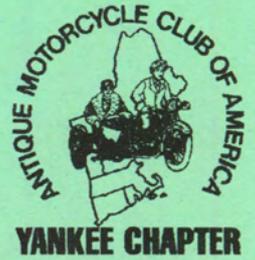




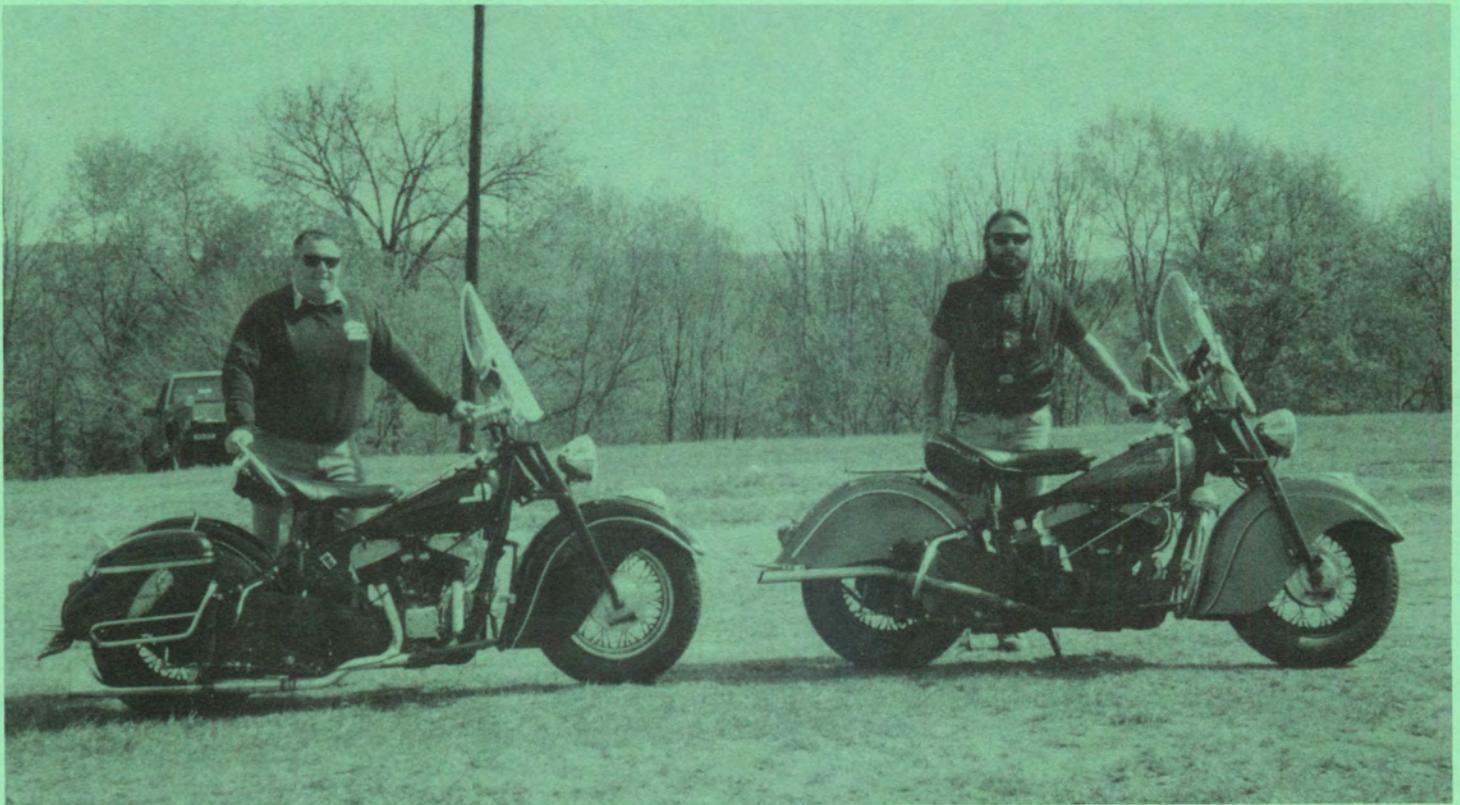
YANKEE CHATTER



SPRING 1997

No. 97-2

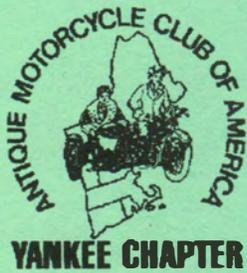
YANKEE CHAPTER
ANTIQUE MOTORCYCLE CLUB OF AMERICA, INC.
Chapter established in 1973



