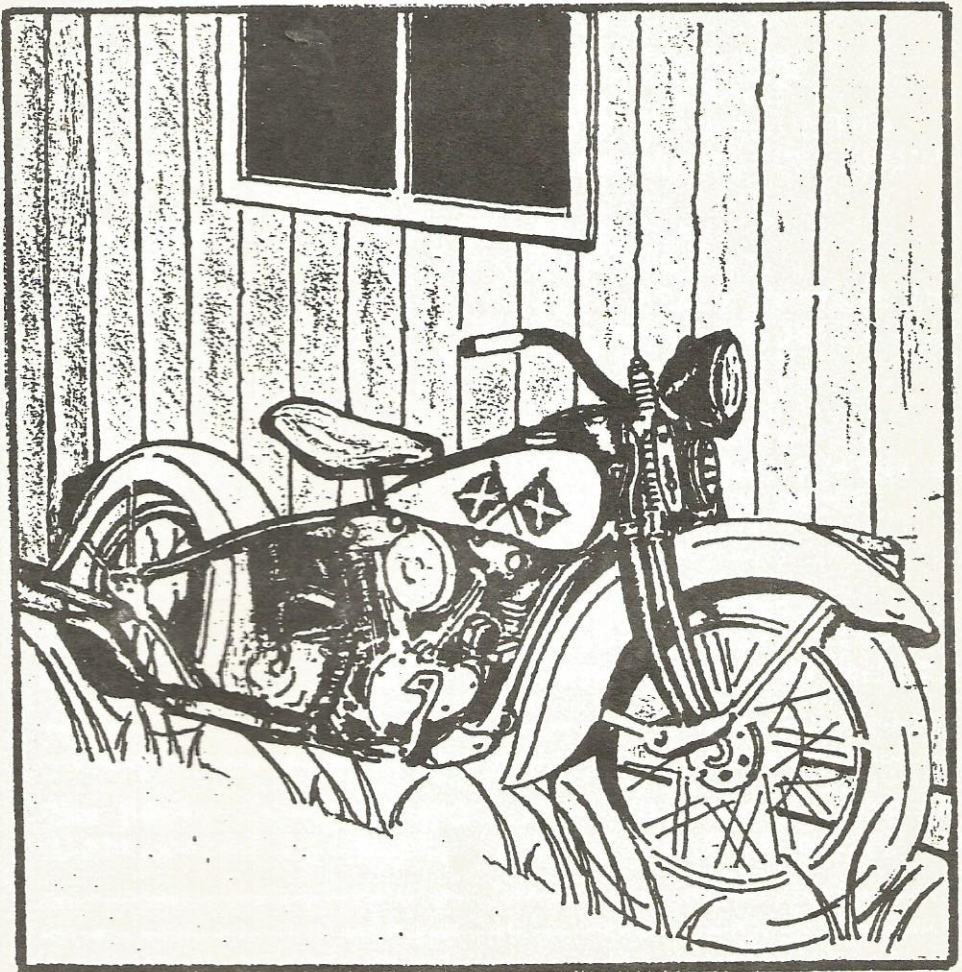


*Summer '95*

# THE RUSTY REBEL



A PUBLICATION OF THE CONFEDERATE CHAPTER OF  
THE ANTIQUE MOTORCYCLE CLUB OF AMERICA

# Rusty Rebel

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Rusty Rebel Newsletter

SUMMER 1995

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The Rusty Rebel is published quarterly, and is distributed to chapter members and selected others.

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P. O. Box 41844  
Memphis, Tn 38104

## **THE EDITOR'S GRAPEVINE-**

Since the Spring issue of the Rusty Rebel, many events have kept members of the Confederate Chapter busy.

Our club was well represented at the Blue Ridge Roadrun in June. Attending from our club were Calvin & Mary Beth Burnett, Peter & Dossie Heintz, Fleming & Mary Horne, Jerry & Charlotte Powell, John & Kaye Ragan and Billy and I. The roadrun was lots of fun and the scenery of the Blue Ridge was spectacular. Our hats are off to you Blue Ridge Chapter -- the run was well planned and we enjoyed our ride. We didn't have to worry about what to wear each day, we just layered on EVERYTHING THAT WE PACKED and hoped to stay warm at the higher elevations.

