



YANKEE CHATTER



YANKEE CHAPTER

WINTER 1988-1989

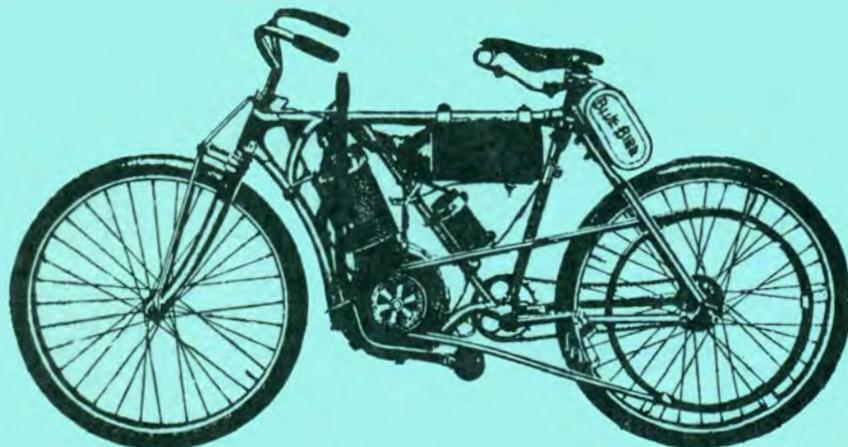
No. 89-1

**YANKEE CHAPTER
ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC.**

Chapter Established in 1972

GEER BLUE BIRD

Motorcycle—4 Horse Power.



Price, \$200.00.

- ENGINE—Geer, No. 2, 4 horse power.
- FRAME—Main frame, 1½"x14 gauge, Shelby seamless tubing; upper and lower rear stays, ¾"x12 gauge.
- FORKSIDES—10 gauge.
- FORK—Blue Bird type.
- WHEELS—Blue Bird type.
- TIRES—G. & J., 28"x2", detachable or Goodrich single tube motorcycle.
- PULLEY RIM—"V" shaped, 19" or 23".
- BELT—Round Pigskin, ¾", or special sewed "V" belt.
- COILS—Dow or American.
- HANDLE BAR—Upturned.
- CARBURETOR—Kingston or Shebler, Automatic.
- MUFFLER—Blue Bird type.
- SADDLE—Mesenger motorcycle.
- TANK—Blue Bird type.
- ENAMEL—Blue Bird blue.
- WEIGHT—140 lbs.
- PRICE—\$200.00.

Courtesy Charles F. Darling

REMEMBER the GEER Green Egg?

[YANKEE CHATTER for Spring 1986 - Front Cover and page 9]

We told you that there really was a "Blue Bird".

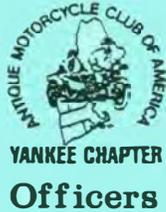


YANKEE CHAPTER

July 27, 28, 29 & 30, 1989

"Green Mountain Road Run"





Co-Director - Jessie A. Jacaruso
 Co-Director - James A. Costa
 Vice Director - Arthur G. Delor
 Vice Director - Martin Hansen
 Secretary - Patricia N. Lucas
 Treasurer - Frederick D. Hirsch

National
 Director - George L. Yarocki
 Editor/Publisher - Frederick D. Hirsch

ZIP Code	Telephone	Term of office expires
		December 1989
		September 1990
		December 1989



YANKEE CHATTER

WINTER 1988-1989 No. 89-1

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Total Distribution = 134 * Total Membership = 127

Co-Director's Message

Just for the record, since it has not been reported elsewhere, an Officers' Meeting was held at the home of Martin Hansen in Manchester, Connecticut on October 23, 1988; at which time basic ideas for our GREEN MOUNTAIN ROAD RUN were discussed.

As we look over our schedule we have three events planned, and the first, as noted in Pat's minutes of the Business Meeting/Christmas Party, will be on April 9, 1989 at the Stafford Springs Fairground in conjunction with Jim Darby's Swap Meet. [See announcements on p. 13 and 15]. I hope to see our YANKEE Chapter members out in full force as this will be the last time we will gather to finalize the Road Run and assign tasks. Our 1986 Road Run was such a hit we thought we'd try another. If you liked FOX RIDGE wait until you get to the TOP NOTCH at STOWE. I feel confident that nobody will be disappointed with this facility. [Further details on p. 7, 8, and 11].

To wind up the year we are invited to meet again with Wray Murdough's Flea Market in Keene, N. H., on Sunday, September 24, 1989. This annual affair has turned out to be a good arrangement for us. I know that the EMPIRE Chapter schedules several one-day co-meets throughout their regular season, and this may turn out to be a good thing for us in future, as it saves a lot of work and administrative responsibility, yet it gives us an opportunity to get together, swap stories and pass out a few trophies.

Jessie

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 in the early Spring of 1972. Dues for the 1988 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. National AMC of A membership dues for the 1988 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 4, 1988

+

The meeting was called to order by
Co-Director Jim Costa at 1:34 P.M.

