The Confederate Chapter Newsletter



2011 - Spring Issue

A Publication of the Confederate Chapter of

The Antique Motorcycle Club of America

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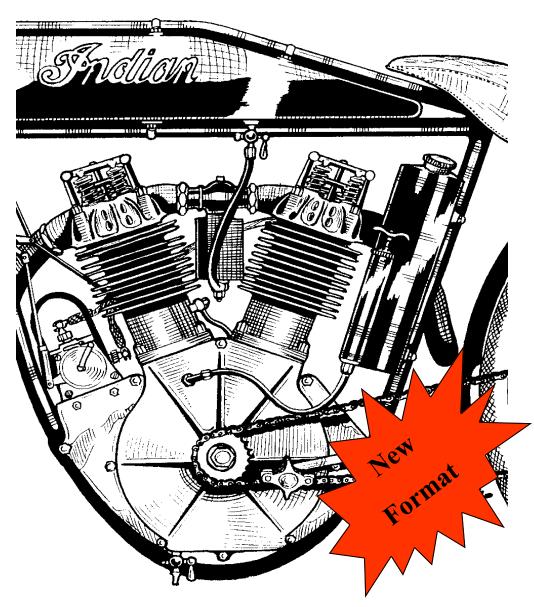
Farewell Bob Ward

Remembering Raymond Dhue

Members New Toys

Barber 2010

Next Survivor Series



Well here it is February 15, 2011, Where does the time go. It is with great sadness that we say good-bye to one of our own, again. Bob Ward was a great Friend and Brother and he passed away doing what he loved the most. We will all miss your friendly, helpful, loving personality. Till we meet again.

The BIG ride 2010, which was a history making event, was the Scooter Ride, spearheaded by none other than "Big Daddy" Ed Dacus. SO WE THOUGHT . What a great job and a GREAT ride. That was last April. But the REALLY BIG RIDE of 2010 was the November Scooter Ride. Thanks again to all the people involved and a special thanks to Jeffie Dacus Ed's Mother, Sherri Dacus, Les-



Colonel Bob

lie Dacus Ed's daughter-in-law. The Breakfast was OUT-OF-THIS-WORLD AGAIN. NOVEM-BER 13, 2010 turned out to be one of the coldest and rainiest days of the month. But the response was overwhelming. You may know 79 people attended the April event with 49 riders were rolling. The November event brought out 112 people and a total of 97 bikes, 50 of which braved the elements and actually rode the three stop shop tour laid out by Big Daddy and Shane Dorton. Some choose not to ride but followed in Trucks and Cars. Another great job and even though it was ugly for most of the day we had a fantastic time. Thank to Larry Nolan for his hospitality at the first stop, where we had popcorn and sodas. Then on to Tim Bumpus' home shop for a tour of an amazing private collection of cars and things. The final stop was at Ellendale Lodge were we enjoyed a catered lunch put on by the Colonel's brother-in-law who owns the lodge. We ate Fried Chicken, Pork Shoulder Bar-B-Q Cole slaw, Baked beans, Hot Dogs Chips and Cold Drinks. We all were hoping for HOT CHOCOLATE!!!!! The rain did stop, but the temp dropped and it got cold. BUT, A good time was had by all. Bob Ward told Mrs. Dacus, "I'm not riding, I just came for Breakfast, This is too good to pass up."

Barber was another big success and I would like to thank all of you who helped and participated, with you it don't get done. Great food again this year by Bill Fowler, Les Cooper, Dennis Daniel, George Anaston all those who helped on the Food Sales project Thank you. We were able to raise over \$900.00 from the sale of food this year which in the passed we had given away. The Bike Raffle was a bid success as we raised \$500.00 for the club with this new venture. The 1975 Honda 125 was won by our very own Brian Nance. All in all we have gotten our finances in much better shape and I am very happy about that.

Better weather is on the way, so let get busy with some ideas for riding. Anyone with any ideas for a ride get with me at the next meeting.

That's all I have for now.

Till next time, Ride safe



Letter from the Editor-David Lloyd



Hello Everyone - Am I still the current Newsletter Editor? - I had a dream one night, the President (Colonel Bob) became frustrated with my services and brought in a new Editorial Staff to replace me as Newsletter Editorial / Web Designer. I was very upset and pleaded with Bob to re-consider that decision. Colonel said his decision was final, the recession was coming to an end, there were several high caliber Members with deep pocket reserves and we could now afford a real team to supply the needs of the Confederate Chapter and their reading enjoyment. I woke up from that dream in a cold sweat and haven't been the same since!

Boy - Do we have some News to cover in this issue!

Some Sad and some encouraging.

I hope everyone enjoyed the last Newsletter in PDF format. I can honestly say I never heard one bad report from anyone concerning this change. Maybe, because if they never received a Newsletter, they didn't have anything to complain about.

2011 holds some Great promising events and Super Fun Surprises for the Confederate Chapter and its members. We are growing by leaps and bounds. Pam has updated our roster again and informed me there are now 128 members. She is currently snail-mailing us our entry Dues status and I encourage us to Get paid up for 2011. Many have not paid dues for this New Year. \$15 or even \$20 dollars is nothing when you consider what you receive for those fees. Newsletters, E-mail updates, and Barber Passes are just a few of the benefits for you dues. These fees keep the gears oiled and club running smooth.

