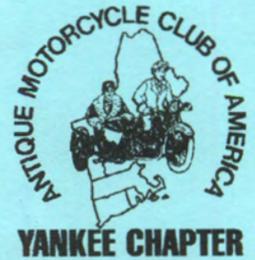




YANKEE CHATTER



WINTER 1997

No. 97-1

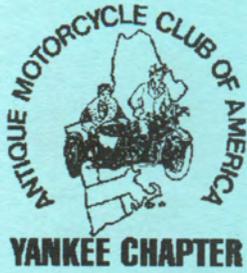
YANKEE CHAPTER
ANTIQUe MOTORCYCLE CLUB OF AMERICA, INC.
Chapter established in 1973



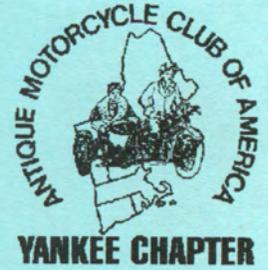
Photo courtesy of the Motorcyclist's Post

Yankees brave snowstorm to gather for X-mas party

A blizzard on the evening of December 7, 1996 caused numerous power outages and cancellations throughout the Northeast. In spite of this, a (fool)hardy group of Yankee Chapter members met at the Knights of Columbus Hall in Oxford, MA for their annual holiday gathering. They are (seated left to right): Karl Nagy, Mitch and Steffanie Epstein, Jessie Jacaruso, Dave Howland Jr., Sandy Gallo and Duane Brown. Standing (left to right): Leo Castell Jr., Bob Frink, Tom Marston, Dave Howland, Charlie Gallo, Jim Darby, Bill Campbell, Mike Lingley, Jim Costa, Jay Fornal, Chris Duffy, Marty Hanson, Donald Grover and Scott Anthony.



Officers



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Assistant Director
David R. Howland

Vice Director
James Friedlander

Vice Director
James E. Darby, Jr.

Secretary
Thomas Marston

Treasurer, Chapter Judge
Randall Walker

Membership Chairperson
Jennifer Schedin

Editor
Charles Gallo

Assistant Editor
William Campbell

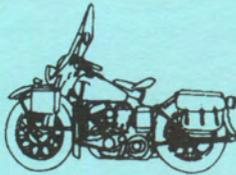
Chapter Advisor
Frederick D. Hirsch

WINTER 1997

No. 97-1

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The MOTORCYCLIST'S POST

— THE VOICE OF NEW ENGLAND'S MOTORCYCLE RIDERS —

Over the years in New England, one man, Bob Frink, has done more for motorcycling than most people begin to realize. By going to all kinds of events and participating actively with many different groups the Motorcyclist's Post has been the voice for motorcycle enthusiasts of all types for many years. Bob has recently sold his newspaper so that he can spend more time enjoying himself. Congratulations Bob!

Many thanks from the Yankee Chapter for all you've done for us over the years. We're proud to have you as a Yankee member and we wish you all the best.

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 1995 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 1996 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

My oh my how time does fly! Here it is mid February already, the first AMC meet of the year only days away.

Unfortunately the Yankees' last two gatherings were hampered by bad weather; rain at Sturbridge, which would've been an outstanding meet had the weather cooperated. Thanks to everyone who endured the rain. Our Xmas party was snowed out. Twenty-three of us made it - and there was LOTS of great food. Oh well, 1997 is a whole new year!

Yankee has a national meet scheduled for August 1, 2 & 3 in Hebron, CT this year along with an autumn chapter meet in Sturbridge on September 13 & 14.

Your Yankee officers have been busy and had a business meeting in January. We came up with a great theme for our Chapter - "Ride 'Em, Don't Hide 'Em". Break out that old iron and use it. These old bikes are great to look at, but they are a lot more fun to ride. Another road run is being planned for this year again 50-60 miles in length with some scenic attractions along the way. More of you should join in on this adventure. We also came up with some great ideas to be explored for Yankee's future. Another business meeting has been scheduled for April 13 at Jim Darby's spring swap meet in Stafford Springs. The time -12:30 at Bill Campbell's and Dave Howland's spaces along the back fence. Come and find out how you can get a FREE chapter T-shirt at Hebron.

It's been a blissfully mild winter here in southern NH. I only wish my driveway wasn't

covered with five inches of sheer ice or I'd be out for a ride! My little Harley is dying to pump out some oil and tour the neighborhood.

A co-worker recently told me that in ten years people in my neighborhood will refer to me as the crazy lady down the street - my response - they probably already do - who cares! This old junk is fun and I personally am looking forward to a great year of fun and motorcycle related activities.

See you there!

