



Yankee Chatter



YANKEE CHAPTER

Yankee Chapter

yankeechapter.org

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AMEst. 1973

Antique Motorcycle Club of America

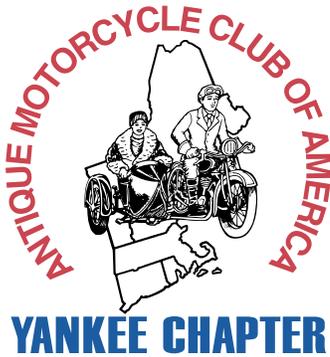


Ride Em - Don't Hide Em

The Seemingly Endless Summer

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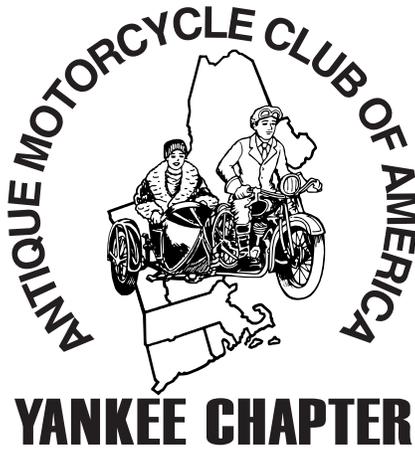
Associate
Philip Mathews

Associate
Will Paley

Yankee Chatter is the official newsletter of the Yankee Chapter of the Antique Motorcycle Club of America, Inc., and is published four times a year. The Yankee Chapter, Inc. was established April 8, 1973 and is incorporated in the State of Connecticut. Dues are \$15.00 for a family membership and now may be paid up to three years in advance. When you renew your Yankee membership, you will have the choice of receiving your newsletter by e-mail or mail. Renewal fee for the color electronic version will be \$10.00 per year. \$15.00 per year for both the electronic version and a B&W hard copy sent via postal service. Membership is non-transferable, and dues are non-refundable.

Applicants wishing to join the Yankee Chapter must first be members in good standing of the National AMCA. Yankee Chapter. Current members and new applicants may send renewals/applications to the Chapter Membership Chairperson at any time. An application is inserted into this edition for easy completion and mailing.

Distribution of Yankee Chatter is to Chapter member of record in good standing, officers and directors of the AMCA, and editors of other AMCA chapters.



Director's Message

by Dan Margolien

Dear Club Members:

It is hard to believe the year has passed so quickly, getting dark at 7PM again, and we have only a few meets left in the year. It seems like only yesterday we looked forward to a big season of activity.

First, I'd like to thank all the folks that are volunteering their time to make all this activity happen. So many of you are involved in the Chapter, it's really amazing! If we go back to January when we started our club promotion in the Springfield show, then the club ride in Rhode Island, on to the Rhinebeck National, the Vermont ride, then the Hebron meet, and just last weekend, the RICONN airport show. I could try to name everyone, but I'm sure some would be overlooked, so let's just say that dozens of volunteers have made this year, in my opinion, another big Yankee success. Please, keep helping the club. Without the volunteers, nothing good would happen.

We last reported on the Rhode Island ride, so let me get started after that:

The Rhinebeck National Meet had a good vendor turnout, a bit down based on some open spaces, but still good. 80+ bikes were judged which is very strong. The Timeline was good with some great bikes and - with a sunny Saturday - was brought outside. Good weather also brought out riders and visitors and the admission paid at the gate was decent. Overall, the meet brought our chapter \$1,400 this year, plus the return of our seed capital of \$4,000, so we are definitely keeping above water. Nevertheless, I understand that is not the only reason we do it, and that there are still some concerns over the involvement with the meet.

We last had a membership-wide referendum on our Rhinebeck participation two years ago, asking if we should stay involved, and we will again soon. In advance of that, I wanted to lay a few of my thoughts on the table: I see a shrinking volunteer group for Rhinebeck. Although the meet is asking a little less of us each year, I do see we struggle to provide high levels of support at the Coalition table, we seem to have fewer bikes in the Timeline, and there is still a general feeling that Yankee does not need to be part of the meet organization. The hear an increasing drumbeat that the fees are too high, be it gate, camping, vending, electricity, the fairgrounds security and rules are overbearing, and people feel mistreated by the fairgrounds staff. Several years ago we felt that, because of Rhinebeck, maybe we'd lost our own National meet. Of course, that has now been proven incorrect, as we have hosted 2012 and 2013 Yankee Nationals.

Also facing us is joining the Northeast Coalition LLC, which will bind us legally with the other chapters. Actually, creating the LLC is probably the way to go. By creating this legal entity, it protects individuals and the chapters from lawsuits, provides a framework for governing the organization. For the Coalition, having an LLC creates an entity to use for financial transactions, bank accounts, and reporting which have traditionally been run out of chapter bank accounts. This is a serious issue because, with the new tax situation faced by AMCA chapters, it is not good practice to run all the Rhinebeck money through an individual chapter account. It seems that the two New Jersey chapters

are not eager to agree to the LLC bylaws due to their belief that the income they receive from Rhinebeck creates an untenable tax liability for them, so they are considering simply volunteering their time. I have not brought the draft LLC bylaws forward for our chapter to consider yet as they are undergoing revision and not ready for circulation even to the Yankee Board. However, the LLC is a subject that is still out there for us to be considering.

Another factor to weigh is that I would like to have someone else become the representative to the Coalition for the Yankee Chapter. I have been on it for six years and would like to share (give up) the responsibility. Further, as long as we desire to host our Yankee National, it is really too much effort to do a great job coordinating our resources at both meets, and perhaps it is taking its toll on the membership as well. I should also add that the Coalition is looking for a new Treasurer. Kevin Valentine stepped in for 2013 when Karen Thompson could not continue, however he is moving to Florida and will not be able to handle the 2014 affairs. Are there any Yankee chapter members interested in this role? If so, please contact me.

