



Yankee Chatter



Spring 2017
Yankee Chapter

www.yankeechapter.org
Antique Motorcycle Club of America

Established 1973
Ride 'Em- Don't Hide 'Em!



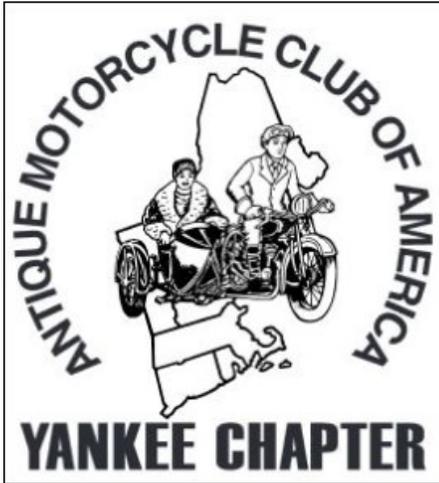
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President's Message

This year got off to a great start. Our display at the January OSEG Motorcycle show was very successful. We handed out over 500 Chris Lennox- designed flyers for our Hebron National Event. Our display was very popular and well received by all. Interestingly, several commercial vendors told us they wanted to have their booth moved closer to us next year. Thank you to everyone who displayed bikes and helped.

Late in February, the Board held its first ever spring meeting at Jen Goselin and Jamie Seidell's home. After three years of effort and after consuming massive quantities of Jen's homemade chili, the Board came close to finishing work on our By-Laws. These By-laws were initially written by a lawyer who must have been paid by the word. Many Yankees have voluntarily put in a lot of hours to ensure these By-Laws preserve our club exactly the way we like it and still allow the flexibility to address our future needs. Just before this newsletter went to press, the AMCA National Board of Directors gave their approval for us to submit our proposed by-laws for YOUR approval. We will post them on our website for your reading pleasure. Please read them and send your thoughts to any Board member as soon as possible. Members of the Board will be available to answer your questions at our annual Town Hall Meeting. If we all work together, our By-Laws will be ready for approval at our annual meeting.

While on the topic of paperwork, last year at the Wauseon and Rhinebeck National Meets I was asked to sign Releases of Liability. I didn't give this much thought. I should have. While reviewing the new By-Laws, I asked Keith Keizer, Executive Director about the releases. It turns out the releases were drafted by the National for all chapters to use. Today these releases are in use by many chapters. I guess it's time for us to catch up. There are two types of releases. One for all Members and Associate Members to sign and one for special events like Camp & Rides, National Road Runs etc. To make the process as simple as possible your BOD is working on ways to incorporate signing the Members Release into the membership renewal process. Until then, please sign the release at Hebron. For Camp & Rides etc. everyone will be asked to sign a release at the event. To show our appreciation, you may be awarded a keepsake paper wrist band.

Darryl Cutter asked to be replaced as Vice director on the board. Over the years, Darryl has selflessly contributed his time and efforts to ensure the Yankee Chapter's stays a success. Darryl was so valuable the Board replaced him with three new board members.

While you are reading this the board is working diligently on completing the final details for Hebron. This year's event should be our best ever. Unfortunately, our costs have gone up dramatically. To deal with these greater costs we have been forced to increase general admission prices to \$5.00 for modern motorcycles and \$10.00 for modern cars. These increases in our costs are so large there was some discussion of asking members to pay for admission. The Board quickly and unanimously dismissed this idea. After all, this event is one of the most important benefits of Yankee Chapter membership. For what it's worth, I'm going to voluntarily pay the \$10.00 admission fee for my pick-up & Camper.

To insure this year's success the BOD asks everyone to chip in a little by:

- * Volunteering a few hours to help with the almost endless list of little things that make this such a fun event
- * Spread the word. Invite everyone you meet to Hebron
- * Keep the place clean
- * Help Peter with judging
- * Help with the field games
- * Help clean up
- * Sign your Release of Liability
- Help with anything you see that needs doing

For everyone's convenience we will place volunteer sign up boards near the large tent. Please chip in. Speaking of clean-up, The Lions Club is requiring we keep the rest rooms clean and do a thorough clean-up before we leave on Sunday. To make things easier on everyone the board has hired people to keep our rest rooms and showers clean throughout the rally. The people we've hired will be working for little more than minimum wage. Please encourage them to do a good job by tipping them generously.

I'm looking forward to seeing everyone in Hebron. Remember Dan's rule #1, Let's have fun!

