



Yankee Chapter – Est – 1973

YANKEE CHATTER – WINTER 2025

Message from Your Board of Directors

Hello Yankee Chapter! We hope everyone is getting that winter wrenching done so that you are ready to ride when the weather turns. Maybe you are one of those crazy winter riders who loves the taste of salt and never puts the bikes away. Or maybe you head south during the winter and you are enjoying riding someplace warm. Whatever you are doing, there are plenty of things happening this summer to keep you on two wheels.

Please check our website at www.yankeechapter.org for the latest updates to our Chapter event schedule. One change we want everyone to know about - we were going to try something new and switch the Rhode Island Camp & Ride to Cape Cod, but we just weren't able to hook up the campsites that we wanted. So - back to the Ocean State! This is our first official Chapter event of the year, and it will return to the Tavern on the Hill in West Greenwich, RI, May 16-18. For more info, please call Fred Leach at 617-388-0888. June 5-7 brings us back to Moultonborough, NH for some camping and riding with John Harrington; Peter Grace hosts the Eliot, ME camp & ride June 26-29; our National Meet in Greenfield, MA is set for July 25-27; we will head back to the Berkshires and Mohawk Park on September 19-21.

Also - we are starting a list of non-club events that might be of interest. Please send info on bike shows, swap meets, your local riding group - whatever - and we will post it. If you want to get an event together in your area, we are happy to get the word out for you.

Greenfield - We would love to have one or two technical presentations to give attendees something new to see. One year at Terryville, Dan Margolien gave a talk and demonstration on how to parkerize parts. It doesn't have to be a long presentation - give an overview of your topic, demonstrate if possible, and have a few minutes afterward for Q&A. This is always a hit at the meets when it happens, so it would be great to revive it. Please consider doing this and you'll walk away with a **free meet t-shirt** and the admiration of all your biker buddies!

If you want to put out fliers for our National Meet in your shop or on your swap meet table at Oley or anywhere else, please contact Ken Herschfield 781-264-3245.

See you all soon!

We want to hear from you! Tell us about:

Bikes / items for sale, wanted, or trades, event notices, stories, old advertisements, or pictures.

Maurice Donini

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Restoration of a 1969 Triumph Bonneville

By Ted Smith

We never forget our first. My first new bike was a 1969 Triumph Bonneville. When I saw this '69 Bonnie for sale nostalgia set in. I had to have her regardless of her condition. As expected, the bike was in terrible condition. Aside from the terrible paint job, most of the bike was original. My initial examination revealed that the engine had seized, the gearbox clanked and the carbs were missing.



Note the incorrect horn.



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The first indication of how badly seized the engine was discovering the primary chain adjuster forward boss had been ripped off the engine case and the primary chain had been allowed to slap against the engine case.



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Here you can see some of the damage the 'loose' primary chain did to the engine case.



The crankshaft sludge trap was so blocked with oil sludge and metal shavings no oil could make it to the connecting rod journals or wrist pins. The sludge had solidified so badly that it had to be drilled out.



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Here is the crank freshly plasma sprayed and reground bearing journals.



Nice new wrist pin bushes.



Followed by all-new connecting rod big end bearings and main bearings.



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Here are the new camshaft bushings.



The new timing side bearing.



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New crank/primary chain case seal and the freshly repaired front primary chain adjuster boss.



New Steering head bearings,



New swing arm bearings.



Freshly painted sheet metal.



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Fender fitting and wiring mock-up.



More fender fitting and wiring mock-up.



New aircraft grade braided steel lined oil lines.



