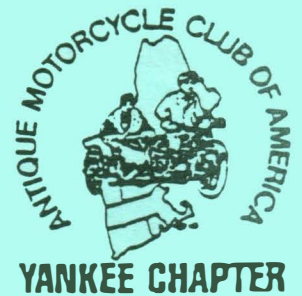




# YANKEE CHATTER



WINTER 1989-1990

No. 90-1

## YANKEE CHAPTER ANTIQUe MOTORCYCLE CLUB OF AMERICA, INC.

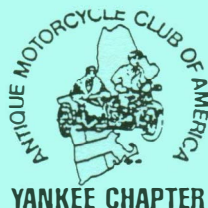
*Chapter Established in 1973*

The SPECTATOR - July 26, 1989



### A cycle for all ages

. . . and a YANKEE Chapter cyclist to boot!! Shown here with one of his latest acquisitions is "Rocky" Carr, Fall River, Massachusetts. Although not seen much at Chapter activities these years, "Rocky" is still busy collecting bicycles and has added a very rare item to his stable—a bicycle sidecar made by the MOHS Seaplane Corp. of Madison, Wisconsin. According to "Rocky" the pedal trike he is shown at the wheel of above runs on 'hamburger power'; no gas, no oil, no water, no battery, no license, no insurance, no tax, no registration. [The hamburger is for the driver].



## Officers

	ZIP Code	Telephone	Term of office expires
Co-Director - Jessie A. Jacaruso			December 1991
Co-Director - James A. Costa			December 1991
Vice Director - Martin Hansen			December 1991
Vice Director - Andrew J. Connor			December 1991
Vice Director - James E. Darby, Jr.			December 1991
Secretary - Virginia M. Adams			December 1991
Treasurer - Frederick D. Hirsch			December 1991
<b>National</b>			
Director - George L. Yarocki			September 1990
Editor/Publisher - Frederick D. Hirsch			December 1991



# YANKEE CHATTER

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## Co-Director's Message

For this message I want to concentrate on one main issue—and that is our April 8, 1990 Business Meeting to be held in Stafford Springs, Connecticut

This is a full membership meeting, so please make every effort to attend and bring along your ideas and suggestions for consideration and discussion, as there is much to do. Although we have planned our first activity, again honoring the sidecar, for June 23-24, 1990 to be held at the Hamilton Rod & Gun Club grounds in Sturbridge, Massachusetts, we still have to finalize our schedule for the rest of the season. One idea, which was mentioned in my last message, and which was not brought up at our December 3, 1989 Business Meeting, was the possibility of a Chapter road run up Mt. Greylock in western Massachusetts. This will require someone to investigate the area and lay out the route, locate restaurants and possible motel accommodations, etc. Think about it.

You will also note changes in our list of Officers. "Ginny" Adams is now our Secretary, replacing Pat Lucas who had completed her two-year term; and Art Delor stepped down after four years as Vice Director. Andy Connor and Jim Darby were both elected as Vice Directors to bring our Officer staff into line with Section III of our Chapter Bylaws which provides for three Vice Directors.

In closing, I again urge full attendance at our April 8, 1990 Business Meeting.

Jessie A. Jacaruso  
Co-Director

\*\*\*\*\*  
**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 April 8, 1973. Dues for the 1990 membership year are \$ 10.00 single; \$ 12.50 with spouse. Membership is not transferable and dues are not refundable.

Applicants wishing to join the YANKEE Chapter must FIRST be members in good standing (paid up) of the National AMC of A; however, applicants may apply for both memberships to the Chapter Treasurer at any time, and memberships received after October 31st of any year will be held over for the next membership year. National AMC of A membership dues for the 1990 membership year are \$ 20.00 single; \$ 25.00 with spouse. A \$ 1.00 service charge is made for handling an applicant's National application.

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

\*\*\*\*\*





Minutes of the YANKEE  
Chapter Business Meeting  
held at the  
V.F.W. Post No. 10284 Hall  
in Moosup, Connecticut  
December 3, 1989

+

The meeting was called to order by  
Co-Director Jim Costa at 1:22 P. M.