Where am I going with this? Well, one of our members wrote on the AMCA Forum that I get all teary-eyed every time the Chapter discusses stepping down from the Coalition, and that the votes to stay have been votes to support me. What I am asking is to consider your own participation and willingness to take a leadership position and continue to support the meet from a volunteer standpoint. Maybe I have been wrong these years asking the Chapter to benefit financially on the effort of a few. When the membership honestly weighs the involvement you want to make at the Hebron meet and all our ride preparations, perhaps this year's vote will turn out differently. Alternatively, will we remain Coalition members. It's really up to you, as the Yankee Chapter to decide.

Perhaps some of you will send personal statements to the Chatter Editor, Mark Hunnibell, share your thoughts pro or con, so we can all hear from the membership. These can be then be emailed to those members with email and included with the ballot so we can have an informed vote. It is difficult to get us all in one room to hear each other, so this seems to me like a good way to do it.

On a lighter note, we've been contacted by a gentleman who has Connecticut motorcycle license plate number 63 and is looking for someone who would like it to do some kind of deal to transfer. Here is his pitch and contact information:

Connecticut Motorcycle Registration Number "63" is Available!!!

It's time for me to hang up the helmet and sell my bike which is currently registered with plate # 63. If this number would be of value to you, please contact me. Also, if any of you have done or know about this kind of registration transfer, I would appreciate any tips you might have.

Thanks,
Carl Henry
860-667-1116
SpecialVoices@cox.net

Luke Walker. By now, you most like know that our member and friend Luke Walker was in a serious motorcycle accident the same weekend of the RI ride. He has moved from the hospital emergency room to the Braintree Rehabilitation facility. His recovery has been steady- the most recent info is he is talking and cognizant of what is going on around him. He ultimately lost his right leg, and is pretty much fighting to regain his motor functions and get home again.

Chapter members have been generous with donations at Rhinebeck, and Hebron. At Hebron, Critter Salisbury had "In Rust We Trust" tee shirts for sale, and we had donated items for a silent auction. All the proceeds have been donated to Luke's family.

In addition, other friends of Luke's have been putting together a benefit ride in October. The ride will culminate in a cookout, more raffles, and prizes. Below is information that is being passed around by email. Also check out page 22 of this issue for the official poster for this event.

Several friends of Luke Walker, a Middletown, RI resident and businessman, who was severely injured in an accident on 19 May 2013, are organizing a benefit for Luke and his family.

Luke is currently undergoing rehab at the Braintree Rehabilitation Hospital, Braintree, MA.

The benefit will be held at the F.O.P. Lodge, Mitchell's Lane, Middletown, RI on 5 October 13 at Noon. Motorcycle friends of Luke will ride to the F.O.P. in his honor. The Viking Riders will lead the ride which starts at 10:45 am from the All Vets Club, 985 Aquidneck Avenue, Middletown, RI 02842-5255. They will arrive at the F.O.P. at Noon.

Raffle items, live band, pig roast and other refreshments will be available. PUBLIC INVITED... OPEN TO ALL! We are accepting items for the raffle or direct donations. Checks can be made out directly to: LUKE WALKER and mailed to:

LUKE WALKER
P.O. BOX 4743
MIDDLETOWN, RI 02842

Questions or raffle donation suggestions can be directed to:

Mike Coutcher
N6518d@verizon.net
401-374-2875

Thank you for your support!

I (Dan Margolien) have some raffle tickets for sale in support of the benefit: \$5 each or 6 for \$20. The first prize is \$1000 (donated by 2 Yankee members!), second prize is a two-night stay at a RI hotel, and third prize is an Apple iPad2. Contact me by phone for info or send me a check for tix. I'll fill out your name and phone number and return them to you. If you would like to donate prizes, or sell books of tix at your work or wherever, contact Mike Coutcher at the info above!

Check out the new web site: <http://www.LUKEWALKERFUND.com>

-Dan

Of course with the brisk merchandise sales, Sandy Gallo, Arlene and Robin Gazza, Diane Stoyanovich, Dana Faucher, Mark Hunnibell, Dale Seymour and others worked like mad helping everyone. We had strong visitors too, so the gate work was busy too. Andy Bagas, Tim Kallberg, Jessie Lingley and others (sorry I don't have all the names) made for smooth entry.

The road run - with "mean Gene" leading - headed out in occasional light rain - on time - Saturday morning. About 25 riders took advantage of the ride. We've had 45 to 50 in other years, so maybe the wet, maybe the vending? Anyhow, all made it back with no one on the trailer.



The AMCA judging was a bit hectic as a lot of guys came to register on the spot. Based on preregistration I thought we could start at 1 pm,

but the volume of bikes was growing so we began to set up the judging teams and were underway by 11 am, even though people were still showing up.



By the end of it, we had close to 40 bikes being judged, and 10 more were showing their winners circle awards. According to Don Dzurick, the AMCA Chief judge that came down from Wisconsin, most meets this year doubled the pre-registered number with on site registrations. We owe a debt to Don Spence who is assistance Chief judge who really kept things moving. Yankee member Peter MacMurray has been quite involved with the judging for some years. He recently accepted an appointment to be the Yankee Chapter judge. This will really help improve the process as Pete is very organized and thoughtful. This position is even more crucial as we host future Nationals. Thanks Pete!! You will find a table of judging results elsewhere in this issue.



