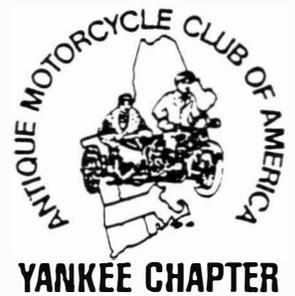




YANKEE CHATTER

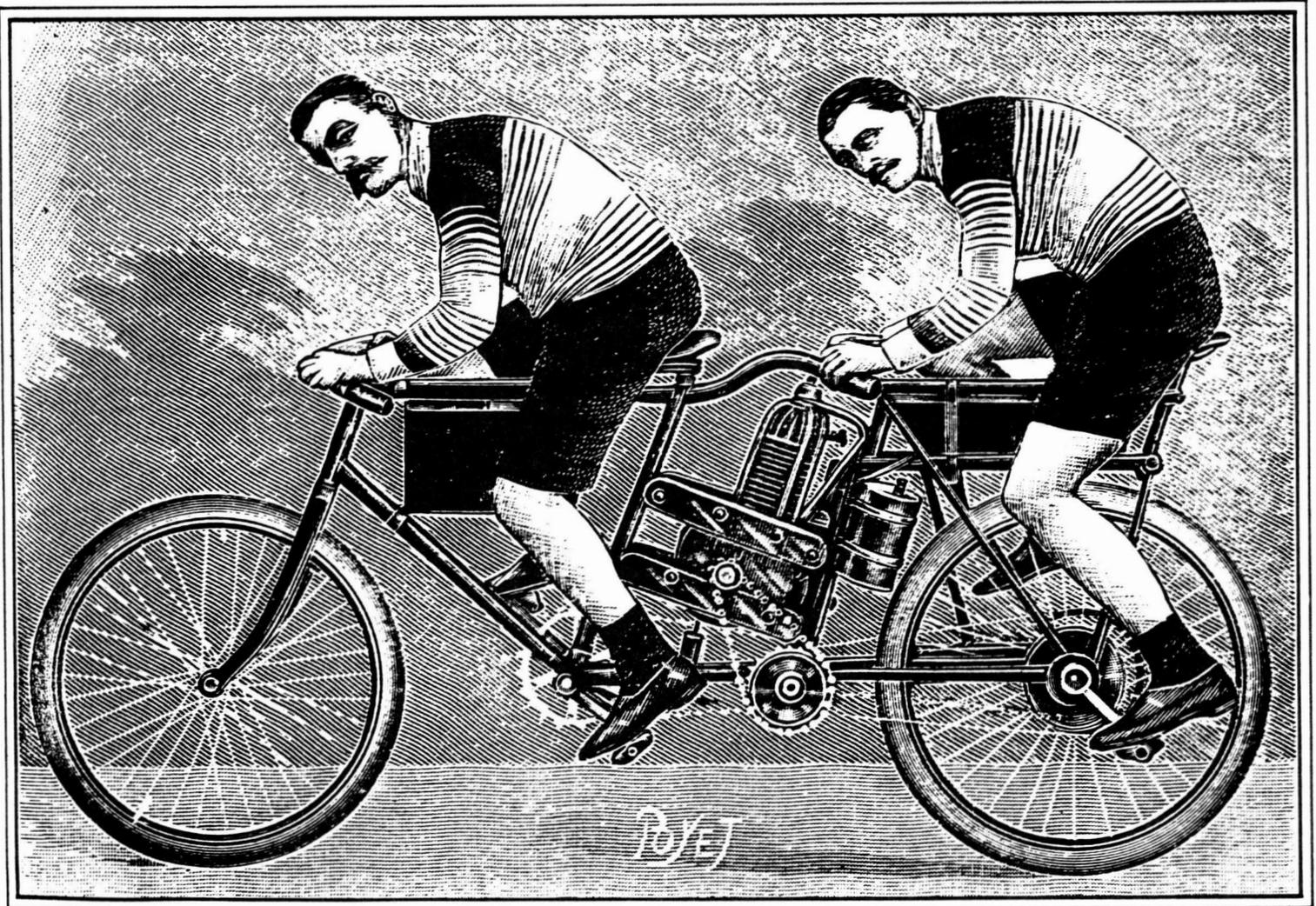


AUTUMN 1985

No. 85-4

YANKEE CHAPTER ANTIQUÉ MOTORCYCLE CLUB OF AMERICA, INC.

Chapter Established in 1972



Digging through the dusty archives of YANKEE Chapter's voluminous files has turned up this excellent early picture of DAVE SCHERK and MIKE HEBERT (*possibly taken in their late 'teens since their hirsute appendages had only reached the moustache stage*).

Actually, this is the FRENCH Couret-Boudin racing tandem powered by the 1½ horsepower (*plus two manpower*) de Dion-Bouton engine, *circa 1895-1900*.



OFFICERS

Chapter Director - John Pierce
Vice Director - Chuck Schmidt
Vice Director - Paul Santopietro
Vice Director - Donald Griswold
Secretary/Treasurer - Charlene Peirce

National
Director - George L. Yarocki

Editor/Publisher - Frederick D. Hirsch

<u>ZIP Code</u>	<u>Telephone</u>	<u>Term of office expires</u>
		December 1985
		September 1987
		December 1985



YANKEE CHATTER

AUTUMN 1985

No. 85-4

CONTENTS

Page

Advertisements - YANKEE PEDLAR.	12
Couret-Boudin Racing Tandem - <i>Circa 1895-1900</i>	Front Cover
Dents Hint - John Pierce.	5
Director's Message - John Pierce.	6
Editor's Notes - Fred Hirsch	
Cables Source for British Motorcycles.	7
Howland/Daubert - Birth Announcement.	5
Membership Roster - 1985.	10, 11, 12
Memory Lane - T. A. Hodgdon starts Club - 1954.	2
National News	
AMC of A Board of Directors' Meeting - September 9, 1985	3
National Meets for 1986.	3
Officers - 1985	2
"Our Rocky Mountain Adventure" - Part One - George and Milli Yarocki.	4, 5
Photograph - Old time, with Vaughn Monroe	8
YANKEE Chapter - Autumn Meet - Claremont, N. H. - Report.	6, 7
YANKEE Chapter - Business Meeting/Christmas Party Announcement.	6
Map with Instructions.	9
YANKEE Chapter - WHITE MOUNTAIN National Road Run - July 24-27, 1986.	3

TOTAL Distribution this Issue = 195

MAILING THE ENTIRE MAILING SLEEVE ATTACHED TO THIS NEWSLETTER CAN BE EASILY REMOVED SINCE IT IS NOT STAPLED TO THE MAIN BODY OF THE NEWSLETTER. IT CONTAINS MEMBERSHIP APPLICATIONS FOR BOTH YANKEE CHAPTER AND THE NATIONAL AMC OF A. THESE CAN BE USED FOR NEW MEMBERSHIPS OR RENEWAL OF OLD ONES. BE SURE TO ENCLOSE THE REQUIRED SASE'S WITH YOUR DUES.

SLEEVE

Memory Lane

The following item appeared in "MOTORCYCLING DIGEST" for March 1954, Vol. 19, No. 1, p. 8. It is reprinted here as a bit of nostalgia for our YANKEE Chapter members.

"MOTORCYCLING DIGEST" was absorbed in February of 1969 by "The MOTORCYCLIST'S POST".

Ted Hodgdon Starts Motorcycle Club For Antique Bike Owners

Ted Hodgdon of 867 Ridge Road, Wilbraham, Mass., formerly of the Indian Co., and a great motorcycle enthusiast, is trying to organize a Veterans' Motorcycle Club, composed of owners of antique motorcycles.

Ted has 12 old-time machines himself.

