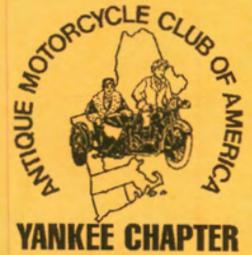




YANKEE CHATTER



Issue 2002 / 3

Established in 1973

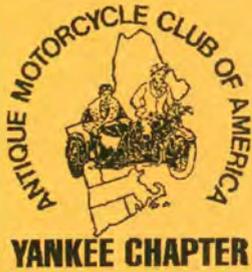
YANKEE CHAPTER
ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC.



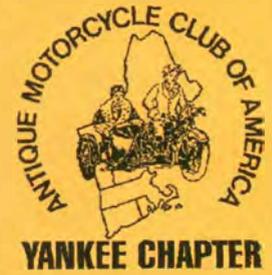
S. Gallo Photo

"Ride 'Em, Don't Hide 'Em !"

Pat Caisse may not have an antique motorcycle yet, but this spunky lady rode her CB400 Honda from her home in New Hampshire to attend the Yankee Chapter Autumn Meet held at the Sterling Park Campground in Sterling, CT on September 7 & 8, 2002.



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ISSUE 2002 / 3

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www.yankeechapter.org
is the address of the
Yankee Chapter web site.
Visit it soon.

"I'm late, I'm late, for a very important date.
No time to say hello, goodbye, I'm late, I'm late, I'm late!"
Yes, this issue of the Yankee Chatter is seriously overdue.
Consider this an apology from your overstressed,
overextended editor!
Sorry for the wait - I hope you enjoy the contents.
Your Editor



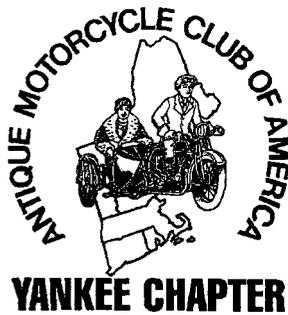
Congratulations
to
Tom and Lynne Marston
who were married on
October 18, 2002.



YANKEE CHATTER is the official newsletter of the YANKEE Chapter of the Antique Motorcycle Club of America, and is published three times a year, when information warrants. The YANKEE Chapter of the AMC of A was established April 8, 1973. Dues for the 2003 membership year are \$10.00 individual; \$12.50 with associate member. 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 send membership applications to the Chapter Membership Chairperson at any time, and memberships received after October 1st of any year will be held over for the next membership (calendar) year.

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.



Director's Message

Many hats off to Barbara Salisbury for a wonderful job organizing our fall meet in Sterling, CT. There were many people on hand at the campground for the whole weekend and loads more who stopped in for a visit on Saturday to say hello and see what was going on. The weather was quite hot, so hot that a few people even used the pool which, from what I was told, was "extremely refreshing". Unfortunately, there was not a Yankee to be found who was interested in participating in any motorcycle judging. What's up with that, I would like to know? Luckily, there was a Yankee with an antique to receive the Giles Adams Award, but I know that was a let down when there wasn't any competition.

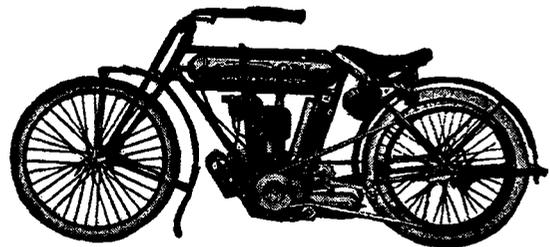
2002 had one of the busiest summers that I have experienced in a long time! Between getting married, the Finger Lake Road Run, the two Yankee meets and a personally grueling fall, I've barely had a chance to catch my breath. Outside of the Road Run, I unfortunately did not get much motorcycling in. I am hopeful that next year will be a different story. We had such a beautiful and long lasting fall. I hope that many of you were able to get some enjoyment and use out of your machines, after all that's why we have them. Right?

With winter upon us, it's certainly time to start thinking about those winter projects. I have a winter project this year myself for the first year in a long time. I'm hoping to get lots done during these winter months. Spring will soon be upon us, so we'd best make the best of those cold winter days and nights.

My thoughts at this time are with the families of Jim Darby and Zeke Gould. Jim was a fellow Yankee board member, motorcycle enthusiast and friend for many years. Few people in the motorcycle world have shown the generosity and good will to others that Jim did. Zeke was a true Yankee who enjoyed Indian Motorcycles and telling tall tales by lantern light at our Hebron meets. They will both be missed.