Ted



The Marshfield (MA) Fair is celebrating 150 years in 2017, with a theme of "Then and Now." The Yankee Chapter has been invited to participate with a display of motorcycles on Monday, August 21 for "Transportation Day." The organizer, Dave Suffredini, is looking for a bike or two from each decade (teens to 60s) to be on display for the day 10am-4pm. All those display-

ing bikes will get free admission to the fair and free parking.

If you would like to display a bike at this event, please contact Darryl Cutter at 503-364-7799 or bigchiefdc@comcast.net.

General information about the Marshfield Fair available at <http://www.marshfieldfair.org/>



RI CAMP & RIDE MAY 19 - 21, 2017

***Location: Tavern on the Hill (formerly Nutz on Nooseneck)
809 Nooseneck Hill Road, West Greenwich RI 02817***

Join us this year for a Friday afternoon ride through scenic Woodstock Connecticut led by Critter. Saturday, we will ride out to Groton, Ct, and tour the historic submarine, Nautilus.

Large field behind the Inn for camping. Shower will be available. Limited electric and water.

Directions: From 95N and 95S, take Exit 5A to Rte 102 South. Travel $\frac{1}{2}$ mile to intersection with Rte 3. Take a left onto Rte 3 North and follow 1-1/2 miles. Inn will be on the left.

Alternate directions: 395S Connecticut to Exit 88, Rte 14A, travel east 14 miles to intersection of Rte 102. Take a right onto Rte 102 S for approximately 10 miles to intersection of Rte 3. Take a left onto Rte 3 North and follow 1-1/2 miles. Inn will be on the left.

For info: Call Tom Covill (401) 397-2584; cell (401) 241-5606

Looking for a Harley 45 to ride. Not a show bike, not a perfect original, just a bike to ride. Contact William Brauch at locb895@gmail.com

1967 Benelli 250
Submitted by : Arnie Cuozzo



*“Here is my first bike project.
Never rode, owned or
worked on a bike before.
Had a vision and went for it.
Can’t wait to ride. 2200
original miles. All original
except for seat and back
fender modification.”*

Before



After



Many Hands Make Fast Work By Mark “Hap” Bernard



It was mid January. I was organizing my winter projects, when I got a call from Jim Seidell. He knew of a fella who was trying to sell a few bikes in order to purchase his grandfather's bike. After a quick 18-hour ride to Pennsylvania and back, I was the proud owner of a 1939 Indian Chief. The next day, Jim and I went through the parts and did an inventory of what I needed. It was mostly there. I left my motor with Jim and went home and started cleaning up my frame.

About three weeks later Jim called me and said “When are you coming to pick up your motor?” Luckily, I had gotten the frame and front end painted, and wheels on, so John Patterson and I headed out to Jim's with my rolling chassis. After some work on Saturday afternoon and a little more Sunday morning we had the motor in, exhaust fitted, control cables run, and a bunch of other things that would have taken me a few weeks of nights and weekends. It sure pays off working with a couple of Indian gurus.

I spent the next month picking away at my Chief. I had most everything done except the wiring and finishing the oil lines. Since I have never wired a bike, I convinced Jim to hold a wiring seminar. I headed back to Jim's on Easter Saturday. We got the bike wired, finished the oil lines, added a filter, and made some minor adjustments.

It was time to start the bike. We kicked it for awhile, then it fired up. The only problem was, it was only firing on the front cylinder. We checked things out and tried to diagnose the problem. We couldn't figure it out. Then Jim said “let's call Ed Glasgow!” After a five minute conversation, we were run-



ning on both cylinders. My electrical tip: check to make sure the coil wire is going to the distributor, not the front cylinder. Jim's tip: don't let Hap put the boots on the distributor wires.

I packed up Sunday morning, headed for home, but not before taking a ride up and down Jim's driveway. It was about two and a half months from the time Jim and I picked up the bike.

I would again like to thank Jim, Dawn, and Jamie Seidell, John Patterson, Ed Glasgow, and Todd at Jerry Greer's for all their help.



On the cover: Hap riding his finished 1939 Indian Chief . Photo by Jim Seidell.

Perkiomen Chapter National Meet – Oley, PA

4/28/17 – 4/29/17

By Ken Herschfield

Oley, PA is a small town outside of Reading, PA. There are a lot of farms, barns and beautiful stone houses, and for one weekend a year it is home to the Perkiomen AMCA meet, held at the Oley Fairgrounds right behind the famous Oley Firehouse (dinner served nightly, ice cold beverages, shuffleboard table next to the bar). This seems to be my standard line when writing about these meets, but if you haven't been, you have to go!