In his publicity about his proposed club, Ted says: You don't have to own an old motorcycle to join or help form the new club. We plan to have one or two field meets this year if enough folks are interested, and you may be one who will join in this effort. If you have one or more old motorcycles, or have thought it would be fun to some day find and restore one to ride — this club should be what you have been waiting for.

If you are interested, please write me, so we can place your name on the list to receive notices of our next move. Of course we will have to elect officers, and get the club organized, if we are to carry on a program of activities. Let's hear from you.

Motorcycling Digest

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 1985 membership year are \$ 5.00 single; \$ 7.50 with spouse.

Applicants wishing to join the YANKEE Chapter must FIRST be members in good standing of the National AMC of A; however, applicants may apply for both memberships to the Chapter Secretary/Treasurer at any time. National AMC of A membership dues for the year 1985 are \$ 15.00.

Distribution of YANKEE CHATTER is to members of record in good standing (paid up), officers and directors of the AMC of A, and editors and other officers of the AMC of A Chapters. As a member of National AMC of A, YANKEE Chapter is a non-profit organization.

by George L. Yarocki

The annual AMC of A Board of Directors meeting was held on Monday, September 9, 1985 in Davenport, Iowa.

Our YANKEE Chapter will host the National "Road Run" this coming year - July 24, 25, 26 and 27, 1986. As you all know, the Rocky Mountain Chapter hosted this event for two years running and are now going to take a well-earned rest.

Hosting a National road run is a lot of work, probably more work and effort than running a regular National Meet. Every member of our YANKEE Chapter can be proud of the one we hosted at Acton, Maine this past June. It ranked with the best as regards organization, control, and just much, much effort and cooperation from so many of our members. With this same type of effort, I am sure we will do a great job on the road run and have fun too!

Other items from the meeting include:

1 - Spouse Membership is now available on the National level at an additional fee of \$ 5.00 above regular dues. A spouse member will enjoy all Club privileges except the receipt of the Club magazine.

2 - AMC of A Dues will be increased in 1987 from the present \$ 15.00 to \$ 20.00; due mostly to increased printing costs of the magazine.

3 - Pre-registration of vendors at AMC of A meets is no longer in effect, since the Board members now feel that it has served its purpose. To retain it would be to place an unnecessary burden on the members as well as our Secretary and Treasurer. All vendor registrations will now be handled at the entrance gate for a fee of \$ 25.00. Vendor space has been increased from a minimum of 10 feet by 30 feet to a minimum of 15 feet by 30 feet. If there is plenty of room at a meet site, chapter officials will not be required to mark off space or charge any vendor for more than one space.

4 - Ralph Mundell has resigned as Director of Chapters but is still a member of the Board. The new Director of Chapters is Bill Hoecker, 14402 Cericita Drive, Whittier, California 90604.

5 - Three people who, according to our National Constitution "have made an outstanding contribution to the motorcycle industry and/or to the welfare of this Club," were elected to Honorary Membership. They are: Lou Lichva, Ben Chesney and "Red" Wolverton.

6 - It was decided that each chapter hosting a National meet should appoint a minimum of two chapter members whose specific job will be to see that National rules are followed as much as possible. These appointed members should be on the grounds at all times during the meet and especially while the banquet is in progress.

7 - The possibility of two chapters joining together to host a single National meet was discussed. This may have some potential merit since more and more chapters want to host meets than there are meets available to be hosted.

8 - Best Restored No. 3 - A third place trophy will be awarded in the following classes: Antique, Post Antique and Post War. The quantity and quality of restorations at recent meets dictated a need for this additional trophy in these three classes.

9 - 1953 remains as the cut-off date for judging competition.

See you all at the Christmas Party and Business Meeting at the SQUASH INN on Sunday, December 8, 1985.

NATIONAL MEETS for 1986

March	1-2	FLORIDA Chapter - Howard Johnson's, Orlando, Florida
April	19-20	COLONIAL Chapter - Warren County Fairgrounds, Harmony, New Jersey
June	7-8	VIKING Chapter - Farmington Fairgrounds, Farmington, Minnesota
June	28-29	PERKIOMEN Chapter - Oley Fairgrounds, Oley, Pennsylvania
July	19-20	MAUMEE VALLEY Chapter - Fairgrounds, Wauseon, Ohio
July	24-27	YANKEE Chapter White Mountains National Road Run, North Conway, New Hampshire
August	16-17	EMPIRE Chapter - Electric City M/C Club, Schenectady, New York
September	6-7	CHIEF BLACKHAWK Chapter - Mississippi Valley Fairgrounds, Davenport, Iowa

*



Yankee Chapter

invites you to join our

WHITE MOUNTAIN NATIONAL ROAD RUN

Hosted on the grounds of Fox Ridge Resort No. Conway, N.H.

Make Your New England Family Vacation Plans NOW

All 1953 and earlier machines Welcome and Encouraged

July 1986

- Thurs. **24th** Registration — Yankee Chapter Hospitality Tent
Orientation — Stirrup room
- Fri. **25th** Mt. Washington Challenge — 100 mi. road tour
- Sat. **26th** Scenic Kancamagus Highway Road Run 100 mi.
Awards Banquet, Fine Dining — Kingsbury Hall
- Sun. **27th** The Royal Fox Send-off Breakfast Buffet
★ and much, much, more ★

- ★ Special ★
- ★ Secure ★
- ★ Camping ★
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Arrangements for Accommodations etc. must be made A.S.A.P. due to the demand in this Deluxe Resort Area.

Early Advance Reservations Required

For Information Package

CALL: Chuck Schmidt (413) 586-4342 — **NOW** —
WRITE: Charlene Peirce, P.O. Box 151, Brownfield, ME 04010

* * *

ADVERTISERS Please Note

ALL ads listed in YANKEE PEDLAR expire with this issue. The FREE advertising privilege extended to all AMC of A members is conditional upon renewal of membership. Ads will not be automatically repeated - members in good standing must submit NEW requests and new copy for the coming issues.

Editor

* * *

"OUR ROCKY MOUNTAIN ADVENTURE" - Part One

by George and Milli Yarocki

It may seem silly to some veteran motorcycle riders that anyone would take the time to write about a two-day ride covering less than 250 miles. There was, however, something different about this experience. Different from anything we have done before. We hope to capture whatever it was in this account of what happened and share it with our fellow enthusiasts.

We first heard about an American "DJ" run back in 1983. The event was being planned for July, 1984. The letters "DJ" derive from the historic Durban-Johannesburg annual motorcycle race held from the early teens through 1936 in South Africa. The course of this race was from sea level to 6,000 feet and the distance was 425 miles. The first American "DJ" was also planned to include mountain riding. The course laid out ran from Denver, Colorado to Grand Junction, Colorado. Grand Junction became "Junction le Grand" for this event. The distance planned was shorter than its African counterpart and it was to be a pleasure ride with ample time for side trips, photography, or whatever.

We wanted very much to participate in this first "DJ" run but the date conflicted with our YANKEE Chapter meet. We decided to attend our YANKEE Chapter meet and hope another run would take place in 1985.

Another run was being planned, again by the ROCKY MOUNTAIN Chapter of the AMC of A. Our plan was to prepare an Indian 101 Scout during the winter of 1984-1985, road test it on and off during this period, ride it to the YANKEE Chapter sponsored National meet being held in Acton, Maine on June 29-30, and then, perhaps, ride it to Denver, Colorado where the "DJ" run was scheduled to start.

Well, as plans go, the winter slipped by, it was now the middle of April. Nothing had been done to prepare a motorcycle. The application should be mailed or we should just forget the whole idea. With a whole-hearted resolve to GET GOING, the application and check were mailed. Our adventure began!

The first thing we needed was a plan. We didn't get very far on the plan before the packet arrived from the ROCKY MOUNTAIN Chapter. We were accepted and the packet included lots of information on what was needed and expected.

