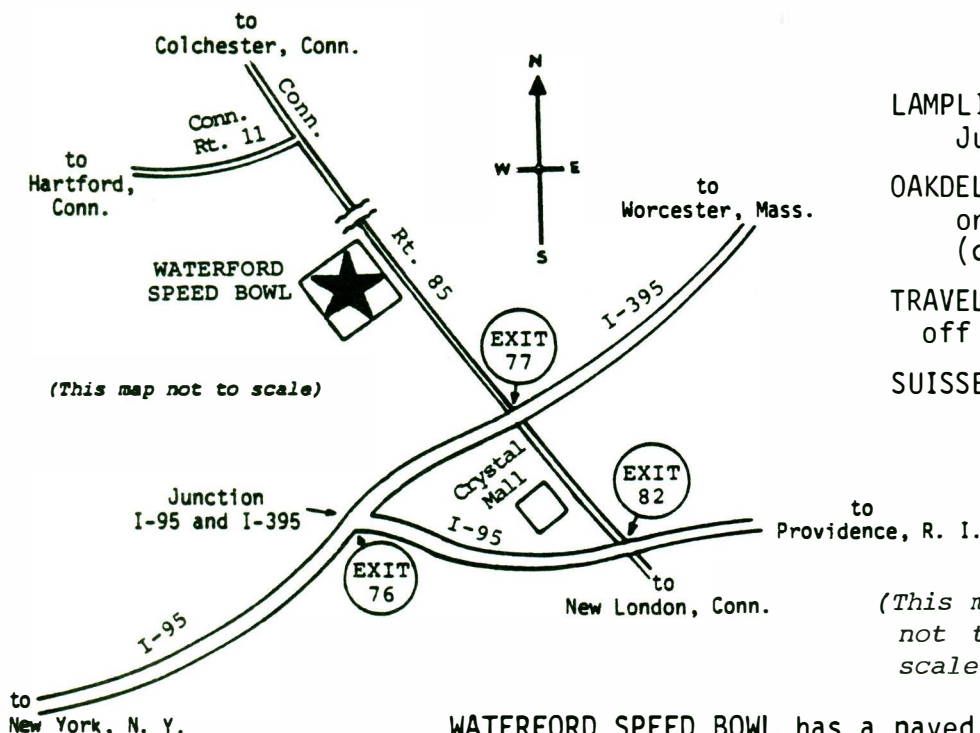
From WEST or SOUTH on I-95: Proceed to Exit 76 which is the junction with I-395 and follow signs for I-395 to Exit 77; then take off ramp to Connecticut Route 85; go LEFT and proceed NORTH for approximately 1 1/4 miles; WATERFORD SPEED BOWL is on the LEFT. - If you should miss Exit 76 and find yourself still on I-95 proceed to Exit 82 and take off ramp to Connecticut Route 85; then go LEFT and proceed NORTH for approximately 3 miles, passing the Crystal Mall, which is on the LEFT: WATERFORD SPEED BOWL is on the LEFT.

Need Information ?

#### CALL

ART DELOR  
at  
(203) 444-6297  
or  
JIM COSTA  
at  
(401) 949-3470

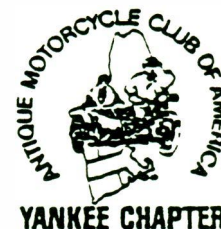
THEME: "ANTIQUE COMPETITION MOTORCYCLES"



#### Area MOTELS

LAMPLIGHTER Motel  
Just off I-95 (203) 442-7227  
OAKDELL Motel  
on Conn. Rt. 85 (203) 442-9446  
(close to Meet Site)  
TRAVELODGE  
off I-95 Exit 74 (203) 739-5483  
SUISSE CHALET (203) 739-6991  
or WATTS Line 1-800-258-1980

(This map  
not to  
scale)



WATERFORD SPEED BOWL has a paved track, normally used for stock car racing. Anyone wishing to use the track will be required to sign a waiver before being allowed to do so.

LIFE'S LITTLE LAWS

Everybody knows about old man Murphy and his 'law' - Nothing is as easy as it looks; everything takes longer than you expect; and if anything can go wrong it will do so at the worst possible moment. OK, here's another:

Let us all be happy and live within our means, even if we have to borrow to do so.

**YANKEE PEDLAR**

Membership advertising in YANKEE PEDLAR is FREE to all YANKEE Chapter members of record (dues paid up).