Best wishes for a happy and healthy new year. See ya in 2003!

Jessie



\$12.50 Per Month

BUYS THIS MOTOR CYCLE

THE genuine and famous **Arrow**, four and one-half horse power, **1912 model**, with the great **Aviation Type motor**. The motor that has made this machine 25 per cent faster with 50 per cent less strain and gasoline consumption. **Agents terms on this big Introductory Offer.** Same credit dealers get. We want good riders every place **AT ONCE.** Ride the **ARROW** while paying at the rate of only \$12.50 per month. Only \$100 down and \$12.50 per month for 10 months—\$225 in all for the absolutely perfect **Arrow**.

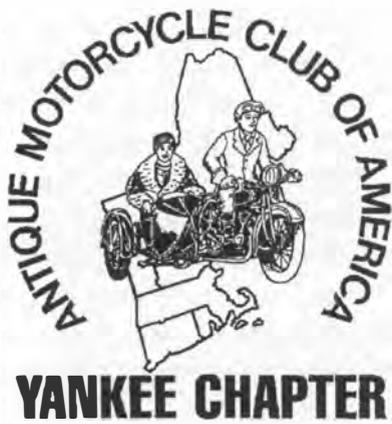
Dealers' Credit to You if You Write Quick

This offer is to quickly place **Arrows** in every locality. We give the same liberal terms we allow to dealers, requiring only a part payment with plenty of time to pay remainder. Send for free catalog today—**Now—Don't wait.**

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With the new **Aviation Type Motor**—speed, 60 miles per hour. Latest style **Messinger compound spring saddle**—seamless tubing frame—grip control—double truss fork—**Bosch high tension magneto** with special control—positive force feed—triple expansion exhaust chamber—mineral tanned flat belt—free engine—most splendid finish—a superb motorcycle—and at only \$12.50 per month.



**Autumn Meet
Sterling, CT
September 7 & 8, 2002**

By Charles Gallo

Yankee Chapter's Autumn meet featured a brand new location. The troubling trend of decreasing participation at Sturbridge in recent years, coupled with some confusion with the Hamilton Rod and Gun Club, forced our hand. Barbara Salisbury did a lot of homework to come up with potential sites. A visit to the Sterling Park Campground and a meeting with the new owners cemented the deal.

Looking for additional publicity for our meet, Barbara contacted Dan Kain, who hosts a segment entitled "Kain's World" on Hartford's CBS affiliate, WFSB - Channel 3 News. Barbara requested a mention of our meet on his show. Dan stated that he couldn't do that. However, if a chapter member would agree to be interviewed, preferably someone with an interesting motorcycle, then he would devote a segment to us. Barbara contacted me and I, never one to hide from the spotlight, agreed to meet with him. Dan and his cameraman spent about 2 hours speaking with me, ran about 45 minutes of video tape and condensed it into a 3 minute spot that aired on the Thursday evening before the meet. It aired again on Saturday morning. Numerous people who visited our meet commented on having seen the segment.

Encouraged by the offer of free camping, a large number of Yankees showed up on Friday after work. As the sun set on Friday evening, Yankees gathered around a number of campfires

to socialize and swap stories. There had been a Bluegrass festival at the campground a few weeks earlier. A number of local bluegrass musicians enjoyed getting together, so they stopped by on Friday evening for a spirited jam and filled the cool night air with some sweet sounds. The number of Yankees who spent the night sleeping beneath the stars exceeded the number of campers at any autumn meet in recent memory.

Saturday morning's bright, clear weather brought even more Yankees to Sterling. Once everyone had a chance to settle in, it was time to head out on "Critter's Mystery Ride". Don "Critter" Salisbury had put together a road run and since virtually no one else was familiar with the area, it was truly a mystery ride. Led by Critter and his daughter Cristina, on their 1951 Harley-Davidson servi-car, a group of 33 motorcycles departed on the trek. A short ride brought us to Sterling Memorial School where we made a brief stop and were treated like celebrities because of our transportation. There was time for a snack and a chance to check out the Sterling Family Day celebration before we again headed out. After about a 15 minute ride on picturesque



C. Gallo Photo

George and Beverly Twine rode their bright blue 1951 Indian Chief sidecar rig to the meet. It's good to see George putting some miles on his old iron.

Bruce Winne rode out from Springfield, MA on his jet black 1948 Indian Chief to attend Yankee's Autumn Meet. He has owned this bike for about nine years. He's gone through it bit by bit and just keeps riding it.