As most of us are aware, we are an Antique Motorcycle Club. Anything Old Iron is IN! The old "Harley – Indian" days are over. So many of our club members, especially news ones have shared a common sentence with me. "This club is Awesome! It likes all Antique Motorcycles". It doesn't matter if it is a Norton, Suzuki, Sportster, Vespa or even a Pannonia. You like Antique, We like You. However, I have noticed a small pocket of folks within our group that seem to be forming

an "inside club" within the Confederate Chapter. These folks are silently calling themselves the **R.H.C.C.R.A.** = **REAL Hard Core Cushman Riders Association.** Their founder is sometimes being discriminating to fellow members who might not quite fit in. I ask us to remain tolerate and allow those who wish to ride within their pack the freedom to be included.

This Scooter thing is getting BIG! Everyone has some sort of Scooter and these new rides involving small motorcycles has become Huge. I am looking forward to getting a spring date on the calendar. The riding, the food and the visiting Shops is an ideal Mass of FUN. We are looking forward to a Great turnout again in 2011. Hope you enjoy reading this quarters Newsletter, and I again welcome any pictures, stories and information concerning our club and events. Ride safe and keep riding.

Lee Griffin has set up a Website that contains pictures and videos of some past events. His link is

www.leeagriffin.com/amcaconfederatechapter.html

We will add this link to our www.confederatechapter.com website.



Bonhams Auction Results - January 2011 – Vegas

Year	Motorcycle	Price
1901	Indian F Head 'Camel Back'	\$133,500
1911	Curtiss Marvell 500cc Single	\$52,650
1912	Indian V-Twin Board-Track Racer	\$70,200
1913	Excelsior Model 4C Autocycle	\$38,610
1913	Flying Merkel Model 70 Twin	\$117,000
1916	Excelsior "Big Valve X" Board-Tracker	\$117,000
1919	Sole example, GCS 750cc Twin	\$52,650
1921	New Imperial 250cc Racer	\$51,480
1923	Harley-Davidson JD Racer & Sidecar	\$21,060
1923	Harley-Davidson Model J	\$35,100
1924	Indian Scout V-Twin	\$19,305
1924	2-Cam, HD JDCA V-Twin Racer	\$36,270
1929	Henderson Streamline KJ	\$45,630
1929	Excelsior Super X with Sidecar	\$39,780
1929	Harley-Davidson Peashooter	\$125,800
1934	Ariel 600cc 4F/6 Square Four	\$45,000
1937	Velocette 347cc KSS	\$15,796
1939	Factory competition, BMW R51RS	\$130,200
1939	Vincent-HRD 500cc Meteor	\$46,800
1939	Indian 45ci Sport Scout	\$17,550
1948	Vincent-HRD 998cc Rapide Series B	\$42,120
1948	Vincent-HRD 998cc Rapide Series B	\$40,950
1949	Vincent-HRD 998cc Rapide Series B	\$42,120
1950	Cammy, Norton International	\$32,760
1952	Triumph 650cc Thunderbird	\$8,190
1952	Vincent 998cc Series C Rapide	\$99,450
1952	Vincent 998cc Black Shadow C	\$88,920
1952	Vincent Black Knight & Sidecar	\$30,420
1953	Condor A580-1 Military Bike	\$6,435
1956	Ariel 998cc Square Four MkII	\$7,956
1957	Parilla 175cc MSDS	\$15,795
1960	BSA A10 Spitfire Scrambler	\$12,285
1961	Triumph T120C Bonne Scrambler	\$21,060
1961	BSA 500cc DBD34 Gold Star	\$11,700
1961	Triumph 3TA "Bathtub	\$9,945
1963	BMW 594cc R60/2	\$17,550
1963	BSA 646cc Rocket Gold Star	\$32,760
1964	Velocette 499cc Venom	\$12,870
1966	Velocette 500cc Thruxton	\$20,475
1966	Moto Guzzi Stornello 125 Sport	\$4,680
1967	Triumph Bonneville	\$10,530
1968	Velocette 500cc Thruxton	\$29,250
1968	Cheney-Triumph 500cc ISDT	\$10,530
1970	Von Dutch pinstriped, Triumph T140	\$21,060
1970	BSA A65 ScramblerF	\$12,870
1972	Norton 750 Commando	\$3,978
1972	Triumph Tiger TR6	\$6,435
1974	Laverda 1000 3C	\$13,455
1974	Laverda 750 SF2	\$7,605
1975	Ducati 750SS	\$51,480
1975	Norton Commando Hi Rider	\$7,605
1983	Moto Guzzi 844cc Le Mans III	\$7,020
1985	Hildebrand & Wolfmüller	\$161,000
1988	One of 207, Ducati 851 Superbike	\$23,985
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If you are wondering about Antique Motorcycle values, or the economy, look at these results of the Jan 2011 Bonhams and Mid America Auctions in Las Vegas just past January. People are stating that these results will set the stage for values in 2011 and forward

Bonhams, the world's leading auctioneer of motor vehicles, is excited to announce that it will host a new motorcycle auction in Las Vegas, scheduled for the afternoon of January 6th at the Imperial Palace hotel and casino located on the world-famous "Strip."

Adding to their roster of successful fall and spring sales at the Petersen Auto Museum in Los Angeles and the Quail Lodge in Carmel, "a new motorcycle auction to meet demand is a welcomed addition to our company", says Mark Osborne, head of Bonhams' Motoring Department. "The requests to host such a sale – and do it specifically in Las Vegas – have been overwhelming and we are delighted for the interest and opportunity."

With consignments from significant private collections, Bonhams' January sale is expected to feature over 200 classic motorbikes from around the world.