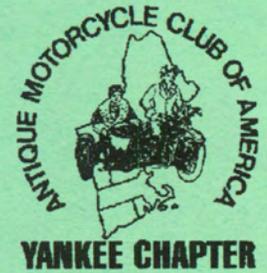
S. Gallo Photo

Yankees Roll Up The Miles On Trip To Oley, PA

Louis Hersch (on left) stands behind his 1946 Indian Chief, which he rode 380 miles from his home in New Hampshire to the Perkiomen National Meet in Oley, PA. John Palmer (on right) rode his 1947 Indian Chief 360 miles to attend the meet.



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Charles Gallo

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SPRING 1997

No. 97-2

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The MOTORCYCLIST'S POST

— THE VOICE OF NEW ENGLAND'S MOTORCYCLE RIDERS —

The Yankee Chapter welcomes Leo Castell as the new owner, editor and publisher of the Motorcyclist's Post. We look forward to working with Leo and continuing the relationship which has developed between our organizations.



YANKEE CHATTER is the official newsletter of the YANKEE Chapter of the Antique Motorcycle Club of America, and is published four times a year on a seasonal basis or when information warrants. The YANKEE Chapter of the AMC of A was established April 8, 1973. Dues for the 1997 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, and memberships received after October 31st of any year will be held over for the next membership year. National AMC of A membership dues for the 1997 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.

Director's Message

Here we are into the middle of June already, well into the motorcycling season. Our Hebron meet is just around the corner, it will be August 1st before we know what hit us.

We Yankees have been getting around this year. As always, there was a large group at Oley and 12 Yankees participated in the 45 mile road run they had there (a significant percentage of the total number of riders). We do like to "Ride 'Em".

I got a nice letter from Empire member Dot Bunce thanking all the Yankees who made an effort to attend their Rhinebeck, NY meet. I've heard that it's a lot of fun, but a long way for me to go. Duty called me this year and I was unable to make it to Harmony, only the second time I've missed that meet since it began - how many years ago? Louis Hersch and John Palmer made it to the Perkiomen National Meet from their homes in New Hampshire astride their Indian Chiefs. Maybe next year they'll give Frank and Bruce a run for their money.

Other than a few last minute details, all is set for our August 1-3 National Meet in Hebron, CT. Remember we will be needing help before, during and after the meet. If you'd like to earn a free T-shirt by working 2 shifts (of approx. 4 hrs.),



UPCOMING EVENTS

July 18-20
Maumee Valley National Meet
Wauseon, OH

July 18-19
Pioneer Rally
Chester, MA

July 20
Indian Day
Springfield, MA

August 1-3
Yankee National Meet
Hebron, CT

August 15-17
Empire National Meet
Brookfield, NY

August 29-31
Chief Blackhawk National Meet
Davenport, IA

September 2-6
Omaha National Road Run
Black Hills, SD

October 3-5
Chesapeake National Meet
Jefferson, PA

let me know as soon as you can so we can get you on the work sheet. We will need help with all the setting up - marking spaces, cleaning bathrooms, placing trash cans around the site as well as gate duty during the event. Help cleaning up after the meet is over is also needed. Your help will be welcomed.

I look forward to seeing you all there even if you only come for a few hours of fun. It's worth the trip!

Until then, ride safe and enjoy the summer weather.

Jessie

YANKEES

Out And About

Photos by Marty Hansen and Sandy Gallo

Dave Howland, who can be found vending at many swap meets, prepares a speedometer cable for sale at Jim Darby's spring swap meet in Stafford Springs, CT.