C. Gallo Photo

back roads, we entered the Pachaug Forest. Traveling through the pine groves, we could smell the fresh pine scent as we prepared to ascend Mount Misery. The road changed from paved to smooth dirt. Coming around a bend, the surface changed to rough gravel. After a short distance, the route turned left and uphill and headed up a forest road that could barely be described as unimproved. As my kidneys bounced along, I wondered if the route sheet had said "Mystery Ride" or "Misery Ride". (Crittter still maintains that it's a pretty good dirt road.) A short while later, I was relieved when we stopped for a refreshment break at a cul-de-sac. Then I realized that we had to go back down the way we came up! Oh well, might as well enjoy the scenery. We hiked a few hundred yards uphill over rocks to reach the peak. The spectacular view made the rough ride worthwhile. We could see far into Rhode Island and nearly to the Long Island Sound. As we basked in the warmth of the sun, we saw swamp maples that had already turned bright red, reminding us that autumn was upon us. We walked back to our machines and continued our ride. Once we were

out of the forest, it again became a "Mystery Ride" since we were no longer following the route sheet. A few miles down the road, the mystery was solved when we made an unscheduled stop at the Buttonwood Farm for some refreshing farm fresh ice cream. Yum! Once the snacks were finished, we headed back to the campground on winding roads through the woodlands of Eastern Connecticut. Everyone who went on "Crittter's Mystery Ride" seemed to enjoy themselves.

Back at Sterling Park Campground, a few Yankees "chilled" out in the swimming pool. It felt like we were dodging icebergs! Others headed to the showers to clean up their act. Later, small groups of riders headed out to dinner. As one group was returning, they passed the Sterling school where we had paused during our road run. Suddenly the sky was lit by a series of colorful explosions. They pulled over to the side of the road and had ringside seats for a stunning fireworks display that was part of the "Sterling Family Day" celebration. When they returned to the campground, they were able to tell their tale to Yankees gathered around the numerous campfires that blazed long into the



C. Gallo Photo

Ron Gluck rode his 1961 Matchless Typhoon to Sterling. This machine is one of only 200 produced. They were never sold in England but were shipped to California for desert races.

night. Libations were abundant and tall tales and short exaggerations were plentiful. As people emerged from their tents on Sunday morning, they were greeted by the smell of fresh brewed coffee. After a short walk to the hospitality table set up next to the Salisbury's motor home, Yankees enjoyed a continental breakfast of muffins, danish pastries, coffee and tea, provided by the Yankee Chapter. Once everyone had adjusted to being awake, there was a brief awards ceremony. Tom Tessier received a brass "saloon" bottle opener for his Saturday night

performance. Pat Caisse was awarded a brass turtle note holder for her slow but steady climb to the top of Mount Misery on her 1978 CB400 Honda-matic motorcycle. New TV personality Charlie Gallo was received the Giles Adams Award in light of his 1929 Harley-Davidson's recent celebrity.

Gradually the campgrounds emptied as Yankees headed back home. In spite of a few road bumps, the meet seemed to be quite a success and hopefully we can make it even better next year.



C. Gallo Photo

John Ciolino is all smiles as he rides his bright red 1934 Harley-Davidson VLD. He bought boxes and boxes of parts from Vic Northey last August and spent a good deal of time and effort to restore this beautiful machine.



C. Gallo Photo

Tom Tessier holds the wooden bucket, which now sports a new notch in his honor, as well as the brass "Saloon" bottle opener he received due to his Saturday night performance.



C. Gallo Photo

Don Switter enjoyed riding his red 1946 Indian Chief to Sterling from his home in Westport, CT.



Secretary's Report

Minutes of the Yankee Chapter business meeting held in conjunction with the Yankee Chapter Christmas party, at the Knights of Columbus in Oxford, MA on December 8, 2002.

Duane Brown and Charlie Gallo gave eulogies for departed members Jim Darby and Zeke Gould, who will be and are missed by all.

Sandy Gallo started the meeting off with the Yankee Chapter finances, and moved to the theft of funds and merchandise at the Sterling Fall Chapter meet. Jessie brought up the National Meet at Hebron, CT for the year 2003. It will be happening the first weekend in August. A Fall meet was brought up and the success of last year's fall meet, due to the dedication and sincere effort by Barbara Salisbury, and those who helped her, was discussed. Barbara talked about the campground people being happy and certainly amenable to having us back again this year.

Barbara said that the vending was an issue. She would like to see more activity in this area. Charlie Gallo brought up the point that the fall meet is a social event. Instead of feeling pressure to vend, members can socialize, go on bike rides etc., without the pressure of missing and losing sales.