- 1 - Jim opened his remarks by first thanking Alex Olearos and Brenda Sipolski for the arrangements made to secure the V.F.W. Hall. Including officers, attendance was 41—oops! . . . make that 42; almost forgot our own YANKEE Chapter mascot Molly Jacaruso.
- 2 - Fred Hirsch reported on our Treasury balance which showed total funds available at this time to be \$ 2,459.90, which included early payment of many 1990 memberships. He also stated that total income for 1989 was \$ 2,113.94, all of which, with the exception of \$ 3.97, was returned to the membership in the form of four issues of YANKEE Chatter, one interim flyer notice, necessary postage and miscellaneous office expense. Copies of the year's Treasury activity were available to all who desired them.
- 3 - The floor was then opened for nominations and voting for 1990 elections with the following results:

- Co-Director - Jessie A. Jacaruso  
Re-elected
- Co-Director - James A. Costa  
Re-elected
- Vice Director - Arthur G. Delor  
Stepped down
- Vice Director - Martin Hansen  
Re-elected
- Vice Director - Andrew J. Connor  
Nominated/Accepted
- Vice Director - James E. Darby, Jr.  
Nominated/Accepted
- Secretary - Patricia N. Lucas  
Stepped down
- Secretary - Virginia M. Adams  
Nominated/Accepted
- Treasurer - Frederick D. Hirsch  
Re-elected
- Editor - Frederick D. Hirsch  
Continuing

4 - New Business

Jessie Jacaruso gave a general run-down of our September 9-10, 1989 Sturbridge Meet at the Hamilton Rod & Gun Club grounds. Cost of the site per weekend is \$ 150.00, plus \$ 5.00 per camper. It was voted by majority to hold our Spring 1990 meet at this location. NOTE: The owners request

that no alcoholic beverages appear on the grounds, other than those available at the on-site concession stand. Rest rooms are available with running water, but no showers. The nearby pond is for veiwng ONLY - no swimming and no fishing. Jessie stated further that we will be looking into the possibility of having a NATIONAL meet at Sturbridge sometime in the future. We will not be hosting a NATIONAL meet in 1990.

Jim Darby then explained procedure for a meet at the Stafford Springs Motor Speedway. Generally, this includes an initial deposit of \$ 1,000.00 plus 1/3 of any gate charges. Since we are not allowed to charge admission to any of our activities this was ruled out as a possibility.

1990 Activities Schedule

The following dates were approved for 1990, and further scheduling will be announced at a later date:

April 8, 1990 - YANKEE Chapter Business Meeting and Show in conjunction with Jim Darby's Spring Swap Meet at Stafford Springs, Connecticut. YANKEE Chapter members will be admitted FREE upon showing their valid membership cards. The Business Meeting will be held at 2:30 P.M. in the large building on the hill. Gates close at dusk.

June 23-24, 1990 - YANKEE Chapter Meet at HAMILTON Rod & Gun Club grounds, Sturbridge, Massachusetts. Theme: The SIDE CAR

General Notes

The GILES J. ADAMS Trophy remains in the works, eventually to be presented at one of our YANKEE Chapter meets.

Fred Hirsch reported that he had received a nice note from Ralph Mundell, the NATIONAL Director of Chapters, complimenting him on the presentation of his 1988 annual report of Chapter activities and finances. We thank you, Fred, for your devotion to the Chapter.

We also wish to thank Art Delor, who served as Vice Director for four years, and handled much of the work in organizing our 1986 NATIONAL Meet at Waterford, Connecticut; and Pat Lucas, who has served as our Secretary for the past two years.

We could not function as an active chapter without the contributions of members such as these, who willingly serve and assist where needed.

Meeting adjourned at 2:10 P.M.

*Ginny Adams*

Respectfully submitted  
Virginia (Ginny) M. Adams  
Secretary

## Editor's Notes

and Other Nonsense

MORE CHAPTER LOGOS

From VILING Chapter's Newsletter "Re-Cycle" comes this one:



. . .and members of the PERKIOMEN Chapter are sporting this new design which was created by Alice Gerhart. Alice has also taken over the post of Editor for that chapter's newsletter "RELICS and RUST".



+

DEFINITION

Parking Lot: Place where you leave your bike to have dents made in the tank and mudguards.

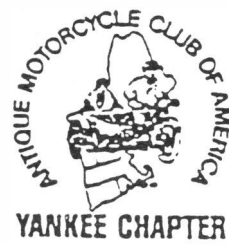


SIDECARtoon



YANKEE CHAPTER

1989 YEAR END TREASURY REPORT



TREASURY REPORT - December 4, 1989

\*

# Motorcycling Digest

VOL. 27 NO. 6

Official Organ of The New England Motorcycle Dealers' Association

Oct. - Nov., 1962

## Antique Motorcycle Club Of America

Leon Landry Takes Grand Award For Best Restored Motorcycle Shown At First A.M.C. Exhibition.

EVENT AT LARZ ANDERSON MUSEUM, BROOKLINE, DRAWS INTERESTED CROWD OF SPECTATORS AND 30 ENTHUSIASTS DISPLAY THEIR "PRIDES AND JOY".