Marty Hansen brought his 1939 Indian Chief to Oley, PA to ride in the Perkiomen Chapter's Arrowhead Run.

James Anderson relaxes behind his 1948 Sunbeam at the Stafford Spring swap meet. Tom Payne, (leaning against the wall) behind his 1934 Harley-Davidson VD, shares the moment.





George Yarocki emphasizes a point regarding Indian 101 Scout restoration at the Perkiomen National Meet in Oley, PA.

Looking like a band of traveling gypsies, this group of Yankees was seen at the Empire Chapter Meet in Rhinebeck, NY over the weekend of May 17 & 18. They are (standing left to right): Sandy Gallo, Tim Gottier, Jim Friedlander and Charlie Gallo. In front is Nathan Hansen seated on the knee of his dad, Marty Hansen.



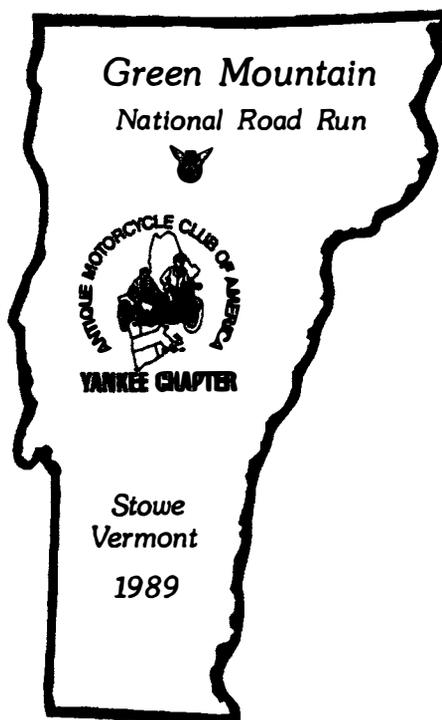
Brian Keating and his son, Nick, display their 1902 Keating motorcycle at Oley, PA. This machine, manufactured in Middletown, CT, featured a vaporizer located directly underneath the gas tank instead of a carbureter. The engine is a stressed member of the frame.

Once Upon A Time,

in the far off reaches of northern New England, the Yankee Chapter hosted a National Road Run in July of 1989. Maureen O'Connell participated in this event as a guest of Marty Hansen. This is her story, as originally written for a composition class at Manchester Community College.

Smuggler's Notch Revisited

It was a humid day in late July, until a late afternoon thunderstorm relieved us with a drenching downpour. The Vermont Inn where we had come to spend the weekend was filling up with fellow members of the Antique Motorcycle Club, gathering here for a few days of motorcycle riding and story swapping. I had been riding only a couple of months and this would be the second time riding my friend's 1931 Indian Scout, manufactured in Springfield, Massachusetts. It's quite a feat mastering all the levers and pedals of an antique motorcycle; the clutch, the hand shift, the brake and the throttle. With this machine, I had a chance to experience numbing fear and the



personal success of conquering that fear on the twisting, high altitude roads of Smuggler's Notch, Vermont.

After the rain subsided, the skies broke open with glorious sunlight. A previously postponed motorcycle tour through the Notch began with about a dozen of us leaving the parking lot, folow-the-leader style. Our "fearless leaders" were cruising right along at a quick pace. Not to be outdone, I kept up with the others, following them instead of watching the road ahead.

As we neared Smuggler's Notch, the road became very steep and was still wet from the rainstorm. All of a sudden, seemingly out of nowhere, the road took a sharp 90-degree turn to the left. Two (experienced) riders ahead of me completely missed the turn and went straight off the road - into the soft, dirt shoulder. I neglected to downshift the transmission as I came upon the curve, and I ended up stalling the motor in the middle of the road, in the middle of the incline.