The campground owners are trying to coordinate a 50's-60's weekend in conjunction with the Yankee Chapter meet to make it a hopping good time! The membership voted to have a fall meet in Sterling, CT on Sept 5-7, 2003.

Jessie suggested having a road run in the year 2004. Will and Anne Paley are researching having this in western Connecticut and Massachusetts. Joanne and Rat Scherk are working on

a run for the Vermont area. Scheduling concerns were brought up and both sides of the issue discussed.

Don Caisse took the floor and announced that due to time constraints he was stepping down from the Charitable Fund Committee. We all thanked him for the time and effort that he has given.

Randy Walker brought up the doings of the 101 Association and invited all to join their events, especially the road run on September 27, 2003. The run is coordinated by Will Paley, who will answer all questions for those interested.

The date of the board meeting will be January 19, 2003 at 11:00 am at the North End Pub in Oxford, MA. Meeting was adjourned.

The Christmas Party was enjoyed by approximately 50 members attending.

Respectfully submitted,

Tom Marston
Secretary



YANKEES

Out And About

Luke Walker brought his 1927 Indian Prince to the Yankee Steam-Up held at the New England Wireless and Steam Museum in East Greenwich, RI on October 5, 2002. This 21 c.i. single cylinder attracted numerous spectators. When they commented on the yellow jacket's nest in the headlight shell and the mummified mouse on the gas tank, Luke took it all in stride. When someone suggested that it was such a rusty hulk that it would probably never run again, Luke stepped over to the machine, gave a couple of vigorous kicks to the kickstarter and drove off in a cloud of smoke, leaving the detractor (and nearly everyone else) speechless.



C. Gallo Photo

C. Gallo Photo



Luke also brought a 1925 Indian Prince single cylinder 30 c.i. motorcycle that was built by a privateer for board track racing in New England. When he bought this machine it was completely disassembled and in need of a complete resurrection. It took Luke about one and a half years to get it together. He raced it at Davenport in 2002. The front tire rolled off the clincher rim, but he managed to stay upright. Back in the pits, he was able to get the tire back onto the rim and run in the final race.



Jeff Alperin strides past Robin Gazza , Jim Friedlander and Will Paley on his way back to his motorcycle. These Yankees were among the participants in the parade that concludes the Mystic Seaport's "By Land and By Sea" event that was held on September 22, 2002.

C. Gallo Photo

Marty Hansen enjoys riding his motorcycles to most meets that he attends. Because of that, we rarely get to see his 1917 Indian Power-Plus. Mystic was one of those special occasions.



C. Gallo Photo

C. Gallo Photo



Bill Brauch, a new Yankee, has been an AMCA member for a number of years. During our 2001 Hebron road run he came to the rescue by providing a truck and trailer to transport an ailing motorcycle back to the fairgrounds. Here we see Bill next to his 1929 Ford Model A Town Sedan at the Mystic "By Land and By Sea" event. He had always wanted a Model A, so when this beauty came onto the market, he had to buy it. He enjoyed driving it to Mystic, but worries about it because it's so pretty. He's in the market for a reasonably priced antique motorcycle so if you can help him out, get in touch.

Once Upon A Time. . . .

In previous issues of the Chatter, Kenneth Fitts shared the story of his 1935 cross country motorcycle adventure.

Due to your enthusiastic response, he has honored us with another tale from the past.