Jessie



UPCOMING EVENTS

April 13

VIKING SWAP MEET

Stafford, Springs, Connecticut

Hosted by Yank Jim Darby

April 20

CHERRY HILL SWAP MEET

Brooklyn, Connecticut

Hosted by Yank Jim Ashwell

April 25, 26 & 27

PERKIOMEN NATIONAL MEET

Oley, Pennsylvania

May 17, 18

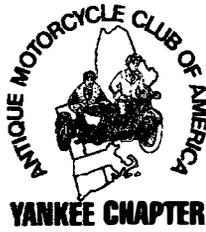
EMPIRE CHAPTER MEET

Rhinebeck, New York

June 6, 7 & 8

COLONIAL NATIONAL MEET

Harmony, New Jersey



Secretary's Report

Minutes of the Yankee Chapter business meeting held at the North End Pub in Oxford, MA on January 19, 1997.

The meeting was called to order at 12:00 noon by director Jessie Jacaruso. In attendance were: Jessie Jacaruso, Randy Walker, Joan Kadulis, Bob Frink, Fred Hirsch, Charlie Gallo, Jim Darby, Jim Friedlander, Bill Campbell and Tom Marston.

Jessie started the meeting with an outline of the order of business, namely Hebron, the Joe Barber trophy, national business and the newsletter. Charlie Gallo stated that he was working on two issues at the present time. One issue was ready to go to the printer. The second issue will go out prior to Jim Darby's April 13th meet in Stafford Springs, where AMC members get in for free. Future issues of the Chatter were promised on a more regularly scheduled basis. A new column was proposed, to consist of stories sent in by chapter members. A free chapter membership for a year will be offered as incentive for published articles. Hopefully, we will have many stories and articles by members.

Randy Walker suggested advertising for the Yankee Chapter in the national magazine. He did not give an official treasurer's report, but did mention the fact that the chapter funds are earning nearly \$400. per year in interest.

The Joe Barber memorial award was discussed. Money not used for the trophy itself will be placed in a scholarship fund. Jessie will discuss the details of this arrangement with Peggy Barber, as well as how to award the trophy and to finalize the inscription.

Hebron was discussed next. It was decided that the theme of this years national meet in Hebron would be, "Ride 'em, don't hide 'em". Hopefully this theme will encourage members to ride their bikes instead of just showing them. It

was suggested that two road runs be considered so that old bikes could be involved. However, if the run is kept to back roads, the speeds are automatically kept down. Jim Darby and Jim Friedlander will be in charge of the road run. Along the same idea as the theme, Fred Hirsch will make pins with "We ride 'em -97". Bill Campbell will do grounds set up and Tom Marston will prep the bathrooms.

Randy Walker announced that he wishes to step down as chapter judge. Until a replacement is found he will need more help than in the past. The national wants sign up for bikes to be judged done by 4:00 PM on Saturday and all bikes must run. Tom Marston offered to help with the paperwork for judging this year. Since duties for Hebron went smoothly last year, they will be basically the same with details to be finalized at Jim Darby's April 13 meet at Stafford Springs. The idea of "staff shirts" was discussed. It was decided that staff arm bands would be tried first. In order to encourage volunteer workers it was decided that any member who works two shifts of three hours at Hebron will be eligible for a free T-shirt.

Discussion of alternate dates for future Yankee Chapter national meets followed. Jessie will investigate the possibility of a date earlier in the season when it is cooler and also so that our meet does not conflict with Sturgis. Fear of loss of "meet" status may preclude a request for a national road run, but a chapter fall meet and road run could work well as a social event. Jessie requested that someone else come up with the door prizes for the banquet this year.

Randy Walker nominated Jennifer Schedin for membership chairperson, since she had been doing the job unofficially. Her nomination was seconded and unanimously approved.

The meeting was concluded at 2:15 PM. Food was ordered and we all enjoyed a modest lunch compliments of the Yankee Chapter.

