

YANKEE CHATTER – SPRING 2025

Loss of a friend

We are sorry to say goodbye to another good one! We lost Donald C. Salisbury III of Oneco, CT, better known as “**Critter**” on March 5th. Critter was a fixture at our meets and quietly worked as long as you needed him to. He ran the field games for several years, manned the gates at Hebron, Terryville and Greenfield and pretty much outworked everyone!

If you'd like to send a card, his wife is Barbara Salisbury, PO Box 182 Oneco, CT 06373





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Oley 2025

By Sue Pino

Oley '25! The turnout of Yankee members this year was amazing! It was fantastic reconnecting with so many friends from home and across the country - those familiar faces we only get to see at these events. While the show officially kicked off Thursday, many of us arrived early and were able to meet up for dinner at the firehouse. It was a perfect way to kick off the festivities.

Thursday and Friday the fairgrounds was hopping! The atmosphere was electric with a plethora of vendors with an array of bikes, parts, and other treasures. There was something for everyone to discover and take home. One of the highlights was Friday nights drag races at RMC with our very own Jim Seidell running his '46 Indian chief. Unfortunately, my phone died and I couldn't capture any pictures of the races. If any of you managed to snap some shots, please share them on the Facebook page.

Sadly, Saturday marked the final day. As is tradition, the day was dedicated to judging, and it was a fitting way to wrap up an incredible event. Huge congratulations for earning Winner's Circle to Peter Grace with his stunning FLH and to Kenyon for his impressive Norton.

Oley '25 was a fantastic celebration of our community, filled with laughter, camaraderie, and unforgettable moments. As we pack up to head home, we're already looking forward to next year's gathering. Here's to more adventures, connections, and of course, amazing bikes! Until next time Oley!

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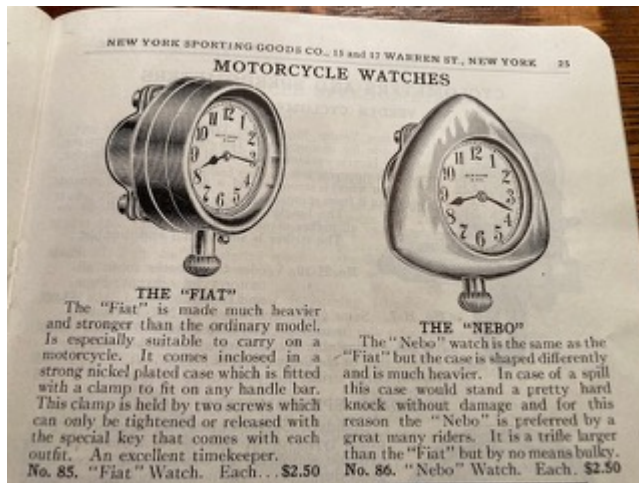


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Parts from the past

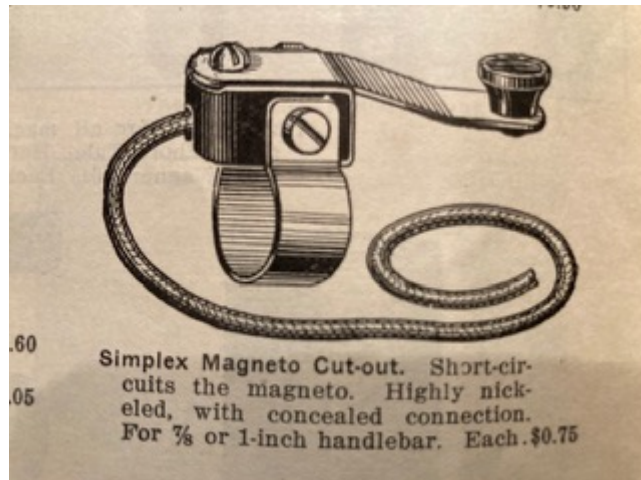
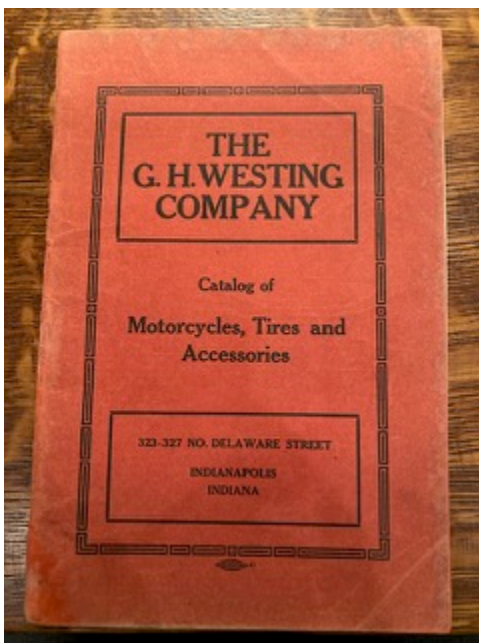
By Darryl Cutter

Here is a great accessory from the 1912 New York Sporting Goods Company motorcycle supplies catalog. The “Nebo” handlebar mounted watch and holder. It’s hard to find a dollar watch, as they are called, that winds from the six o’clock position.