MY FIRST MOTORCYCLE

by Kenneth Walker Fitts

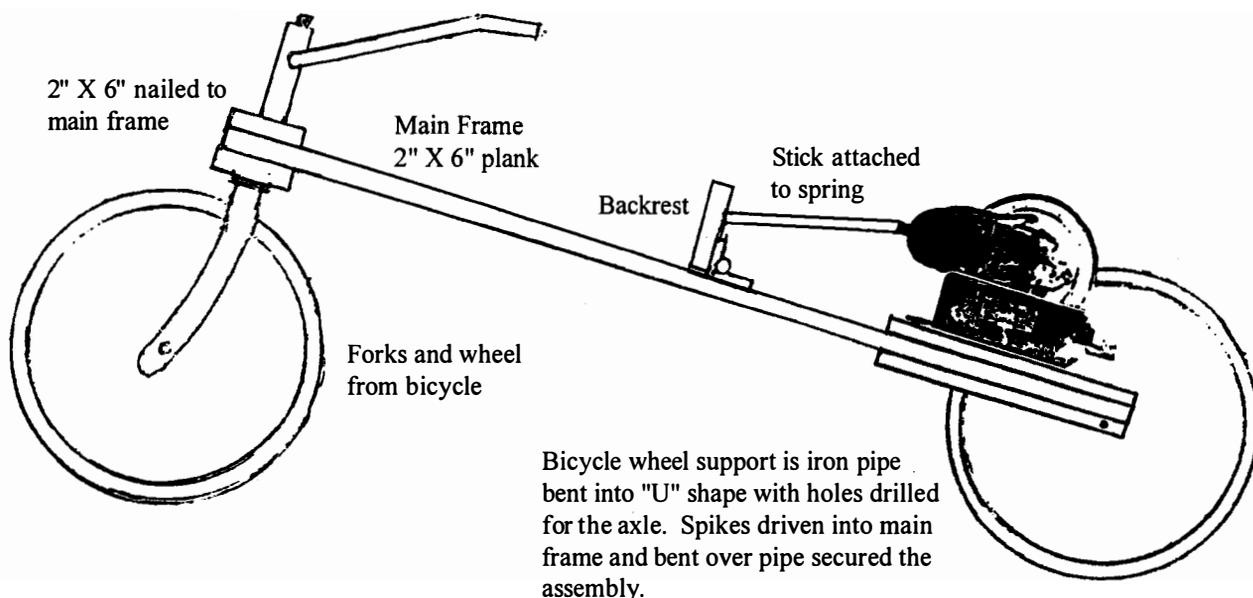
On my 12th birthday in 1926, my parents gave me a used two-cycle, three-quarter horsepower Maytag washing machine gasoline engine. The engine had no carburetor. On each suction stroke of the piston, gasoline was mixed with air as it passed through a mixing valve. Gasoline was drawn from the fuel tank in the base of the engine and lubrication was by oil mixed with the gasoline. Ignition was by a high tension mag-

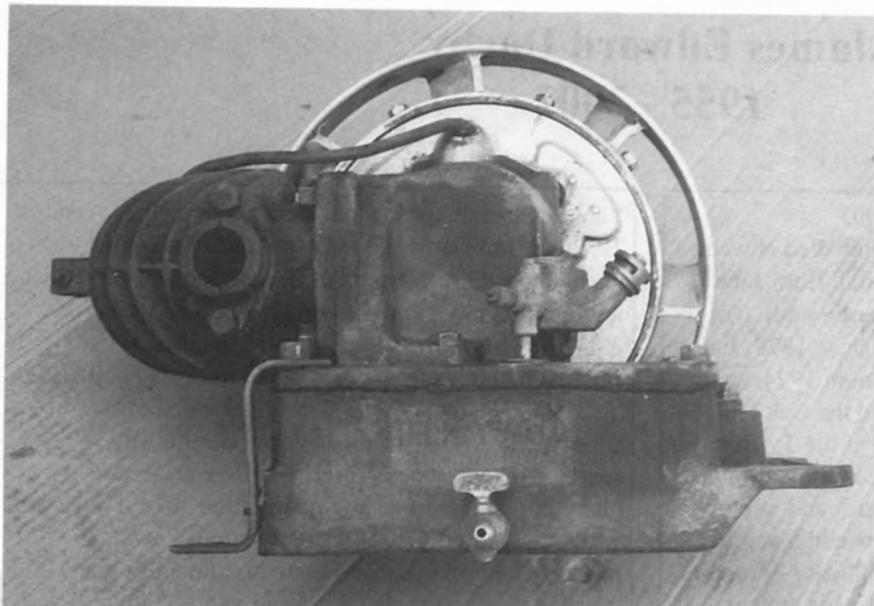
neto actuated by a magnet attached to the inner rim of the engine flywheel. Centrifugal force disabled the ignition by a weight in the flywheel when it reached a preset RPM. On each revolution of the flywheel, a full charge of gasoline was forced into the cylinder and then discharged into the atmosphere whether or not it was burned. Using this engine for power, I designed and built a motorcycle. The sketches show the construction.

Features:

1. To start engine and put motorcycle in motion - give forward push with feet while coasting down hill.
2. To go faster - lean forward.
3. To go slower - lean against "back rest" to short spark plug.
4. To stop - lean against "back rest" and drag feet.