Select sales from Bonhams Las Vegas Motorcycle Auction, held January 6, 2011. For additional details, see

http://www.bonhams.com/

Mid-America Auction Results Las Vegas

Year	Motorcycle	Price	1940	Indian Chief	\$37,000
1901	Thomas Single	\$75,000			
1904	Rochet Belt Drive Single	\$19,000	1941	Indian Sport Scout	\$25,000
1905	Indian Tri-Car	\$31,000	1942	Harley Davidson WLA Custom	\$11,000
1906	Thor	\$25,000	1942	Harley Davidson WLA Military	\$20,000
1910	Marsh Metz Belt Drive Single	\$28,000	1945	Harley Davidson U with Sidecar	\$24,500
1910	Wagner Belt Drive Single	\$41,000	Year	Motorcycle	Price
1911	Indian Belt Drive	\$37,850	1945	Harley Davidson WLD Speed Racer	\$6,500
1911	Indian 20th Century Runabout	\$18,000	1946	Harley Davidson WLD	\$11,500
1911	Excelsior Single Belt Drive	\$19,000	1947	Triumph Speed Twin	\$14,900
1911	Reading Standard	\$75,000	1947	Indian Chief	\$19,750
1911	Thor Single	\$24,000	1947	Velocette KSS	\$3,000
1911	Harley Davidson A	\$30,000	1947	Velocette KSS Mark III	\$11,000
1912	Pope H2 Single	\$17,500	1948	Sunbeam S7	\$9,500
1912	Flying Merkel Replica	\$45,000	1948	Harley Davidson WL	\$15,000
1912	Indian Single	\$15,500	1948	Harley Davidson WR	\$33,000
1913	Yale Twin	\$37,650	1948	Indian Chief	\$25,000
1913	Indian Single	\$17,750	1948	Indian Chief	\$24,500
1913	Indian Racer	\$63,000	1948	Indian Scout Big Base 648	\$30,000
1913	Excelsior Twin 7C	\$37,000	1948	Ariel Red Hunter	\$4,100
1913	Flying Merkel Board Track Racer	\$46,500	1948	Indian Chief	\$14,000
1913	Harley Davidson Twin	\$80,000	1948	Vincent Rapide	\$42,500
1913	Excelsior Twin	\$21,000	1949	Norton Manx	\$35,000
1914	Indian Board Track Replica	\$19,250	1949	Harley Davidson WR 750cc	\$15,500
1914	Indian Board Track Replica	\$18,500	1949	Velocette MAC	\$6,750
1914	Harley Davidson K with Box	\$39,000	1949	Harley Davidson FL	\$14,500
1915	Indian Twin Cannonball	\$20,000	1950	Vincent Black Shadow	\$85,000
1915		\$46,000	1950	Harley Davidson Hydra Glide	\$18,750
1915	Harley Davidson Twin Harley Davidson J Cannonball	\$49,000	1950	Vincent Series C Comet	\$26,000
			1950	Triumph Thunderbird 6T	\$11,500
1916	Harley Davidson Twin	\$20,000	1951	Triumph Tiger 100	\$11,500
1916	BSA Flat Tank Model K	\$15,500	1951	Zundapp KS 601 with Sidecar	\$15,500
1917 1919	Harley Davidson F	\$21,500	1951	Indian Chief	\$34,500
1919	Henderson Z	\$47,500	1951	Triumph Speed Twin 5T	\$8,250
1919	Cleveland	\$11,000	1951	Norton 500T	\$7,250
1919	Harley Davidson J	\$43,000 \$100,000	1951	Matchless G3LS	\$5,500
	Indian Daytona Big Valve Racer		1952	Triumph Thunderbird TR6	\$8,500
1920 1920	Triumph 500H Cleveland	\$12,250	1952	Triumph BDG 250H	\$5,500
1920	Harley Davidson Board Track Racer	\$13,500 \$17,500	1953	Vincent Red Rapide	\$66,000
	Harley Davidson JD	\$29,000	1953	Ariel Square Four	\$20,500
1923 1923	Harley Davidson Board Track Racer	\$45,000	1954	Harley Davidson Springer Servi-Car	\$13,750
			1954	Triumph Tiger T110	\$16,500
1923 1924	Douglas Twin Model EW BSA Flat Tank	\$13,250 \$9,000	1954	Triumph Tiger	\$8,000
1924	Harley Davidson JE	\$9,000	1954	BSA BB32 Gold Star Clubman	\$11,500
1924	Triumph Model W	\$9,000	1954	Mondial 125 Gran Prix SS Speziale	\$15,750
1925	Harley Davidson Single	\$9,000	1954	AJS 18CS	\$7,000
1920	Excelsior Racer		1954	Triumph Clubman T100 Racer	\$9,500
1927		\$15,750	1954	HD Anniversary Servi-Car	\$20,000
1927	Douglas Model EW AJS Model H4	\$13,500 \$12,000	1954	Norton ES2	\$6,100
1927	Harley Davidson JDH Twin Cam	\$56,000	1955	Harley Davidson KR	\$25,500
			1955	Triumph Trophy TR5	\$8,750
1929	Harley Davidson JD	\$19,000	1955	Ariel Square Four	\$19,500
1929	BSA Sloper Side Valve	\$9,000	1956	Triumph Blackbird 6T	\$12,500
1932	Harley Davidson VL	\$21,000	1956	BMW R69	\$13,500
1934	Harley Davidson CAC	\$165,000	1956	BMW R50	\$11,000
1934	Crocker Factory Speedway Racer	\$140,000	1956	Ferrari Sport Prototype	\$10,000
1935	Vincent Comet	\$34,000	1956	BMW R50	\$13,000
1936	BMW R5	\$25,500	1956	Indian Trailblazer	\$6,500
1936	AJS Model 2 V-Twin	\$19,500	1956	Triumph Trophy TR6/B Trophybird	\$12,500
1937	Norton International 30	\$19,000	1956	Triumph Thunderbird 6T	\$8,250
1938	BSA Empire Star	\$8,000	1957	Triumph Tiger T110	\$10,750
1938	Matchless Model X Twin	\$16,000	1957	BMW R50	\$11,000
1938	Brough Superior SS100	\$225,000	1957	Ariel Square Four Mk2	\$20,500
1939	Harley Davidson EL	\$37,500	1957	Triumph TR6B	\$20,000
1939	Triumph Tiger 100	\$34,000	1957	Norton Dominator 88	\$11,000
1939	Brough Superior SS100	\$240,000			÷11,000

