

# Wauseon, Ohio National Swap Meet 2008

By Tina Elliott

With the outrageous fuel prices, I debated getting the motor home out for the swap meet, however, Ron never blinked an eye. He absolutely loves that meet. I enjoy it too. Ron and I arrived around 1:00 Thursday afternoon and drove right in. No waiting in line till 5:00 pm. Attendance was down some, but not as much as I anticipated. Matt and his dad, Gary Morgan showed up. (Gary's home got 8 feet of water in it this past June in Winfield, MO.) Patrick Gentner had his booth set up and Jamie and Mac Payne also drove up.

Below is Mac Payne on his Home Built Inline Four motorcycle. He and his son Jamie did a fine job! Here are the specs: 2003 Indian Chief fenders \* 2003 Indian Scout front forks \* 2003 Indian headlight, turn signals and brake light \* 1995 80 cu in industrial engine \* 1975 Moto Guzzi clutch, flywheel, starter and 5 speed transmission \* 1977 Goldwing shaft drive and radiator \* 1965 Harley gas tank—stretched for gauges and dash and speedo \* 16" Harley rim laced to Honda rear hub \* Frame—Harley, Triumph, Moto Guzzi, Honda Goldwing \* 10 fuse haywire automobile wiring harness \* Home made aluminum finned valve cover \* After market Harley brake and shift controls \* Harley CV carbonator Intake and exhaust stainless steel tubing —homemade \* Homemade seat \* John Deere gator alternator and JD lawn mower battery Oil pan site glass—GE locomotive Three years to build. Mac Payne Hernando, MS



## WHATEVER HAPPENED TO... **INDIAN MOTORCYCLES?**

Hasn't this brand suffered enough?

WORDS: Aaron Frank PHOTO: Indian



**I**n 1914, Indian Motorcycles held every speed record imaginable and employed 3000 workers at its 1 million square-foot "Wigwam" factory in Springfield, Massachusetts. Iconic Chiefs and Scouts poured off the assembly lines until '53, when post-war struggles forced the company out of business.

It's been downhill ever since. The '50s and '60s saw the British Blockhouse Corporation and American publishing impresario Floyd Clymer use the Indian brand to sell rebadged Royal Enfields; Italian Italjet mini-bikes were sold as Indians in the early '70s; and things really bottomed out later that decade when the name was whored out to move Taiwanese mopeds and go-karts.

The '90s seemingly brought another Indian

revival each year. Some were pure goldbrickings (anyone still owed money by Philip Zhang or Waune Baughman?), while others—like the innovative Eller Indians designed by James Parker, engineered by Rousch Racing and financed by the real Indians of the Cow Creek Umpqua tribe—were more compelling.

Unfortunately, in '98 the Eller crew lost a courtroom battle for trademark rights to a consortium of California chopper builders and Canadian T-shirt makers who went on to build what could charitably be described as Harley clones wearing Indian fenders. This group went bust in '03. Would the Indian name finally rest in peace?

Not a chance. At the recent Legend of the Motorcycle Concours, we got news of yet another Indian revival. We were optimistic: Stellican Limited, the London-based private equity firm that recently resurrected Chris-Craft boats, is the latest player. And word is some key engineering staff has been lured

from Harley to Indian's newest Wigwam in Kings Mountain, North Carolina, by 50 percent pay increases. But one look at its 2008 Chief prototype made us gag: a limited-edition "Champercycle," created in partnership with Moet & Chandon, replete with onboard champagne cooler and "Be Fabulous" motto on the exhaust.

Anyone else need a drink?

A letter to the Editor from the Commercial Appeal.

## When plain ‘American’ isn’t enough

Growing up immediately after World War II, I remember what it was to be an American, not a fill-in-the-blank-American. We were all proud of being part of the nation that had just spent so dearly in lives and treasure to save the world from a new dark age.

As time passed, the hyphenated Americans began to come forward. Most didn't want to take anything away from anyone, but they wanted to be different from the plain old Americans. Some of the hyphenates felt entitled to have cultural festivals, history months, exclusive networks, beauty pageants, the right to display flags, sing sounds and have parades, all without harassment for other hyphenates or plain Americans.