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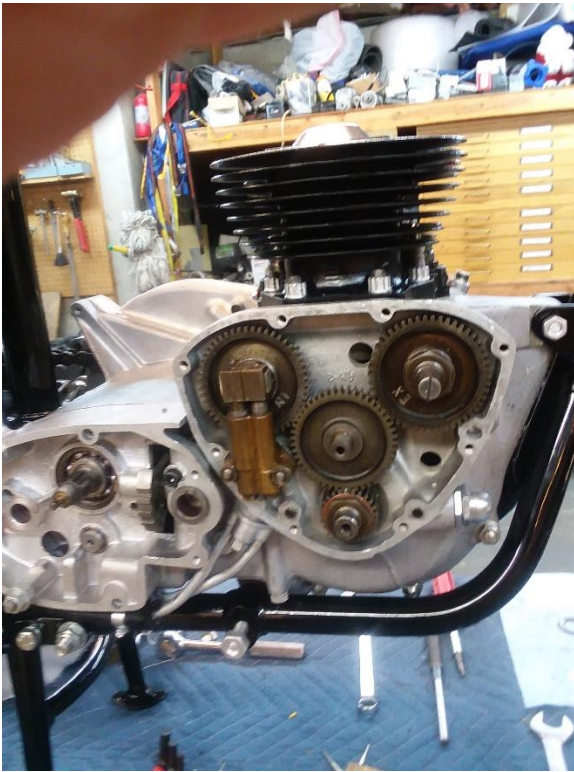
Cleanliness is everything.

All fasteners are NOS or freshly cadmium-plated.

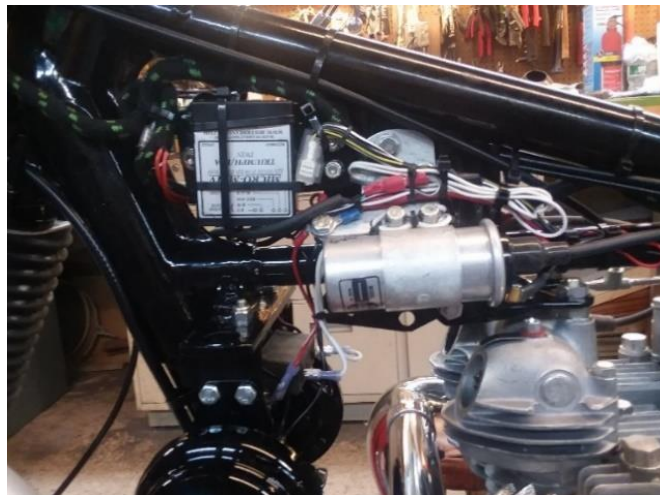


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New primary chain and clutch.



New 10-to-1 compression ratio pistons. New electronic ignition module and new coils.

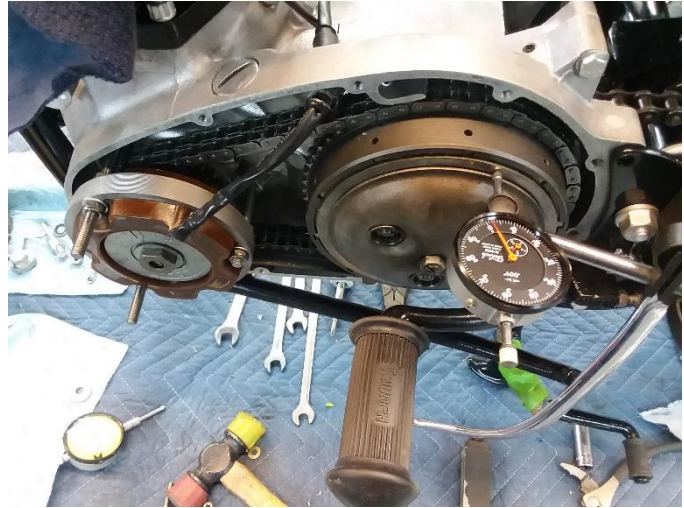


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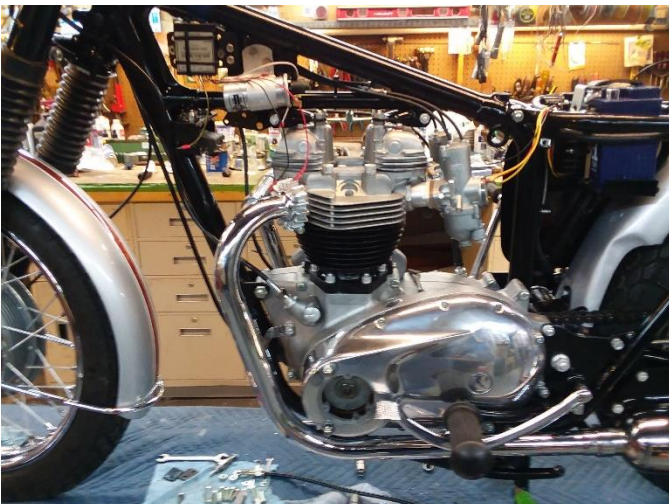
New points plate replacement.