Many of our members also attended the Wasseon Meet. From what I hear, Calvin, Fleming, Clark, Ron, Lew, and Peter all managed to make the trek up. I understand that Clark returned with a new purchase but I'm not sure if anyone else found any goodies.

Bobby and Lee attended a Military Show in Arlington, Texas. Unlike the outside meet at Wasseon with 100 degree weather, their event was inside an air conditioned building.

Billy and I also became grandparents. Our son and daughter-in-law, Brad and Adelia, had an eight pound nine ounce boy, Harris Tidwell, on July 24th. I'm wondering how old he has to be to use the water skis that I've bought him and if I'm going to be too old to teach him. Billy is wondering how long it'll be before he can ride in the sidecar.

Mr. Jack Stout of the Memphis Literacy Council spoke to our Chapter at the last meet. He wants the club to participate in the "Read Ride '95" on September 24th with proceeds from the ride helping support the literacy council. They are hoping around 400

bikes will participate in the ride and would like for as many antiques as possible to be in the bike show. I hope our members will attend and use this ride to promote our club locally and to support a worthy cause.

We are all looking forward to cooler weather and some local events this fall. If you hear of any happenings, please let us know.

That's all the news for this time. Let me know if you have any good articles or any advertisement for us to include in the newsletter.

Granny *Jennie Tidwell*



# RESTORATION OF A

## 1911 HARLEY DAVIDSON

When Jerry Bumpus at Memphis Harley-Davidson told me they might have an opportunity to purchase an early H-D (supposedly a 1909), I was quite excited. There were no really early H-D's in our area. I offered my help in researching the serial numbers and the bike's originality when they acquired it. When the bike finally made it's way to Memphis (Feb '93) it was quite a site. The '09 actually turned out to be a 1911.

In spite of the disastrous condition of the bike my fascination and enthusiasm for the project overruled my common sense. I agreed to tackle the restoration project. After spending a year and a half with this bike I am convinced that the last person that rode this bike probably died on it. There is no way to bend a bike so badly in so many different places without suffering severe bodily damage.

Close examination of the project revealed that while the bike was fairly complete, a lot of the parts would barely make good patterns. What was usable (only because it was irreplaceable) would require hundreds of hours of straightening, welding, machining, etc.

Why is it that your first desire on a project like this is to totally disassemble the motorcycle? Thank goodness a little common sense came into play and I didn't do that. In fact for the first three months I hardly touched the bike. I studied, read and ask thousands of questions of anyone I could find that was knowledgeable on the subject. I owe a great deal of gratitude to Bruce Lindsay for allowing me access to his archives and his knowledge base. Without his guidance, the project would have been in jeopardy at a very early stage.

When work finally began it was very frustrating. The front forks were a disaster. After many hours (150 - 200?) they finally began to look like forks again. Then there was the bent frame, the butchered front fender, the rusted out gas tanks, the hacked up cylinder, the bent pedal cranks, the broken engine cases, the bottomless tool box, the handlebars from hell, and on, and on, and on. (This could easily turn into a book and not an article).

But one part at a time, one nut and bolt at a time, the project finally began to take shape. That final mockup is a very gratifying experience. Then the real trauma starts. You take a group of irreplaceable part which you have hundreds of hour invested in (and a lot of Bumpus' \$'s) and hand them over to the platers and painters and wonder if you will ever see them again.

Well obviously I did finally get them back. Unwrapping the nickel plating was just like Christmas (maybe better ... I wanted all of this stuff). It was so much fun my five year old, Elizabeth, had to help. It looked like Tiffany's Jewelry Store when we finished. The TLC by the plater sure made my work look nice.

The paint job was one of the most difficult research areas. After much trauma, the shade of gray was selected, the striping details documented and decals procured. Many thanks go to Brian King for his flawless paint work and attention to detail. He may be slow but it was worth the wait.

The final assembly ... what can I say? To see a year and a half of tedious work finally come together was a real experience. My thanks to all who helped.