The longer this went on the better it sounded to me. I wanted a hyphen. After considering European-American, I rejected it. No good pan-European songs out there. Angelo-American tempted me, but I hate English food and movies. It came to me there was something close to my heart—well watered with valor, honor and sacrifice—and something that adds to my apperception of being an American, I realized I am a Confederate-American.

I want to hear “Dixie” sung on the Confederate-American Network. I want a Confederate History month. I want to venerate my ancestors without interference from anyone. I want to fly my Confederate flag, but always in a position secondary to the American flag. I am tired of my heritage being threatened by every kook and political hack that comes down the pike. If I have to hyphen-up to secure these things, I will do so.

James Davis  
Memphis

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Billy and Jeanie Tindwell in Eustis, FL And a neat motorcycle there also.

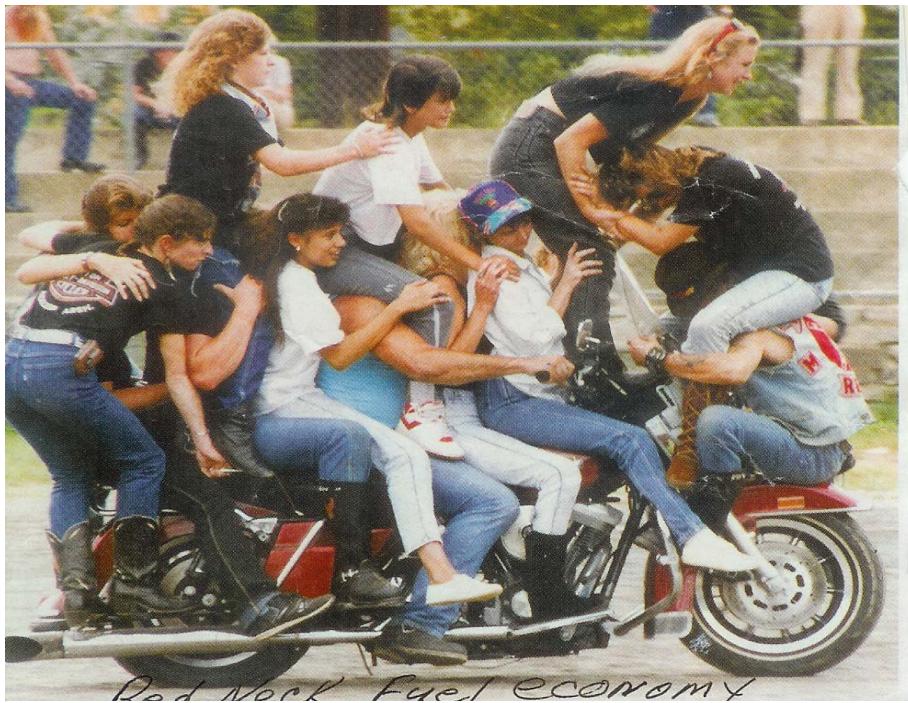


## A note from the Editor.

I know I have not been living up to my responsibility of getting out 4 newsletters out a year. Here it is the end of July—first of August and this is only #2 for the year. Well folks, life has been happening. I have been busy having fun. So... if anyone wants to take over the Rusty Rebel, I will not object.

One example of my having fun is, my sister Beth and I took a Scuba Dive vacation. Many of ya'll have met my sister in Davenport, IA. Ron had taken me diving 16 years ago to The Grand Cayman Islands and stayed at the Sunset House, so Beth and I stayed at the same place. We dove 15 dives. Our deepest were 103, 101 and 99 feet. Below: We were diving at Sting Ray City. That dive was only 15 feet. We had a FABULOUS time!!!!!!! We were already busy planning our next diving adventure before we left! That's me on the left.





By Doris Cagle

Once again the Confederate Chapter of the Antique Motorcycle Club of America had a very successful run and meeting. We met at Paul and Edna Kosma's home in Allen Subdivision in Horn Lake, MS on Sunday morning, May 17, 2008 at 11:00am.