Now to get the motorcycle ready. We had a running 1928 Indian 101 Scout (engine No. DGP813) with a sidecar attached. This machine was very reliable as it had been gone through down to every last nut, bolt, roller, and bushing in 1972. The main reason for not using this machine was that in riding the 2,000 miles from Connecticut to Denver, Colorado we would want to have reliable parts along. This machine contained our only known reliable parts.

We also decided not to use a sidecar. Our experience so far has been that driving a sidecar rig is very tiring, even over relatively short distances.

Old reliable DGP813 was dismantled and the parts weighed to see if it was feasible to carry the spare parts we wanted to. Weights were:

Engine, Transmission, Carburetor, and Magneto . . .	129 lbs.
Gasoline and Oil tank with all lines	10 lbs.
Rear Wheel with sprocket and brake assembly. . .	26 lbs.
Front Wheel with brake assembly.	21 lbs.
One tire and tube	15 lbs.
Spare chain	4 lbs.

Total 205 lbs.

We found and purchased a fiberglass trailer weighing only 150 lbs. With a spare tire and wheel for the trailer plus some tools we would be pulling just over 400 lbs. We reasoned that with the trailer directly behind the motorcycle, the driver seated on a solo seat and the passenger seated on a tandem with its own foot rests we would have the best comfort possible for long distance travel.

Now to get something in front of the trailer. We had a 1928 Indian 101 Scout (DGP929) with only 3,600 original miles on it. There it stood with its badly cracked clincher tires, breather on the left crankcase which would have to be blocked off and moved to the timing case, no generator, wiring, or instrument panel. Also, this was the only frame known to be absolutely straight and true. This frame was to be used to build a frame aligning fixture. We could not use this frame and take a chance of its being damaged. Another 1928 101 Scout (DGP352) had possibilities as it had a rebuilt engine and a good looking frame. Further examination turned up a broken transmission mounting lug which had been repaired with stove bolts.

With all this information, now acquired, the plan was:

- 1 - Mount all the spare parts from DGP813 on an aluminum plate bolted to the bottom of the trailer.
- 2 - Take the engine from DGP929 and mount it in the frame of DGP352.
- 3 - Build up a 1931 front wheel from parts as it has Timken bearings and heavy spokes.
- 4 - Build up a 1929-30 rear wheel from parts as it also has Timken bearings.
- 5 - Find a small 12-volt alternator and solid state voltage regulator.
- 6 - Install a 12-volt battery.
- 7 - Build and install a trailer hitch which swivels about the center line of the ball in case of a spill.

- 8 - Mount a tandem seat with springs in the rear to allow for saddle bags.
- 9 - Mount front and rear crash bars.
- 10 - Install brake and signal lights.
- 11 - Mount new modern tires with wet road capability and good quality tubes.
- 12 - Change the breather location.
- 13 - Road test and de-bug.

We now have a plan but it is the first week in June and the Acton, Maine meet is only 3½ weeks away. We run a small business employing five persons manufacturing tractor attachments. An hour or two during the business day was about all that could be squeezed out.

So, we went on a 14- to 16-hour day, 7 days a week. Progress took place, but seemingly at a snail's pace. The timing case cover was removed to drill and tap it for the new breather location. The insides looked factory fresh as this was the engine with only 3,600 original miles on it. Then a valve lifter roller was noticed. This roller was so badly pitted you could not believe your eyes. There were no steel particles in the oil. The roller was replaced with a good one but it is still a mystery how that one part could be so deteriorated and all the other parts so good. Could the rollers, sleeves or pins be pitted in the bottom end? Even more reason to carry a spare engine.

A 12-volt alternator (Kubota Dyno Assy part No. 15531-64013 - \$ 73.65) and regulator (Kubota Regulator part No. 15531-64600 - \$ 29.80) were purchased from our local Kubota dealer. These items were taken to an alternator repair shop and tested. The alternator is of the permanent magnet type, puts out 4 to 5 amps at fairly high RPM, is small, has a pulley exactly the same size as the original Splidtorf generator and can be run in either direction. A mount was fabricated and since the alternator is only about half the length of the original generator the regulator fits very well on the back of the mount. A 12-volt battery, the same as used in a Honda Gold Wing, was installed on a foam rubber pad inside an aluminum battery box. This arrangement took all of the space from the front of the rear fender to the vertical frame post. A brake light and signal lights were installed. The rear socket of the 101 tail light had to be moved and soldered in its new location to accept the larger bulb.

New tires were installed on the made-from-parts wheels and another hard lesson was learned. The spokes were snugged up after the tires were mounted. The front wheel went along fine but some of the spokes on the rear wheel were rusted at the nipple and two of them snapped. This meant de-mounting the tire, removing the sprocket and brake drum, which in turn required removing most of the internals. The broken spokes were replaced and this time the spokes were tightened and the rim trued before mounting the tire. The tubes used were Continental F 19/4.00-18. The tires used were Dunlop K 391 FS (Sport Elite) 110/90 V18 (4.10-18) 482 lb. capacity at 42 psi cold. These tires have a low profile and a Continental 4.00-18 would probably look better on an antique motorcycle. Dunlops were chosen for their wet road capability. Pressure used was 30 psi.

A 14-hour day was spent on just the magneto and carburetor. Valves were adjusted and short rides were being taken to get the bugs out. Most of these rides were at night and were from 20 to 30 miles in length. On one of these rides we blew a head gasket. We didn't know right away what had happened and were sure relieved that it was just a head gasket. The copper-covered gasket was replaced with a fiberglass or asbestos one from Chuck Myles. This gasket has held up fine but we did have to re-tighten the head after 20 miles or so. These night rides proved that the alternator was adequate to run the 32 candle power headlight bulb, tail light, stop light and signal lights. We were to learn later that the trailer lights were too much for it.

Thursday, June 27th, arrived and we were to leave early Friday morning for Acton, Maine, some 200 miles away. Thursday was spent wiring the trailer for lights, changing a hard HARLEY buddy seat for a softer one, since we had not yet had time to work on the tandem arrangement and all kinds of last minute adjustments. Along about 11:00 P.M. Thursday night a last start up was attempted. The kickstarter stud broke off even with the frame. An hour later, after repeated attempts to remove the portion still in the frame, we gave up.

Early Friday morning, after two more hours of attempting to remove the broken stud, it was discovered that someone had threaded it in. A counter clockwise twist with a punch and hammer started it and a vise grip finished removing the broken piece. The repair was easy. A grade 8 cap screw, 3/4-10, cut to the proper length with a groove turned in the threads for the set screw worked perfectly. Repairs were now complete. It was nearly noon and too late to arrive before dark. We loaded the motorcycle into the van and drove to the meet.

We did go on the road run at the meet and rode about 50 additional miles besides. The magneto was giving trouble as the engine would cut out if you moved the spark control the least bit. Several close inspections of the point assembly turned up nothing.

After the meet at Acton, Maine, we were really cranked up to ride to Denver. Our target was to leave Connecticut on Monday, July 22nd and arrive by Sunday, the 28th, in Denver - 2,000 miles away.

We now had 21 days to get ready and after what we had gone through prior to Acton, this seemed like a lot of time. To make a long story

Continued on next page

Continued from previous page

short, we again ran out of time. The pressures of business along with 4 days and nights spent on the tandem seat alone. Another 14-hour day tearing the magneto down to the base casting, charging the magnet to lift a 15 lb. weight and re-assembling.

Monday, July 22nd, our departure day, came and went. We were still not ready and Tuesday night the 23rd of July we loaded everything in the trailer, hooked up the motor home for an early morning departure on the 24th (Wednesday). This would give us 4 days to drive 2,000 miles. We had to average 500 miles a day.