1958	Triumph Tiger T110	\$10,250	1967	Triumph Bonneville T120	\$5,500
1958	Harley Davidson FL	\$16,500	1967	Royal Enfield Interceptor Mark 1A	\$6,500
1958	Harley Davidson XL	\$10,500	1968	Triumph Trophy TR6	\$8,500
1958	Ariel Square Four	\$25,500	1968	Husqvarna 250 Motocross	\$6,250
1958	Ariel HS MK3 Single	\$12,000	1968	Triumph Bonneville T120R	\$11,500
1958	Triumph Scrambler T110	\$6,750	1968	Ducati Scrambler 250 Motocross	\$5,750
1958	MV Agusta GS Works Prototype	\$18,500	1968	Indian Sam Pierce Super Scout	\$14,500
1958	Harley Davidson Panhead Chopper	\$9,400	1968	Triumph TR6R	\$11,000
1959	AJS 16M	\$4,000	1968	Montesa Cappra	\$6,000
1959	AJS CSR	\$3,900	1968	Norton P11	\$10,500
1959	BSA A10 Super Rocket	\$5,000	1968	BSA Shooting Star	\$2,050
1959	Triumph TR6	\$9,500	1968	Matchless G80CS	\$14,500
1959	BSA Super Rocket	\$13,000	1968	Triumph Bonneville T120R	\$11,500
1960	BSA DBD34 Gold Star	\$15,500	1968	BSA Spitfire	\$7,500
1960	Harley Davidson XLR Factory Racer	\$23,500	1968	BSA Thunderbolt	\$8,000
1960	BSA DBD34 Gold Star Clubman	\$27,000	1968	Harley Davidson XLCH	\$10,500
1960	Moto Parilla Sport Special	\$13,000	1969	Kawasaki F21M Greenstreak	\$7,500
1960	Norton ES2	\$5,000	1969	Norton Commando Fastback	\$5,700
1961	Harley Davidson KRTT	\$35,000	1969	BSA Thunderbolt	\$3,400
1961	Triumph Trophy TR6C	\$16,100	1969	Triumph T150 Romero Racer	\$17,500
1961	Harley Davidson Sprint Short Tracker	\$9,250	1969	Triumph Trident T150	\$8,000
1961	Norton Navigator Deluxe	\$6,250	1969	Triumph Bonneville T120R	\$10,500
1961	BSA Super Rocket	\$7,500	1969	Triumph Tiger TR6R	\$7,750
1961	Harley Davidson Panhead	\$15,500	1969	BSA Rocket 3	\$15,000
1962	BSA A10 Spitfire Scrambler	\$16,500	1970	Kawasaki G31-M Centurian	\$6,500
1962	Triumph Trophy TR6SS	\$10,400	1970	Triumph TR6R	\$5,800
1962	Norton 650SS Cafe Racer	\$14,750	1970	AJS Stormer	\$4,750
1962	Norton Racer	\$12,000	1970	Honda CT70	\$4,000
1963	Lambretta IT125	\$4,200	1970	Rickman Triumph Metisse TR6	\$15,000
1963	Triumph Thunderbird 6T	\$8,000	1970	BSA B44 441 Victor	\$2,200
1963	Triumph Trophy TR6SS	\$7,000	1970	BSA Firebird Scrambler	\$12,500
1963	Triumph Bonneville T120R	\$14,000	1970	BSA Victor Special	\$9,000
1963	Harley Davidson FLH	\$14,500	1970	Triumph Trophy 500 T100C	\$5,500
1963	Vespa GS160	\$6,700	1970	BSA A65 Lightning	\$14,000
1963	Honda Dream	\$3,800	1970	Rickman Micro Metisse	\$5,000
1963	Cushman Eagle	\$4,500	1971	Norton Commando	\$6,750
1964	Triumph Trophy TR6SS	\$7,000	1971	Munch 1200 TTS	\$55,000
1964	Velocette Vogue	\$7,250	1971	Triumph T120R Trackster	\$14,250
1964	Honda Dream	\$4,500	1971	Triumph Daytona T100R	\$4,000
1964	Triumph Bonneville T120	\$12,500	1971	Rickman Montesa	\$4,000
1964	MV Agusta 125 GT	\$5,600	1971	Norton Dunstall	\$14,250
1965	DKW Hummel	\$5,200	1972	Ossa Pioneer Enduro	\$3,200
1965	Triumph T120SR	\$9,000	1972	Husqvarna 450WR	\$5,000
1965	Triumph Bonneville T120C	\$7,600	1972	BMW R75/5	\$6,900
1966	BSA Spitfire	\$12,500	1972	Yamaha JT-2	\$3,200
1966	Triumph Bonneville T120R	\$12,375	1972	Norton 750 Production Race Replica	\$12,000
1966	Velocette Venom	\$13,000	1972	Ossa SDR 6 Day Replica	\$1,250
1966	Norton Atlas	\$7,000	1972	Triumph T120R/TR6R Desert Sled	\$4,100
1966	BSA Hornet Scrambler	\$6,400	1973	Norton Commando	\$12,000
1966	Triumph T100R	\$3,500	1973	Triumph Hurricane X-75	\$25,000
1966	BSA Lightning	\$4,000	1973	Triumph Tiger TR7	\$5,000
1966	Royal Enfield Continental GT	\$4,000	1973	Triumph Bonneville T120	\$8,500
1966	Triumph Bonneville T120C	\$17,500	1973	Norton Cafe Racer	\$12,000
1967	BSA Victor 441 Special	\$5,750	1973	Triumph Daytona 500	\$5,000
1967	Triumph Tiger T100C	\$8,500	1973	Honda CB 350 Four	\$3,700
1967	Harley Davidson CR Dirt Tracker	\$5,750	1973	Suzuki TR750 Replica	\$5,500
1967	Triumph T100R Daytona	\$7,000	1973	Bultaco M-99 Alpina	\$2,000
1967	BSA A65L Lightning	\$6,500	1974	Kawasaki H2750	\$5,600
1967	Harley Davidson Police Special	\$19,000	1974	Ducati 750 GT	\$14,000
1967	Triumph Bonneville T120R	\$12,500	1974	BMW R75/6	\$14,000
1967	BSA A65 MK III Spitfire	\$5,000	1974	Rickman Kawasaki CR900	\$4,250
1967	BSA Spitfire MK III Special	\$11,500	1974	Husqvarna CR	\$21,000 \$2,750
1967	BSA Lightning Street Tracker	\$7,900	1974	MV Agusta Electronica Scrambler	\$2,750 \$10,500
1967	BMW R50/2	\$7,000	1974	Moto Guzzi Eldorado	\$10,500
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1967	Triumph TR6C	\$8,700	1975	Ducati 750 GT	\$13,800