It was then that I started to freeze with fear and self-doubt, would I ever be able to drive away from this place? My friend Marty, who is now my husband, pulled up next to me and encouraged me to restart the engine. I was still on the steep incline and in the center of the road. I walked the bike to the edge of the tar, where the dirt was rain-soaked and not very level. Meanwhile, cars were passing us at a very close range. I finally got the bike started, got it back on the road and proceeded to the next 90-degree turn to the right, where again, had I stayed in first gear, I would have been able to negotiate the sharp angle. Instead, I lost my control; I was gripped with a fear that heretofore I had never experienced. There was a pull-off about 100 feet up the road where I could regain some composure. If I could make it there. Marty got the bike going and I managed to drive the short stretch to the rest area.

I was seething with panic and anger, I felt tricked into proving myself against the mountain, or was it against the motorcycle? I parked, then got off and ran up a hiking path to have a releasing cry. Scattered like a giant's lost marbles on the hillside were huge glacial boulders that were

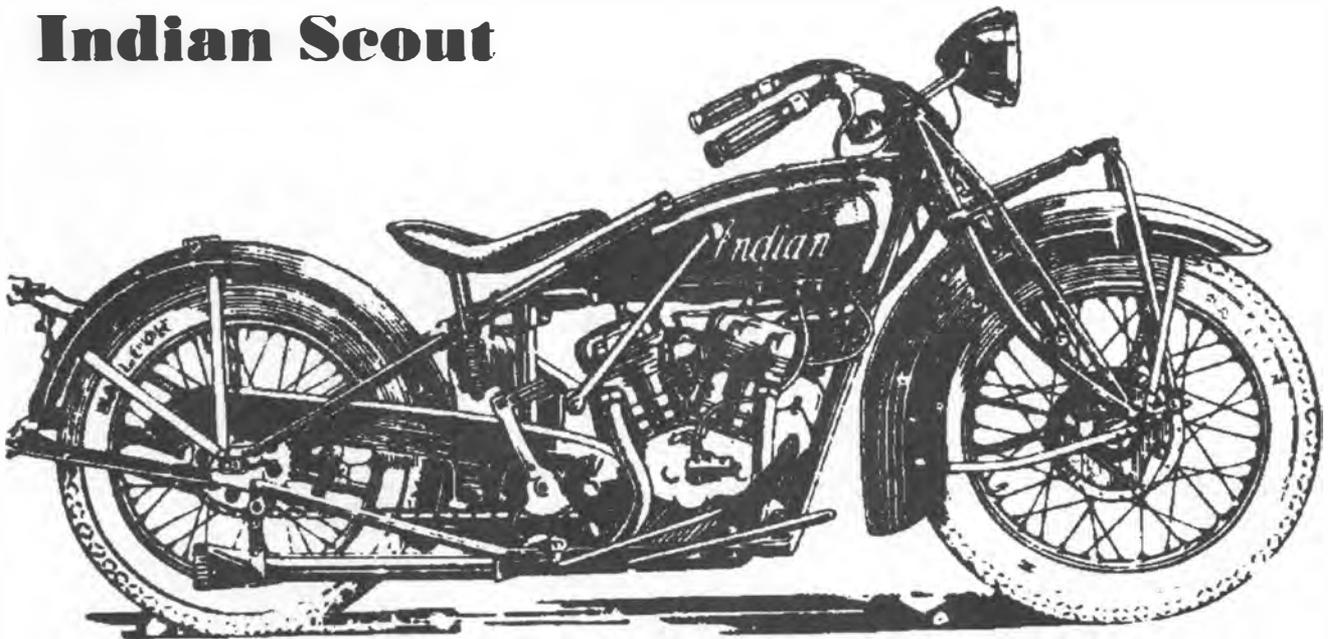
once part of the mountain's top. I walked among the huge rocks, feeling very small and powerless. Marty, my future mate, approached me quietly and calmly. He offered to ride back and get the van to pick me and the Scout up, to return to the Inn. His kindness and patience at this fragile moment was highly impressive, needed and welcomed. He could have been upset with me or laughed at my insecurity with the situation. I was convinced that I could spend my life with this man, if I could make it back! I couldn't give up! If I had given up then, I would probably have never ridden again. After about 30 minutes of inner struggling, I got back on the Scout and rode down the mountain, slowly, paying close attention to the curves and angles of the black top.