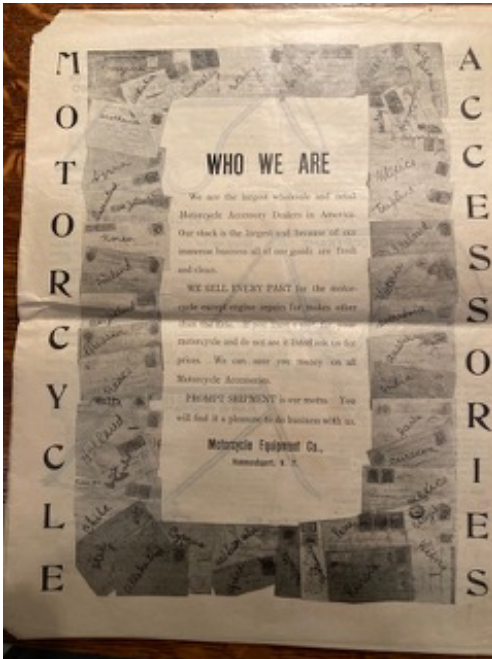
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From the 1913 G.H. Westing Company motorcycle accessories catalog. The Simplex Magneto Cut-Out. A nice accessory to shut your motor off.



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Here is a “Bullfrog Horn” from the 1909 MECO catalog.



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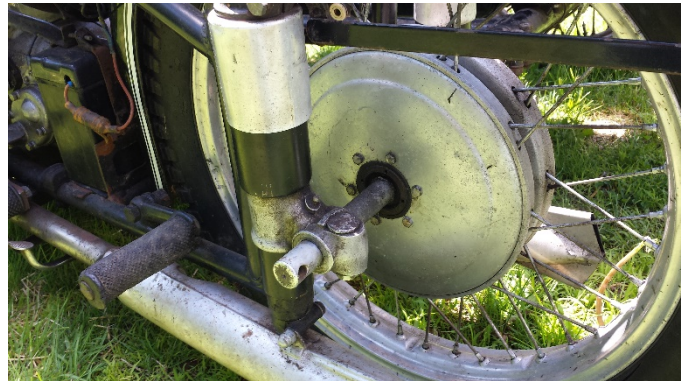
Restoration of a 1954 BMW R67/2

By Ted Smith

Years ago, I spotted this 1954 R67/2 sitting mostly abandoned at a friend's home. The bike originally belonged to my friend's father, pictured below. The owner rode the bike year-round. When he passed away, his son used it to give rides around his home property to his grandson. After several years of limited use and neglect, the bike stopped running. As the grandson had lost interest in the bike, my friend parked it and abandoned it. Seeing the bike just sitting, I bought it with the promise I would fully restore and rebuild it. The following pictures are of the bike as I found it.



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Here is the partially disassembled engine waiting to be removed from the frame. Over many months, I rebuilt the crank, installed new pistons, rings, valves, and valve guides, and installed all new bearings. Because R67/2 was built to pull a sidecar the engine was designed with greater torque than horsepower. Realizing that to ride safely in today's traffic the bike would need a little more horsepower, I replaced the engine camshaft with a mild sport cam.

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Here is the gearbox undergoing a complete rebuild.



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Details are important. Below is a picture of the rear fender mounting stud with its integral nut retaining washer.



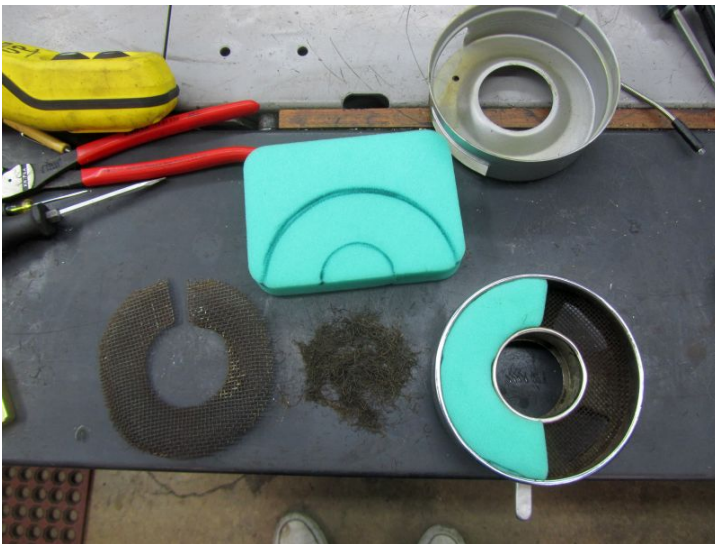
BMW /2 engine distributors are driven off the camshaft's end and are notorious for ignition timing imbalance. To overcome the differential timing irregularity, I replaced the bike's ignition system and generator with a modern system driven off the crankshaft. Below, you can see the generator and ignition sensor mounted on the front of the engine.