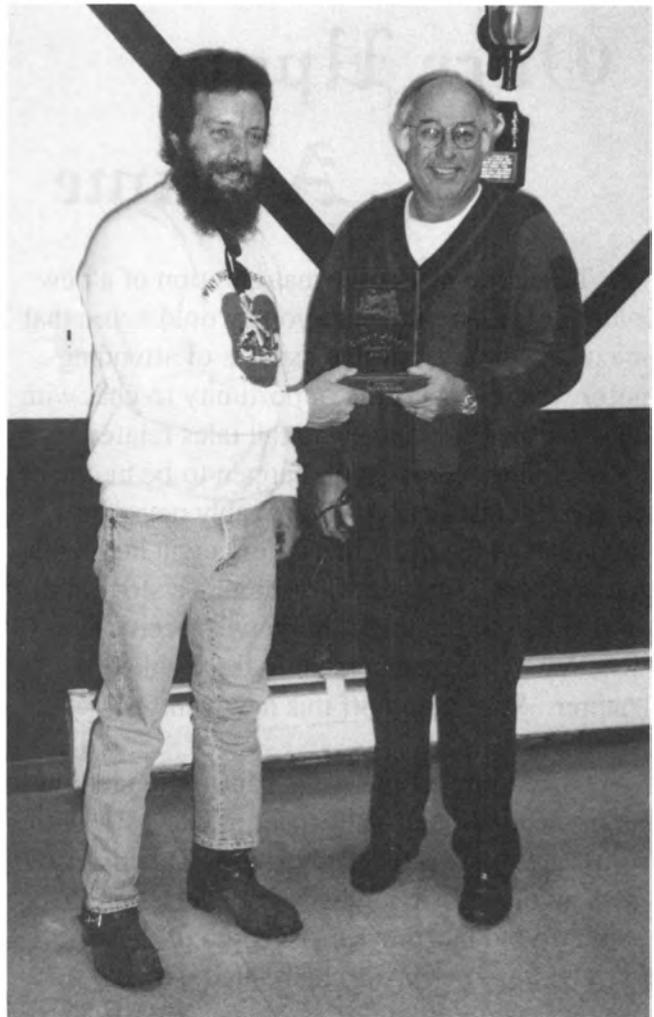
Respectfully submitted,

Tom Marston
Secretary



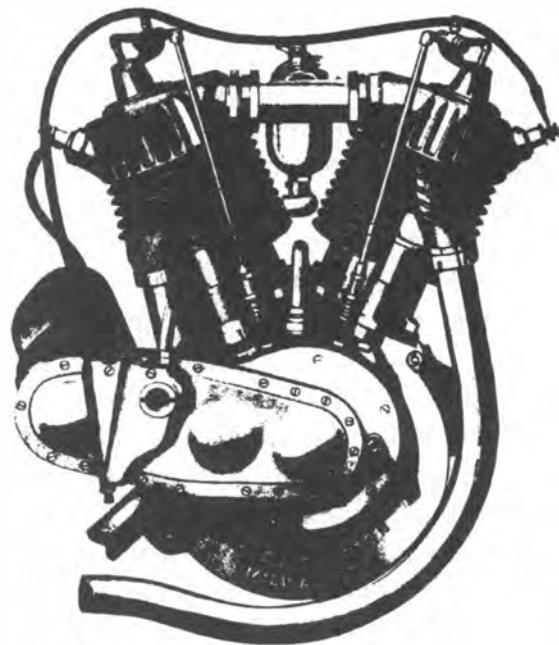
**YANKEE CHAPTER
X-mas Party
Knight's of Columbus Hall
Oxford, MA
December 8, 1996**

The early December snowfall in Southern New England nearly caused the cancellation of this year's annual holiday party. Early arrivals at the Knights of Columbus hall found the parking lot still buried in snow because both of the snowplows used by the club had broken down. As a result of this there was no place to park and entering the building was rather difficult. A short expedition was mounted to the North Side Pub to allow the club time to take care of the snow. The parking lot was plowed and the sidewalks shoveled just after 1:00 PM. While waiting for any late arrivals, the members enjoyed the abundant appetizers and pleasant conversations. A short business meeting was held and then it was on to the main event, the annual potluck supper. There was a roasted turkey, honey-baked ham and more main courses and side dishes than one can imagine. After desert and coffee, Mitch Epstein was presented with the Giles J. Adams Memorial Award for his fully restored 1923 Harley-Davidson J model. The award is usually presented to the Yankee Chapter member having the best running antique motorcycle at the Yankee Autumn Meet held in Sturbridge, MA. The inclement weather that weekend caused Mitch to pack up and head for home, not knowing that he had won this coveted award. Following the presentation we all gathered for a group photograph and then headed back home.



C.Gallo Photo

Bill Campbell, the 1995 recipient of the Giles J. Adams Memorial Award, presents the trophy to the 1996 award winner, Mitch Epstein.