- 1 - Jim opened his remarks by first thanking everyone for the excellent attendance - 53 including all Officers. He then extended special thanks to Alex Olearos and Brenda Sipolski, who made all of the general preparations for this meeting.
- 2 - Treasury report was next on the agenda, and Fred Hirsch reported that our finances are in good shape, ending the year with a bank balance of \$ 1,923.57. [See p. 12 for full details].
- 3 - George Twine was then congratulated for winning the Ted Hodgdon Annual Award trophy for the third time at our Keene, N. H. meet on Sept. 25, 1988. This coveted trophy now becomes his permanently as provided by the original donor's concept of 1975.
- 4 - Jim then announced that \$ 100.00 has been given to the Chapter by Mrs. Giles Adams for the purpose of establishing an award in honor of her late husband, "Red" Adams, who was an active member of our Chapter since its very beginning. George Twine was appointed to choose his own committee and establish rules and regulations governing it. He will make his report at a later date.
- 5 - Main topic of discussion at this time was our up-coming 1989 GREEN MOUNTAIN ROAD RUN to be held in Stowe, Vermont July 27-30. Joann and "Rat" Scherk reported that the main headquarters, or 'base of operations' for this event will be the TOP NOTCH at STOWE resort hotel in Stowe, Vermont. The price is fixed at \$ 92.50 per person/per night (double); or \$ 148.50 per person/per night (single). This price includes breakfast, dinner and the Saturday night banquet. Full details will be

published in "The ANTIQUE MOTORCYCLE" and information packets will be provided to all members interested in joining this activity.

There are many other accommodations available around the area, as well as camping facilities. Those who choose to make other arrangements, however, will have the use of all facilities at the TOP NOTCH at STOWE resort hotel. Everyone is urged to make reservations early regardless of the accommodations chosen, as this is Vacationland, U.S.A.

Briefly, the weekend's activities will include:

Thursday - Arrivals, cocktail hour, movies and general get-together.

Friday - 1st loop of the Road Run through Smuggler's Notch - 105 miles.

Saturday - 2nd loop of the Road Run through Southern Ski Valley - 135 miles.

Evening - Awards Banquet.

Sunday - Farewells.

NOTE: RIDING in the State of VERMONT

All motorcycles must be currently registered and inspected as provided by the laws of the home state; and riders must wear helmets and eye protection.

- 6 - After some discussion as to a site for holding a Springtime business meeting, it was decided to accept Jim Darby's invitation to join his swap meet at Stafford Springs, Connecticut on Sunday, April 9, 1989. Members will be admitted FREE upon showing their AMC of A membership cards at the gate. A building will be set aside for our use and machines may be displayed out front.

All members are urged to attend this IMPORTANT meeting so that we may finalize our GREEN MOUNTAIN ROAD RUN plans, delegate jobs, assign committees and other volunteer tasks.

Meeting was adjourned at 1:54 P.M.

Patricia N. Lucas, Secretary

and Other Nonsense

*

1954-1989 - I suppose by now everybody has figured out that 1989 is the 35th anniversary of the founding of the ANTIQUE MOTORCYCLE CLUB OF AMERICA! How time flies! Well, motorcycles were 'flying' down high-ways and byways, long before 1917; but perhaps some of them were flying through the atmosphere. [see neighboring advertisement].

*

Hear about the cyclist who's monthly salary runs into four figures? - Yeah, his wife's and three daughters!

*

Douglas Schuyler von Wettberg Henken - and WHO might he be? Well, anyone who has ever attended an EMPIRE Chapter meet will know his parents - Julie and Jonathan Henken. DSVWH was born to them on January 25, 1989 - too late for a 1988 IRS tax deduction, but wait 'til next year! Jon always said it would be nice to have a child-adult sidecar—not thinking of converting the BMW. . . . we hope.

*

FOOD for THOUGHT - This item appeared in the LAKE ERIE Chapter's newsletter for Summer 1988:

"It seems that most vendors are guys who do this on a professional or semi-pro basis. This is fine, because they often have the parts needed.

(Next page)

AT LAST!

An Aeroplane for Everybody!

FLIES WITH MOTORCYCLE ENGINE

Think of flying with an ordinary twin cylinder motorcycle engine! This is the only aeroplane that will do it. It is the smallest and most efficient of all aircraft. No longer is flying the sport of acrobats and millionaires. Every man and boy in the world can build one of these remarkable aeroplanes with ordinary tools in a few weeks and learn to fly at home with safety. No shop is needed. If you can use a hammer, saw and a pair of pliers and have a shed, barn, a basement or a back yard you can build one of these remarkable flyers for a few dollars and in spare time if necessary. Costs less than 1/50 the cost of the average aeroplane and can be built for less than a fifth the cost of going to a flying school. It is the smallest, simplest, safest and most successful aeroplane in the world. The wonderful

WHITE MONOPLANE



**A
Proved
Success**

YOU CAN BUILD IT

Remember, this is not a toy or an experiment, but a thoroughly perfected man-carrying aeroplane with 18 foot spread and a speed of 30-60 m. p. h. Lifts 190-pound man with twin cylinder motorcycle engine. Hundreds are already in use in the United States, Canada, Mexico, South America, England, Australia and the Philippine Islands. Hundreds of amateurs are building and flying these aeroplanes, men and boys who knew absolutely nothing about aeroplanes and flying before. It is the simplest and safest flyer in the world. Any make of motorcycle engine can be used.

WHAT OTHERS SAY:

POPULAR MECHANICS says:
"Undoubtedly the smallest successful monoplane in the world."
AERIAL AGE says:
"One of the most interesting machines yet to be developed."
SCIENTIFIC AMERICAN says:
"A unique type of monoplane."
L. A. EVENING HERALD says:
"Has solved the problem of producing small machines at a cheap price for universal service."

Working Drawings \$2

Send \$2 at once for a complete set of working drawings of this wonderful monoplane showing all details and dimensions in a simple manner so you can easily understand everything. Here is your chance to get into the greatest of all industries. Thousands of experienced flyers and builders are needed.

Don't Miss This Chance! Send \$2 Now!