John Whitsett helped make the run a go by making sure all the directions and distances were correct and placed on a plastic-covered card to carry with you on the run. John, David, Paul and Gilbert rode a last minute check on the road conditions and it was a good thing they did. The section of the planned run going to the Arkabutla Lake area was closed due to high water on the roads going into and around the lake, so they had to make changes to the route. Paul also did a last minute run early that morning and put orange direction arrows at every turn.

There was probably 10 to 12 bikes there, (I didn't count, I was running my mouth) and a lot of our female members who didn't ride. We (the females) also made things perk up by just being there.

While everything was getting organized, some of us took a tour of Edna's new Sun Room her son gave her for Christmas. What a wonderful son to have! There was Honey Suckle and Jasmine at the side of their sun room that was a perfect bird feeder and bird house holder. One or two of the neighbor's roosters walked by looking for Paul.

Their property has several fruit trees, and lots of grass to cut. What a wonderful place to live.

The ride soon got underway and all the bikes were so pretty going down the road. Gilbert and myself, Dossie, and Ashley rode the chase truck, which was Paul's. No problems, but we did follow a flat tire back at Jamie's house right down the road. I wave to Patrick, who lives there in one of Jamie's houses.

The food was catered and was smelling good when we returned from the ride. Soon it was ready to eat. There was a spread of catfish filets, chicken tenders, slaw, pickled green tomatoes, French fries, hush puppies, peach cobbler, and banana pudding. There was tea, and lemonade to drink. There was so much to eat and soooooo good!

The meeting started off with a presentation of the Life-Time Membership award to Peter Heintz. Then we had a long discussion about Barber changes. Soon we all helped clean up the area and left. Paul was tired from all the planning and work done to make such a wonderful day for all of us and I want to THANK him and hope he will plan another one soon. This chapter sure knows how to have fun.

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*Don't forget to ask for your AMCA Confederate Chapter discount!*

## **The Antique Motorcycle Club of America Gallery in the AACCA Museum at Hershey**

(Hershey, PA) 5/5/08. The Antique Motorcycle Club of America (AMCA) is pleased to announce its new partnership with the Antique Automobile Club of America (AACCA) Museum.

To celebrate this alliance, we are proud to reveal the sneak preview opening of

### **MOTORCYCLES 1884 – 1973**

starting on Sunday, June 8, 2008

The antique motorcycle exhibits will be located within the Antique Auto Museum at Hershey.

Initially 30- 40 rare motorcycles will be on exhibit. The majority of the bikes and artifacts will be displayed in the new AMCA Gallery. However, don't miss the chance to see period correct motorcycles intermingled with over 100 historic automobiles in the time line exhibit that spans eight decades.

#### **Other museum highlights include:**

- The largest collection of historic buses under one roof in the country
- Recreated turn of the century machine shop and 1940's gas station
- The Lakeland bus from the movie Forrest Gump
- 1950's Drive-In theater scene (new for 2008)
- Cars from the 1930's – 1950's used in the movie The Good Shepherd
- Changing special exhibits... for summer 2008 - The Rise and Fall of the Tail Fin in American Automotive Design
- Interactive photo area with cars you can sit in and motorcycles that you can pose on

Continued on next page

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The AACA Museum facility will be the new international headquarters for the AMCA and will also serve as an exciting location for special antique motorcycle events and social gatherings.

The Antique Motorcycle Club of America is actively seeking loaned or donated motorcycles for future exhibitions in the AMCA Gallery within the Antique Auto Museum at Hershey.

Please contact AMCA Acting Business Development Manager – Geoff Ringlé, email [geoffamca@aol.com](mailto:geoffamca@aol.com) or AMCA President – Rocky Halter, email [RHa4280280@aol.com](mailto:RHa4280280@aol.com)

## **FOR IMMEDIATE RELEASE**

**ANTIQUE AUTO MUSEUM  
 HERSHLEY, PA**

**EXHIBIT CONTACT:**

Geoff Ringlé

The Antique Motorcycle Club of America  
 Acting Business Development Manager  
 609-396-5744

[geoffamca@aol.com](mailto:geoffamca@aol.com)

**MEDIA CONTACT:**

Nancy Gates

Antique Auto Museum at Hershey  
 Director of Museum Operations  
 717 566-7100 ext.123

[ngates@aacamuseum.org](mailto:ngates@aacamuseum.org)

For information on joining the Antique Motorcycle Club of America please visit

[www.antiquemotorcycle.org](http://www.antiquemotorcycle.org) or call Marilyn Hostetler 952-472-2622.