We got away about 8:30 A.M. Wednesday morning and by 8:45 we were broke down on the side of the highway about 2 miles from home. The motor home just wouldn't get above 25 MPH. We limped along, stopped and removed the fuel filter, limped along another mile or so, changed the electronic ignition module, limped another mile and stopped. An acquaintance came along and offered to help. He drove to the next town and picked up a distributor cap, rotor, and fuel pump. The distributor cap and rotor did not help. The fuel pump turned out to be the problem. It was now 11:00 A.M. and we were 6 miles from home.

The motor home ran good and we were averaging 50 miles per hour covered, which required a speed of mostly 56 MPH. Along about 5:00 P.M. the left trailer tire blew out. The spare was mounted and since we now had no spare, speed was reduced to 45 MPH. The tire size was 5:30 x 12 load range @ 1,045 lbs. @ 80 psi. We stopped at a truck stop and learned that it would be difficult to find that size tire. It was now near dark and since most tire stores would be closed we drove at 40 to 45 MPH until 11:00 P.M. Total miles for Wednesday = 385.

Thursday morning we got an early start and stopped at Warren, Ohio to get a couple of tires. It was about 7:30 A.M. and we soon learned that most places don't open until 9:00 or 10:00 A.M. Didn't matter though, because it was nearly 10:00 A.M. before we found the Goodyear dealer who carried that size. We purchased 3 tires and another spare wheel. This was his entire stock of that size.

Another 11:00 A.M. start and now we knew that 55 MPH was too fast for the trailer tires. We drove 450 miles that day without trouble and 560 miles on Friday. We arrived about 7:30 P.M. Saturday in Denver with no further trouble.

What a relief to be parked at the Mariott Hotel with our motorcycle, motorcycle trailer, extra parts, tools, etc. all safely there.

Lots of other folks were there already and the antique motorcycles were lining up in preparation for the Monday morning trip. The rest of Saturday was spent visiting with good friends and just relaxing.

Sunday was spent doing all the things that didn't get done at home. It was decided to pull the trailer behind the Indian 101 Scout but without the extra engine, wheels and tank. Since the empty trailer was so light it would be worth it for a place to carry helmets, rain suits, jackets, etc. Also, we heard that we would be stopping in the town of Estes Park with its great gift shops. An extra magneto, carburetor and chain were carried in one saddle bag. Tool boxes were mounted above the saddle bags. Extra No. 70 oil was also carried. The Scout was now running great and we were looking forward to starting.

*

NOTE: This completes Part One of "OUR ROCKY MOUNTAIN ADVENTURE" by George and Milli Yarocki. Part Two describes the actual run and will be included in the next issue of YANKEE CHATTER - Winter 1985-1986, YC No. 86-1.Ed.

At this time of the year, many restorations are begun, and a common problem when many of these rigs near completion, is the need to straighten brightwork such as stainless steel, chrome or brass.

Many damaged items are repairable, and although some may need sophisticated welding of cracks or holes, any dents that remain can be straightened as follows:

Step 1 - To identify dents use some 80-grit sandpaper on the inside of the dented item where the protrusion is. You will note that after sanding the protrusion will become shiny, thus indicating where to begin Step 2.

Step 2 - Lay a piece of soft wood on a work bench to use as a dolly surface. Place the dented item with the hollow part of the dent facing downward on the dolly. In many cases the dolly may have to be formed to fit for a one-time use, such as when working with headlight bezels (rims), moldings, etc. Then, using a steel or brass hammer, gently hammer the area to its original, or near original, configuration. CAUTION: Avoid heavy hammering which often stretches and sometimes tears the metal - gently does it.

To check if hammering is finished use a fine-toothed file on the opposite side of the hammered surface. This will reveal high or low spots; re-hammer the low spots lightly, and again using the fine-toothed file, take the high spots down to proper height.

Step 3 - Sand the area with progressively finer grit sandpaper, starting with 80-grit, the 320-grit, then 500-grit, and finally 1,000-grit. Use these with soapy water and you will observe that each will remove any scratches left by the previous grit. All of these grit papers can be obtained at auto and paint supply stores.

Step 4 - To finish the dent off, use a high-speed buffer of 2,000 rpm or better with a rouge. Rouge can be found in local hardware stores or chrome plating shops for the appropriate metal with which you are working. Be sure to buff out any small scratches which have remained after sanding (Step 3). Now you are ready to have the work plated.

*

Keep a few facts in mind: most platers will not straighten dents; most items to be plated are only 18 or 20 gauge in thickness and too much sanding or filing will break through or puncture an item, thereby ruining it.

Some items are unrepairable, so before trying to do so, practice on a replaceable one or a piece of scrap, and GOOD LUCK!

John Pierce

NOTE: John Pierce has been steadily involved in classic auto body work on exotic automobiles for over 16 years. He has been operating his own shop for the last six years.

Ed.



NEW MODEL RELEASE

Dave Howland and Holly Daubert announce delivery of their latest model, built to specifications as follows:

- Body Style: BOY
- Model Designation: "DAVID"
- Weight: 8 lbs., 10 oz.
- Delivery Date: November 5, 1985
- Rating: Two-lung Power

Director's Message

Fellow YANKEE Members,

There was a chill in the air when I went out for a late night ride on my 1941 HARLEY-DAVIDSON 74 cu. in. flathead twin (which I affectionately call Floyd) on a recent Thursday.

As I rode along a heavily-wooded back road I passed through a smoke-filled hollow, and with the heady smell of the smoke from wood-burning stoves lingering in my nostrils, I became suddenly aware of the sobering thought that Ole Man Winter is just around the corner.

Since we will all be waking up some morning soon to find the thermometer reading -10° F, and the ground covered with a couple of feet of snow, and all the other depressing thoughts that go with winter, I offer a few consoling memories: if you happened to spend some time doing a 'shift' at the main gate at our Acton, Maine meet in June, or if you may have done guard duty at the first turn on the track, you may remember seeing those two WR's roaring by or observed Lou Lichva with his blue and white INDIAN 4 giving rides in the sidecar to passengers of all ages.

Another of my favorite memories of this meet was observing Mike and Pat Hebert arriving amidst a downpour with Pat looking like she was sitting in a bathtub instead of a sidecar! Shortly afterward the crew from COLONIAL Chapter rode in, very wet and soggy but with no dampened spirits.

Some years ago "Satchmo" (Louis Armstrong) was asked to explain his jazz music, and his reply went something like, "If you don't understand it, I can't explain it to you." Likewise, I am at a loss to explain the events and happenings at our Chapter meets, but I do know that I couldn't go a single season without them. They are a regal high! So much for last year - 1985.

Next year - 1986 - our YANKEE Chapter will host a National road run, scheduled for July 24-27. It will include a two-day run through the scenic White Mountains of New Hampshire, and whether you take part as a rider, a watcher, or just soak up the scenery as a member of the road crew, this is bound to be a memorable experience. More later as details are finalized.

Now, as you all know, this is an election year for our YANKEE Chapter and our December 8th meeting at Greg Campbell's SQUASH INN in Moosup, Connecticut will be a most important one, so make every effort to attend. I want to personally encourage every member who can make his energy and skills available to the Chapter to do so at this meeting, since there will be six positions to fill.

At this time I would like to say how proud I am to have had the opportunity of representing the YANKEE Chapter in 1985; and my special thanks to George Yarocki, our National Director, and Fred Hirsch, our Editor, for their advice and untiring assistance.

Whenever any newcomer to the AMC of A asks me which is the best Chapter, my answer is always ready - YANKEE!