GEORGE D. WHITE

DESIGNER AND OWNER OF SOLE RIGHTS

3832 South Main Street, LOS ANGELES, CALIF.

**Have you hugged
your motorcycle today?**

(Cont'd from previous page)

What seems to be missing though is the individual who only has a few parts to sell and doesn't feel it's worth it to spend \$ 20-25 for a space. Maybe we can come up with something to get these people participating again. The club sponsoring the meet could designate two or three spaces side by side that could be used by anyone with just a few parts to sell. Obviously, you could not start setting up tables and taking over the area, but someone who just wanted to lay out a few parts on a blanket could clean out a corner of the garage at home and parts that might not otherwise see the light of day again would become available to members who might really need them. If someone has only one or two bikes to sell they could be in a special area of machines for sale. This could be at no cost for individual members (again, no dealers) or a minimum charge of \$ 3-5. This [procedure] is standard at most car meets and serves everyone, buyer and seller alike."

OK. Any thoughts, any ideas or suggestions, and mostly any volunteers to grab hold of this idea and run with it?

*

0-0-0-PS!

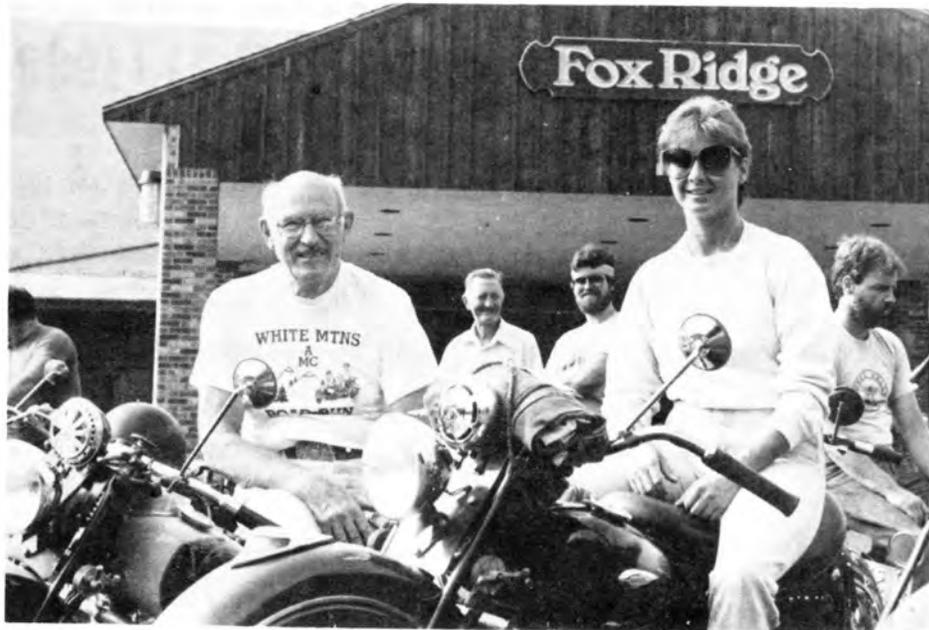
THE TRUCK DRIVER stopped at a roadside diner. His waitress brought him a hamburger, a cup of coffee and a piece of pie.

As the trucker was about to start eating, three men in leather jackets pulled up on motorcycles and came inside. One grabbed the man's hamburger, the second one drank his coffee and the other one took his pie. The truck driver didn't say a word. He got up, put on his jacket, paid the cashier and left.

One of the bikers said to the cashier, "Not much of a man, is he?"

"He's not much of a driver either," she replied. "He just ran his truck over three motorcycles."

Memory Lane



North Conway, New Hampshire - July 26, 1986 - Site of the 1986 YANKEE Chapter NATIONAL ROAD RUN. Shown left to right are Lloyd Washburn, Port Clinton, Ohio; Fred Hirsch, Carolina, Rhode Island; Brett Colson, Southwick, Massachusetts; Nancy Smith, who, with her husband Paul, rode in from Bellevue, Ohio on the INDIAN Sport Scout she is sitting on; and Dan Vance, Stafford Springs, Connecticut.

Origin of YANKEE? - There are a lot of explanations as to the origin of the word YANKEE, most of which can be taken with a grain of salt, or with tongue in cheek; and a new one came across my desk the other day.

It seems that during Colonial days in Olde New England, the settlers, as well as the friendly Indians, often joined forces to erect houses and public buildings, and both enjoyed the sport of tug-o-war.

It is said that during the course of construction of a particular building, probably a church, two

opposing teams began forming up during a lull between work breaks. One settler of great strength and team loyalty observed an Indian of the opposing team holding in his hand the end of the rope which was to be used.

"Who are you?" he asked.

"I am the anchor," said the man with the rope, pronouncing the words in such a way that they sounded like "I am the yank-or".

"Well, in that case," said the rugged individual, at the same time jerking the rope with such force as to hurl the other to the ground, "I am the yank-ee!"