1975	Norton Commando Hi Rider	\$10,000
1975	Rickman Honda CR750	\$20,000
1975	Norton Commando MK3 Roadster	\$9,700
1975	Honda CB500T Road Racer	\$9,500
1975	Norton John Player Special	\$13,000
1975	Suzuki RE-5 Rotary	\$9,000
1975	Benelli Quattro 500 Four	\$4,500
1976	Suzuki GT750 J LeMans Water Buffalo	\$4,100
1976	Triumph Tiger TR7	\$8,000
1976	Honda CB750 Road Racer with Sidecar	\$13,000
1977	Harley Davidson XLCR	\$20,750
1977	Triumph Bonneville T140V	\$7,500
1977	MV Agusta 850SS	\$54,500
1977	Aermacchi Racer	\$5,750
1977	Triumph Bonneville Silver Jubilee	\$5,500
1978	Harley Davidson 250 RR Ultra	\$19,000
1978	Kawasaki Z1R	\$9,250
1978	Harley Davidson FLH	\$7,600
1979	Triumph Bonneville T140E	\$8,400
1979	Triumph Bonneville Special T140D	\$3,500
1980	Husqvarna 390	\$2,500
1981	Honda CB650 Custom	\$2,250
1982	Harley Davidson XLS Roadster	\$5,900
1982	Triumph TSS	\$4,500
1982	Harley Davidson Sturgis	\$7,200
1982	Honda Paris Dakar	\$15,000
1982	Maico 490	\$6,000
1983	Harley Davidson XR1000	\$19,000
1984	Kawasaki ZX1100	\$2,300
1984	Husqvarna WR400 Motocross	\$1,750
1985	Ducati Cagiva Allazzura	\$3,500
1986	Yamaha VMAX	\$6,000
1988	Matchless G80CS	\$6,750
1988	Harley Davidson FXRS Custom	\$12,500
1989	Harley Davidson Sportster	\$4,800
1989	Harley Davidson Custom Softail	\$9,600
1990	Kawasaki Road Racer	\$26,000

Select offerings from Mid-America Las Vegas Motorcycle Auction, held January 6~8, 2011. For complete