I arrived Thursday morning around 9:30 or so and the sun was coming out from behind the clouds and warming things up – a nice change from home! I set up camp next to a couple of friends from Virginia, saving some space for a few buddies from Massachusetts who were about 3 hours behind me (someone slept through their alarm!). On the other side of us were Cindy, Chuck and Dave from Cape Cod, and later came “The Men from Maine” - Peter, Paul and Joel. The vending areas were about two thirds full before lunch time and there was already some buying and selling going on. My friend Richard did one early lap of the fairgrounds on his beautiful 1965 BSA and that's all it took for the bike to find a new home. I headed over to the campsite to meet



up with the crew just in time for a burger and a cold beer, then it was back to the meet. More vendors were setting up throughout the day and I ran into Yankees Charlie Gallo, Darryl Cutter and Rich Correia before calling it a day.

Friday came bright and early and the sun was already hot at 7 am. After stacks of pancakes, vats of coffee and two pounds of bacon, we all put on our game faces and headed into the fairgrounds to find those elusive parts! I heard one old timer say that he's decided that nothing has value until the market tells you what the value is. Soon after I picked up a plastic baggie with some blue and white cable covers. “How much for these?” I said. “\$300” was the answer. The market did not agree on that value and I laughed and put them down and moved on down the line. There was an amazing amount of cool stuff for sale out there and you could find just about anything you need to restore or repair your bike. I saw some very reasonably priced motorcycles and some that were priced to go back into the van and back home again. I guess certain people have separation issues! Some vendors had interest-



ing displays with little doodads to spruce up your bike or just about any motor or transmission component for your 1940's Indian. Others had everything from boxes of old Easy Rider magazines, parts from the 'teens rusted beyond belief and NOS everything for that 1970's Japanese bike you rode in high school. One guy even had an ultra-rare Sons of Anarchy wool beanie - you just don't see those every day! Um, wait - yes you do...



The afternoon passed much like the morning and a few more dollars somehow escaped from my pocket and into the hands of the guys with the goods. Before long it was dinner time (mmmm- Russell's bar-b-cued pork chops, apple sauce

I headed over to one of the fairground buildings at about 11 for a Town Hall meeting hosted by AMCA President Lonnie Campbell. Other National board members there were Vice-President Ross Metcalfe, Treasurer Davette Bent, Chapter Director Fred Davis and our own contribution to the Board, Peter MacMurray.

Yankee President Ted Smith and I listened to Lonnie talk about the club's strategic plan, which is to continue to support the preservation of, promotion of and interest in antique motorcycles, provide support for the chapters and encourage younger people to join and participate in club activities. Lonnie and



Ross fielded questions from other members on things such as advertising, co-promoting events with other clubs, event insurance, etc. After an hour or so the meeting was adjourned and it was time for some lunch.

and potato salad) and then the highlight - motorcycle races at the Reading Motorcycle Club, just down the road a mile or two from the fairgrounds. The Reading Motorcycle Club has AMA Charter #4 and is one of the oldest clubs in the country, founded in 1911. They have a big piece of property with a large bar/dining hall/function hall, picnic areas and a drag strip with stands on both the pit and spectators side. Picture this - it's 75 degrees out, the sun is setting, the stands are filled with spectators (I saw you up there, Duffy!) and the fences on both

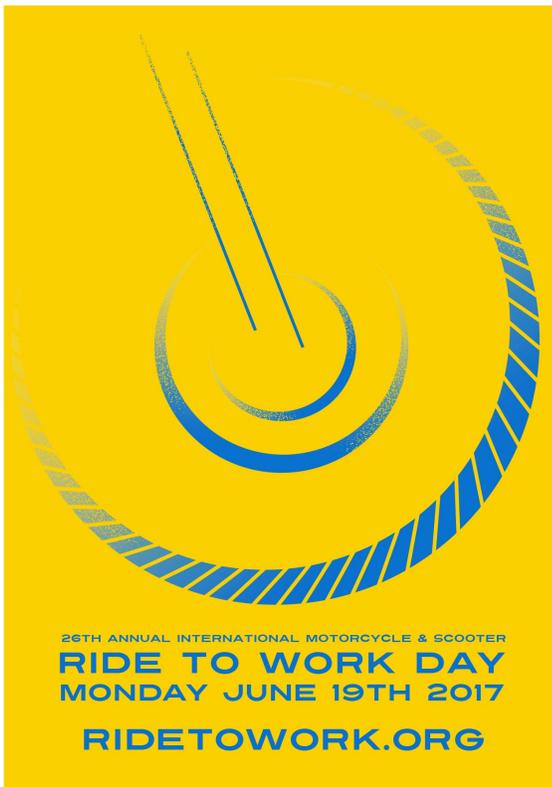
side of the track have people standing elbow to elbow. Knuckleheads, Sportsters, and modern touring bikes pull up and burn out for some traction, spewing white, smelly smoke everywhere. Then they inch up to the line and a '50's pinup-looking girl throws up the green flag to start them