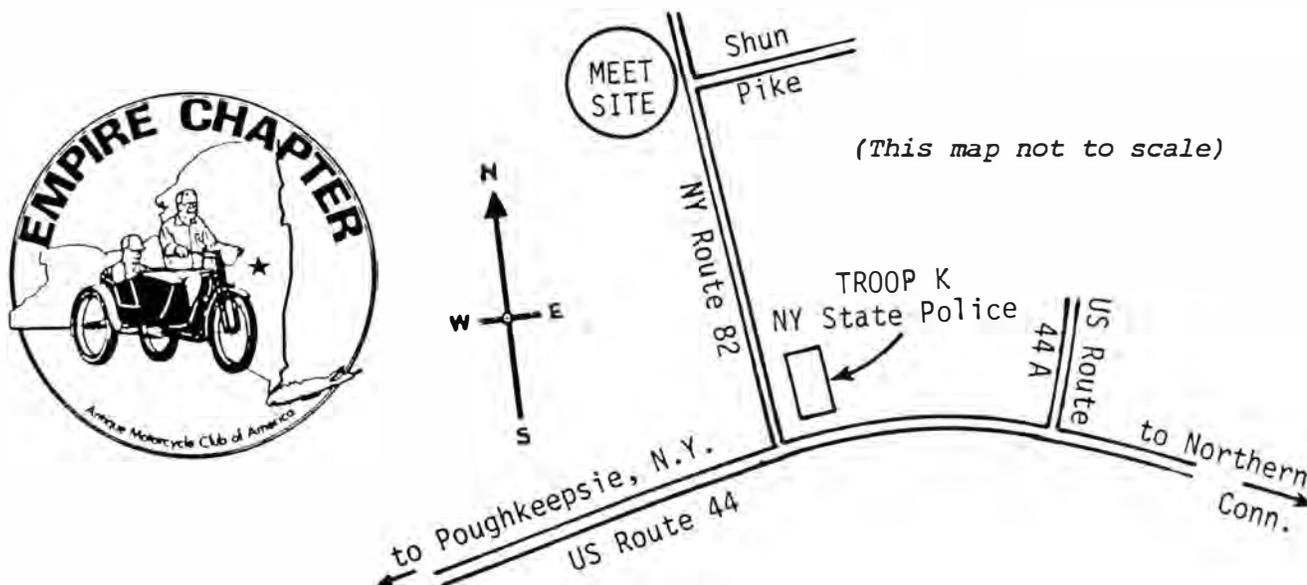
Empire Chapter MILLBROOK MEET

MAY 20 & 21, 1989

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 8½ 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
TACONIC Motor Inn, Clinton Corners, N. Y. (nearest to Site) (914) 266-3100

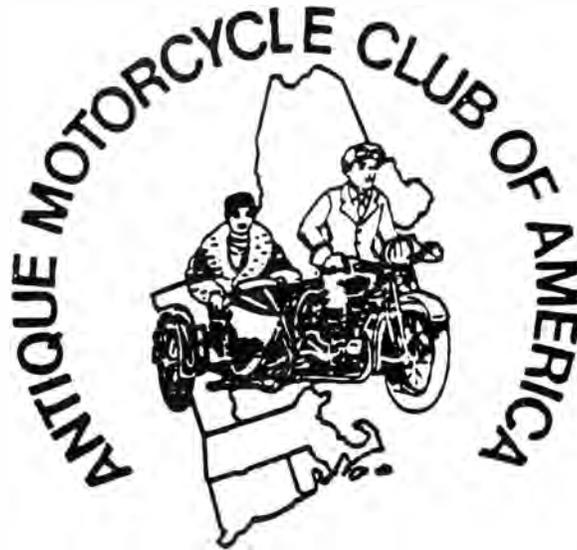
*

This meet is combined with the Century Museum Village and Collectors Association Machinery Show with displays of great antique farm and equipment machines and trades. Small amounts of antique motorcycles and parts are welcome at NO CHARGE when owner exhibits an antique motorcycle. For larger vending spaces contact James Boice, Box 280, Pleasant Valley, New York 12569.

For further Motorcycle Meet
INFORMATION
Write or Call

Kenneth C. Krauer
R 1 - Box 611
Clinton Hollow Road
Salt Point, New York 12578
Tel.: (914) 266-3363

*



YANKEE CHAPTER

July 27, 28, 29 & 30, 1989

"Green Mountain Road Run"

Stowe
VERMONT

For more information call or write:

Jessie Jacaruso

Sligo Road

Dover, New Hampshire 03820

(603) 749-0450

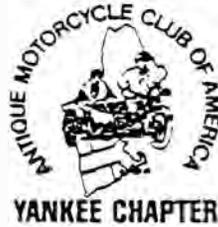
Dave (Rat) & Joann Scherk

RD#1 Box 1120

Waterbury Vermont 05676

(802) 244-8031

PARTICIPATION IS OPEN TO ALL!



The Yankee Chapter invites you to join them on their "Green Mountain Road Run", to be held July 27, 28, 29, & 30, 1989, featuring two 100+-mile loops through some of Vermont's most picturesque countryside. We will be using the Top Notch, a 4-star resort hotel as our base camp.

The Top Notch has made a package plan for all AMC of A members which will include: two gourmet 4-course dinners, 3 full breakfasts and a banquet ticket, along with full use of the facility. For those who choose not to stay at the Top Notch, the facility will be open to all AMC of A members for the entire weekend.

Although many local accommodations are available in the Stowe area, we urge all who can to stay at the Top Notch. No matter where you decide to stay it is important to make your reservations soon. Stowe is a busy area, with lots to do in any season.

The application at the bottom must be sent directly to the Top Notch along with your deposit. Condo rates are available, but are more costly than a double occupancy.

For more information call or write:

Jessie Jacaruso Dave ("Rat") & Joann Scherk

[This is a slightly modified sample of the general information and reservation form which will be sent to all interested participants].



**TOPNOTCH AT STOWE
Group Reservation Request**

Group Name: Antique Motorcycle Assoc.