The field games are getting more and more popular, we added a few new twists and not only are the riders enjoying it, but the crowds are too. I noticed a few more riders than in the past. This is a lot of fun and everyone should try! (See pages 9, & 11-12 for photos and results)

We hosted two technical sessions: a metal working repair session by John Pierce, and an electrical system troubleshooting and maintenance seminar by Rich Brown. Some of you know John as a past Yankee Director and expert restorer. He specializes in paint and metal so it was great to hear some of his advice (see his web site at <http://colorwrite.freehostingcloud.com/>). For example, to keep the rivets on a fender from getting buried in primer, filler, and paint, he does all the body work without the braces riveted, cleans the primer from beneath the rivet head diameter so there is only clean metal, then rivets them. Then he masks them so only the last primer coat and final coat go over the rivet heads.



Rich explained that of the hundreds of generators sent to him for repair most are only victims of corrosion. He detailed electrical losses through poor connections and stressed keeping the wire lugs, screws, and nuts clean. Cleaning there and a cleaning of the commutator with electrical cleaner often is the difference in function. For Harley, replace the armature bearings with sealed type so oil does not migrate into the generator. Windings can go bad but rarely do he said, because the generators can develop 5 times more current than they are called upon, so their life is very good. You can reach Rich Brown at 860-985-3245 or genman32hd@hotmail.com. Thanks to both for adding to the meet!!



As usual, we closed the meet handing out a variety of trophies for the Yankee fun judging. This year Tim Gottier and Mike Brown used some old parts and had fun welding them up into creations, which made one of kind trophies that I am sure each recipient will cherish.

As folks were packing up, or preparing for a little Saturday night cook out the rains came, in buckets!! But the meet was over and really it was the best weather, the best crowds, and one of the best meets I can recall!

We have again received AMCA National status for our 2014 meet, so get ready, and volunteer!



YANKEE CHAPTER "FUN" AWARDS: Hebron 2013

Best Bobber/Custom	Shawn Brown	1946 Knucklehead
Smallest	Sonny Argent	1972 Honda Z-50
Sparkliest Paint (Hi-Fi Red)	Bill Cawley	1968 Harley Sportster
Newest Indian Owner	Gene Levesque	1947 Chief
Unrestored (Nicest Windshield Decal)	Jim Nowik	1960 Harley FL
Best Sidecar	Tim Gottier	1946 Knucklehead
Smallest Scratch	Dan Margolien	1926 Harley JD
Brightest (Bright White)	Tim Castvaltari	1976 Harley FL
Crustiest	Mike Brown	1936 Harley RL
Longest Ridden (Blue Balls) 125 miles	Joe Florio	1919 Excelsior
Hard Luck Award (magneto failure)	Joe Florio	1919 Excelsior
Giles Adams Award	Robin Gazza	1929 Indian 4
Raffle Winner *	Tim Castelvetera	Enfield, Connecticut

* Raffle was for an artistic rendering of the winner's motorcycle by MACHINEARTBYJIM.COM

AMCA Judging Results from Hebron 2013

Name	Year	Make	Model	Score	Status
Steve Slocombe	1930	HD	VL	98	Junior First
Eric Nelson	1978	Honda	Twinstar	96	Junior First
Jeff Chase	1931	Indian	101 Scout	98.75	Junior First
Ed Provençal	1966	HD	XLCH	94.75	Junior First
Lynne Cipolla	1956	HD	FLH	91.5	Junior First
Edward Rakas	1966	Bultaco	Mecurio	94.5	Junior First
George Latchford	1978	Honda	CB750K	98.75	Junior First
John Pierce	1946	HD	FL	98.25	Junior First
Will Paley	1968	BMW	R60	96	Junior First
Eric Nelson	1975	Yamaha	RD125B	99	Junior First
Glenn Rozum	1977	Kawasaki	KH 400	99.5	Junior First
Richard Thompson	1976	OSSA	Super Pioneer	88	Junior Second
Edmund Rembisz	1971	HD	FXE	88.5	Junior Second
Mike Higgins	1967	Honda	CB450	85.75	Junior Second
Bob Provencher	1976	HD	FXE	99.25	Senior
Bill Cawley	1968	HD	XLCH	96.75	Senior
Mike Sogolow	1957	HD	FL	97	Senior
Ed Bourgeois	1976	HD	FXE	99.75	Senior
Dale Prusinowski	1928	Indian	Scout	95.75	Senior
Chris Mueger	1949	HD	FL	98.75	Senior
William Reese	1936	HD	VL	97.25	Winners Circle
Brian Bodkin	1932	HD	VL	98.25	Winners Circle
Don Motley	1971	HD	FLH	97.75	Winners Circle
Peter MacMurray	1977	HD	XLCR	95.5	Winners Circle
Skip Lepera	1947	HD	EL	99.5	Winners Circle
Don Spence	1976	Norton	Commando	99	Winners Circle
Kim Wyman	1947	HD	FL	98.5	Winners Circle
Steven Valente	1951	HD		125 99.5	Winners Circle
Robert Valente	1951	HD		125 99.5	Winners Circle
Ron Schavrien	1976	Hercules	W-2000	99.25	Winners Circle
John Pierce	1941	HD	FL	99.5	Winners Circle

* Plus 10 Winners Circle bikes displayed

Award	Name	Notes
Oldest	Peter and Paul Bergeron	1913 Excelsior
Most Unique	Ron Schavrien	1976 Hercules
Longest Distance Ridden 1	Mike Higgins	133 miles, 1967 Honda
Longest Distance Ridden 2	Joe Florio	125 miles, 1919 Excelsior
Period Modified 1	Don Dzurick	1941 HD
Period Modified 2	Shawn Brown	1947 HD