roaring noisily off and down the track. Beer is flowing, men are yelling, women are smiling. Kids raced on small dirt bikes, AMCA members ran tank shift panheads and Yankee Brian Golden was out there on a hopped up 45 that

may or may not have had some modifications under the hood. There were even two servicers that “raced”. One of the “chopper kids” was out there on a shovelhead with some long forks, but he took a hard left into the wall about 10 yards off the line and twisted up the front end. I don’t think he was riding that bike home the next day, but he probably could have found a new stretched front end at the meet on Saturday morning and given it a shot.

After a few hours it was back to the camp for some late-night pizza and much needed sleep. Until about 2 am, that is. Then the skies opened up and it DUMPED rain, with serious lightning and LOUD thunder for what seemed like hours. Saturday morning started damp and humid, but I had to pack up

and get going back to New England. While I did not catch any of the judging or look for any more parts, I had gotten my fill from the prior two days. Another year, another Oley AMCA swap meet, more good memories. Did I tell you that you should go next year?



Ride your motorcycle or scooter on this day to demonstrate:

- The number of motorcyclists to the general public and to politicians.
- That motorcyclists are from all occupations and all walks of life.
- That motorcyclists can reduce traffic and parking congestion in large cities.
- That motorcycles are for transportation as well as recreation.
- That motorcycling is a social good.

If you participate, take a photo and send it to the Yankee Chatter to be featured in the next issue!

The World's Best R12

By Maine (Ted) Smith

Part 3 of an article originally published in the Vintage BMW Bulletin

To ensure the tank would be free of debris and leak free, epoxy was applied over stress points then two layers of tank sealer were applied.



The sealer worked so well I sealed my R62 and R12 'Orphan' tanks too.



Fitting the front and rear center stands required new custom machined S/S axles, spacers and nuts.



The rear center stand axle and handmade nut.



The pin striping was done free hand by a local craftsman.



Before installing the engine, the sheet metal and wheels were completely fitted.



Here's the engine being fitted to the frame.



Straight forks and frame



Shiny new pistons



And freshly bored cylinders



The final step was to make new compression 'nuts'



The intake manifold and carb were also disasters. To start, the mounting flanges were milled flat.



Under the air filter's many coats of paint and rust I found traces of the original silver paint. Here is a picture of the housing just before powder coating.



Then the stripped out compression fittings were re-threaded.



And after powder coating

To be continued...

Yankee Chapter National Meet August 4 - 5, 2017

Camping on grounds for
A.M.C.A. members and guests
Must show valid A.M.C.A.
card to camp or vend.
Camping available Friday
and Saturday nights.