Once Upon A Time

This issue marks the inauguration of a new column. I'm sure that everyone would agree that one of the most enjoyable aspects of attending motorcycle events is the opportunity to chat with fellow enthusiasts and swap tall tales related to motorcycling. Unless you happen to be in one of these conversations, you'll probably never hear these tales. Hopefully this column will help with that problem. Anyone who submits a story and has it published in this column will receive a FREE one year membership in the Yankee Chapter. So, to kick off this new venture ---

Once upon a time, your editor attended the Perkiomen national AMC meet in Oley, PA with his freshly resurrected 1929 Harley-Davidson JD. I was involved in a number of conversations related to old motorcycles and three of these conversations seemed to be related, so here they are:

Fletcher Millmore of Malvern, Pa told me this first story. "You know, I used to have a Harley a lot like yours. It was 1928 JD that I bought for forty dollars. It was a good machine that I rode everywhere. One day, my brother asked to borrow my bike to go out on a date. He went out to Long Island and wouldn't you know, the fool ran it out of oil and the bike seized. Well, the next day, I went out there with some oil and a few tools to see if I could get my bike back home. I dumped in the oil, but I couldn't kick start it, so I pushed it down a hill and popped the clutch. After a few tries, the engine turned over and started. It made some awful noises and smoked a lot, but I had no choice so I rode it home. The next day I took it apart and found there was no longer a piston in the front cylinder, just a connecting rod with a wrist pin. I took the cases apart and cleaned out all these metal chips about the size of the nail on your little finger. I didn't have much money, so I couldn't afford to

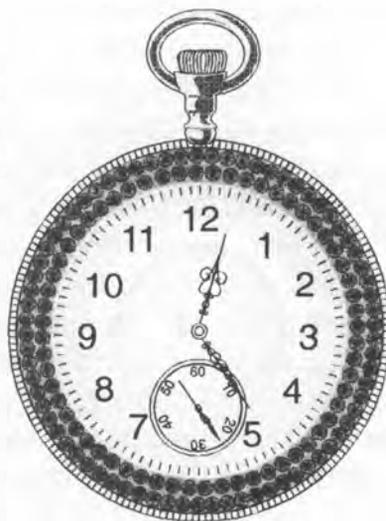
buy a new piston from a Harley-Davidson dealer. I went down to the local junkyard and after some searching around, I came up with a piston from a Buick that fit, except it had a much higher dome. I put it in anyway and that bike ran just fine like that for years. In fact, that piston was still in it years later when I sold it."

The second tale came from Joe Gardella of Redford, MI, who tells us:

"I bought a 1922 J a few years ago. It wasn't real pretty, but it ran fine, so I just rode it and enjoyed it. I put about a thousand miles on it before the engine started to get tired, so I took it apart for a rebuild. Someone had done some work on this bike before, because the front rod was from a JD, and the front piston looked like a knucklehead piston. If I wouldn't have seen it, I wouldn't have believed it, because the bike had run pretty well."

Over breakfast, the following morning, John Hayes of Falls Village, CT related the following tale. He was unhappy with the work of a Harley-Davidson mechanic with whom he had been dealing. The mechanic would just assemble engines and transmissions without taking the time to align-hone new bushings. When questioned about this practice, his response was, "This ain't no Swiss watch, you know!"

Hmmm?



In Memoriam

The Yankee Chapter has recently lost two longtime members. Our heartfelt condolences go out to their families.

Sunday, December 29, 1996

We lost a friend today. Tom Neill, "Torch", as he preferred to be called, has passed away after a long, tough battle with cancer.

Here was a man who was dedicated to the hobby of antique motorcycling and was an active member in the Colonial and the Yankee Chapters and was a founding member of the Del Marva Chapter.

Here was a man who placed more importance on helping out his friends with his time and his labor than on any monetary gain he might realize.

Here was a man who took genuine personal pleasure in anything he could do to cause the happiness of others.

Here was a man who would spend hours on the telephone with you if you needed technical assistance and never hurry you or make you feel like you were imposing.

Here was a man who, when I wrecked my '51 Chief in 1991, felt so bad about my ruined original headlight that he gave me another perfect one and absolutely refused payment of any kind.

Here was a man who truly loved his family.

Here was a man who did not use profane language around women and children.

Here was a man who always remembered your loved ones' names.

Here was a man who had a smile and a kind word for anyone who approached him.

Here was a man who thanked AMCA judges for telling him what was wrong with his motorcycles, and made them feel good about it.

Here was a man who really wanted to know what he could do to help.

Here was a gentleman.....and a friend.

Dennis Craig
Colonial Chapter

Monday, February 17, 1997

Frank E. Adams of Seabrook, NH died at his home after a sudden illness. Born May 23, 1905 in Newburyport, MA, he was a graduate of Newburyport High School and worked as a self-employed cabinet maker for many years before retiring in 1972. He was a avid motorcycle enthusiast and longtime member of the AMCA and the Yankee Chapter. His 1923 Reading Standard twin-cylinder was his pride and joy. He represented the touring side of the club with long trips being his favorite venture. He once rode his Reading Standard to Florida before the George Washington bridge was constructed, having to take a ferry across the Hudson River. When the AMCA was founded, he took delight in riding his Reading Standard to all of the meets, including those held in Jacksonville, FL. On one occasion he took his bike out for a test ride, found it was running perfectly, and just kept going until he was at the meet in Florida. Having neglected to leave a note, he called home to explain his seven days absence. George Yarocki recalls driving his van, pulling a trailer on the NJ Turnpike enroute to a Fort Mott, NJ AMCA meet when Frank cruised past him on his Reading Standard. Frank was one of an elite group who rode their antique motorcycles to the top of Mount Washington during the Yankee Chapter's White Mountain National Road Run in 1986.