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I carefully cut the upper filter retaining screen using a Dremel, then removed the remains of the corroded filter material. You can see some of the crumbled material to the left of the cut screen.

To replace the rusted filter materials I used two pre-oiled foam filters for a Honda generator.

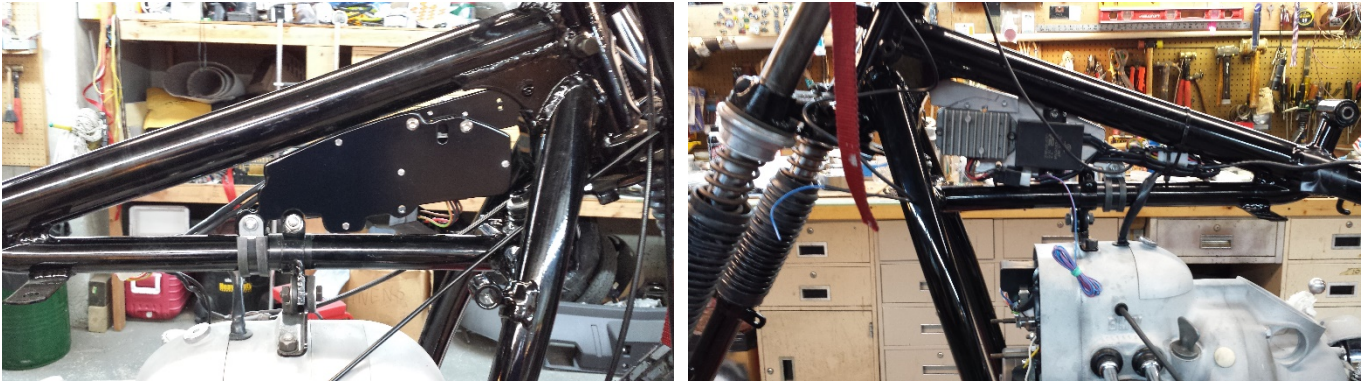


In the next photo, you can see two lengths of steel welding rods under the outside and inside rims of the housing to ensure the foam stays in place. Problem solved!



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The next two pictures are of the ignition timing module, voltage, regulator, and handmade mounts. These modifications are strictly bolt-on changes and can easily be removed and replaced with the original parts.



The left side waiting for the finishing touches, the fuel tank, and the seat.

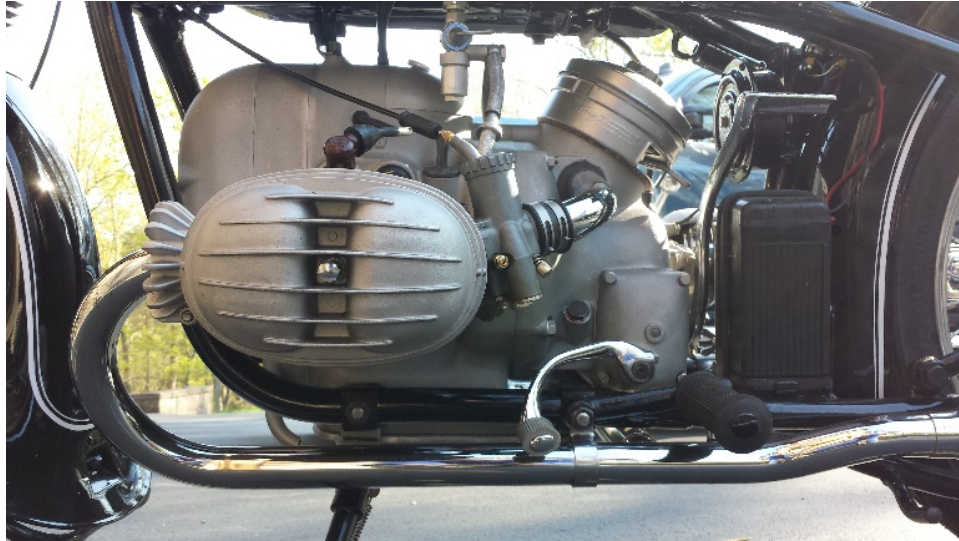


Here is a picture of the new driveshaft, universal joint, and Rube Goldberg-inspired brake light switch.



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Here is the left side of the engine. Note: the external fuel filters have been replaced with a new petcock that has an integral fuel filter.



The pinstriping was hand-done by a local artist. Viola – the final product.





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Items for sale

1985 BMW K100RS with integral saddlebags, second owner, 51,000 miles, candy apple red, meticulously maintained, includes extra ground effects. A beautiful machine. \$3900.

1974 HD H4 enduro. 941 miles. Need restoration. \$900.

1964 HD topper, complete with NOS windshield. 5544 miles. Need restoration. \$1000.

Motorcycles in CT. Call or text George - 914-815-5712 or georgeavanti@hotmail.com.