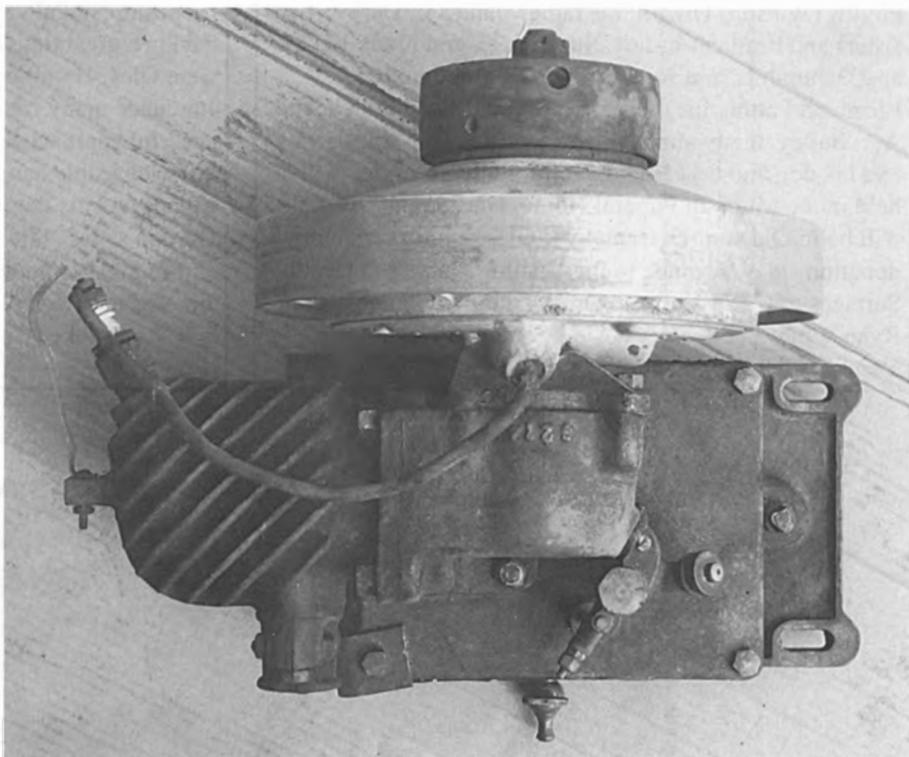
Driving around my home was my race track. The motorcycle could go faster than I could negotiate the turns.



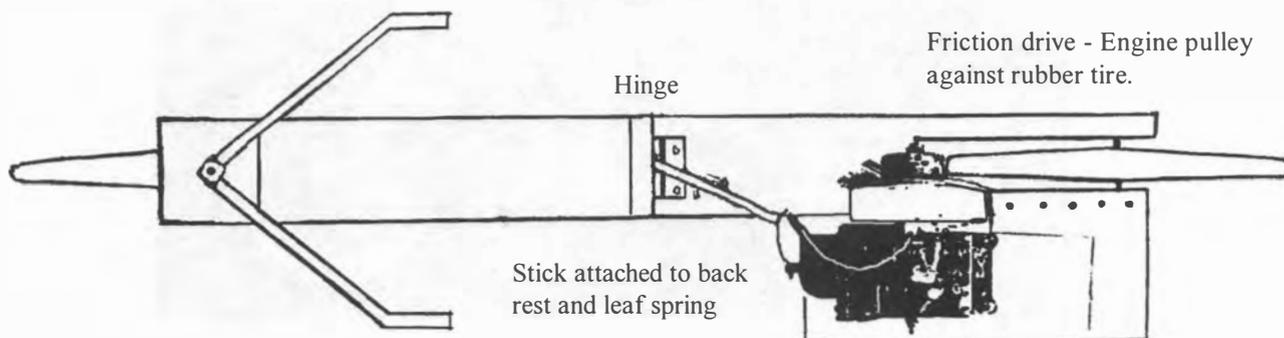


K.Fitts Photo

These are pictures of the engine that powered my motorcycle. During the two weeks that our town lost power due to the 1938 hurricane, this engine was brought into service by being belted to an automobile generator to charge batteries. It was then put into storage. These photos were taken when I brought the engine out of storage in September, 2002.