Frank was a major asset to the AMCA; a decent, honest person who appreciated motorcycles as an economical form of transportation. It is with sadness that we mark his passing.



A group of motorcyclists fill up their tanks with SOCONY Motor Gasoline.

Landry Photo Collection



Landry Photo Collection

This photograph is believed to have been taken at the Paragon Amusement Park in Nantasket Beach, MA. around 1933.

FRIEND OR FOE?

THAT MYSTERIOUS VOLTAGE REGULATOR

By Sir Clippe, M.E.

IF WE CAN believe riders' comments, and we are very respectful of them, the voltage regulators used on motorcycles cannot be classified as one of the "sweet mysteries of life." Riders too frequently find the instrument a prime source of exasperation and sometimes discouraging expense. Just what gives with this little crow's nest of coils, points and resistances?

In the past months, the writer has made a quite exhaustive shop survey on regulator problems with results that I believe you will find interesting. This research has revealed that regulator failures stem, in greater part, from the destructive forces of resonance vibration from the motorcycle engine. Secondly—from rider tampering. Thirdly—and low on the list, from manufacturing defects.

At long last, some motorcycle manufacturers have done something about properly insulating the regulator from resonance vibration. This has been done by departing from the early, rigid or semi-rigid mounting of the unit to the motorcycle frame. The writer thinks the best solution to this problem has been reached in the roadster models of AMC (A.J.S. and Matchless). They have avoided all mechanical attachment of the regulator, simply nestling it in a pocket of thick sponge rubber lining a separate compartment in the tool box. Mechanics consulted report an amazing, and certainly pleasing elimination of most regulator troubles on these models.

Needless to say, this in turn has eliminated much rider tampering as they have little inclination to mess with the blooming device as long as it functions properly. Right?

An attempt to discourage rider tampering has been made by the regulator manufacturer who now has eliminated

the detachable cover. As one wag put it, the instrument is now sealed against dust, water and motorcycle riders. What a bunch of dreamers. Crimping down a cover to keep a curious and determined rider from gaining access to the innards won't work; he will use dynamite if necessary.

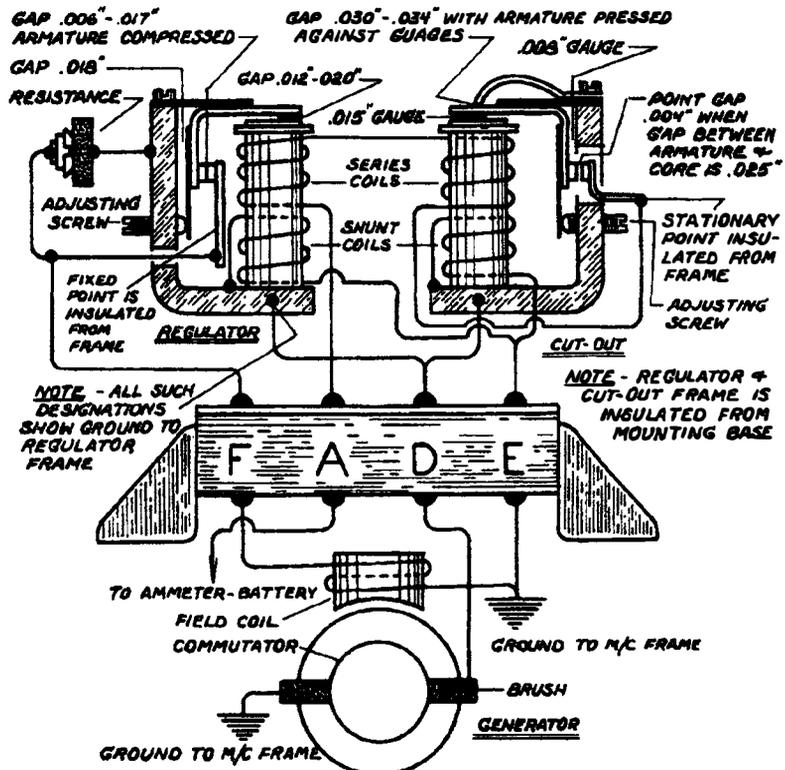
This being so, this article will do the next best thing, and provide the amateur and professional mechanic with

necessary information in hopes of encouraging the proper care with necessary adjustment of the instrument. If the rider still makes a mess of it, he will find that his spares depot will be delighted to sell him a new regulator. So let's get with it.