Dates: July 27-30, 1989

Name: _____

Address: _____

City _____ State _____ Zip Code _____

Phone: () _____

Arrival Date: _____

Check-in Time is 4:00 PM

Departure Date: _____

Check out Time is 11:00 AM

Please Circle Accommodations Below:

Single (1 person) 1 King 2 Twins

Double (2 persons) 1 King 2 Twins

Sharing Room with: _____

Rates: \$148.50 Single per person/night
~~\$92.50~~ Double per person/night

Please include a \$ 92.50/person deposit, ~~xxx~~ with your registration card. Check payable to Topnotch At Stowe.

RESERVATIONS MUST BE MADE BY:

June 27, 1989
 Refunds will be made only if cancellation is made 30 days prior to date of arrival.



TOPNOTCH AT STOWE
 P.O. Box 1260



The Silent Enemy

Cartoonist **BILL THACKER** Decides to Continue

the Unequal Struggle With the Gremlins



"... infuriating happenings which once puzzled me"

ONCE read a science-fiction story, in which the author propounded a theory that the inanimate objects of this world (sticks, stones, lamp-posts and what have you) are waging a long and silent war against mankind with the object of eventually driving him from this planet, when they could rule unopposed. Thus, for example, linoleum curls at the edges, trips man up, and he sprawls headlong; slates detach themselves from roofs and dash out his brains, while the classic collar stud rolls away beneath the dressing-table, never to be seen again. And so on. Even when not fatal, suggested the author, these occurrences have a steady, nerve-wearing value which can in time bring mankind to insanity and eventual extinction.

It occurred to me that we motor cyclists are particularly fair game and the theory certainly seems to explain many infuriating happenings which once puzzled me no end. For instance, it is well known that where we earnestly desire silent operation of our machinery, a maddening squeak or rattle is almost certain to obtrude; conversely, the instrument designed to make a noise, the horn, often relapses into silence. Another example occurred when the front lights packed up on my machine; the fault was traced to the lamp reflector which was not earthing to the lamp shell. An 8in-diameter brass affair, the reflector was sitting tightly in the steel shell, yet at no point could the current get across from one to the other. On the same motor cycle, acute misfiring was traced to vicious sparking occurring through the thick rubber insulation of the plug lead on to the petrol pipe. But not across the plug gap, mark you.

You have probably suffered footrest spindles which become loose, twist, turn, and rattle. How different from some of the girder-fork spindles I have known, found to be locked solid forever in their bushes. Hammering, twisting, paraffin treatment—all have failed to release their incredible grip, achieved simply by a mixture of dried grease and rust.

On another machine of mine, the inside of the petrol tank had become rusted. The rust flaked into small particles like tea leaves which promptly congregated in the outlet pipe to form a 100 per cent seal; not a single drip penetrated. Even after clearing the blockage, new supplies of the stuff were soon in position to form another perfect seal. Yet on the same motor cycle a small fracture occurred in the tank and petrol gaily

emerged in a steady drip. I expected the rust particles to seal this fissure in like manner to their performance in the outlet pipe... but did they? Not on your life!

Oil is wonderful stuff in this silent war business. It can, and does, readily find its way on to dynamo commutators, brake shoes, magneto brushes—to many places, where mankind does not wish oil to reach. Conversely, oil is fully aware of the places where its presence is desirable, and I remember dismantling a crankshaft cush-drive assembly, the externals of which were well lubricated. Yet the splines within were red with rust. A few inches aft of this unit, I found the clutch plates smothered in oil, and misbehaving accordingly. This sort of thing makes strong men weep. Similarly, I often find that although the chains on my machine are glistening with lubricant, upon extracting the spring link, the pins are as dry as a bone.

Possibly you have sweated at the job of hack-sawing through, say, a piece of steel strip and, when half-way through it, have decided to be lazy and break the remainder off. You have bent it to and fro, to and fro, time and again, until after several infuriating minutes you decide that it would be easier after all to saw the darned thing all the way through. Contrast this with the time when you have been making a right-angle bracket of the same material; you have placed it in the vice to bend it, given one hefty clout with a hammer—and the strip has fractured first go! Quite incredible... until you think of the silent war.

Have you ever spilled ink on a shirt? No matter how often or how well it is washed afterwards the ink stain will remain. But try writing your name on your shirt collars with the same ink; two launderings and, hey presto! not a mark is visible! Have you tried gumming cuttings from *The Motor Cycle* in a scrapbook? The cuttings seem to recoil in horror from the pages and will curl and cockle in their determination not to stick. To your fingers, however, they adhere with fanatical zeal and often you have literally to tear the paper away, leaving portions of Geoff Duke firmly affixed to your digits.

I once heard of a keen gardener who was plagued (aren't they all?) with grass cropping up all over his garden paths, while his lawn was barren. All manner of care failed to improve matters. This chappie, however, must have had an inkling of the science-fiction theory which I mentioned. He suddenly did a complete

switch around and transformed his pathways into strips of lawn, while what was previously lawn, he made into hard paving. Alas, the plant life was ready for such a move. Sure enough, his path-lawns became threadbare, while the area of hard paving gaily sprouted grass of several species.

One day, æons hence, all we humans will have worried ourselves right off this planet, thanks to this sort of thing. Peace will then reign over a world populated by contented fork-spindles, headlamp shells, ink and so on. Meanwhile—with the unequal struggle!