Feature Of Two Day Event Is Dinner At Route 128 Motel — Pictures Shown On Screen Bring Back Fond Memories

These two pages of

MOTORCYCLING DIGEST

were furnished by

YANKEE Chapter member

Arthur G. Delor, Jr. of

Waterbury, Connecticut

By Leon J. Landry  
Brookton, Mass.

My love for motorcycles started several years ago when my Dad and Uncle each purchased new 1914 Indian cradle spring frame single cylinder motorcycles. That event stands in my mind so vividly, it is as if it happened only yesterday.

The machines were delivered to the house about supper time in a neighbor's horse drawn express wagon. They were uncrated and assembled on the spot with the help of the riders handbook and special tools enclosed in the leather tool box.

In those days gasolene was sold by the hardware store, and one barrel of oil was all that was stocked regardless of what you asked for or its use. Mobil oil grade "B" is what the factory asked for, but the lighter "E" grade was what every one got.

That same evening they were fired up, and ridden around the square by two novices who had never ridden only a bicycle before.

What a thrilling experience to

a young boy this was. And that red paint, it was the most brilliant of reds, and the nickel plate the brightest we have see — these are things not easily forgotten.

Our love for motorcycles grew to even greater proportions when we later started as an apprentice at the local bicycle and motorcycle shop, that we later bought and became a franchised Harley-Davidson dealer in 1922. During our years in business we put aside some of the real old machines because we didn't feel they should go under the hammer as junk. This was long before the A.M.C. came to life.

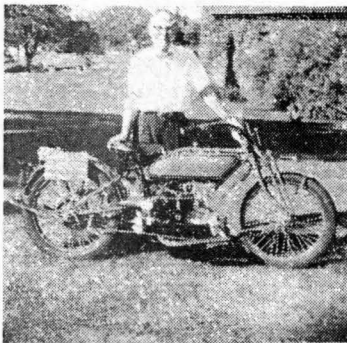
Each A.M.C. member has a story to tell no doubt, about how their interest in motorcycles began. Some of us have had the bug longer than others, some have had it only in recent years.

However we all have one thing in common, and that is we like motorcycles and enjoy working at intricate machinery. But above all else we must be intrigued by the great challenge it offers us, and

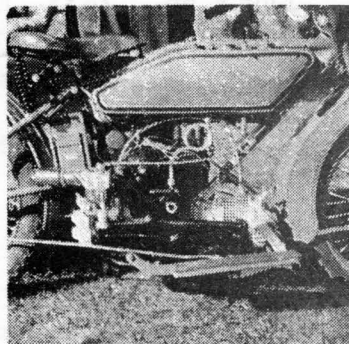
(Continued on Page 16)

Meet held at Brookline, Mass. Sept. 15-16, 1962

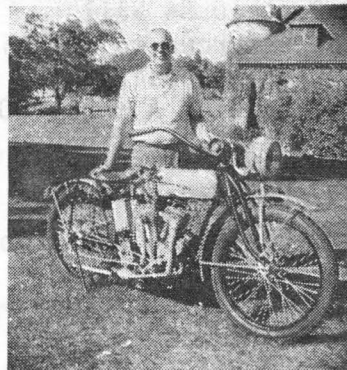
A highly successful Meet of the Antique Motorcycle Club was held on this date at Larz Anderson Auto Museum, Brookline, Mass. just



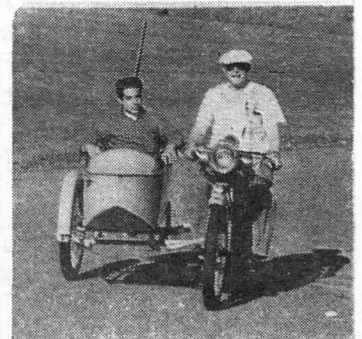
Winner of prize for best restored motorcycle at Meet was Leon Landry of Taunton, Mass. shown here with his immaculate 1920 Harley-Davidson Sport model, a horizontally opposed twin.



Close up of Leon Landry's 1920 Harley-Davidson horizontally opposed twin.



Prize for motorcycle brought longest distance to Meet was won by Ernie Biddle, Elmer, N.J. with his 1917 Indian army model.



Best runner at Meet was prize garnered by T. A. Hodgdon, Nutley, N.J. shown here in action with his 1916 Excelsior 61" Twin and Rogers sidecar. In the sidecar is Ned Murphy whose 1920 Cleveland won the prize for best runner unrestored.



This is the way most motorcyclists eat at the National races at Watkins Glen. Pictured here is George Hebert at 6:30 A.M. eating his breakfast.