K.Fitts Photo



James Edward Darby 1955 - 2002

The Hartford Courant, November 23, 2002

James Edward Darby, Jr., 47, of Rockville, died November 21, 2002 at Rockville General Hospital. Born June 1, 1955, in Hartford, he grew up in Manchester and Glastonbury and had lived in Rockville since 1978. Jim graduated from Cheney Technical School in 1974, and was a carpenter at Mt. Sinai Hospital and the Oak Hill School for the Blind. He was a member of the Ty-Rods Car Club and the Yankee Chapter of the Antique Motorcycle Club of America. He was the creator and promoter of Viking Productions Motorcycle Show and Swap Meet for the past 18 years, and was an avid collector of motorcycles and classic cars. Jim is survived by his mother, Phyllis (Watson) Draghi, his father, James E. Darby, two sisters and brothers-in-law, Suzanne D. and Frank Bedell and Deborah L. and John Bailey, his grandmother, Elizabeth Patton, his nieces, Lindsay and Rory Bedell, and Ann Bailey, many aunts, uncles, cousins and dear friends and his dog and best friend, Nikki. Funeral service will be held in the Mulryan Funeral Home, Glastonbury. Burial will be in Old Church Cemetery, Glastonbury. Memorial donations may be made to the Visiting Nurse and Health Services of CT, 8 Keynote Dr., Vernon, 06066 or to the Ryan White Fund, c/o VNA of Vernon, 8 Keynote Dr., Vernon, 06066.

Yankee Chapter has lost one of our own. On November 21, 2002, Jim Darby passed away due to complications of pneumonia. One year earlier, Jim suffered a stroke that left him partially paralyzed on his right side, but that didn't stop him from accomplishing some of his goals. Jim loved them "ole" panheads and recently completed his 1965 FL to near perfection. Jim owned over a dozen antique bikes. One of his favorites was his 1912 Harley single. He took special pride in the '12 and showed it at many different antique and non-antique bike shows. Jim was a true motorcycle enthusiast and his knowledge of the early bikes was second to none. Jim and I have traveled the east coast and beyond in our many years of friendship, not always getting what we were after but having a great time looking. A few of his favorite meets were Oley, Harmony and of course our own Hebron meet. Jim made many friends over the years because of his cheerful approach and willingness to give a helping and knowledgeable hand. He leaves behind many good friends and his dog and true companion Nikki, the Gordon setter. She now spends her time with my family and I. She has made herself quite at home and happy. Jim was a true rebel. He will truly be missed by all.

Yankee Chapter member and close friend

Duane L. Brown



Everett "Zeke" Gould 1923 - 2002

The Times Record, December 9, 2002

Everett Lott "Zeke" Gould, 79, of Pittston, and most recently of State Street in Portland, died Thursday, Dec. 5, 2002. He was born March 9, 1923, in Auburn, son of Maurice and Lizzie Conant Gould. He graduated from Leavitt Institute in Turner, and he served in the Army during World War II.

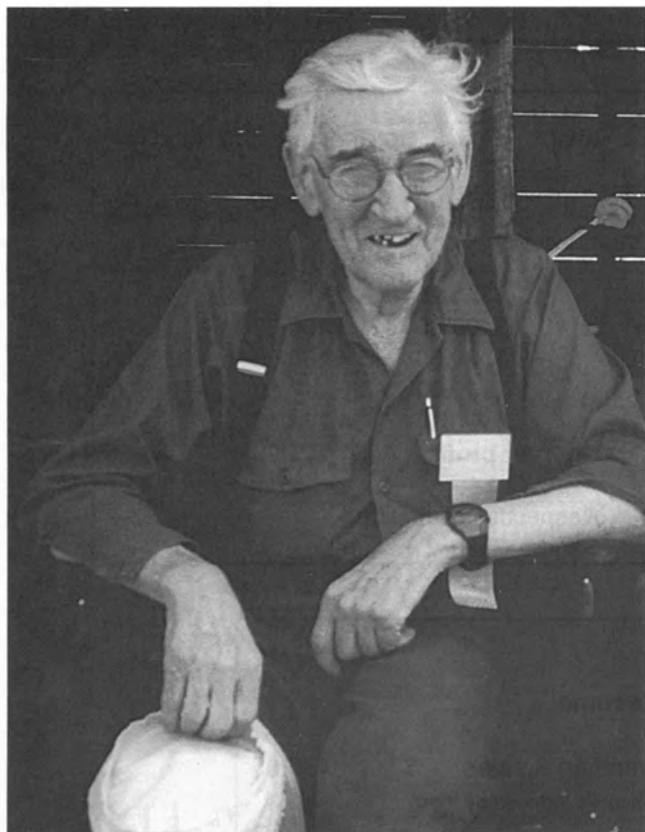
He worked as a machinery parts salesman, milk tester covering farms across Kennebec and Androscoggin counties, manager of a farm in Litchfield and a hospital aide at AMHI. He retired from a long career as a civilian receiving supervisor at Brunswick Naval Air Station.

He married Geraldine Daisy Foster in 1947, and they settled in Pittston in 1950.