results, visit the website: www.midamericaauctions.com/

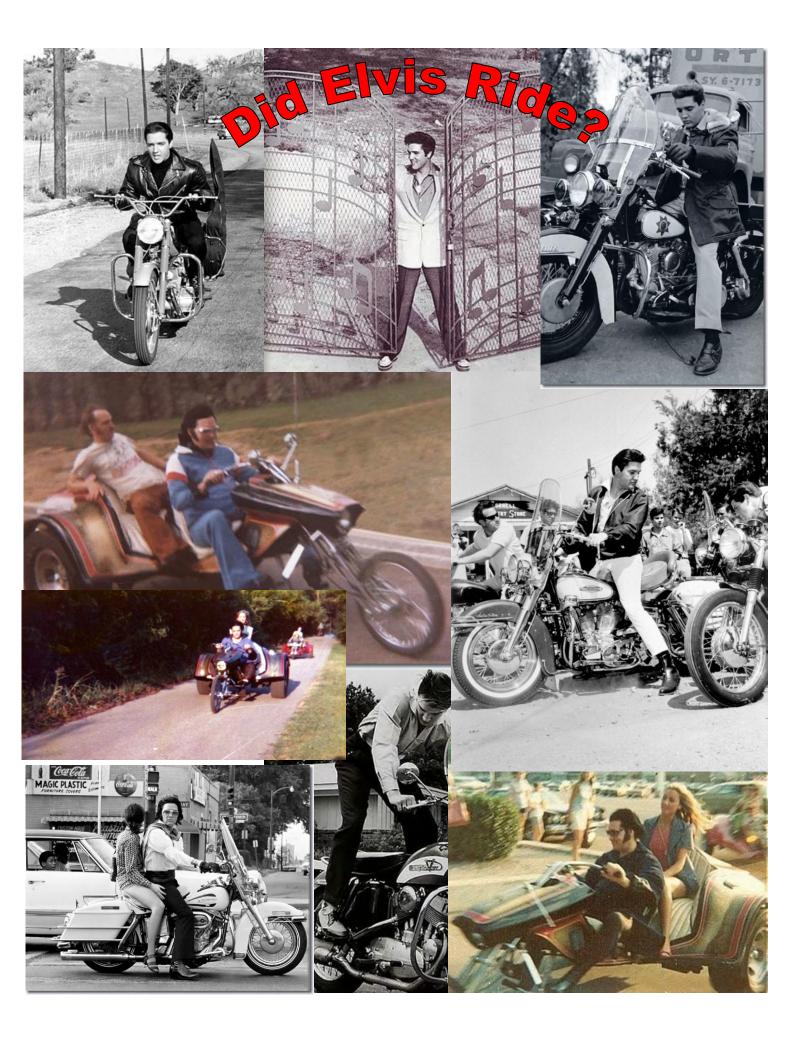


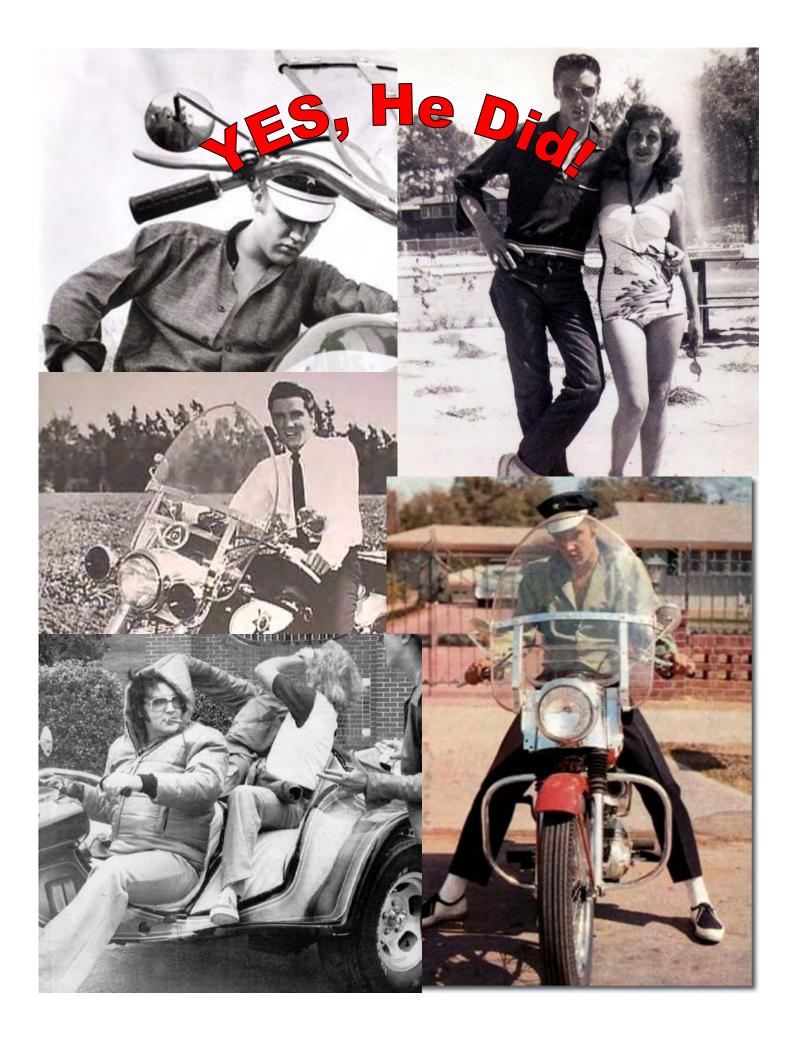
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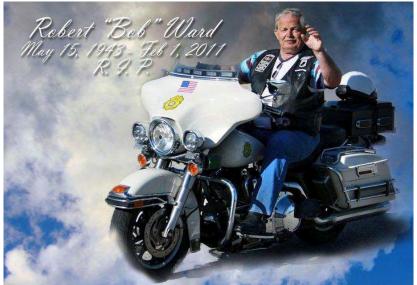
presented by MidAmerica Auctions

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Tina Elliott shared this with us in the Spring 2007 Rusty Rebel about Bob



Robert Ward was born in McKenzie Tennessee, at the age of ten, his family moved to Chicago, Illinois. At 14, he was traveling the streets of Chicago on an Allstate scooter, usually flat out at 35 MPH. At the age of 17, he joined the Army, got his GED, and reached the rank of Supply Sergeant in Quarter Master. Spent two years in Germany with the military and returned home to Chicago.

Bob bought his first motorcycle, a 305 Honda Scrambler, in the 60's and rode it for five years. In 1970 he moved to Memphis. In 1974, after trading his 350 Honda for a 750 Honda, he went to work for Fleming Horne.

He rode two different Goldwings until 1980 when he decided to become an owner / operator over the road truck driver. He drove long hauls until 1988. In August of '89, he went back to escorting with Fleming. In September of '89, Bob purchased the escort service from Mr. Horne who wanted to retire. To this day, the company name remains Horne's Escort & Guard Service Inc.

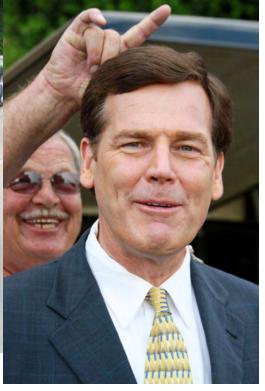
Bob has "biked" from coast to coast and has accumulated over 500,000 miles in the past 16 years on his motorcycles. He has had the pleasure of riding on 5 different road trips with

Willie G.. The most memorable trip included taking Nancy to a "Doll" show. In appreciation, she presented him with a "Harley Barbie" autographed by her and Willie G., which he hopes his granddaughter Brittany will appreciate as much as he does. His son, Gene, enjoys riding when he can and his grandson, Robert will ride when he gets older.