Photo by Hogan

**ANTIQUE MOTORCYCLE**

(Continued from Page 1)

of course a great love for the almost forgotten and abused motorcycle we see before us.

The enthusiasm for this first meet at the Larz Anderson Park on Sept. 15th and 16th was very gratifying. We had a fine turnout on both days. One of the most pleasing facilities here was that

we had plenty of elbow room to ride our machines. The spacious grounds included over a half mile of black top road that we could ride on at will without plates. The weather was the greatest. After the afternoon's activities those of us that wanted, stored our machines and trailers in the lower level of the museum, thanks to A.M.C. member Edgar Roy.

The cocktail and bull session got under way at about 7 P.M. at the "Hotel 128" situated at route junctions one and 128 in Dedham. We had a group of over thirty that sat down to an enjoyable roast beef dinner. Color slides were projected on a life like size screen and graciously narrated by Ted Hodgdon.

Sunday the 16th was the big day for all us. The day of the crowning for some. There were many fine examples of restoration, and many unique and almost forgotten examples of our industries early days. Many brought back tender memories to some of us. Edgar Roy had a F.N. "4" and a Pierce "4" in original fine condition.

The 1918 Cleveland single of Ed Murphy, "The little Irish blaster" ran just as good as new. Ernie Biddles (1917) Indian powerplus that he got brand new in a crate a couple of years ago, sounded like a new one too. The 1919 H-D Sport Model of Jonathan Bosworth was an excellent job of restoration, and his 1918 Indian model "O" flat

twin ran fine, and the exhaust notes brought me back to the late teens when we used to ride a neighbors frequently, and came near buying one just before Indian brought out the little 37" Scout.

The most popular machine was Ted Hodgdon's Excelsior side-car combination. It was constantly running about with a new passenger. The judges were quietly about the business of judging throughout the morning. By noon they had reached agreement and the awards list went as follows.

**MACHINE RIDDEN THE LONGEST DISTANCE:** Richard Vincent, W. Chester, Pa. on 1931 "101" Scout Indian. Special B.S.A. award.

**MACHINE BROUGHT LONGEST DISTANCE:** Ernie Biddle, Elmer, N.J. 1917 Indian Army model.

**MOST UNIQUE MACHINE AT MEET:** Louis Rizoli, Salem, Mass. 1924 Ner-acar.

**BEST RUNNER RESTORED:** T. A. Hodgdon, Nutley, N.J. 1916 Excelsior-Rogers side car comb.

**BEST RUNNER NOT RESTORED:** Ned Murphy, Upper Greenwood Lake, N.J. 1918 Cleveland single.

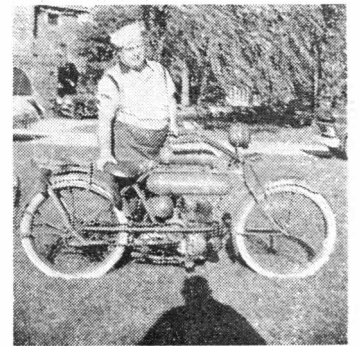
**OLDEST MACHINE AT MEET:** A.M.C. President, Arthur Sigal, Easton, Pa. 1902 Marsh, single.

**GRAND AWARD, FOR BEST RESTORED:** AT MEET: Leon J. Landry, Taunton, Mass. 1920 Harley Davidson Sport Model.

The club received gratifying cooperation from many people to make this first effort successful at the Larz Anderson location. Many thanks to Edgar Roy for his invitation for us to come to Larz

Anderson. John King did much leg work in making arrangements at the 128 Hotel, and secured four of the awards that were handed out. Credits for which go to the following:

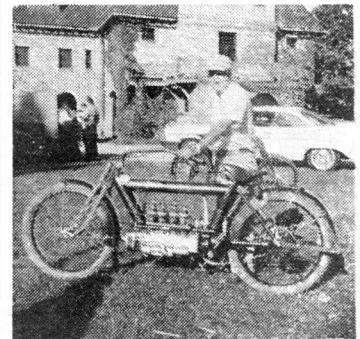
N.E. H-D Dealers' Assn., Bridgeport, Conn. Trophy, Leon Landry, Best Restored; Anonymous, "Beantpotter Revere Bowl", Ted Hodgdon, Best runner, restored; Cycle Sport Magazine, Danvers, Mass., Cycle Sport Bowl, Art Sigal, Oldest machine; Butler & Smith, New York, N.Y., BMW Bowl, Louis Rizoli, Most Unique Machine; Beck, Beck Trophy, Ned Murphy, Best Runner, Unrestored; BSA Inc., Nutley, N.J., Special BSA Award, Dick Vincent, Machine ridden the longest distance to the meet; Freeman Cycle Sales, So. Hamilton, Mass., Freeman Bowl, Ernest Biddle, Machine brought the longest distance to the meet.