No admittance before
Thursday August 3

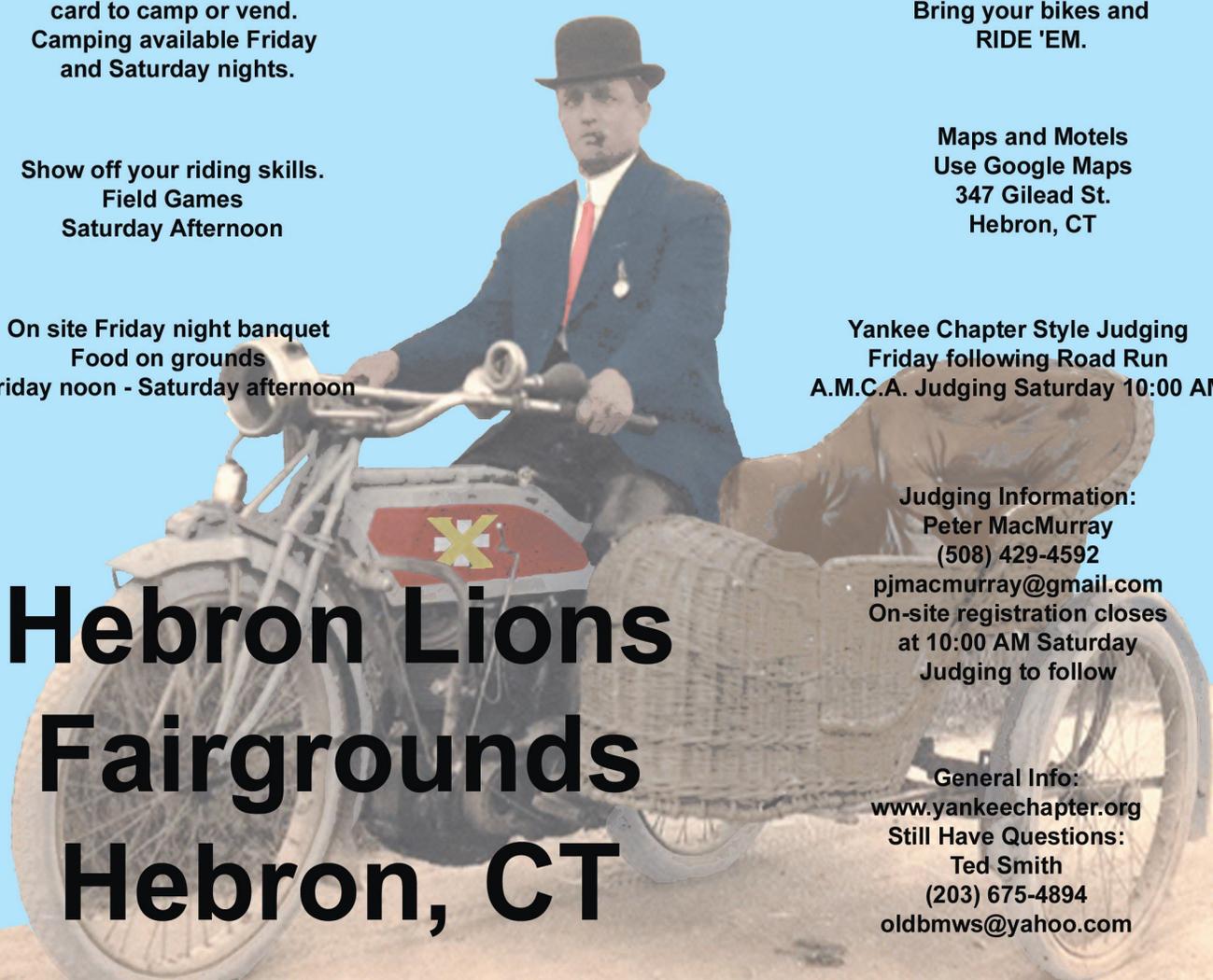
Join us on a Friday afternoon
road run through scenic
eastern Connecticut.
Bring your bikes and
RIDE 'EM.

Show off your riding skills.
Field Games
Saturday Afternoon

Maps and Motels
Use Google Maps
347 Gilead St.
Hebron, CT

On site Friday night banquet
Food on grounds
Friday noon - Saturday afternoon

Yankee Chapter Style Judging
Friday following Road Run
A.M.C.A. Judging Saturday 10:00 AM

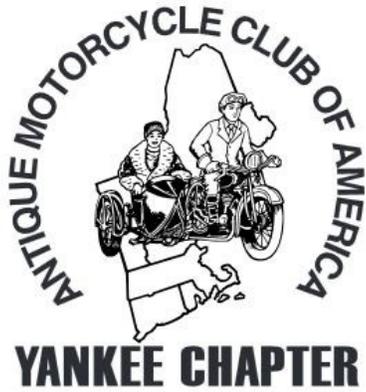


**Hebron Lions
Fairgrounds
Hebron, CT**

Judging Information:
Peter MacMurray
(508) 429-4592
pjmacmurray@gmail.com
On-site registration closes
at 10:00 AM Saturday
Judging to follow

General Info:
www.yankeechapter.org
Still Have Questions:
Ted Smith
(203) 675-4894
oldbmws@yahoo.com

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



**Want to promote your event, sell your bike, or just share a good story?
Contributions to the Yankee Chatter accepted at any time.**

***For the next issue, submit by July 16 ***

Photos, articles, flyers, ads, questions,
and any other content can be sent to:

Jennifer Goselin

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413-325-8355

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