"... has fractured first go"

"... where mankind does not wish oil to reach"



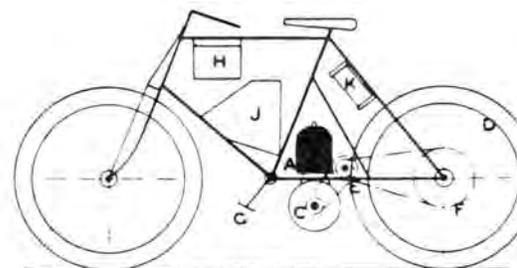
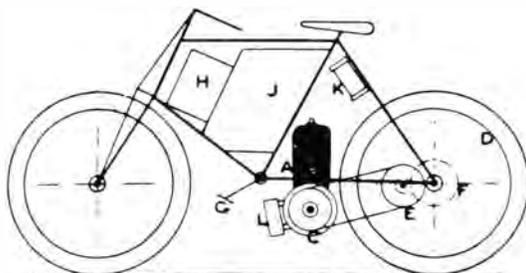
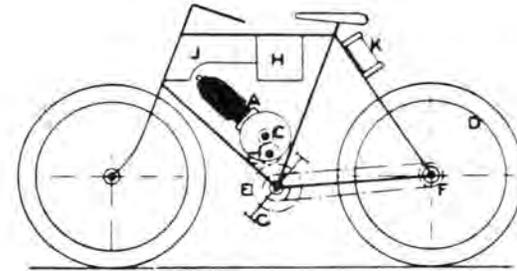
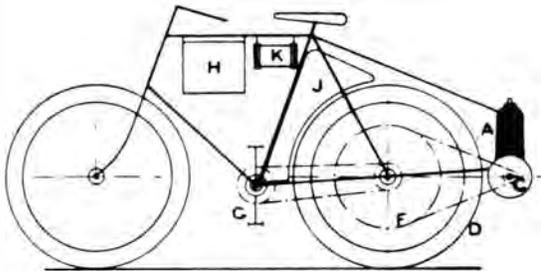
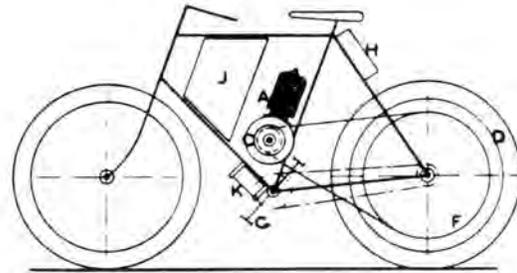
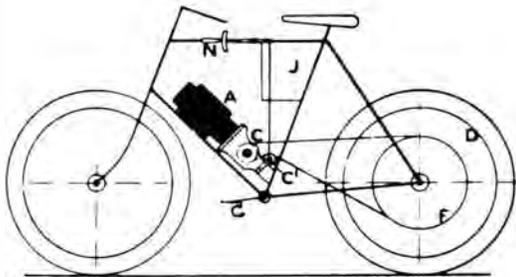
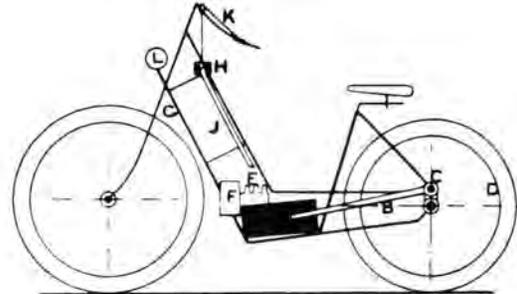
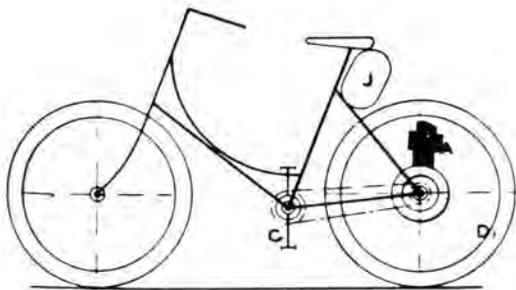
Editor's NOTE - In the first column above reference is made to "paraffin treatment". This means "kerosene treatment". Nobody would wash parts in wax!

AN INTERESTING CONCEPT RELATING TO POWERED CYCLE and MOTORCYCLE DESIGN

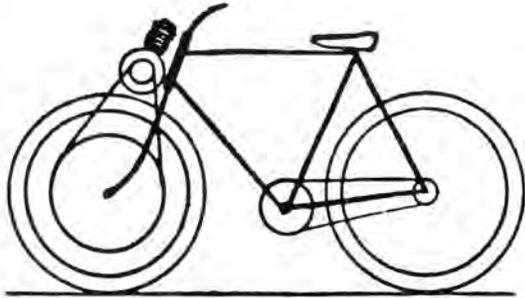
The schematic sketches shown below represent some of the problems facing early inventors and designers of our favorite two-wheeled mounts. They are included here to delight the curious and perhaps boggle the mind a bit. Note the various ideas as to where to locate the component parts of the machines in the struggle to determine which was correct or simply the best way.

KEY to the identity of the parts

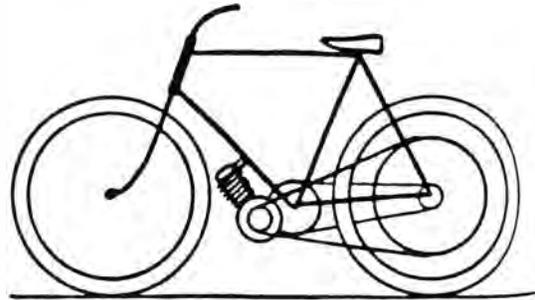
- | | |
|--------------------------------|----------------------------------------|
| A = Engine | F = Final Drive Sprocket/Sheave/Pulley |
| B = Connecting Rod | G = Pedals/Auxiliary Drive |
| C = Crankshaft | H = Battery |
| D = Driven Wheel | J = Fuel Tank |
| E = Transmission/Counter Shaft | K = Spark Coil |