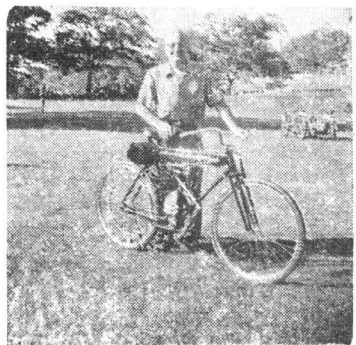
Ed Murphy of Upper Greenwood, Lake, N.J. poses with the 1918 Cleveland belonging to son Ned. Machine won prize for best runner unrestored at Meet.



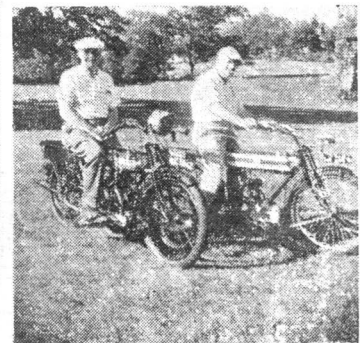
T. A. Hodgdon, and his 1914 BSA 500cc single.



Ed Roy, Manager of the Larz Anderson Auto Museum shows his 1913 Pierce Four.



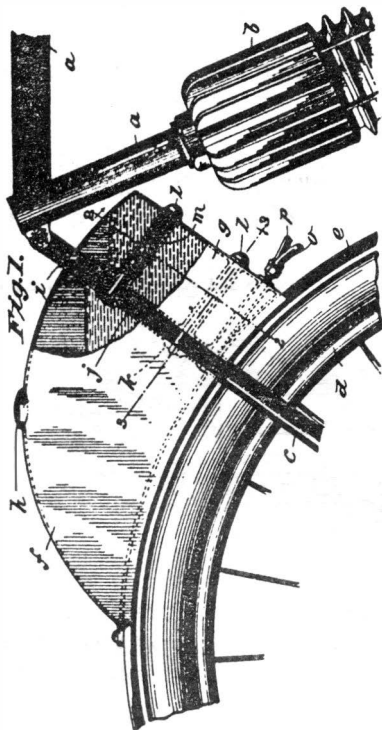
President of AMC, Art Sigal, Easton, Pa. won the prize for oldest restored motorcycle at Meet. The machine is a very rare 1902 Marsh, which was made in nearby Brockton, Mass.



T. A. Hodgdon, Nutley, N.J. with his BSA of 1914 vintage and (right) Frank Johnson with his 1909 Triumph.

**Fuel or Other Reservoir**  
For Internal Combustion Engines

Patented Aug. 26, 1902



C. Oscar Hedstrom

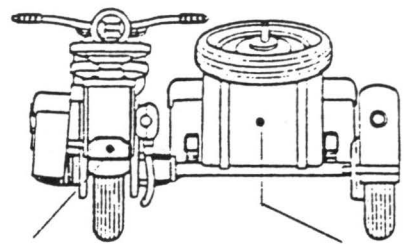
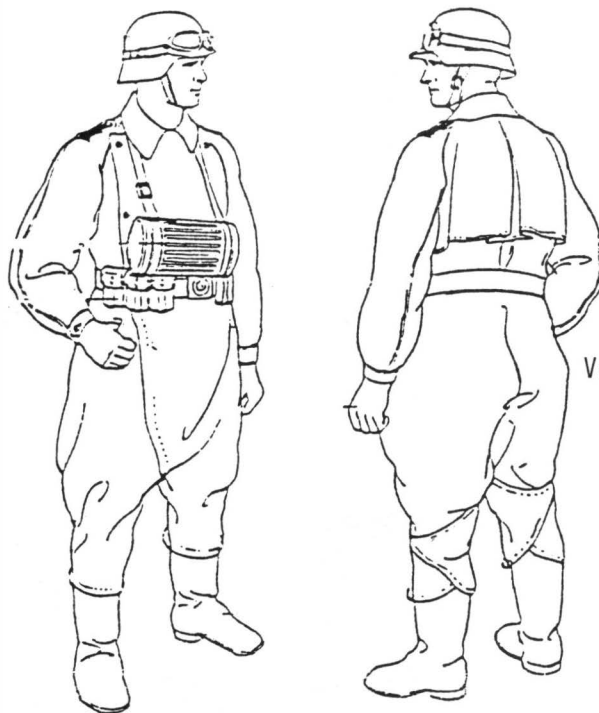
No. 707,922

# 1941 BMW R75

The Treaty of Versailles restricted the post-WW I German Army to 100,00 officers and men and prohibited tanks and armored cars entirely. Under these conditions the Reichwehr concentrated its efforts on developing motorcycles, trucks and cars for mechanization of fighting forces. The motorcycle was particularly attractive due to relatively low cost and those developed for the civilian market would work just as well in a military context.