Well—if you are a student of electrics or in an electrical craft, a study of the Schematic Sketch of the Lucas regulator that accompanies this article will be quite self-explanatory. Briefly, the instrument is comprised of two intercoupled units, i.e. First—A "cut-out" or magnetic switch that functions to disconnect the battery from the dynamo circuit when the charging rate drops below the voltage of the battery. Without such a device, when you parked the motorcycle the current would flow back to the dynamo and the battery would be quickly discharged. Second—Another magnetic switch is wired in circuit with the dynamo field coil. When the charging rate exceeds a predetermined level, magnetic pull separates the points in this switch and the current then flows in reduced measure by way of a resistance to the dynamo field coil. The corresponding reduction of the magnetic field in the dynamo immediately reduces the out-put. In turn the regulator field coil demagnetizes and the switch points again close restoring full flow to the dynamo field coil and the charging rate again steps up.

These recurring cycles of operation are extremely rapid and the action becomes one of vibration much too fast for the eye to observe.

Less easy to understand is the influence of battery resistance to this action. With a discharged battery, re-



sistance is low and the switch points remain closed for a longer period of a cycle and the charging rate is high. As the battery accepts the charge the resistance goes up and the switch points remain open for a longer period of each cycle and charging rate is low.

There are other limiting factors built into the regulator unit, including compensation for temperature. Inasmuch as these factors are fixed in the design and are non-adjustable we can ignore them. Really, it is a beastly clever device and with proper care will do a splendid job for you. Lets look into that proper care.

Preventative Maintenance

One frequent cause of regulator trouble is faulty wiring or connections. On the base of the regulator you will find above the connecting terminals the letters F-A-D-E or on the later instruments F-A-E-D. On the dynamo you will find the letters F-D above the connecting terminals. In wiring connect the "F" terminal on the regulator to the "F" terminal on the dynamo. Connect the "D" terminal on the regulator to the "D" terminal on the dynamo. Now really, that seems so simple that we shouldn't have to mention it, doesn't it? Well, you would be surprised to observe just how often riders inadvertently cross those wires with serious damage to both dynamo and regulator. The manufacturer has for some time now keyed the mounting plate for the dynamo terminals so the wires must go into the proper sockets. It has been a great help, too, but still doesn't prevent riders from pulling the wires from the mount plate and reversing them on re-assembly.

The "A" terminal on the regulator goes to one side of the ammeter and hence from the other ammeter post back to the battery. It is quite a circuitous routing and often times due to a loose connection, faulty ammeter, or a grounded wire, the charging current doesn't find its way back to the battery.

The "E" terminal on the regulator goes to a ground on the frame.

It is imperative that all these connections be firm and clean. The bared end of the connecting wires should be bent back along side the terminal sleeves and the connecting sockets in which the wires and sleeves are inserted must be clean. These sockets may be readily cleaned by rolling up a small cylinder from emery cloth and rotating it with your fingers in the sockets. Watch that ground connection too; if it attaches to an enameled surface, clean the paint away to bright metal.

When renewing wires in the regulator-generator-battery circuits use sufficiently heavy wire, 14 gauge being excellent. Where wires are joined or wire tips installed, other than the terminal sleeves, either solder the connections or use modern crimped fittings installed with the proper crimping tools. Wire connections made by merely twisting together wires is murderous.

Now if you watch the matters above outlined, you will have already eliminated a goodly share of your regulator troubles.

Another prime source of trouble is the almost universal tendency of riders with magneto ignition motorcycles to continue to run with faulty batteries. If riders had to depend on the battery for ignition reliability, they would be more prompt to replace it when faulty. In this regard please remember, your regulator and generator are willing servants, in fact their doggedness in fighting a nonreceptive battery will result in their early demise. Be merciful and replace a faulty battery promptly. It is so much less costly in the long run.

Finally, watch the regulator mounting. Take care that the regulator isn't dangling and vibrating against the frame or battery carrier or being banged by the seat. If your ingenuity shows you a way to relocate the regulator in a manner similar to that employed on the late A.J.S.-Matchless motorcycles, it is well worth the effort.

Professional Servicing

This section is intended for the experienced mechanic working with proper equipment. As before stated, home mechanics proceed at your own risk. You will find the accompanying Schematic Diagram of the Lucas MCR2 regulator quite self explanatory and should be of considerable help in making adjustments and trouble shooting. While the later model Lucas regulator has structural variations, the settings are similar.