John Pierce
Chapter Director

*

Yankee Chapter

Business Meeting and CHRISTMAS Party

SUNDAY - December 8, 1985

SQUASH INN
Green Hollow Road
Moosup, Connecticut

**Yankee Chapter
Autumn Meet
Oct. 12-13, 1985
Claremont, N.H.**

*

Many hardy souls braved the cool Autumnal weather on Friday, October 11, 1985, to ride their antique motorcycles to YANKEE'S Autumn Meet which was held on October 12-13 at the Claremont SPEEDWAY in Claremont, New Hampshire. As the evening turned into night the temperature grew colder, and at least one tent camper remarked on Saturday morning that he observed frost on his tent flap; others who had braved the chill of the night in sleeping bags and vans quickly decided to seek motel accommodations for Saturday night.

Saturday was a much nicer day, sunny and ideal for those who arranged to travel; however, it was plagued with many misfortunes including some directions which turned out to be wrong when the route planners inadvertently relocated the MIDWAY MARKET across the street from where it actually is. Also, this meet's dates conflicted with the big Hershey, Pennsylvania gathering and many of our 'regulars' opted to attend that activity; the SPEEDWAY direction signs had been removed until next racing season; the town road crew decided to open a full-depth trench completely across Bowker Street, closing that road and making it necessary for arriving members and guests to plot another course; and before the weekend was over our YANKEE Chapter direction signs with the new logo had all been appropriated by party or parties unknown.

During the day several old bikes and outfits were 'tried out' on the fine Speedway track. Frank Adams arrived with the Reading-Standard in his van, rolled it out, and properly outfitted with his helmet, was observed riding around the smoothly-paved course. George Twine, winner of the HODGDON Trophy at our 1984 Autumn Meet, was also observed 'testing' the track.

Bernie MacDonald, from Antigonish, Nova Scotia, Canada, visited our meet as a guest of Director John Pierce and decided to join our Chapter beginning next year; before leaving on Sunday, Bernie was duly signed up with all dues paid. . . . so, in 1986 YANKEE will become the first International AMC of A Chapter.

Then, as the day wore on clouds and and cool breezes moved in and although not as cold as Friday night, before Sunday's dawn broke, rain had arrived in earnest.

It was a dark and gloomy. . . . Sound like the start of a ghost thriller, or a Sherlock Holmes adventure? Well, it was no thriller, but it was dark and gloomy, and cool and raining on Sunday morning when we all woke up and headed for the coffee urns, and it didn't let up, except to catch its breath. It rained.

After many cups of coffee, those who had ridden their antique machines to the meet began looking around for friends with campers or vans who might be going somewhere near their home locations, and several were thus accommodated by those who had arrived in closed vehicles. . . . and it rained.

The planned foliage tour was cancelled and by noontime everyone had either departed or was packed, loaded, cleaned up and ready to go. Only minimal judging was possible with the following results:

ANTIQUE Class

Best Running	Dave Scherk	1924 HARLEY-DAVIDSON
Best Restored	NO ENTRY	

Continued on next page

Continued from previous page

POST ANTIQUE Class

Best Running	Charlene Peirce	1947 INDIAN Chief
Best Restored	Don Griswold	1939 INDIAN 4
Most Original	Jerry Nuppula	1931 INDIAN Scout 101
Ridden Longest Distance	NO ENTRY	

POST WAR Class

Best Running	Charlie Haskins	1948 HARLEY-DAVIDSON
Best Restored	Marty Hansen	1952 HARLEY-DAVIDSON
Most Original	Don Switter	1949 HARLEY-DAVIDSON
Ridden Longest Distance	Karl Nagy	1948 INDIAN Chief

SPECIAL INTEREST Class

Best of Class	Don Griswold	1959 Dispatch and Tow Enfield INDIAN
Ridden Longest Distance	NO ENTRY	

POWER CYCLE Class

Most Original	Fred Hirsch	1947 Velo Solex, 45 cc
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HODGDON Trophy

Best Restored pre-1930	NO ENTRY	
------------------------	----------	--

Trophies arrived on the scene when most of the activity had subsided and only the clean-up crew and a few die-hards remained; and it was decided to hold presentations until a later date. . . .and it rained.

For this observer it rained all the way down I-91 through Vermont and into Massachusetts, and did not ease off until I was at Voluntown, near the Connecticut/Rhode Island border.

*

On a positive note, this Meet was a very sociable and relaxed affair. Everyone who had a task to perform did it willingly, and although the Saturday flea market activity was smaller than usual, some trading and buying was noted.

The large campfire on Saturday night was enjoyed by many who sat around it enjoying its warmth and swapping tales. Highlight of the meet was the banquet celebration of Charlene Peirce's 19th birthday (she claims that her 18th was the last one she celebrated and we don't know if there have been any others - so this had to be her 19th celebration). Ruth Griswold made a large birthday cake for the occasion which provided an excellent and tasty dessert for the ham and beans with fresh salad, cider and coffee prepared by our Chapter ladies at \$ 5.00 per ticket. Over 50 members and guests were counted at the tables in the large canvas tent set up in the center of the track's infield area.

A short business meeting followed the banquet and Chapter Director John Pierce announced that our annual Christmas Party/Business Meeting will be held on Sunday, December 8, 1985 at Greg Campbell's SQUASH INN in Moosup, Connecticut at 1:00 PM. (First-timers see Map elsewhere in this issue. . . .Ed.).

John also announced that YANKEE Chapter has been selected by the AMC of A to host a National road run next summer July 24-27, 1986, similar to the D-J Run of 1984 and the Rocky Mountain Run of 1985 which were both held by the Rocky Mountain Chapter in Colorado. He briefly described what would be entailed and stated that finalized plans will be furnished to everyone in due time. He also emphasized the fact that this will be a task involving lots of work with dedicated and responsible personnel to handle it. All qualified AMC of A members will be eligible to participate.

EDITOR'S NOTE: Since the above was written a dedicated and responsible crew of YANKEE members, including Chuck Schmidt, Charlene Peirce, Kate Kilpatrick, and George and Milli Yarocki, have

been hard at work making initial arrangements and putting prime details together, and an announcement of this very first New England road tour will appear in the FALL Issue of "The ANTIQUE MOTORCYCLE", our National publication.

The HODGDON Trophy - Since there were no entries in competition for this special rotating award it was returned to Club custody by last year's winner, George Twine of Enfield, Connecticut.

If this trophy is won three times by the same machine its owner may keep it permanently. To date no machine, nor any owner, has succeeded in winning it twice, let alone three times, and during its eleven years of existence it has remained unclaimed for five separate years.

It is awarded for the Best Restored pre-1930 motorcycle, and it is always awarded at YANKEE Chapter's Autumn Meet. It is in commemorative honor of Theodore A. Hodgdon, a former New Englander and one of the four founders of The Antique Motorcycle Club of America back in 1954. It has been won by:

1975 - Jim Altman (First Recipient)	Pennsylvania
1976 - Herb Johnson	Massachusetts
1978 - Giles Adams	Massachusetts
1980 - Frank Adams	New Hampshire
1981 - Sterling ("Andy") Anderson	Connecticut
1984 - George Twine	Connecticut

Special thanks to our YANKEE Chapter member Danny Whitcomb and the rest of the crew who handled everything from reception duties to final clean up and everything in between, and seemed to be everywhere and anywhere all at the same time - how they did it is their secret, and their work is appreciated by all.

FDH

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Editor's Notes

and Other Nonsense

CABLES SOURCE for BRITISH Motorcycles - It is often difficult; sometimes impossible to find the right throttle, clutch or brake cable for an antique British motorcycle. This writer has had the good fortune to locate a source of supply for such items in England at very reasonable prices.

A personal experience involving a full suit (5 cables) for a Raleigh mo-ped was most satisfactory. Correspondence inquiring about costs and availability takes about two weeks; prices are quoted in U. S. dollars and cents and include shipping and duty charges, making it easy to enclose a check along with an order; delivery takes about the same time. First Class surface mail to England is \$.37 per ounce; Airmail to England is \$.44½ per half ounce.