At the beginning of the war, the motorcycle in the German Army filled the roll previously filled by the cavalry. However, the motorcycle infantry was soon absorbed into the Tank Grenadier and Tank Reconnaissance Battalions. While the average German Infantry division contained 452 motorcycles at the beginning of the Russian offensive, by 1944 the number of motorcycles was reduced to 168.

Uniform of Motorcycle Soldier



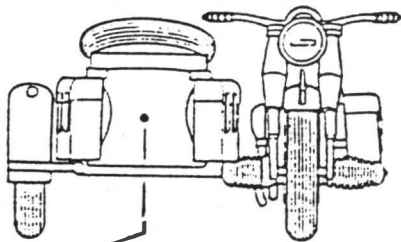
Vehicle License No.      Divisional Mark

**K** Mark applied to vehicles of the 1st Tank Group.

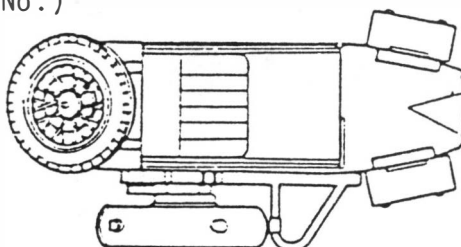
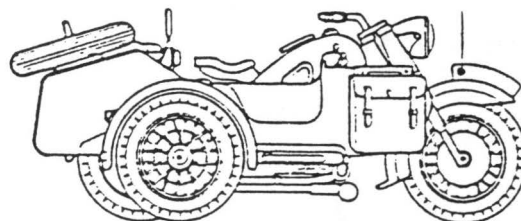
**G** Mark applied to vehicles of the 2nd Tank Group.

In the initial stage of the war, "K" and "G" were applied to the front and rear of sidecars.

Vehicle License No.



Tactical Mark  
(Vehicle License No.)



In the initial stage of the war, the Haken-kreuz was applied for identification from the air.



Mark used by medical corps of all divisions.





EMPIRE Chapter  
 ANTIQUE MOTORCYCLE CLUB of AMERICA  
DUTCHESS COUNTY FAIRGROUNDS Meet  
 May 19-20, 1990

HOW to Get There

Access to this meet is very easy. The DUTCHESS COUNTY FAIRGROUNDS is located in charming and historic Rhinebeck, New York on the east side of the Hudson River and the east side of US Route 9 between Rhinebeck and Red Hook going north. Use any convenient map route to arrive in the general area then:

From SOUTH - Proceed to Poughkeepsie, New York by any chosen route; then follow US Route 9 NORTH until you pass through Rhinebeck. The DUTCHESS COUNTY FAIRGROUNDS is approximately 1 mile from Rhinebeck on the Right.

From NORTH - Proceed to the Hudson/Catskill general area (south of Albany). Consult map to locate US Route 9; then take US Route 9 SOUTH until you pass through Red Hook and the intersection with US Route 9G. The DUTCHESS COUNTY FAIRGROUNDS is approximately 1 mile from this intersection on the Left.

From any other direction - Proceed by any chosen route to arrive at US Route 9; then follow whichever of the above directions is applicable.