Bob joined the AMCA in the 90's and also a member of the Military Vehicle Preservation Association. During his membership with local HOG, he has been Road Captain, Asst. Director, Director and Rally Co-coordinator. He has also provided Security for the National HOG Rally for two years.









Bob say's that his friendship with Fleming and Mary Horne is the most memorable of my motorcycle life. Fleming was my inspiration for collecting memorabilia and antique motorcycles.. My pride and joy is a 1942 WLA Harley, which I purchased form Fleming. He was an honorable man and was a great influence on me.

Tragically, we lost Bob in a riding accident on Tuesday afternoon, February 1, 2011 while acting as a motorcycle escort for a funeral procession.







ROBERT

AMCA Nationals

February 25-26 Omaha Chapter Fremont, NE (402) 660-5151 www.omahachapteramca.org

February 27-March 2 Everglades Chapter Road Run Palatka, FL (239) 851-7492 evergladeschapter.tripod.com

March 4-6 Sunshine Chapter Eustis, FL (386) 322-7984 www.sunshinechapteramca.org

April 29-May 1 Perkiomen Chapter Oley, PA (610) 948-4553 oleyfleamarket@comcast.net

May 13-15 Southern National Denton, NC (417) 838-4777 www.amcasouthernnationalmeet.com

> May 27-28 European Chapter Den Haag, The Netherlands www.amca-europe.eu

June 10-12 Rhinebeck Coalition Rhinebeck, NY (518) 622-8519 www.rhinebecknationalmeet.com

June 10-12

Viking Chapter St. Paul, MN (952) 941-4997 www.vikingmc.org June 15-18 Omaha Chapter Road Run Mullen, NE (402) 660-5151 www.omahachapteramca.org

June 17-18 Fort Sutter Chapter Dixon, CA (209) 748-5126 www.amcafortsutter.org

July 15-17 Wauseon National Wauseon, OH (419) 929-0291 www.wauseonnationalmeet.org

July 19-22 Bluegrass Chapter Road Run Richmond, KY (859) 432-0018 <u>brian_groff@msn.com</u>

September 1-4 Chief Blackhawk Chapter National Davenport, IA (563) 323-8643 www.chiefblackhawk.org

September 5-8 Chief Blackhawk Chapter Road Run Galena, IL (563) 323-8643 www.chiefblackhawk.org

September 25-28 Yerba Buena Chapter Road Run Napa Valley, CA (415) 469-8359 Ioride17@aol.com

September 30-October 1 Chesapeake Chapter National Meet Jefferson, PA (410) 692-9291 scott.english@us.army.mil

Remembering Raymond Dhue



The Antique Motorcycle Club of America and the Antique Motorcycle Foundation lost one of its greatest human assets on January 23, when Ray Dhue succumbed to complications due to chemotherapy. As the Treasurer of the AMCA Board and the Vice President of the Foundation Board, he served the AMCA community tirelessly, bringing to bear his wealth of education, experience and management skills.

Ray was born in Philadelphia on April 18, 1946. His education included a B.A. with high honors in business administration from Michigan State University and a masters with distinction in marketing and international business from the University of Michigan. He attended executive education courses at Duke, Dartmouth, and Northwestern, and was a certified management accountant.

In his jobs, Ray became known as a change-agent who performed miracles in solving stubborn problems. For example, at Michigan Bell, he turned a Detroit inner-city telephone operator office from the company's lowest performing unit into one of

the highest in the AT&T network. From there, he moved into accounting, transferred to AT&T in New York in 1980 to become assistant controller and division manager of CFO re-engineering. After 30 years with AT&T, he retired and accepted a finance re-engineering position at Prudential.

In 2003, Ray retired from Prudential and moved to Lakeland, Florida, where he followed his dream to become a certified motorcycle technician. Completing the basic course at Motorcycle Mechanics Institute in 15 months, he went to work full-time at Lakeland Harley-Davidson, but continued his studies to earn a master of technology. Because of his thoroughness and reliability, customers at Lakeland often specified that they only wanted Ray to work on their motorcycles.

Raymond was an Elder at the First Presbyterian Church of Lakeland, a Christian adult education leader, and a member of the Gideon's, for which he helped raise funds for the distribution of Bibles throughout the world. He was a dedicated motorcycle collector with interests in a range of brands, including Harley-Davidson, Indian, Triumph, Ariel and BMW. He was a member of the Colonial Chapter of the AMCA in the New York/New Jersey area, and the Everglades and Sunshine Chapters in Florida. He was elected to the AMCA Board of Directors in 2006 and became Treasurer in 2009. He was elected Vice President of the Board of the Antique Motorcycle Foundation when it was founded in 2008.

Raymond was instrumental in helping the AMCA reorganize to avoid potential tax penalties, which included creation of the Foundation, and he often instructed Chapter officers in how to deal with the tax requirements for non-profit organizations.

Because of his kindness, courtesy and even temper, Raymond became known among his peers as "Gentleman Ray." He is survived by his parents, brothers Steven and Hunter, and his beloved wife, Kathy, who has been a frequent sight at AMCA meets aboard her rare antique "Pink Lady" Yamaha. His death is a great loss to his family, his friends, his church, and the antique motorcycle community.