Field Games

SLALOM: Winner ★ Benny Humphries

Rider	Bike	Year	Time (Seconds)
Phillip Pelletier	H-D	1942	8.9
Ed Rakas	Bultaco	1966	DQ
Dana Faucher	Indian Chief	1936	9.3
Bill Cawley	Matchless	1967	8.3
Jim Seidell	Indian Chief	1935	DQ
“Free Willie”	H-D	1984	9.2
Benny Humphries	Honda		8.3
Tunky	Sears	1968	DQ
Critter	Indian	1941	DQ
Robin Gazza	Indian Four	1929	DQ
Eric Nelson	Honda	1978	DQ
TIE-BREAKER			
★ Benny Humphries	Honda		8.4
Bill Cawley	Matchless	1967	8.7



Slalom Winner Benny Humphries
– Photo: Jerry Gould

TIRE TOSS: Winner ★ Jim Seidell

Rider	Bike	Year	Cones (Status)
★ Jim Seidell	Indian Chief	1935	1 (2 Leaners)
Critter	Indian	1941	1
Eric Nelson	Honda	1978	Leaner
“Free Willie”	H-D	1984	2 (DQ)
Dana Faucher	Indian Chief	1936	1 (DQ)
Ed Rakas	Bultaco	1966	DQ
Bill Cawley	Matchless	1967	0
Benny Humphries	Honda		0
Phillip Pelletier	H-D	1942	0
Tunky	Sears	1968	0
Robin Gazza	Indian Four	1929	0



Winner Jim Seidell demonstrates his tire toss technique.

– Photo: Jerry Gould

NOODLE JOUSTING

Rider	Bike	Year	Rings
★ "Free Willie"	H-D	1984	5
Eric Nelson	Honda	1978	4
Bill Cawley	Matchless	1967	3
Jim Seidell	Indian Chief	1935	2
Benny Humphries	Honda		2
Phillip Pelletier	H-D	1942	2
Tunky	Sears	1968	1
Critter	Indian	1941	0
Dana Faucher	Indian Chief	1936	DQ
Robin Gazza	Indian Four	1929	DQ



Free Willy demonstrates winning technique
- Photo: Gilbert Gervais

SLOW RACE: Winner ★ "Free Willie"

Rider	Bike	Year
HEAT #1		
★ Jim Seidell	Indian Chief	1935
Dana Faucher	Indian Chief	1936
Bill Cawley	Matchless	1967
HEAT #2		
★ "Free Willie"	H-D	1984
Benny Humphries	Honda	
Phillip Pelletier	H-D	1942
HEAT #3		
★ Critter	Indian	1941
Tunky	Sears	1968
Robin Gazza	Indian Four	1929
Eric Nelson	Honda	1978



Judge explains new noodle rules to Jim Seidell

- Photo: Gilbert Gervais

FINAL RACE

★ "Free Willie"	H-D	1984
Jim Seidell	Indian Chief	1935
Critter	Indian	1941



Jim Seidell, Critter, and (winner) "Free Willy" line up at the start line for the Slow Race Final.

- Photo: Jerry Gould

LOCAL NEWS

HEBRON

Meet offers competition, camaraderie



Gregg Grant prepares for a ride on his 1962 Harley Davidson Servi.



One of the oldest motorcycles at the Yankee Chapter AMCA meet, this Excelsior dates back to 1913. Photos by Melanie Savage.

By MELANIE SAVAGE
Staff Writer

The Yankee Chapter of the Antique Motorcycle Club of America is celebrating its 40th anniversary this year. The weekend of Aug. 3, the group once again took over the Hebron Lions Club Fairgrounds for its annual national meet. According to chapter president Dan Margolien, attendees come from all six New England states to show off antique bikes in various stages of restoration, swap parts, share stories and enjoy the camaraderie fostered by a shared interest. The group has been meeting in Hebron for more than 20 years, according to Margolien.

To qualify as an antique, a motorcycle must be at least 35 years old, said Margolien. Caring for these older bikes, "is about constantly chasing after originality," he said. Motorcycles brought to the event are eligible for judging by a panel of experts, with higher points assigned to restorations that conform more to the original. Margolien pointed to a 1960s Harley Davidson with a shiny

new red paint job and gleaming chrome, and a nearby 1970s Harley with dull, brown original paint. While aesthetically pleasing and more eye-catching, the red bike would likely garner fewer points, said Margolien. "This is all original," he said of the less-flashy 70s bike. "Originality is the most sought-after."

Part of what the Hebron meet offers is an opportunity for restorers to pick up needed parts. There were numerous vendors and bike enthusiasts set up at the fairgrounds, watching over tables and blankets littered with headlights, mufflers, handlebars and other bike parts. "Someone might need a headlight for their 1970 Harley and they might be able to pick it up here," said Margolien.

Mansfield-area resident Sandy Gallo is an associate member of the Yankee Chapter AMCA. "We've got people of every possible age, from all walks of life here today," she said, standing in the shade of one of the Lions Club gazebos. "It's really a cross-section of people brought together by a com-



This 1976 Model FX Harley Davidson was in mostly original condition.

mon interest," said Gallo.