+  
AREA MOTELS/HOTELS

ECONOMY Super 8  
 (914) 229-0088

DUTCH PATRON  
 (914) 229-7141

HYDE PARK MOTEL  
 (914) 229-9161

BEEKMAN ARMS  
 (914) 876-7077

GAS LITE MOTEL  
 (914) 758-1571

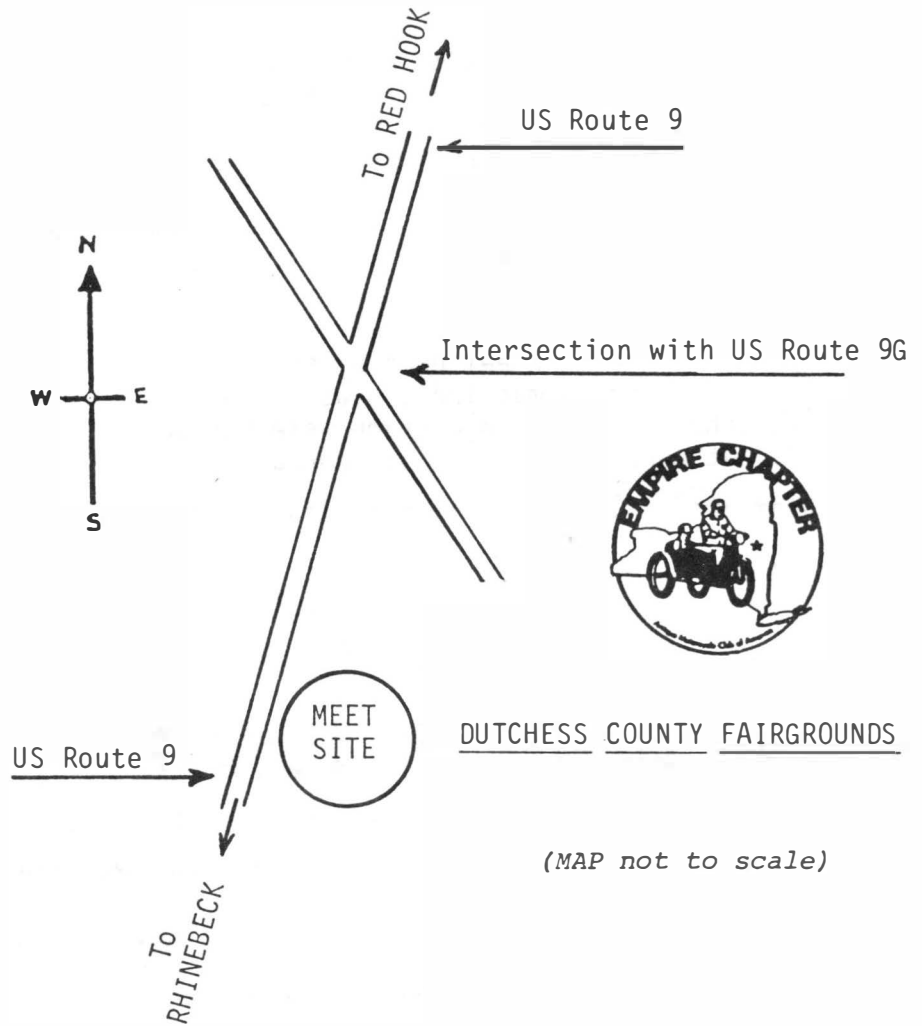
HEARTHSTONE MOTEL  
 (914) 758-1811

+

Participants are encouraged to bring Flea Market Items, since we now have unlimited space.

This meet is combined with the Century Museum Village and Collectors Association Machinery Show with displays of great farm and equipment machines and trades. Small amounts of antique motorcycles and parts are welcome

at NO CHARGE when the owner exhibits an antique motorcycle. For larger spaces and general information contact James Boice, Box 280, Pleasant Valley, New York 12569, or call him at (914) 266-5212. An added attraction at this meet will be the sizable antique flea market which will be held in another area of the fairgrounds. For more information regarding this meet write or call Kenneth C. Krauer, R 1 - Box 611, Clinton Hollow Road, Salt Point, New York 12678. Tel.: (914) 266-3363 - after 5:00 PM.



(MAP not to scale)

# YANKEE PEDLAR

## SWAP MEET

Sunday - April 8, 1990

Stafford Springs Motor Speedway  
Route 140 - Stafford Springs, Connecticut

\*

7:00 A.M. until 4:00 P.M.

Admission - \$ 5.00 \*

Vendor Space - \$ 20.00  
(payable at entrance gate)

This is Connecticut's Annual Spring Motorcycle Swap Meet and Antique/Custom Bike Show, held at the nicest swap meet grounds in the State of Connecticut - RAIN or SHINE.

Information: Call (203) 871-2776  
or (203) 875-7768

\* = AMC of A members admitted FREE upon presentation of valid membership card.

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

<u>DEADLINE</u>	WINTER Issue	January 10
Dates	SPRING Issue	April 10
for <u>ALL</u> ads	SUMMER Issue	July 10
	AUTUMN Issue	October 15

WANTED - Information, Literature, and any Owner/Shop Manuals (copies OK) on 1957 HONDA "Dream" 345 cc single cylinder OHC (brought back by GI from Okinawa before HONDA imported to USA; also, parts bike 250-350 cc, no matter how bad. My bike runs good but needs some external parts. Also need any literature, manuals, etc., on 1974 MZ TS 250 cc. Kenneth C. Krauer, R 1 - Box 611, Clinton Hollow Road, Salt Point, New York 12578. Tel.: (914) 266-3363 - after 5:00 P.M.