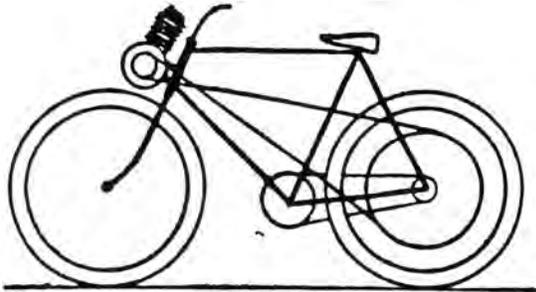
. . . and a FEW MORE



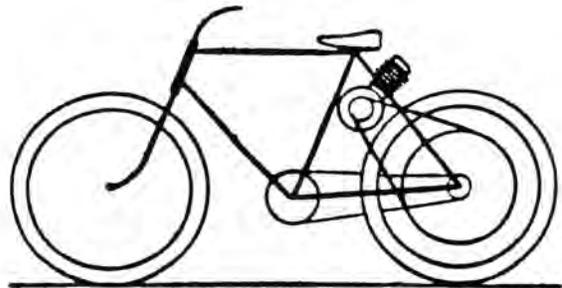
WERNER & RALEIGH



MINERVA



ENFIELD



ORMONDE

* * *

More GENERAL INFORMATION on our "GREEN MOUNTAIN ROAD RUN

PACKAGE PLAN for reservations at the TOP NOTCH AT STOWE resort hotel:

Single occupancy - per person/per night -	\$ 148.50
Double occupancy - per person/per night -	92.50
2-Bedroom Condo - per person/per night -	118.00
3-Bedroom Condo - per person/per night -	106.00

All prices include taxes and gratuities.

Cost includes: Two gourmet 4-course dinners, three full breakfasts, the Saturday night banquet, and full use of all resort facilities.

*

PROGRAM of Events

- Thursday evening - Informational cocktail party
- Friday morning - First road ride loop - 105 miles
- evening - 1950's dance (depending on participation)
- Saturday morning - Second road ride loop - 135 miles
- evening - Awards Banquet

*

For specific details call or write:

(603) 749-0450

(802) 244-8031

Jessie Jacaruso

Dave ("Rat") & Joann Scherk

Sligo Road

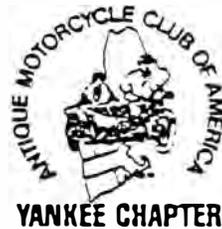
R 1 - Box 1120

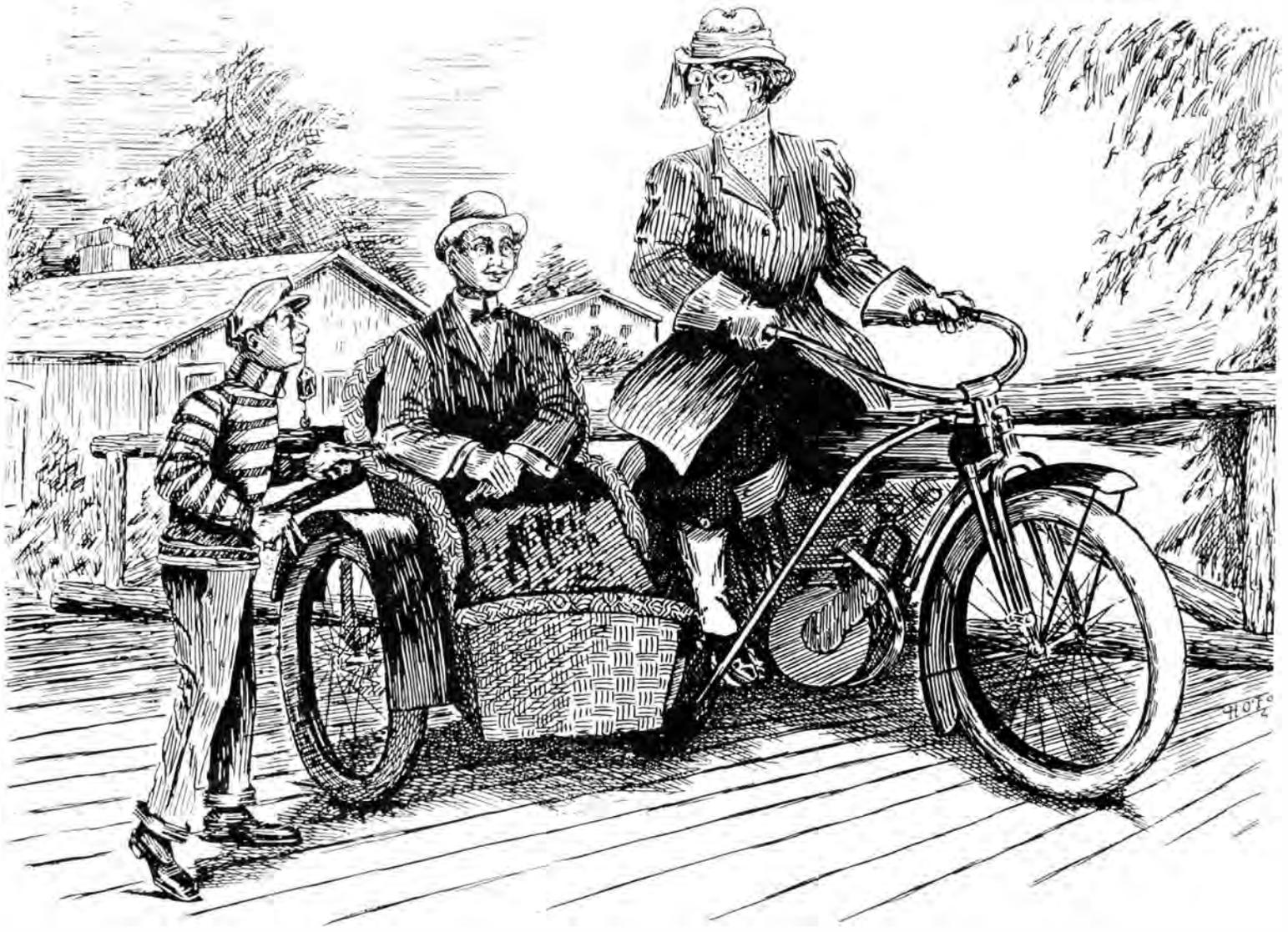
Dover, New Hampshire 03820

Waterbury, Vermont 05676

1988 YEAR END TREASURY REPORT

Presented to the YANKEE Chapter at its December 4, 1988 Business Meeting/Christmas Party





A Leap Year Inquiry: "Young Man, Is There a Minister, Judge or Justice of the Peace in This County?"

SIDECARtoon submitted by Pat Hebert.

NOTE: The "Young Man" is 'rolling his own' cigarette while holding the tobacco pouch in his teeth.

Yankee Chapter
Business Meeting
APRIL 9, 1989



1:00 P.M.

SUNDAY

Stafford Springs Fairground, Stafford Springs, Connecticut

HOW to Get There - There are several good routes. The following are suggestions only.

from ANY direction: Using your own map, reach I-84 by any route convenient to your starting point. Then proceed to Exit 70 and take off-ramp for Stafford Springs and go North on Conn. Route 32 for 4 miles. Follow signs to Stafford Springs Fairground.

Some alternates: Reach Stafford Springs from North or South on Conn./Mass. Route 32; or from East or West on Conn. Route 190. Consult map.

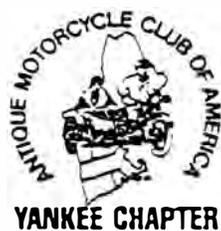
NOTE: Stafford Springs is in the Northeast corner of the State of Connecticut, about 5 miles south of the Massachusetts state line.



Admission FREE to
 Members showing
 valid AMC of A card

TREASURY REPORT - December 6, 1988

*



YANKEE PEDLAR

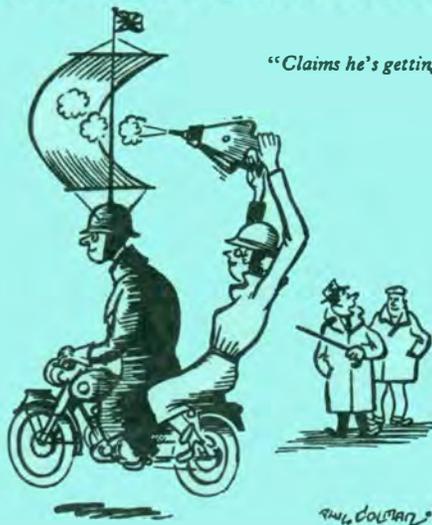
Membership advertising in YANKEE PEDLAR is FREE to all YANKEE Chapter members of record (dues paid up).

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

1954-1989
AMC of A
35th Anniversary

WANTED - KR KHR Engine, complete or left over KR KHR, XR 750 iron or aluminum head, parts or parts bikes complete or incomplete. Have JAP 500 Speedway engine and transmission. Need complete rolling chasis; OR right side fuel tank for 1958 FL, dual carb heads for knuckle-head WR Short Track Racer. Have CASH, no junk needed. D. Carlson, P. O. Box 65, Kingston, Massachusetts 02364. Tel.: (617) 585-2409

WANTED - 1960's LAMBRETTA Scooter Model 150 L1 for parts. Need both rear engine covers, speedometer, headlamp shell and element, rim, solo style seats, spare tire rack and wheel OR will trade or sell my good running scooter minus the above parts. Let's get one good one either way. Also have tons of HARLEY-DAVIDSON Sprint parts, all years 1961-1972, 250 and 350. Kenneth C. Krauer, R 1 - Box 611, Clinton Hollow Road, Salt Point, New York 12578. Tel.: (914) 266-3363 After 5:00 PM



"Claims he's getting 400 m.p.g. like that"

TWO-UP TYPES

WANTED - Literature, pictures, road tests (can be copies) of LUBE - NSU, SA (made in Spain mid-1960's) and SIMSON 250 o.h.v. single shaft drive (East Germany). Desperately need anything on these two motorcycles. SIMSON is running. Need manuals, literature, etc. Kenneth C. Krauer, R 1 - Box 611, Clinton Hollow Road, Salt Point, New York 12578. Tel.: (914) 266-3363 After 5:00 PM

FOR SALE



AVAILABLE by BID: This 1922 Factory Racer owned by former YANKEE Chapter member Giles J. ("Red") Adams is now available by bid. Interested parties may call Virginia M. Adams at (617) 335-8771, or write her at 48 Bradley Road, North Weymouth, Mass. 02191, for further details and bid offers.

Yankee Chapter Business Meeting SUNDAY APRIL 9, 1989

1:00 P.M.

Stafford Springs Fairground, Stafford Springs, Connecticut

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YANKEE CHAPTER

Frederick D. Hirsch
P.O. Box 123
Carolina, Rhode Island



02812

FIRST CLASS MAIL

MARCH 20, 1913