Some slight modification to the fittings may be necessary at times, but this is a minor matter and is easily accomplished. Write to "The Cable Man":

Tom Johnson
JOHNSON ENTERPRISES
5 Laburnum Grove
Banbury, Oxon. OX16 9DP
ENGLAND

Although not a large company, Mr. Johnson advises that they turn out between 50,000 and 70,000 cables each year, and along with industrial cables of all sorts, they manufacture all types of cycle and motorcycle cables including all vintage applications.

*



This photograph, probably taken sometime during late Autumn, *circa* 1948 (note absence of foliage on trees), shows left to right: Bob Winchell; Vaughn Monroe, who became famous for singing "Racing with the Moon"; the late Ed Pierce, YANKEE Chapter Director John Pierce's Dad; and another rider identified only as Bob. The scene was taken at the time of a newspaper strike in Boston, Massachusetts, and these gentlemen were performing dispatch service. Vaughn Monroe is also credited with writing the song "Ghost Riders in the Sky" which was recently re-done by "The Outlaws".

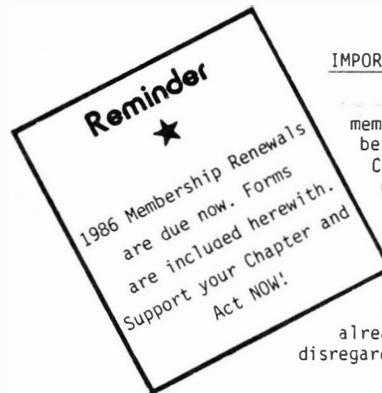
Yankee Chapter Business Meeting and CHRISTMAS Party

SUNDAY - December 8, 1985

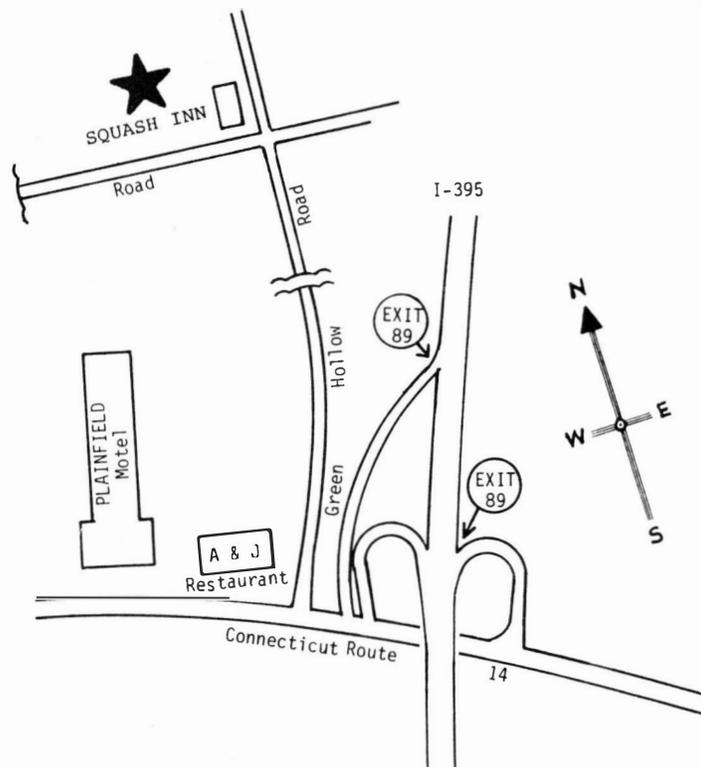
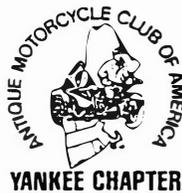
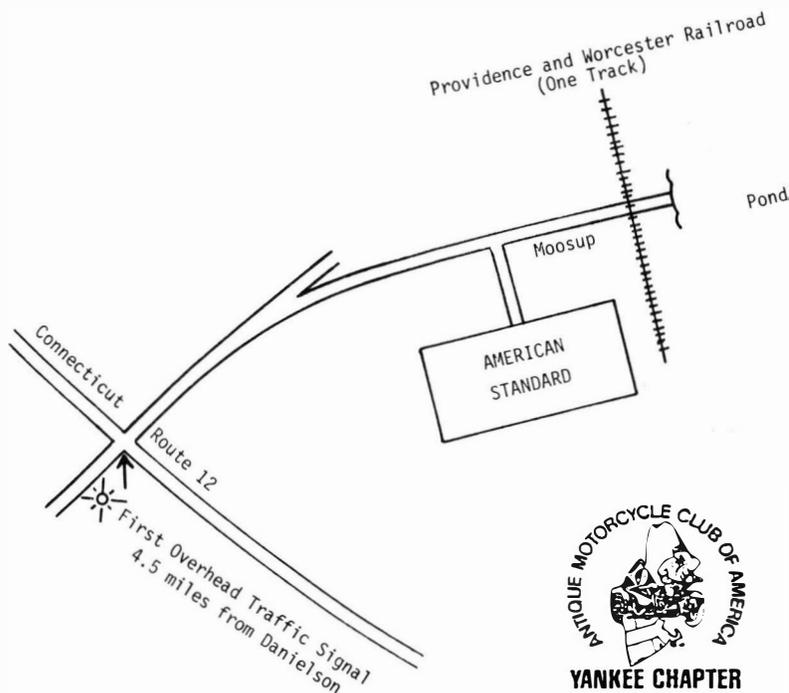
SQUASH INN
Green Hollow Road
Moosup, Connecticut

1:00 P.M.

* * *



IMPORTANT NOTICE - Unless we receive your 1986 YANKEE Chapter membership dues soon, this will be the last issue of YANKEE CHATTER that you will receive until they are paid. An Application for Membership is enclosed for your convenience, so do yourself a favor and take care of this little matter before it is too late. If you have already renewed for 1986 please disregard this notice.



This will be our usual
POT LUCK
affair, so bring what-
ever you can.

SQUASH INN, Moosup, Connecticut

HOW to Get There

From EAST or WEST on US Route 6: Proceed to Danielson, Connecticut; then go SOUTH on Connecticut Route 12 toward Plainfield for 4.5 miles to the first overhead traffic signal; turn LEFT and go 1.8 miles on Moosup Pond Road past the American Standard plant; SQUASH INN is on the LEFT at the intersection of Green Hollow Road.

From NORTH or SOUTH on I-395: Proceed to EXIT 89; take off ramp to Connecticut Route 14; then go WEST for less than 1/10th of a mile to Green Hollow Road; turn RIGHT just before the A & J Restaurant and go 1.3 miles on Green Hollow Road; SQUASH INN is on the LEFT across the intersection with Moosup Pond Road.