Many people come to the meet to gain points for their bikes. There are also fun judging categories, according to Gallo. "I got a trophy once for best fender ornament," she said, with a laugh. Motorcycle games also provide a measure of fun. Events such as the slow ride foster light-hearted

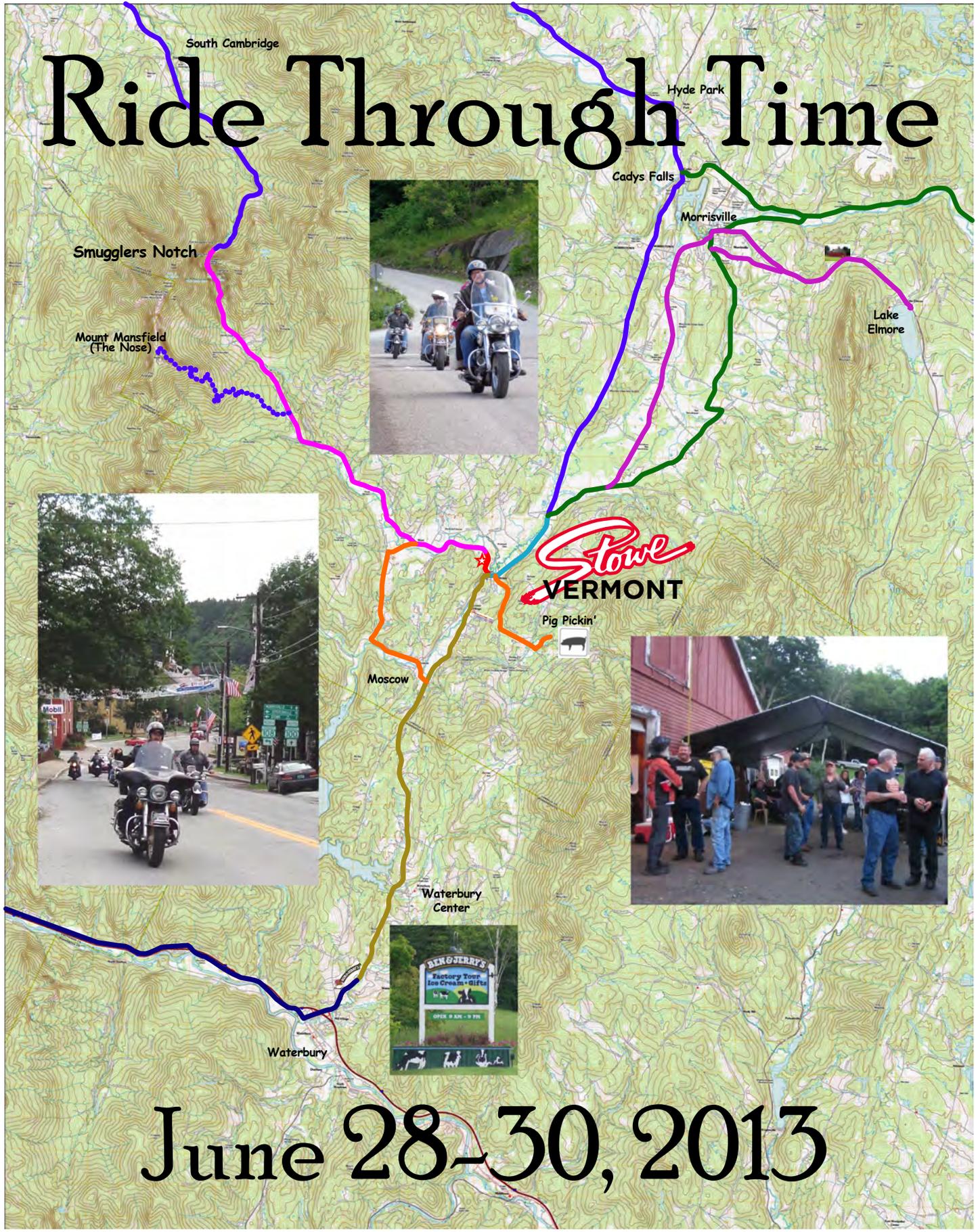
competition while simultaneously challenging a rider's skill level. "Anybody can ride fast," said Gallo. "It's really a skill to be able to ride slow."

The annual road run takes an average of 40 or 50 bikes on a local ride of between 40 and 50 miles. "Our motto is, 'Ride 'em, don't hide 'em,'" said Gallo. "There are people who build these beautiful bikes and just leave them sitting there," she added. "That's not what we're all about."

But for Gallo, the annual Yankee Chapter meet, like similar events, is all about the people. "Camaraderie is what I come here for," she said. "People have been getting together here for years and years. You make friends."

For more information about the Yankee Chapter of the AMCA, go to www.yankeechapter.org. There are many AMCA-sponsored events taking place nationwide. For more information about the Antique Motorcycle Club of America, go to <http://www.antiquemotorcycle.org/>.

Ride Through Time



June 28-30, 2013



- A Thank You From the Organizers

THE WEATHER GODS must love old motorcycles...

...because a weekend that was scheduled to be a washout, turned into a perfect riding weekend for the 40-plus vintage machines that showed up for the Ride-Through-Time. While it rained to the left... rained to the right... we all threaded the needle for three days of superb riding on some of the best roads in New England.

After weeks of phone calls, registrations, organizing and pre-running routes, promotion and even stuffing maple candies into goodie bags, nothing could have been better than having a steady flow of riders coming into



Stowe, despite threatening weather!



Friday opened with registration packages and goodie bags being distributed at The Golden Eagle Resort. Riders immediately headed off to Ben and Jerry's to see ice-cream being made... or to St. Johnsbury's Fairbanks museum, in search of some fun destinations and a bunch of great roads. The really daring riders headed through Smugglers Notch... a ride not for the faint of heart. And not only did the Notch

riders have a great time, several spent the afternoon riding back and forth through the twisties. No word on whether speed limits were bent or broken... but surgeons had to work for several hours to remove the smiles from some riders' faces.

Saturday saw a ride to the Shelburne museum and, again, the monsoons held off. It was supposed to pour rain... and it did... about 15 minutes after riders got back to the hotel.