The Antique Auto Museum at Hershey, a member of the Smithsonian Institute Affiliations

Continued on next page

Program, displays beautifully restored automobiles in unique scenes and settings. This Museum is one of the nation's newest and largest automotive museums. Visitors are transported through eight decades in time from New York to San Francisco, making each visit a visual adventure for all ages. Special exhibits and events change throughout the year giving return visitors something new. The Museum is located just off Route 39, one mile west of Hersheypark Drive in Hershey, Pennsylvania. Regular admission \$9, seniors age 61 and older \$8, juniors age 4-12 \$7, children age 3 and under are FREE. The Museum is open daily from 9:00 AM to 5:00 PM. For further information, please call 717-566-7100 or visit [www.aacamuseum.org](http://www.aacamuseum.org).

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I doubt this motorcycle will make it to the museum.



On July 8, 2000, a milestone was reached when Bob McClean officially opened the AMCA's R. B. McClean Gallery at the Motorcycle Hall of Fame Museum in Pickerington, Ohio. Bob donated his machines for display: 1911 Excelsior Single and 1922 Harley-Davidson Sport Model. Bob was a 10 year board of trustee member for the American Motorcycle Heritage Foundation in Pickerington, Ohio.

Bob McClean was approved for Honorary Membership in the Antique Motorcycle Club of America, Inc. on February 27, 2003.

In the spring of 1997, the Guggenheim Museum presented "The Art of the Motorcycle" exhibition which set attendance records in New York. This exhibition opened in Chicago November 7, 1998 through March 21, 1999 and later in Bilbao, Spain. Bob McClean donated his 1977 Harley-Davidson XLCR for the Guggenheim exhibition (in Chicago, Bilbao and Las Vegas).

Bob collected a wide range of antique motorcycles including 1930 Velocette racer, 1917 Triumph belt drive, 1930 Matchless Silver Hawk, 1919 Reading standard with side car, 1918 Harley-Davidson with side car, 1913 Indian, 1925 Excelsior Super X, 1913 Schickel and his favorite road run machine "Old Blue," a 1934 VLD Harley-Davidson.

Bob had a strong devotion toward antique motorcycles. He was a loyal enthusiast who enjoyed riding. He rode motorcycles at road runs in Europe, South Africa and nearly all of the earlier AMCA "D-J" runs. Bob McClean stressed the importance of involvement both in the sport and in the people who enjoy it so much. Bob McClean will be missed by many.

# **ROBERT B. McCLEAN**

## **BIOGRAPHY**

Robert B. McClean was born on March 17, 1923 in Wilton, Iowa and died on June 20, 2008. He was born in Grandma Barclay's house (thus his second name) and was one of 13 children. Bob enlisted in the U. S. Marine Corps at the age of 19 in World War II. He served in the 4th Division on Iwo Jima and Saipan. Bob was on Iwo Jima when the flag was raised and was a very proud marine. Bob married in 1945 and his wife died in 1995. Bob has three daughters and seven grandsons. Bob and Norma were married December 27, 1999.

The Antique Motorcycle Club of America, Inc. was founded in 1954 by a small group of enthusiastic antique motorcycle owners. Collecting and restoring vintage motorcycles was a favorite pastime for Bob. Bob's passion for two wheeled machines was fulfilled in the Antique Motorcycle Club of America. He joined the Chief Blackhawk Chapter, Davenport, Iowa, in 1970. His first board meeting was on July 11, 1976. Bob was elected treasurer on November 6, 1976; vice president on November 7, 1981 and president on November 5, 1983 through December 31, 2002. During his term as president, he assumed the duties of newsletter editor of the *The Antique Motorcycle* magazine in the summer of September 1986 through February 1990 until this position could be filled.