Membership Roster



1985

CONNECTICUT

Adams, Virginia M.	New London	Connecticut	06320
Albert, Walter	Willimantic	Connecticut	06226
Anderson, Sterling	Cromwell	Connecticut	06416
Bentley, Earl & Dorothy	Windsor	Connecticut	06095
Bergeson, Dale & Brenda	Voluntown	Connecticut	06384
Campbell, Greg	Voluntown	Connecticut	06384
Currey, Richard F.	Stafford Springs	Connecticut	06076
Darby, Jim	Rockville	Connecticut	06066
Dean, Fred	Manchester	Connecticut	06040
Delor, Arthur & Cheryl	Waterford	Connecticut	06385
Downs, Richard	Washington Depot	Connecticut	06794
Erickson, Dana	East Hartford	Connecticut	06108
Everson, John & Melanie	Danielson	Connecticut	06329
Funk 3, Charles E.	Coventry	Connecticut	06238
Griswold, Don	Avon	Connecticut	06001
Graczevski, Thomas J.	Enfield	Connecticut	06082
Hansen, Martin	Manchester	Connecticut	06040
Hislop, Jr., Edward	Voluntown	Connecticut	06384
Howard, Jack	Moosup	Connecticut	06354
Inshetski, Dave	Ansonia	Connecticut	06401
Jellison, Leslie	Danielson	Connecticut	06239
Litke, Rudy J.	Litchfield	Connecticut	06759
Mathew, Joseph	Bridgeport	Connecticut	06605
O'Connor, James	Old Saybrook	Connecticut	06475
Olearos, Jr., Alexander	Moosup	Connecticut	06354
Payne, Thomas L.	Dayville	Connecticut	06241
Peircey, David	Middlebury	Connecticut	06762
Rebman, Allen	Oakville	Connecticut	06779
Sanders, Gary	Oneco	Connecticut	06373
Switter, Don	Westport	Connecticut	06880
Taylor, Bob & Leslie	Sterling	Connecticut	06239
Theroux, Robert	Enfield	Connecticut	06082
Thomas, Ken	Manchester	Connecticut	06040
Thurrott, Helen H.	Westbrook	Connecticut	06498
Tonges, Alan	Trumbull	Connecticut	06611
Twine, George	Enfield	Connecticut	06082
Vance, Dan & Sandy	Stafford Springs	Connecticut	06076
Vine, Daniel	New London	Connecticut	06320
Yarocki, George L.	Torrington	Connecticut	06790
The 101 Association, Inc.	Torrington	Connecticut	06790

DELAWARE

Neill, Tom	Smyrna	Delaware	19977
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FLORIDA

Schroer, Dave & Anny	Key West	Florida	33040
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MAINE

Barnes, Jr., Lowell E.	Hiram	Maine	04041
Chapman, Nathan C.	Westbrook	Maine	04092
Chase, Robert B.	Augusta	Maine	04330
Coffin, Bruce	Brunswick	Maine	04011
Doughty, Breed	West Baldwin	Maine	04091
Gould, Everett	Gardiner	Maine	04345
Malnichuck, Mark	Caribou	Maine	04736
Moran, Mick & Heidi	Berwick	Maine	03901
Peirce, Bob & Charlene	Brownfield	Maine	04010
Roberts, Lloyd	Camden	Maine	04843
Smith, Ed	Rangely	Maine	04970
Taylor, Kent & Brenda	Bethel	Maine	04217
Thurlow, Dennis	Limestone	Maine	04750
Whitehouse, Curt	Coopers Mills	Maine	04341

MASSACHUSETTS

Adams, Giles	North Weymouth	Massachusetts	02191
Augustinowicz, Joe	Shrewsbury	Massachusetts	01545
Blessington, Scott	Georgetown	Massachusetts	01833
Cardalico, Jim	Florence	Massachusetts	01060
Carr, Haswell R.	Fall River	Massachusetts	02720
Catanesye, William	Revere	Massachusetts	02151
Correia, Yen	Attleboro	Massachusetts	02703
Dardinski, Roger	Newburyport	Massachusetts	01950
Dombkowski, Peter	Easthampton	Massachusetts	01027
Epstein, Mitch	Leominster	Massachusetts	01453
Galipeau, Jean R.	New Bedford	Massachusetts	02746
Gaspar, Larry	Byfield	Massachusetts	01922
Ginn, Thomas	Forestdale	Massachusetts	02644
Haskins, Charles	Shirley	Massachusetts	01464
Hickey, Michael & Sharon	Abington	Massachusetts	02351
Howland, David R.	Dennis	Massachusetts	02638
Hyatt, Don	Hyannis	Massachusetts	02601
Kilpatrick, Kate	Easthampton	Massachusetts	01027
Laferriere, Pete	Sturbridge	Massachusetts	01566
Lescault, Paul A.	Centerville	Massachusetts	02668
Mazzola, Steve	Millis	Massachusetts	02054
Meyers, Kevin	North Chelmsford	Massachusetts	01863
Murray, Paul	Wilbraham	Massachusetts	01095
Powell, Bruce M.	Pittsfield	Massachusetts	01201
Schmidt, Chuck	Florence	Massachusetts	01060
Sharland, Richard H.	Raynham	Massachusetts	02767
Sheldon, Nathan F.	Paxton	Massachusetts	01612
Sherman, Elliot	Leverett	Massachusetts	01054
Wetherbee, Tony	Marstons Mills	Massachusetts	02648



NEW HAMPSHIRE

Adams, Frank	Seabrook	New Hampshire	03874
Aikman, Jessie	Dover	New Hampshire	03820
Aldrich, George W.	Tilton	New Hampshire	03276
Batchelder, Jr., John	Concord	New Hampshire	03301
Beaurivage, Steve	Manchester	New Hampshire	03103
Cheney, George	Campton	New Hampshire	03223
Cheney, William	Marlboro	New Hampshire	03455
Demers, Don	Rochester	New Hampshire	03867
Dubuc, Jr., Ronald H.	Loudon	New Hampshire	03301
Fleury, Eugene	Claremont	New Hampshire	03743
Hashem, Mike	Barrington	New Hampshire	03825
Hebert, Philip G.	Durham	New Hampshire	03824
Keating, Brian	West Lebanon	New Hampshire	03784
Labrie, Bob	Concord	New Hampshire	03301
Lavoie, Bob	Manchester	New Hampshire	03104
LeBosquet, Thomas P.	New Castle	New Hampshire	03854
Masse, Bill	Manchester	New Hampshire	03104
Matthews, Al	Durham	New Hampshire	03824
Murdough, Wray	Keene	New Hampshire	03431
O'Meara, Dick	Durham	New Hampshire	03824
Packard, Sherman	Londonderry	New Hampshire	03053
Pierce, John H.	Exeter	New Hampshire	03833
Roberts, David R.	Epping	New Hampshire	03042
Robinson, Scott C. & Nevins, Pat	Marlboro	New Hampshire	03455
Rowe, William & Elzada	Milton Mills	New Hampshire	03852
Tobey, Fritz C.	Center Barnstead	New Hampshire	03225
Undercofler, Joe & Cindy	Hudson	New Hampshire	03051
Whitcomb, Danny	Claremont	New Hampshire	03743



NEW JERSEY

Nussbaum, Jon	Wayne	New Jersey	07470
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NEW YORK

Baron, Gene	Bayshore	New York	11706
Cecchini, Al	Poughkeepsie	New York	12603
Distelcamp, Bob	Yonkers	New York	10703

PENNSYLVANIA

Costanzo, Dan	Cresco	Pennsylvania	18326
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RHODE ISLAND

Allan, Lewis
 Anthony, Scott
 Clark, Steven & Pat
 Cooke, Edward S.
 Costa, James
 Desmarais, Noel
 Dugas, Robert
 Edwards, Harry M.
 Haas, Bill
 Herzog, Boris
 Herzog, Rick
 Hirsch, Frederick D.
 Macari, Angelo
 Nagy, Karl
 Pepler, Pat
 Rose, Frederick S.
 Ross, Dave
 Santopietro, Paul & Cyndie



Wakefield	Rhode Island	02879
Coventry	Rhode Island	02816
Cranston	Rhode Island	02920
Riverside	Rhode Island	02915
Harmony	Rhode Island	02829
Providence	Rhode Island	02907
Charlestown	Rhode Island	02813
Wakefield	Rhode Island	02879
Exeter	Rhode Island	02822
Providence	Rhode Island	02908
Providence	Rhode Island	02908
Carolina	Rhode Island	02812
West Greenwich	Rhode Island	02887
Coventry	Rhode Island	02816
Mapleville	Rhode Island	02839
North Scituate	Rhode Island	02857
East Greenwich	Rhode Island	02818
Warwick	Rhode Island	02886

VERMONT

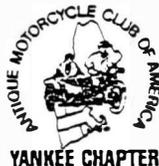
Brown, Ross
 Chicoine, Jim
 Hebert, Mike & Pat

 Lynde, Stanley & Lisa
 McDonald, William
 Palmer, III, C. H.
 Scherk, David A.