When we got back to the Inn, many people from our group were very angry about the lack of information given about the road conditions of our little jaunt. Apparently, most people had turned back after seeing the treacherous roads.

One of the people that had driven off the road broke an ankle and damaged his motorcycle. It turned out that some very experienced motorcyclists had trouble navigating the twists and turns of Smuggler's Notch.

The following day, I took part in a 200-mile ride around Northern Vermont. I journeyed with nary an incident of fear or danger. My confidence was regained. Before leaving Vermont, I felt compelled to again face my nemesis; Smuggler's Notch. As Marty and I approached the once-imposing slope, I downshifted smoothly and slowed way down, anticipating the turns that I now could easily negotiate. The sharp left, then the right turn to the summit, past the rest area, and down the other side to a beautiful valley of rural Vermont. We circled our way through town and back to the Inn. Conquerors of the Mountain! As I slipped into the cool water of the Inn's swimming pool, all fear and apprehension washed away. I was a more confident rider and life was good.

Indian Scout





A pair of road-weary travelers pause for a cigarette atop their Harley-Davidson sidecar rig.

Landry Photo Collection



Freddie Marsh is ready to head off to the Syracuse races in 1935. His race bike is loaded on his sidecar.

Marsh Photo Collection

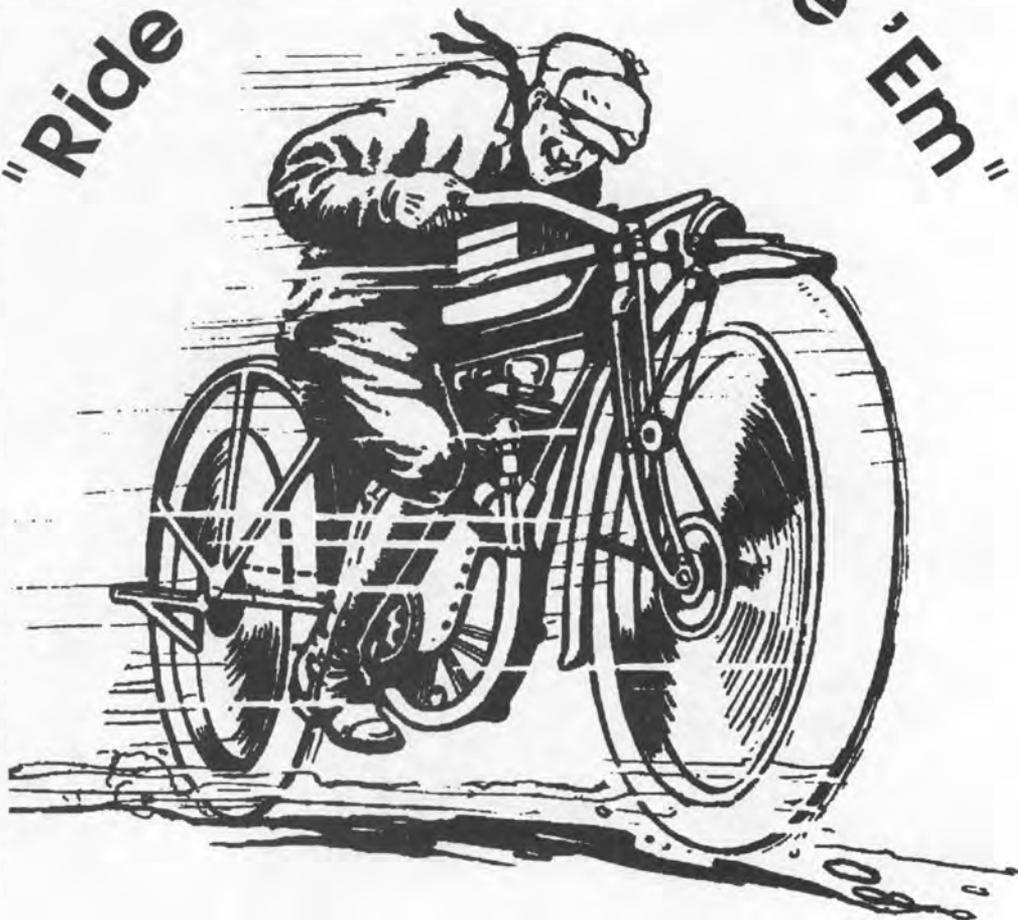
Break out those old machines for the

YANKEE CHAPTER NATIONAL MEET

August 1-3, 1997

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(508) 670-2378
after 6 PM

General information:

Jessie Jacaruso
(603) 749-0450
Judging Pre-registration:
Randy Walker
(508) 867-8097

Area Motels

Willow Motor Inn, Rte. 66, Hebron, CT (860) 228-6936
Best Western Regent Inn, Rte. 195, Mansfield, CT (860) 423-8451
Quality Inn, Rte. 83, Vernon, CT (860) 646-5700

YANKEE PEDLAR

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