On September 1, 1990, Bob received the Antique Motorcycle Club of America National Recognition Award. This award recognizes an AMCA member who has greatly contributed to the organization over a ten year period. The plaque read "In recognition of his dedicated service and outstanding contributions while serving as National Treasurer, Vice President, Magazine Editor and President of the AMCA."

## **AMCA 2008 Schedule**

February 22-23  
Omaha Chapter  
Freemont, NE  
E-mail [rusty\\_carol@msn.com](mailto:rusty_carol@msn.com)

February 29—March 2  
Sunshine Chapter  
Eustis, FL  
E-mail [mamartin94@aol.com](mailto:mamartin94@aol.com)

March 6-8  
SoCal Chapter Road Run  
Borrego Springs, CA  
E-mail [tgraber@pacbell.net](mailto:tgraber@pacbell.net)

April 25-27  
Perkiomen Chapter  
Oley, PA  
E-mail [stangdj@airproducts.com](mailto:stangdj@airproducts.com)

June 8-11  
Hudson Valley Chapter Road Run  
Round Top, NY  
E-mail [doric@taconic.net](mailto:doric@taconic.net)

June 13-15  
Rhinebeck National  
Rhinebeck, NY  
E-mail [amcajudge@optonline.net](mailto:amcajudge@optonline.net)

June 13-14  
Viking Chapter  
St. Paul, MN  
E-mail [maildivco@earthlink.net](mailto:maildivco@earthlink.net)

June 15-18  
Rocky Mountain Road Run  
Angel Fire, NM  
E-mail [gknell@robinsonbrick.com](mailto:gknell@robinsonbrick.com)

June 20-21  
Fort Sutter Chapter  
Dixon, CA

July 5-6  
European Chapter  
Dinkelsbuhl, Germany  
E-mail [steve@vlheaven.com](mailto:steve@vlheaven.com)

July 18-20  
Wauseon National  
Wauseon, Oh  
E-mail [amc@comteck.com](mailto:amc@comteck.com)

August 28-31  
Chief Blackhawk Chapter  
Davenport, IA  
E-mail [Blackhawkday@al.com](mailto:Blackhawkday@al.com)

September 2-4  
Black Hills Road Run  
Hill City, SD  
E-mail [bbutcher@gwtc.net](mailto:bbutcher@gwtc.net)

September 8-10  
Evergreen Chapter Road Run  
Herald, CA  
E-mail [otoa@w-link.net](mailto:otoa@w-link.net)

October 3-4  
Chesapeake Chapter  
Jefferson, PA  
E-mail  
[scott.english@aec.appea.army.mil](mailto:scott.english@aec.appea.army.mil)

# We had a pretty good showing for lunch at Sidecar



Hello - Please accept this photo of my 1931 VC Harley Davidson 74ci Motorcycle. It is 77 years old. I rode it from Olive Branch, MS to Cordova, TN at 7:00 AM on Wednesday, July 16, 2008. Approximately 28 miles. I work for Roadshow BMW / MINI Dealership as the System Administrator. At lunch, several of our local chapter members met at the Side Car Cafe for lunch. We had 7 motorcycles and 10 members enjoy lunch on the patio. Hello - Please accept this photo of my 1931 VC Harley Davidson 74ci Motorcycle. It is 77 years old. I rode it from Olive Branch, MS to Cordova, TN at 7:00 AM on Wednesday, July 16, 2008. Approximately 28 miles. I work for Roadshow BMW / MINI Dealership as the System Administrator. At lunch, several of our local chapter members met at the Side Car Cafe for lunch. We had 7 motorcycles and 10 members enjoy lunch on the patio. David - VL



George A - Van  
Lin N - RoadKing  
Bob K - 1981 FLT  
Ed D - Harley 45

Bob Ward - Escort Bike  
George M & Wife - Truck  
Peter H - Truck  
Shack - Honda 750

Calvin rode to work, but couldn't join us for Lunch



Heading out for the Mystery Ride 2008