He volunteered in various capacities with the town of Pittston, Christ Church of Gardiner and Boy Scouts of America. He was a founding member of the Toastmaster Club of Augusta, a current member and past master of the Masonic Lodge in Dresden and was a member of the Portland Stroke Survivors Group. He was a member of the Yankee Chapter of the Antique Motorcycle Club of America. He enjoyed restoring antique Indian motorcycles. He searched for "just the right part" at New England Motorcycle meets.

He was predeceased by his wife, Gerry, who died in 1979. Survivors include seven children, including AMCA member Jerry Gould.

At his request, there will not be a memorial service. A celebration of his life will be held at the American Legion Hall in Gardiner on December 14.



Zeke Gould was a true Yankee. A direct, down-to-earth, frugal, practical Yankee. Zeke was a "Maineiac", in every sense of the word. I met Zeke and his son Jerry at the first national meet at Hebron, back in 1994. They set up next to our tent, unfolded the lawn chairs, pulled up the cooler and proceeded to have a great time. It was contagious. Zeke cracked jokes, told stories and entertained anyone who came within earshot of his campsite. We shared a bunch of laughs. As the meet neared its end, I spent Sunday morning at the judging field. When I returned, the Goulds had already left for Maine. I regretted not saying goodbye to my new friends. Then I turned to my bike. On it I found a small note:

"For Sale - 10 cents and one Bud"

That note was the beginning of an irregular correspondence between the two of us. I wrote whenever I was inspired to a level of humor high (or low!) enough to be worthy of Zeke. He sent me some really silly stuff in the mail. He brightened dreary winter days. At Hebron meets, he played little tricks on me. Charlie and I have lawn-flamingo mascots outside our tent. One afternoon I returned to find one of our birds hung by the neck in my clothesline. One year he applied for chapter membership for 36 flamingoes - paid for with tiny fake dollar bills. I returned tiny pink membership cards. He told a story about a maple tree in his yard, which he cut down. He hung a bucket on the tall stump and seeded it with sap, so that he could empty the bucket while his dumbfounded neighbor watched. Almost makes me glad we were only neighbors three days per year... but oh, how I'll miss him during those three days.

Zeke Gould was a true Yankee, and he was my friend.

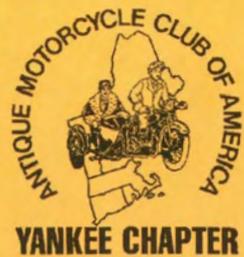
Sandy Gallo

Calendar

March 30	Viking Swap Meet Stafford Springs, CT (860) 875-7768	August 1 - 3	Yankee National Meet Hebron, CT
April 25 - 27	Perkiomen National Meet Oley, PA	August 9	Vintage Motorcycle Day Old Rhinebeck Aerodrome Rhinebeck, NY (845) 752-3200
May 11	Cherry Hill Swap Meet Brooklyn, CT (860) 974-3444	August 15 - 17	Empire National Meet Brookfield, NY
May 17 - 18	Empire Chapter Meet Rhinebeck, NY (914) 357-2086	September 5 - 7	Yankee Chapter Meet Sterling, CT (860) 564-8481
June 6 - 8	Colonial National Meet Harmony, NJ	September 21	"By Land and By Sea" Mystic Seaport Mystic, CT (888) SEAPORT
June 7	Belknap Vintage Trials Gunstock Mountain, NH (800) GUNSTOCK	September 27	Indian 101 Club Road Run Torrington, CT (508) 867-8097
June 8	Vintage Motorcycle Day Biker Boutique Bridgewater, MA (508) 279-2700 <i>Andy Bagas says, "Check this one out!"</i>	October 3 - 4	Chesapeake National Meet Jefferson, PA
June 8	Belknap Classic Vintage Races Gunstock Mountain, NH (800) GUNSTOCK	October 4	Yankee Steam-Up New England Wireless and Steam Museum East Greenwich, RI (401) 885-0545
June 7 - 15	Laconia Bike Week	October 19	Cherry Hill Swap Meet Brooklyn, CT (860) 974-3444
June 20 - 22	Airheads @ the Aerodrome BMW Motorcycle Meet Rhinebeck, NY (845) 473-1337	October 26	Viking Swap Meet Stafford Springs, CT (860) 875-7768
June 22	Viking Swap Meet Stafford Springs, CT (860) 875-7768	December 7	Yankee Chapter Christmas Party Oxford, MA
July 20	Indian Day Springfield, MA (413) 737-2624		

AMCA sponsored events are listed in bold print. All other events are listed as a public service.

This listing is not meant to be all-inclusive. It consists of events that have been brought to the attention of the editor. If you have an event that you would like to have listed, please send the information to the editor



Charles Gallo

FIRST CLASS MAIL