Members New Toys

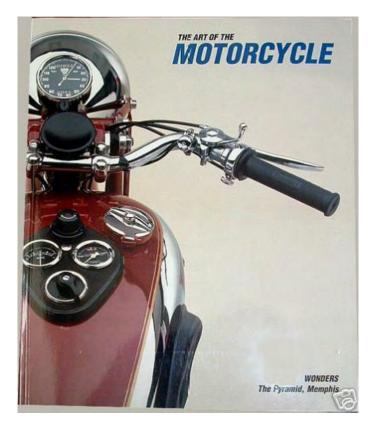
Barber Vintage Weekend 2010



Art of the Motorcycle

The Confederate Chapter is selling these Art of the Motorcycle books to raise money for the club —"New old stock" – 220 pg. Soft back Catalog Sofa Book. This book was sold at the Art of the Motorcycle exhibit in Memphis Tn. Excellent quality color photos – Get your for only \$5 each—Case of 10 books for only \$50—These make great gifts!

Contact David Lloyd or Ed Dacus for yours today.



The Cardiologist and the Mechanic

A motorcycle mechanic was removing a cylinder-head from the motor of a Harley-Davidson when he spotted a well-known cardiologist in his shop.

The cardiologist was there waiting for the service manager to come and take a look at his bike when the mechanic shouted across the garage, 'Hey Doc, want to take a look at this?' The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle.

The mechanic straightened up, wiped his hands on a rag and asked, 'So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new.

So how come I make \$40,000 a year and you make \$1,700,000 when you and I are doing basically the same work?'

The cardiologist paused, leaned over, and then whispered to the mechanic..... 'Try doing it with the engine running.'

Southern Thunder Upcoming Events

Mardi Gras Celebration—March 5-8

Bike Night starts Wednesday—March 16th

5th Anniversary Celebration—March 26-27th.



A man and his ever-nagging wife went on vacation to Jerusalem. While they were there, the wife passed away. The undertaker told the husband, "You can have her shipped home for \$5,000, or you can bury her here, in the Holy Land, for \$150." The man thought about it and told him he would just have her shipped home. The undertaker asked, "Why would you spend \$5,000 to ship your wife home, when it would be wonderful to be buried here and you would spend only \$150?"

The man replied, "Long ago a man died here, was buried here, and three days later he rose from the dead. I just can't take that chance..

George Isbell Bill Northern John Munoz Fleming & Mary Horne Beuran "BD" Hicks Peter Russell Heintz Grady Mitchell Dick Winger Robert "Bob" Ward

Tribute to Those who have

Ridden on before Us

THE NEXT SURVIVOR SERIES

Six married men will be dropped on an island with one car and **3 kids** each For *six weeks.*

Each kid will play **two sports** and take either **music** or **dance classes**. There is no fast food. Each man must:

Take care of his 3 kids; keep his assigned house clean, correct all homework, complete science projects, cook, do laundry, and pay a list of 'pretend' bills with not enough money.

In addition, Each man will have to budget enough money for groceries each week.

Each man

must remember the birthdays of **all their friends** and **relatives**, and **send cards out on time** *- -no emailing*.

Each man must also take each child to a doctor's appointment, a dentist appointment and a haircut appointment.

He must make one **unscheduled** and **inconvenient** visit per child to the *Emergency Room*.

He must also make **cookies** or **cupcakes** for a school function.

Each man will be responsible for decorating his own assigned house, planting flowers outside, and keeping it presentable at all times.

The men will only have access to television when the kids are asleep and

all chores are done.

The men must shave their **legs**, **wear makeup daily**, adorn themselves with jewelry, wear **uncomfortable yet stylish shoes**, keep fingernails polished, and eyebrows groomed

During one of the six weeks, the men will have to endure severe abdominal cramps, backaches, headaches, have extreme, unexplained mood swings but never once complain or slow down from other duties. They must attend weekly school meetings and church, and find time at least once to spend the afternoon at the park or a similar setting.

They will need to read a book to the kids each night and in the morning,

feed them, dress them, brush their teeth and comb their hair by 7:30 am.

A test will be given at the end of the six weeks,

and each father will be required to know

All of the following information:

each child's birthday, height, weight, shoe size, clothes size, doctor's name, the child's weight at birth, length, time of birth, and length of labor, each child's favourite color, middle name, favourite snack, favourite song, favourite drink, favourite toy, biggest fear, and what they want to be when they grow up.

The kids vote them off the island based on performance.

The last man wins only if... he still has enough energy to be intimate with his spouse at a moment's notice.

If the last man does win, he can play the game over and over and over again for the next 18-25 years, eventually earning the right to be called **Mother!**

After you get done laughing,

send this to as many females as you think will get a kick out of it and as many men as you think can handle it. Just don't send it back to me....

I'm going to bed

CLUB OFFICERS FOR 2011

PRESIDENT	VICE PRESIDENT
Bob Kenney	Les Cooper
3070 Ivy Rd	1447 Linden
Eads, TN 38028	Memphis, TN 38104
901-466-3778	901-237-0344
bob.kenney@raymondjames.com	lescoop@mindspring.com

TREASURER	<u>SECRETARY</u>
Pam Cooper	Ed / Sherry Dacus
1447 Linden	4710 Chamber Chapel Rd.
Memphis, TN 38104	Lakeland, TN 38002
901-482-8814	901-867-2676
Prattscooper@mindspring.com	Edacus@OHHENDRICKS.com

DIRECTOR

John Ragan	David Lloyd
2820 Ivy Rd	6195 Tranquil Dr.
Eads, TN 38028	Olive Branch, MS 38654
901-465-1973	901-277-7710
	davidlloyd44@comcast.net

DEPUTY JUDGE Marvin Shackleford 152 Barton Cove Marion, Ar. 72364 901-550-8755 shack8182@att.net



EDITOR / WEB MASTER

www.confederatechapter.com