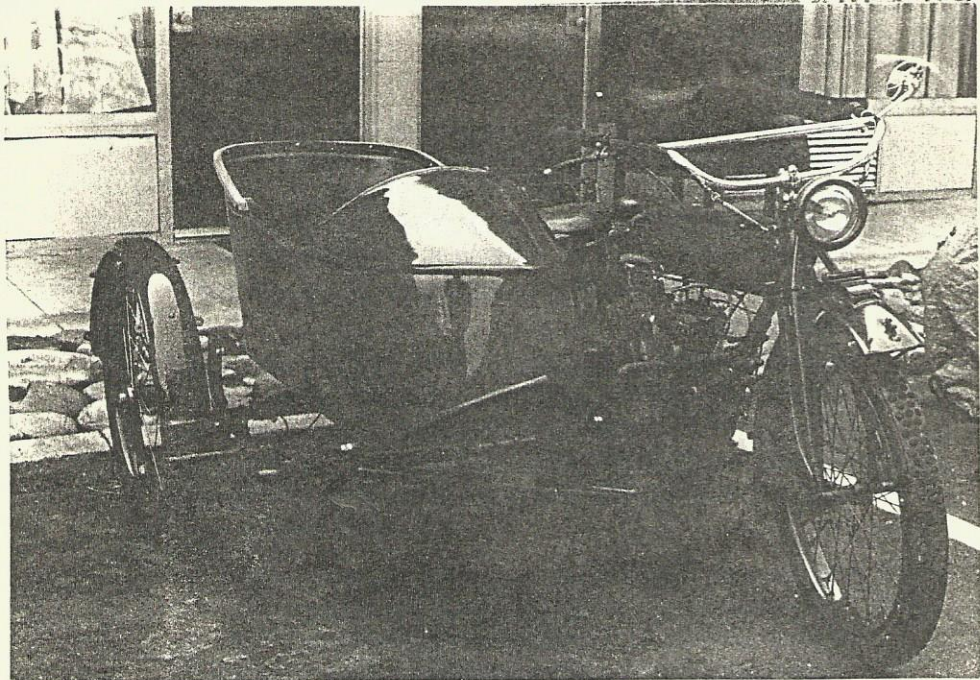
Presenting the '11 to the Harley-Davidson shop was great. Jerry Bumpus looked like a 5 year old at Christmas. He still struts around like a new Papa.

Oh well ... on the next project. Let's see, there's the '13 H-D, the '05 Indian, the '07 F-N, Clark's '38 4-Cyl. motor, Fleming's 4-Cyl, etc, etc, etc. If all goes well I should have them knocked out by Christmas (2010 that is!)

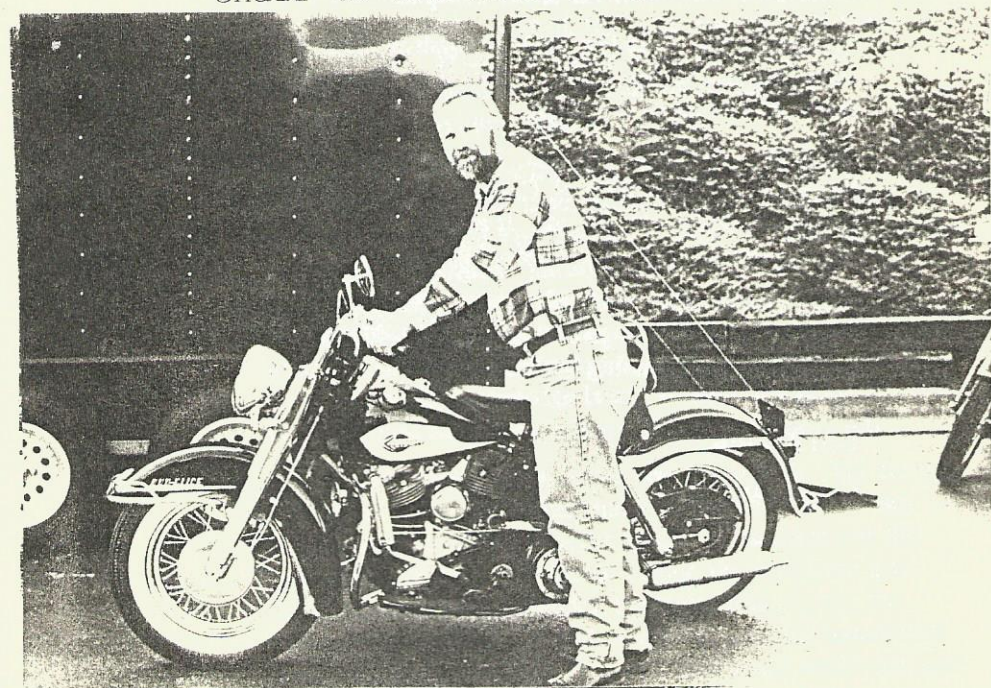
Many thanks again to all who helped. Especially Bruce Lindsay, Michael Lange and Brian King. No one ever tackles a project this big by themselves.