Truing the clutch assembly.



More wiring.



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The finished project.





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2025 Mecum Motorcycle Auction in Las Vegas

By Maurice Donini

Following our president's lead from 2024, it was my turn to experience the chaos of Mecum's annual motorcycle auction in Las Vegas.

During the four-day auction, approximately 1600 motorcycles and 400 road art (signs, statues, parts, etc.) were for sale. Most items are on the block for 45-60 seconds, with some extra time for the high-end items. Whether you're buying or selling - make your decision quickly!

And if you're not buying or selling, consider it a four day museum with 1600 motorcycles.

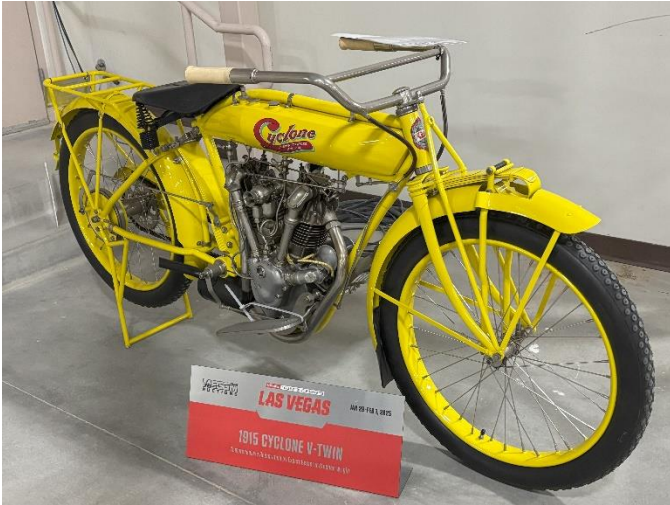
The auction takes place at South Point Casino about 8 miles south of the famous strip. All sorts of gambling, shows and restaurants (11) at the Casino. One doesn't have to leave the building.

The weather was seasonal this year. Lows in the 30's. High's around 60. No rain!

Here are a few photos and comments from this year's auction.

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The high sale – a 1915 Cyclone board track racer - \$1,320,000.



Something the rest of us can afford – a 1978 AMF Roadmaster Moped - \$55.



Anyone looking for a turbo?



1994 HD Road King - still in the crate



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How about a rotary engine (wankel) motorcycle?

1977 Hercules W2000



1993 Norton P53 Commander



1975 Suzuki RE5



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A 1967 Honda factory racer – Honda's first year at the Daytona 200 – one of two.



1941 Harley-Davidson TA Knucklehead Trike. 18 built. Only 7 remain.



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And if you have to get away from Las Vegas, here's a couple of options.

Route 66 – Kingman Arizona.



Badwater Basin – Death Valley National Park.





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Request for this year's Yankee National Meet

Last year Brendon and Ted made custom trophies from their scrap parts and wood scraps for both AMCA judging and Fun judging. For the upcoming National Meet, we could use help making more trophies.

Please contact Ted and/or Brendon.

Ted Smith - oldbmws@yahoo.com

Brendon Romcke-Harber - brendonrh1@gmail.com



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Advertisement from the way-back machine.

BRACE YOURSELF FOR THE NEW 650

Here's the tough one from Benelli! The all new 650 Tornado! The powerhouse machine that gets out there and goes 115+ mph! Those great big beautiful twins put out all the guts you can handle. 5 speeds to give you the new kind of ride you've been waiting for. 5 years of riding . . . racing . . . testing and improving make the new 650 the perfect machine. Kick it over and hang in there . . . you're really going for a ride at last.



Engine: OHV 4-stroke twin • Bore & Stroke: 84 x 58 • Compression Ratio: 9 to 1 • Carburetor: 2-29mm Delorto's • Clutch: wet multiplate • Transmission: 5 speed • Weight: 405 lbs. • Colors: candy red or candy blue • Top speed: 115+ •

Benelli

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