DEADLINE DATES	
for ALL ads	WINTER Issue: January 10
	SPRING Issue: April 15
	SUMMER Issue: July 10
	AUTUMN Issue: October 15

**WANTED** - 1966 H-D Sprint CRS 250 fuel tank with two rear petcock ports with excellent red and white paint and original decals OR NOS, no dents. Will accept close year if it is red and white and will fit without mods and has H-D decals. Will pay top dollar. For Serial No. 66CRS6060. Ken Krauer, Clinton Hollow Road, Salt Point, New York 12578. Tel. (914) 266-3363

**FOR SALE** - 1950 HARLEY-DAVIDSON Racer, 750 cc WRTT, Color: Red. Re-built from flywheels up. Runs Great! Gene Baron, 15 Tern Court, Bayshore, New York 11706. Tel. (516) 666-5651 - After 7:00 PM

**WANTED** - Chain Guard for my 1937 INDIAN Chief. Charlene Peirce, P. O. Box 151, Brownfield, Maine 04010. Tel. (207) 935-3437 - After 9:00 PM

**WANTED** - For 1940 INDIAN "Chief": Front mudguard (rough condition is OK), foot boards, side stand, chain guard, dash board, bars and controls. Tom Turner, Box 112, Marshfield, Vermont 05658. Tel. (802) 426-3503

**TRADE** - Will swap almost cherry 1948 pan frame for 1950 in same shape. Tom ("Torch") Neill, R 2 - Box 2233, Smyrna, Delaware 19977. Tel. (302) 378-8907

**WANTED** - Complete motor wheel, as used by INDIAN in 1915. Have original bicycle factory-stamped "1915" on frame with hangers, but need everything else including fuel tank and controls. Haswell R. Carr, 176 Meridian Street, Fall River, Massachusetts 02720.

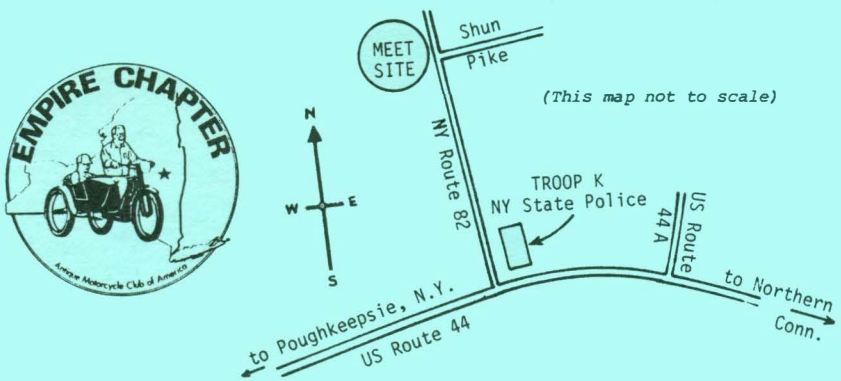
**FOR SALE** - BACK ISSUES of YANKEE CHATTER - Still available: YC No. 85-2; 85-3; 85-4; 86-1; 86-2; 86-3. Price each = \$ 1.50 Postpaid. Order direct from: Frederick D. Hirsch, Editor, YANKEE CHATTER, P. O. Box 123, Carolina, Rhode Island 02812.

**Empire Chapter  
MILLBROOK MEET  
MAY 16 & 17, 1987**

HOW to Get There

From Connecticut on US Route 44 - Proceed West on US Route 44 approximately 20 miles past the Connecticut/New York State line; then turn RIGHT at Troop K, NY State Police headquarters and go NORTH on NY Route 82 for 3 miles; meet site is on the LEFT just opposite Shun Pike.

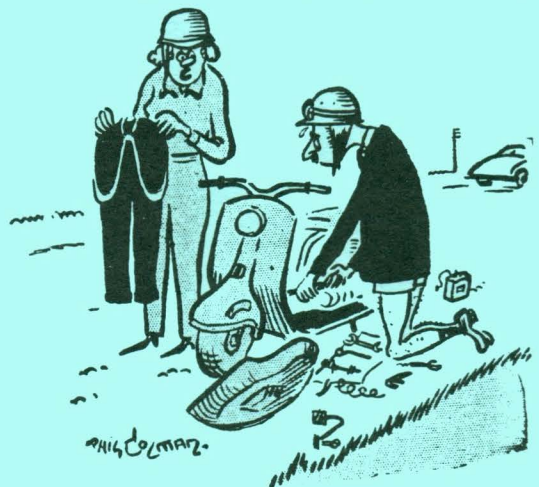
From Poughkeepsie, New York on US Route 44 - Proceed East on US Route 44 for 8 1/2 miles; then turn LEFT at Troop K, NY State Police headquarters and go NORTH on NY Route 82 for 3 miles; meet site is on LEFT just opposite Shun Pike.



AREA MOTELS

- BINDERS, 62 Haight Avenue, Poughkeepsie, N. Y. . . . . (914) 454-1010
- CASCADE Motel, Salt Point, N. Y. . . . . (914) 266-8585
- TACONIC Motor Inn, Clinton Corners, N. Y. (nearest to Site) . (914) 266-3100

"You know jolly well how kneeling makes your trousers baggy"



TWO-UP TYPES

INFORMATION? Contact:

Kenneth C. Krauer  
R 1 - Box 611  
Clinton Hollow Road  
Salt Point, New York 12578

(914) 266-3363



**YANKEE CHAPTER**

**Frederick D. Hirsch**

P.O. Box 123

Carolina, Rhode Island



02812

**FIRST CLASS MAIL**