HARLEY-DAVIDSON PAINT: Finishes for your H-D by "Dupont". Sold @ \$58 per Quart in "Alkyd Enamel". Daytona Ivory, Pepper Red, Anniversary Yellow, Rio Blue and 30 other colors. **NEED HELP?** Don't know what colors are correct for your year? Call us at (914) 246-6117. Peggy Barber, The 74 Shop, P.O. Box 62, Saugerties, NY 12477. FAX LINE ONLY (914) 246-0432.

FOR SALE: 1969 Harley-Davidson FLH. Second owner, factory equipped tach, full dressed, original paint, black and wrinkle black, fairing, two sets of tires and rims, new battery, 16,500 original miles, mint condition. \$13,000. Mike Hickey (617) 982-0551

FOR SALE: East German MZ, N.O.S. parts for 150cc-250cc and ISDT, including fenders, seats, mufflers, gas tanks, factory tools, manuals, road tests, much more. For big list, send 2 stamp S.A.S.E. and \$1.00 cash, refundable with order. Call (914) 266-3363, 8 AM-10 PM E.S.T., 7 days. Used Aermacchi sprint parts also. Ken Krauer, RR-1, Box 611, Clinton Hollow Rd., Salt Point, NY 12578.

FOR SALE: Back issues of the Yankee Chatter, \$2. each, while supplies last. Randall Walker, Yankee Chapter Treasurer, (508) 867-8097.

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| 1926 | Complete system with swedged down tubes |
| 1927 | Complete system with swedged down tubes and baffle tree |
| 1928-1930 | Complete 101 Scout system |
| 1931 | Complete 101 Scout system with baffle tree |
| 1931-1936 | Muffler tail fins (only) |
| 1925-1931 | Scout rear stands |

Miscellaneous

Corbin Speedometer Bezels (with beveled glass) nickel plated or unplated only
 Eclipse Countershaft Clutches (complete assembly or parts)

For Harley Davidson

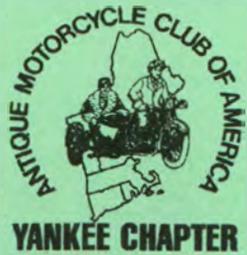
- | | |
|-----------|---|
| 1918-1920 | Electrical Switch with Fuse box |
| 1920-1922 | Fuse box |
| 1922-1923 | Electrical key switch and fuse box with buzzer assembly |
| 1924-1925 | Electrical key switch and fuse box with buzzer assembly |

Scheduled New Products for 1997

- Indian Corbin V band brakes 1909-1915
- Indian Hedstrom intake towers 1911-1915
- Indian Hedstrom timing chests 1911-1915
- Indian Pedal Crank clutches 1912, 1913 - 1915
- 1912-1914 Harley Davidson Twin gas tanks (complete with fittings)
- 1912-1914 Harley Davidson Twin oil tanks (complete with pump and fittings)

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