Though the rain did fall on the Goat-Grab/Pig Roast, the tents, canopies and aisles of The Vintage Garage kept everyone dry to enjoy BBQ and Southern Rock by the Chin Hippies...

all riders themselves. The dinner was not just attended by the AMCA members; It brought together antique riders, car nuts, steam car geeks and numerous other gearheads for a great dinner. For those who like statistics, you demolished a 150-pound pig, a 45-pound goat and 20 pounds of chicken... like a bunch of pythons in a bunny cage. Good work!



Sunday morning saw a Dawn Patrol ride to Lake Elmore. And not only did we bring our group along, but AMCA recruited a new member as a local gentleman with a vintage Vespa joined us for the run. We also attracted a local reporter who rode with AMCA member Fred Gonet in his FL sidecar... and wrote a great article about the AMCA in the local paper (see page 18). Though my 27 JD had a flat on the way home (no drama at all), we were all able to meet at the Commodores Inn for a buffet breakfast and some fun awards before everyone headed home. Dry... tired... well fed... and dreaming about coming back to Vermont's roads for some more riding.



Anyone else want to hold a National Road Run up this way soon? I think we have this one under control!

Thanks everyone... Jacque and I loved meeting everyone... seeing friends, making new ones, and organizing a Road Run. Hope to see everyone at the Pewter Run... just a few weeks away!

- Pierce Reid



Rich Duda – Winner of “Oldest Bike & Rider” and “Oldest Bike” Awards – *Photo: Jacque Shiner*

Other Awards Presented:

- Pat Kramer – Hard Luck
- Hank Gilbert – Longest Hauled
- Joel Bergeron – Youngest Rider

Photo credits: Except as noted, all photos by Mark Hunnibell

NEWS & CITIZEN

Serving the People of Lamoille County With News Since 1881



Volume 130

No. 42, No. 5968

July 9, 2013 • Tuesday

Morrisville, VT 05661

75 cents per copy

Antique Motorcyclists Meet in Stowe

by Mickey Smith

If you thought you saw more older style motorcycles than usual over the weekend of Friday, June 28, and Sunday, June 30, you probably did. The Yankee chapter (the one covering New England) of the Antique Motorcycle Club of America was in Stowe for a "road run" that took them around the area on bikes that had to be at least 35 years old. In fact, most of the about 40 bikes that gathered were much older than that.

Pierce Reid and Jackie Shiner, both of Stowe, put the event together. Reid said he met the president of the club for the first time last fall, and it was commented that Reid had not

been seen at many events. He explained most of them are held in southern New England and it had been hard for him to make many of those trips. A short time later, Pierce and Shiner were making plans for this event.

Over the course of the weekend, they rode to St. Johnsbury, Shelburne Museum and Lake Elmore. They even worked in a stop at Ben and Jerry's in Waterbury, because even hardcore bikers like ice cream. They also wound their way through the Notch. Surprisingly, Pierce said, they managed to avoid the raindrops on each ride... although on some of them, just barely.

Bikers from as far removed as New Brunswick (about 500 miles away) made their way to Stowe

for the weekend. All told, 49 people showed up for the meet, with 40 bikes... although on a couple of the rides some extra bikes joined in the fun.

Reid said on all of their trips they made sure to stay off the interstates, as the point was to get these bikes out on the kinds of roads they were designed to ride. And of course, on all of their trips they ran into curious

onlookers who wanted to check out the bikes and maybe ask some questions. The bikers were all happy to talk about their rides with anyone who might ask – because being seen is a big part of these meets. Chapter President Dan Margolien was quick to point out this fits right into the club's motto... "ride 'em don't hide 'em."



Reporter Mickey Smith gets a sidecar tour in 1956 Harley and it is surprisingly smooth, he says.

The View from the Sidecar

by Mickey Smith

With antique motorcycles converging on Stowe June 28-30, I was offered a chance to travel down some very familiar roads from a very different perspective.

Fred Gonet, of Proctorsville, VT, had a seat open in the sidecar attached to his 1956 Harley Davidson FL. I jumped at the chance to hop in and rode shotgun for the "Dawn Patrol" Sunday morning. The Sunday morning ride is a final chance for everyone to get together before heading off on their own tours back home.

Pierce Reid had told me to arrive at 8:30 a.m. at the Golden Eagle in Stowe for a quick ride

to Lake Elmore and back for brunch. I didn't need much more information – 20 plus antique motorcycles stand out pretty well just about anywhere they are parked. And even if you can't see them, all you have to do is listen for the familiar sound of those Harleys starting up.

Fred provided me with a helmet and after listening to a few stories from the road, we were soon on our way. "The boat," as Fred referred to the sidecar was a lot more comfortable than I expected. Between the coverage of the cockpit and windshield my body was probably 95% barricaded from the wind of the road so I didn't need the windbreaker I had packed "just in case." The only parts of my body that were

exposed to the elements were the tips of my shoulders as they were slightly wider than the windshield.

Once on the road I quickly noticed the exhaust was located far enough behind the sidecar that you didn't have to worry about choking on the fumes all the way and surprisingly the driver and rider could pretty much carry on

a conversation if they wanted – a lot more easily than someone riding double on a snowmobile. Since Fred was unfamiliar with the area north of Stowe I was able to navigate the trip.

I'd call the ride a lot smoother than I expected, we hit one bump before we were off the Mountain Road that made me

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SIDECAR, From Page 1

think it might be a bone-jarring ride, but after that it was a fairly smooth ride on the way up to the Beauty Spot of Vermont (and for anybody who has traveled Route 12 to Elmore lately that is saying a lot).