Burlington	Vermont	05401
Huntington	Vermont	05462
Jonesville	Vermont	05466
Brattleboro	Vermont	05301
Milton	Vermont	05468
Putney	Vermont	05340
Jonesville	Vermont	05466

TOTAL YANKEE Chapter Membership for 1985 =	Connecticut	40	New Jersey	1	Total	143
	Delaware	1	New York	3	Add Spouse	
	Florida	1	Pennsylvania	1	Memberships	18
	Maine	14	Rhode Island	18		
	Massachusetts	29	Vermont	7	Grand Total	161
	New Hampshire	28	Total	143		



YANKEE PEDLAR

*He who has a thing to sell, Is not as apt to get the dollars,
 And goes and whispers in a well, As he who climbs a tree and HOLLERS!*

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

DEADLINE DATES for ALL ads - WINTER Issue: January 10 SUMMER Issue: July 10
 SPRING Issue: April 10 AUTUMN Issue: October 10

WANTED - 1952, 1953 or 1954 Panhead in stock or restored condition. John Pierce, R 4, Epping Road, Exeter, New Hampshire 03833. Tel. (603) 778-7450

FOR SALE - Must sell, need space! 1949 - 249-440 INDIAN "Scout" V.T., full stock - \$ 2,750.00; DRYER sidecar with hookups for INDIAN - \$ 750.00; 1961 HARLEY-DAVIDSON "Topper", all complete - \$ 750.00. Bill Newhouse, 3788 Valley Forge Drive, Stow, Ohio 44224. Tel. (216) 686-9914

FOR SALE - 1953 BSA "Road Rocket" A-7 500 cc twin cylinder, single carburettor. Engine professionally rebuilt; starts and runs well; generator needs a little work; clean; must be seen to be appreciated - \$ 2,000 or best offer. Frederick D. Hirsch, P. O. Box 123, Carolina, Rhode Island 02812. Tel. (401) 783-5311 or (401) 364-6716

FOR SALE - HARLEY-DAVIDSON sidecar with spare wheel mounted; excellent condition; includes all fittings for attachment to motorcycle - \$ 1,600.00. Robert B. Chase, R 6 - Box 1325, Augusta, Maine 04330. Tel. (207) 622-2817

WANTED - Literature and any other information for 1936 80 cu. in. VLH HARLEY-DAVIDSON. Danny Whitcomb, 10 South Park Street, Claremont, New Hampshire 03743.

The Antique Motorcycle Club Can Offer The Following Items While They Last

- Wrist Watch with Club Logo Face \$25.00
- Watch Fobs with Club Logo \$ 5.00
- Cloth Emblems \$ 3.00
- Decals \$ 1.00
- Index of Club Magazines \$ 5.00
- 30-year Pin \$ 3.00
- 30-year Badge \$ 5.00
- Back Issues of Magazines \$ 4.00

Please include \$2.00 postage and handling fee for each order.

Order from :

Dottie Wood, Secretary
 Antique Motorcycle Club of America
 14943 York Road
 Sparks, MD 21152

IMPORTANT CORRECTIONS of Errors that got by us in the SUMMER Issue of
YANKEE CHATTER - YC No. 85-3

Page 3 - First item - Dick Winger's ZIP Code: WAS: 39285
SHOULD BE: 49285

Page 4 - First column, first line up from bottom: WAS: Won by Karl Nagy
SHOULD BE: Won by Len Amidon

Page 4 - ADD: Slow Race - Won by Karl Nagy

Page 6 - First column, bottom picture: WAS: *Jim Costa, left, congratulates Karl Nagy, Winner of the JUST for KICKS COMPETITION.*

SHOULD BE: *Jim Costa, left, congratulates Karl Nagy, Winner of the SLOW RACE.*

Page 10 - Pictures WAS: *The "Runners Up" or "Also Rans"*
Caption: SHOULD BE: *The Winner and*
the "Runners Up" or "Also Rans"

Picture WAS: *Len Amidon - 1929 HENDERSON*
Caption: SHOULD BE: *Len Amidon (Winner) - 1929 HENDERSON*

FDH

THE ANTIQUE MOTORCYCLE CLUB

What it is . . .

What it does . . .

Q. What is the Antique Motorcycle Club of America?

A. The AMCA is a non-profit organization composed of a group of persons interested in Antique motorcycles.

Q. What is the object of the AMCA?

A. The primary objective of the AMCA is to encourage the seeking out, restoration, preservation and exhibition of Antique motorcycles of all kinds.

Q. What is meant by "Antique Motorcycle," as defined by the Club?

A. The AMCA considers any motorcycle manufactured up to and including the 1953 Model Year as an antique, eligible for judging and competition at National Meets. Later machines are welcome, but are not eligible for judging.

Q. When was the AMCA first organized?

A. The Club was founded in 1954 by a group of interested motorcycle owners. It now numbers over 2,100 members and has a worldwide membership. Club membership has always been open to all enthusiasts and interested persons. No restrictions have ever been set regarding race, creed, color, nationality or country of residence.

Q. Is the Club limited to actual owners of Antique motorcycles?

A. No. Any interested person may join with the expectation that he or she will eventually become the owner of an Antique motorcycle.

Q. What do I get when I join the AMCA?

A. You will receive your membership card and you will receive the Club publication which is issued 4 times each year. You will be entitled to participate in all Club activities, such as local Chapter membership and National Meets when they are scheduled.

Q. What is the Club Publication?

A. The publication is an informal magazine published 4 times per year, and contains histories of famous makes of motorcycles, articles written by members, pictures, news of Club Activities, and sections devoted to "wanted," "for sale," and "swap" notices. As a member, you may insert your notice free of charge in each issue (not more than 70 words per issue).

Q. When and where does the Club hold meets?

A. In the past several years, Meets have been held in various parts of the country. You will be notified when and where any such meet will be held.

Q. Are there local Chapters of the Club?

A. Yes. At the present time (1984) there are approximately 20 sanctioned Chapters with several more applications for charter being processed. You are encouraged to become active in the one closest to your area.

Q. When do members have the opportunity to exhibit and operate their Antique Motorcycles?

A. AMCA Meets always include a suitable private road or area where members may operate their machines without registration.

Q. Are back issues of the Club Publication available?

A. Our Secretary usually has a few issues of the publication available. Also available are illustrated bulletins, decals, watch fobs and similar items of Club paraphernalia.

Q. Who is the Club Secretary?

A. Dottie Wood, 14943 York Road, Sparks, MD. 21152.

Q. Who is the Club Treasurer?

A. E. E. "Bud" Cox, 3431 W. 10th Street, Wichita, Kansas 67203.

Q. How do I go about joining the Club?

A. By sending one years dues, check or money order, in U. S. funds only, to the **Treasurer**, "Bud" Cox. He will issue your membership card and notify the Secretary who will place you on the mailing list to receive all Club publications and mailings. Membership runs from Jan. 1 through Dec. 31 each calendar year, and includes all 4 publications for that year. For any further information, contact the Secretary.

Q. Is vendor pre-registration necessary?

A. Yes. Starting in 1983, all vendors are required to pre-register for all national meets, or to pay an additional charge for meet-site registration.

Reminder ★
1986 Membership Renewals
are due now. Forms
are included herewith.
Support your Chapter and
Act NOW!

IMPORTANT NOTICE - Unless we receive your 1986 YANKEE Chapter membership dues soon, this will be the last issue of YANKEE CHATTER that you will receive until they are paid. An Application for Membership is enclosed for your convenience, so do yourself a favor and take care of this little matter before it is too late. If you have already renewed for 1986 please disregard this notice.

FIRST CLASS MAIL



Frederick D. Hirsch
P.O. Box 123
Carolina, Rhode Island 02812