As a skilled mechanic, the proceeding rider preventative maintenance instructions are of no less importance to you and it is well to make the checks outlined before going to work on the regulator.

The Lucas regulator is checked on open circuit and this requires disconnecting the "A" lead at the battery. Now attach a good shop type voltmeter between the disconnected end of this wire and a suitable ground on the motorcycle. Running the engine at moderate speed the voltage readings should fall within the following ranges.

Cut-out—

Cut-in voltage 6.3 to 6.7 V

Drop-off voltage 4.5 to 5.0 V

Regulator—

Setting at 86° F 7.7 to 8.15 V

Setting at 50° F 7.8 to 8.2 V

If readings do not fall within the above ranges, then maladjustment or electrical faults are indicated. Before attempting any adjustments by means of the armature tension adjusting screws, make certain that the regulator and cut-out points are clean. Use a thin, smooth cut point file for this purpose. In dressing the regulator points it is advisable to remove one mounting screw on the fixed point, then by loosening the other screw the point can be swung away from frame for filing.

After dressing the points check all air and point gaps as shown in the ac-

companying sketch. Now resume checks with the voltmeter. Turning in the adjusting screw on the cut-out increases cut-in voltage. Turning in the adjusting screw on the regulator increases charging voltage.

If you find it impossible to correctly set and stabilize the regulator action this indicates a faulty wiring connection. Grasp the magnet windings firmly between the first two fingers and work and twist them about, using care not to contact either the points or armatures. If this causes the charging rate to fluctuate or cut-out points to open and close, then examine all exposed wires for a loose connection. If all exposed connections are found good and intact, then you no doubt have an internal break in the shunt coil wirings and in most instances this means that the instrument must be discarded.

If the regulator and cut-out adjust up correctly but an ammeter inserted between the battery ground post and the end of the disconnected ground wire shows no charge, then clean battery connections and battery ground connection and retest. If proper charge is still not forthcoming, try another battery. If charging rate now checks out the battery is faulty and must be replaced.

Well—we should have everything under control now, electrics and tempers, so until I might again be of help,
Cheerio.



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Editor's Note: Jim Darby has asked me to extend an offer of free admission and free vending to all A.M.C.A. members at his swap meet. To take advantage of this offer, just present your A.M.C.A. membership card to the workers at the gate

The Wheels Through Time Heritage Challenge
In Support of American Dirt Track Racing

June 5-13, 1997

A tribute to the roots of American Motorcycle Racing and the pioneers of the sport. The Heritage Challenge retraces Alan Bedell's legendary 1917 record breaking transcontinental run, from Los Angeles to New York. *With your help, the Heritage Challenge will create new legends in the sport of motorcycling.*

The Wheels Through Time's Heritage Challenge is a fundraiser dedicated to assisting dirt track racers in their efforts. Although the Heritage Challenge is not affiliated with the AMA, the beneficiaries of this fundraising effort will be the competitors at Grand National events. Following June 13, the money will be going right back out in the form of checks, presented as a contingency prize to support individual racers, at Grand National events. Please take this opportunity to help build the future of this sport by pledging your support.

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- 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)

Reproduction parts can be made to order if sample of desired part is provided.

"You want it, we'll make it"

Empire Chapter Dutchess County Fairgrounds Meet

FREE VENDING
AMC members with a valid card bring your antique motorcycles and parts to sell to members.



ADDED ATTRACTION
Olde Rhinebeck Aerodrome is only 3 miles away.
WWI Airplanes!

May 17-18, 1997

This meet is combined with the Century Museum Village and Collectors Association Machinery Show with displays of great farm and equipment machines & tractors. Small amounts of antique motorcycles and parts are welcome at NO CHARGE when the owner exhibits an antique motorcycle. Participants are encouraged to bring Flea Market items, since we now have unlimited space.

For more information regarding this meet write or call :

Kenneth C. Krauer
R1 - Box 611, Clinton Hollow Road
Salt Point, New York 12678
Phone (914) 266-3363 (after 5:00 P.M.)

Area Motels

Economy Super 8
(914) 229-0088

Dutch Patron
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MOTORCYCLE SWAP MEET

AT THE BROOKLYN FAIRGROUNDS
BROOKLYN, CT

APRIL 20, 1997

7:00am to 4:00pm

FEATURING
ANTIQUe MOTORCYCLE & CUSTOM BIKE SHOW
ACCESSORIES-NEW & USED PARTS-JEWELRY

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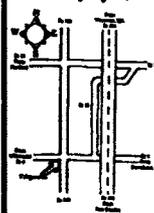