While we were stopped in Elmore it was mentioned to me that bikers don't always like riding in sidecars partially because the windshield is so close your face (and then, of course, there is the lack of control issue). I didn't notice the positioning

of the windshield on the way north on Route 12, but on the southern trip home it stood right out to me.

We found one of those Route 12 speed bumps on the way home, but again the trip was fairly smooth and we got off the main roads taking Lower Elmore Mountain Road and Washington Highway down to Randolph Road. Other than the stop sign at the bottom of the hill turning from Washington Highway to Randolph Road, Fred

said these roads were a much more fun ride than what the state highways could provide.

As we pulled back into Stowe village I was reminded of another way a motorcycle ride like this is a bit different from a similar run on snowmobiles. Pierce's '27 Harley wound up with a flat rear tire. He was able to coast to the side of the road and wait for another of the bikers to skip up, grab a trailer and loaded his bike for the final mile to breakfast at the Commo-

dore's Inn. Anybody who has ridden a snowmobile very far, knows they rarely break down on the side of a road where you can easily load them up!

All-in-all it was a great way to spend a Sunday morning, and as Morristown resident Richard Duda pointed out, it's an easy group to hang out with. Even if you don't know anyone you have an easy conversation starter standing in front of you by just asking, "so what's the story behind your bike?"

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Yankee Spirit

At the 2013 Yankee National Meet at Hebron, Dan Margolien presented the second annual award voted upon by the Yankee membership and dedicated to those members that make a difference to the club, that help others, that go the extra mile. This Yankee Chapter award is to **annually recognize a club member that exemplifies “the Spirit of the Yankees.”**



Dan Margolien presents the second annual Yankee Spirit award to Don “Critter” Salisbury while his wife Barbara joins in the applause.

This year, the membership overwhelmingly voted to recognize Don “Critter” Salisbury. After receiving the award, Critter and Barbara Salisbury took a moment to write us all a note with their thanks:

For the Yankee Chapter Members of the AMCA

To be nominated and graced with the Yankee Spirit Award by our peers is an honor we will never forget. Someone made the remark that, “there is competition among everyone.” I responded, “no, this award is from the heart of the Yankees.”

- with gratitude, Don ‘Critter’ + Barb Salisbury

2013 Events Calendar



Sep 20-22, 2013

Yankee Mohawk Valley/Indian Summer Berkshires Camp & Ride
Charlemont, MA
Contact: Jim Seidell 413-527-0421



Sep 22-25, 2013

Fort Sutter Chapter Road Run
Sacramento, CA – 916-452-9847
<http://www.amcafortsutter.org>

.....GYd &- , 201'

DYwter Run
Hillsborough Center, NH
<http://pewterr.com>



Oct 4-5, 2013

Chesapeake Chapter National Meet
Jefferson, PA - 410-692-9291
scott.english@us.army.mil



Oct 7-9, 2013

Neshaminy Valley & Seaboard Chapters Road Run
New Hope, PA - 215-539-3423
<http://www.neshaminyvalleychapter.com>



Dec 8, 2013

Yankee Christmas Party and Business Meeting
VFW Post 5663 Hall
20 Federal Hill Road, Oxford, MA 01540



VINTAGE MOTORCYCLE DAY

Sunday, June 2, 2013 – Sponsored by

THE TUMBLEWEED MOTORCYCLE CLUB



The Tumbleweed Motorcycle Club held their annual Vintage Motorcycle Show on Sunday June 2nd at the Star Drive Inn in East Taunton, MA. This event is in its 13th year and the number of bikes attending continues to grow. The Tumbleweeds started it with about a dozen motorcycles at the Biker Cafe in Bridgewater, MA, then moved it to Sisson's Diner in South Middleboro before locating to the Star about four years ago. Yankee Chapter President Dan Margolien has been making the drive down from New Hampshire for several years to try to drum up some interest in the AMCA and has been able to sign up number of new members. His "new" JD was a big hit, as was the 1925 Henderson that Rich Correia rode to a perfect score in the 2012 Cannonball Run.



Tumbleweed President Dave Neault said this year's event was the biggest one yet with over 300 antique motorcycles showing up throughout the day and about twice that many modern bikes that came to enjoy the old iron. *"It's a just a fun afternoon that kind of kicks off summer riding in Southeastern Mass,"* Neault said. *"It's a great day to see some old friends and old bikes - so stop by next year."*



- Kenneth Herschfield



In **RUST** *We Trust*

A BENEFIT FOR THE LUKE WALKER REHAB FUND



**SATURDAY
OCTOBER 5, 2013
NOON-CLOSING
FOP LODGE
MIDDLETOWN**

**OPEN TO ALL • LIVE BAND • FOOD • MAJOR RAFFLE
MOTORCYCLE RIDE WILL START AT 10:45 AM
FROM ALL-VETS CLUB (985 AQUIDNECK AVE., MIDDLETOWN, RI)
TO THE FOP LODGE (464 MITCHEL'S LANE, MIDDLETOWN, RI)**

**CONTACT: MIKE COUTCHER 401-374-2875 OR VISIT:
www.lukewalkerfund.com**



Remembering Peter J. Shookus

April 14, 1953 — August 5, 2013

RAYMOND, MA - Peter J. Shookus, 60, died on Aug. 5, 2013, at his home in Raymond, following a long battle with a rare form of leukemia. He was born in Newton, Mass., the son of the late John and Mary (Kusleika) Shookus.

Peter was born April 14, 1953, and grew up in North Reading, Mass.. He graduated from Arlington Regional Vocational Technical School in 1971. He had been a Raymond resident since 1977 when he purchased a lake house on Onway Lake.