Best Regards,

Calvin Burnett



Stu and Marsha Adams of Colorado brought their 1916 Indian with chair to the Blue Ridge Run.



John "One Kick" Ragan with his 1959 Harley.

Memphis Motorcycle Club monthly  
report from the August, 1944 issue  
of The Enthusiast.

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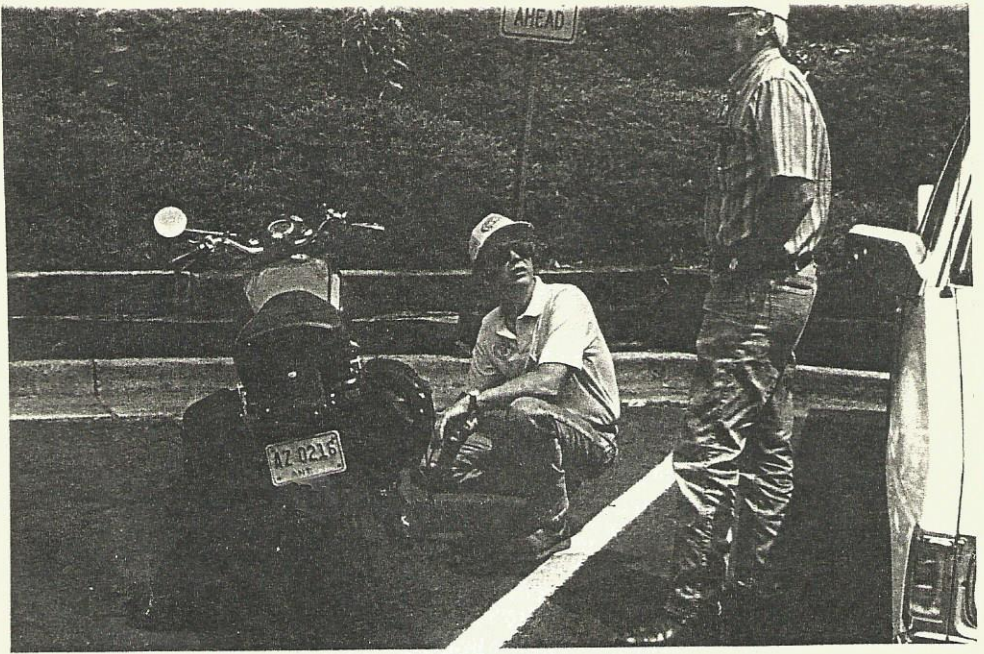
MEMPHIS MCY. CLUB, Memphis, Tenn.—

Hi, all you boys and girls in the service, and you civilian ENTHUSIAST readers, here's more news from Memphis, Tennessee. We have been having quite a bit of activity lately, namely a scavenger hunt with Tommy Foster and John Jennings first; a Quiz Run with Leroy Trusty the winner. We had an all day picnic at the club grounds July 4, with 67 riders attending. Following the picnic we had a field meet with Leonard Pate taking first honors. We had a visit from Freddie Brawner a member now in the Army Air Corps, and R. C. Catledge a member of the old Mid-South Club who was missing in action in Italy for over nine months. He received the Purple Heart and numerous other medals for bravery. Dub Street leaves for the Army July 19. Melvin Stahl and James Clark have already been accepted for the service. Applications have been accepted for membership as follows: Sgt. Melvin Mann, Hooker Hood, Ed Fergurson, Bob Willett, Harry Mitchell, Jack Porter and Chuck Walter. That's all for now, except let's hear from you boys from Memphis in the service.

Joe Eitzberger,  
1331 Poplar Ave.

\* \* \*





Billy Tidwell and Calvin Burnett  
discussing the day's ride.

THE CONFEDERATE CHAPTER AMCA MEETS AT --

ZINNIE'S EAST RESTAURANT  
1718 MADISON AVENUE  
MEMPHIS, TN

7:30 P.M.  
2ND THURSDAY OF EACH MONTH