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CYCLE SUPPLY

VENDOR INFO
(860)974-3444
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DIR: 11 MILES EAST OF
BACHDOR ON RTE 6

VENDOR SPACE
\$30.00
HUGE
INDOOR
VENDING

UPCOMING MEET OCT. 26, 1997

PLEASE NO GLASS CONTAINERS

\$5.00 GENERAL ADMISSION

20th Annual



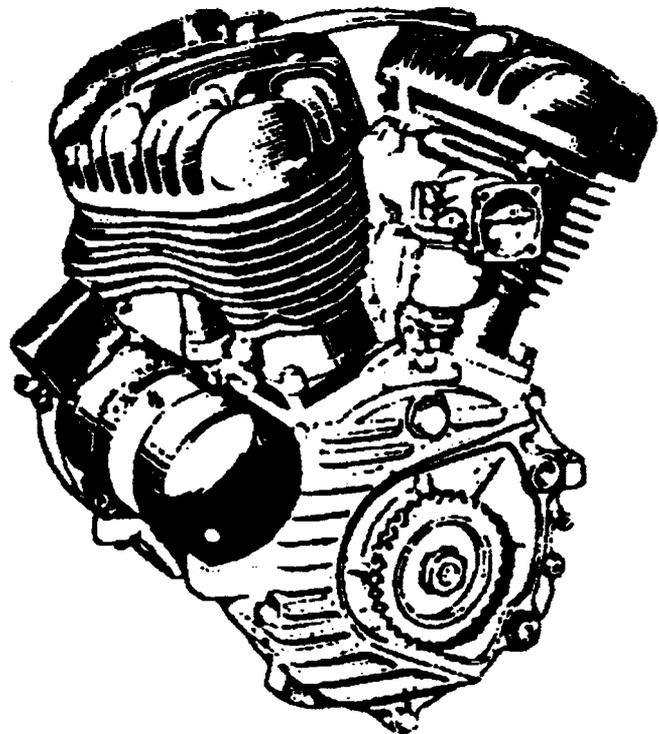
Pre-1916 Motorcycle Tour May 15, 16, 17, 1997

Haul out those good old irons for another great ride up in the Jackson foothills. Enjoy the view from the many exciting back roads and the good hospitality of the little town of Sutter Creek. We will be headquartering there at Aparicio's Sutter Creek Hotel.

Remember, the spring and fall California and Nevada pre-1916 motorcycle rides are the largest pre-1916 events in the U.S.A. NO later model bikes.

For further information contact:

Jerry Cordy, 3610 Naify Street
Sacramento, CA 95821 (916) 967-8816



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: 1938 HD U 74 flathead engine, 1948 HD 80 flathead engine, 1950-1952 FL panhead engines, 1969-1972 shovelhead engines, 1996 EVO engine. Prices start at \$2,500. Also 4 speed transmissions, stock 45-74 springers, vintage fatbobs, 1958 pan swingarm frame, fat boy wheels and much more. Parts bought, sold & traded. Bruce Blanchone (860) 349-3285

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

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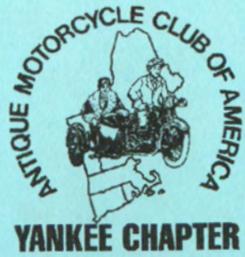
FOR SALE: East German MZ, N.O.S. parts for 150cc-250cc and ISDT, including fenders, seats, mufflers, gas tanks, factory tools, manuals, road tests, much more. For big list, send 2 stamp S.A.S.E. and \$1.00 cash, refundable with order. Call (914) 266-3363, 8 AM-10 PM E.S.T., 7 days. Used Aermacchi sprint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

FOR SALE: 1947 Chief left side motor case, 1941 Chief motor cases, 1932 Chief motor cases and cam cover, 1928 Chief motor cases, cam cover, inner and outer primary cover, flywheel and rod assembly, 1920-21 Scout trans case and shifter tower, 1920-21 Scout trans case with gears and tower, 1920-21 Scout 37" left side motor case, 74" Chief heads, 80" Chief heads, 1930 V model motor cases, cam cover and oil pump, 1913-14 Reading Standard motor cases, Johns-Manville speedo, 1940 Sport Scout motor cases, cam cover and flywheel assembly, Sport Scout trans case. Rene Brock, (860) 675-4647

WANTED: 1953 Indian Chief with five digit matching numbers. New York state MC plates, any year, for collection only. Any year NYS MC plate #9933. Any information or pictures of NYC police MC 1946-1953. Fire extinguisher bracket. Jack Weber (516) 623-0883



WANTED: PHOTOGRAPHER. The Yankee Chapter has an opening on the editorial staff for a person willing to document Chapter events with photographs. Experience not necessary. Willingness to carry a camera around at meets and capture the sights essential. Please contact the editor if you fulfill these requirements.



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