Peter was a longtime member of the New Hampshire Motorcycle Rights Organization, Corvette Owners Club, and the Antique Motorcycle Club; a lifetime member of the American Motorcycle Association; and was very active in the Manchester Motorcycle Club (the oldest motorcycle group in the United States, originating in 1915).

A man with more than 40 years of knowledge and experience in the metal industry, he was a master toolmaker, and was owner and operator of Shookus Special Tools Inc. of Raymond since 1985. Any person who knew Peter knew that he was the person to turn to for advice, support or just a shoulder to lean on. He was always there for you. That was the loving and caring person Peter was.

He is survived by his wife Lori Shookus of Raymond; his son Jason Shookus of Raymond; two daughters, Jessica Robinson of Raymond and Amy Young of Franklin; three grandchildren, Lydon Vallee, Parker Young and Chloe Shookus; and his close extended family members, Frances Wright, Todd Skilton, and Our Shookus Team.

In lieu of flowers, donations may be made in his memory to the Leukemia and Lymphoma Society at <http://www.lls.org> Source: <http://www.legacy.com/obituaries/unionleader/obituary.aspx?pid=166311282>



Remembering Michael Edward Hebert

September 9, 1943 - August 18, 2013

Michael Edward Hebert of Jericho, VT, and Venice, FL, died August 18, 2013, following a succession of illnesses. Mike was born in Hartford, CT, on September 9, 1943, to Wilfred Emil and Felicia (D'Angelo) Hebert, the first of their

five children. He graduated from A.I. Prince Technical School and Ward Technical Institute, both in Hartford. He worked at Hamilton Standard from 1961 to 1969 and served in the U.S. Marines from Sept 1962 to Sept 1966.

Mike moved to VT in 1969 to work at IBM in Essex Junction. He later was partner/owner of Harbor Vintage Motor Company in Jonesville, VT, before retirement in 2003. Mike is predeceased by his parents, his brother Harvey Hebert, his brother Wilfred E. Hebert, Jr., and sister-in-law, Elizabeth Hebert. He is survived by his wife Olga (Hodgetts) Hebert of Jericho and Venice; sister Jean Leonard and her husband Shawn of Simsbury, CT; brother Tom Hebert and his wife Jean of Manchester, CT. He leaves daughter Renee Myers, her husband Charles, and their four children: Elizabeth, Johnathan, Will, and Jackson Myers; son Ken Hebert and his wife Maureen of Watsonville, CA, and their two children: Gianna and Angela Hebert. He also leaves nieces and nephews, extended family, and numerous friends and customers.

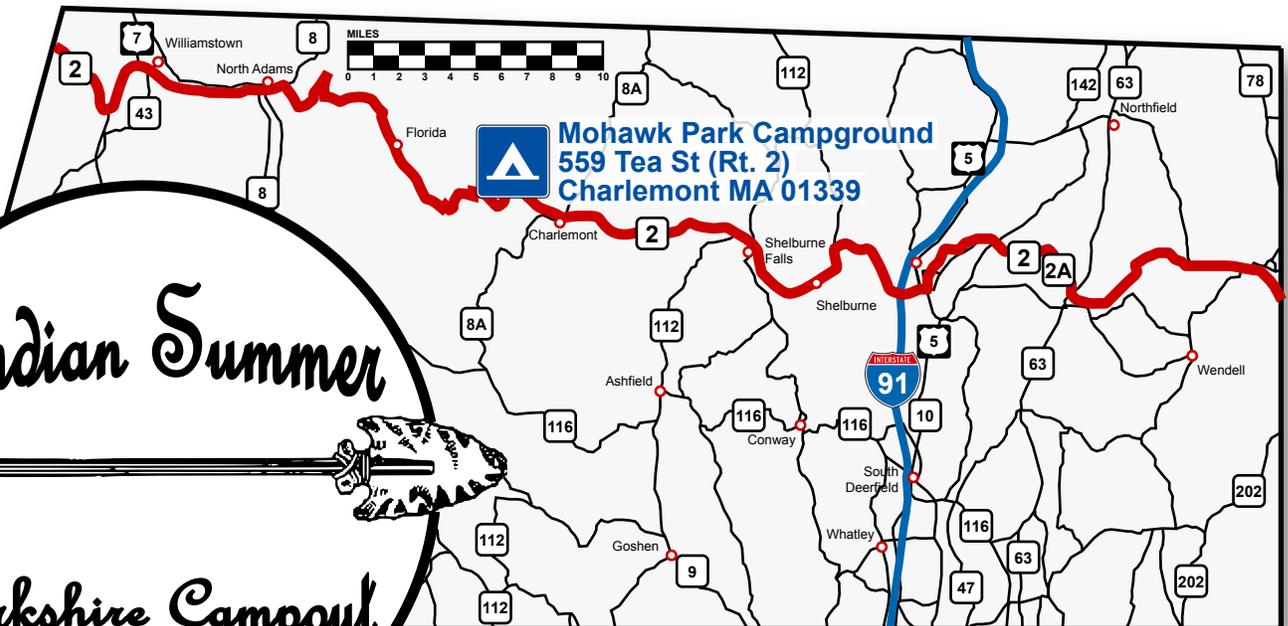
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Come join the **Yankee Chapter of the AMCA** for a **Berkshires Campout**. Explore the **historic Mohawk Trail** and surrounding roads on the **Indian Summer Run** with Jim and Jamie Seidell, or set out on your own.

Tent camping \$10.00 per person per night, includes hot showers and flush toilets. RV hook up sites also available.

Call Mohawk Park Campground for rates and reservations. www.mohawkparkcampground.com

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