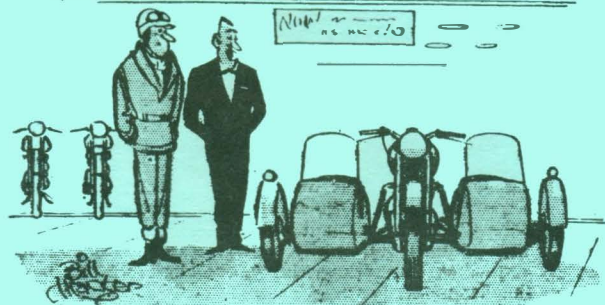
WANTED - Literature, pictures, road tests (copies OK) of LUBE - NSU, SA (made in Spain mid-1960's) and SIMSON 250 OHV single shaft drive (East Germany). Desperately need anything on these two motorcycles. Simson is running. Need manuals, literature, etc. Kenneth C. Krauer, R 1 - Clinton Hollow Road, Salt Point, New York 12578. Tel.: (914) 266-3363 - after 5:00 P.M.

FOR SALE - 1946 INDIAN "Chief". A real deal for the price. Andy Anderson - Tel.: (203) 429-1843

WANTED - A good complete battery box for a 1921 HARLEY-DAVIDSON twin, H-D tool box for top of gas tank. Andy Anderson - Tel.: (203) 429-1843.

"This one we bought from a most enterprising chap—he's now doing a long stretch for bigamy"

### NEW & SECONDHAND MOTORCYCLE



SIDECARtoon

### DEFINITION

Gentleman: One who steps on his cigarette butt so it won't burn the carpet.

+000+000+000+000+000+000+000+000+000+000+000+000+000+000+000+

### FICTITIOUS and UNUSUAL PLACE NAMES

The following were submitted by YANKEE Chapter member Mitch Epstein, of Leominster, Massachusetts:

- Woe-is, Me
- Chutz, Pa.
- Holy Macker, Al.
- Jazz, Min.
- Bo, NY
- Sty, Pen.

Want More? How about these:

- Pizz, AZ
- Montmore, N.C.
- Paderoffs, Ky.
- Shangri, La.
- Hittor, Miss.
- Farmarina, Del.
- Turge, Nev.
- Praise, Ala.

TRY IT! Using old abbreviations as well as the new two-letter Post Office computer designations, what can you come up with?

No prizes, but YANKEE CHATTER will publish your ideas with a credit line.

More coming in a later issue.



YANKEE CHAPTER

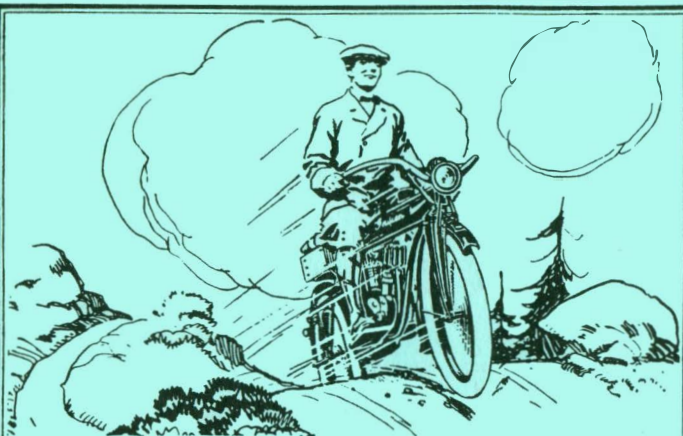
Frederick D. Hirsch

P.O. Box 123

Carolina, Rhode Island



02812



All Roads are Level Roads  
to the

## Indian Motorcycle

"Rushing" a hill is an unknown experience to the Indian rider. "A twist of the wrist" silently gives the command to the motor for more power. And the power is there. It responds instantly. The rider feels that peculiar "bite"—a thrilling, assuring sensation of the answering motor!—and then the speed deftly picks up—picks up—picks up—without a moment's hesitation. The steepest grade offers no trouble to the Indian-mounted man.

Rough roads, too, mean nothing to the Indian tourist. With his machine fitted with footboards and that inimitable comfort feature, the Cradle Spring Frame, shocks and jars are dispelled. Indian riding is smooth riding, whatever the condition of the highway.

*With stupendous power—with perfected comfort devices—all roads are level roads to the Indian*

Write for the 1914 illustrated Catalog showing models priced from \$200 to \$335 F. O. B. Factory

**Hendee Manufacturing Co., 816 State St., Springfield, Mass.**

*(Largest Motorcycle Manufacturers in the World)*

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