The Confederate Chapter Newsletter

In this Issue:

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The Colonel Speaks

Great Race Escort

Letter from the Editor

Scooter Ride 2013

Lillian La France
The Girl who Flirts with Death

Blast from the Past

Jefferson Local Road Run
Cherokee Chapter AMCA

The Colonel Speaks

Colonel Bob

Things are really flying crazy for me at this moment and I am having trouble keeping up. I was hoping you could do me a favor just for this newsletter. There is not that much to talk about from my end. I know you were hurting for space this quarter and will allow you to use my space and I'll make up to you on the next newsletter. Thanks a lot Buddy, You're a Good guy too.

Thanks again.

Bob Kenney

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For Sale— Brand NEW Trailer has less than 100 miles on it – Absolutely Perfect Condition!!! Custom 2-tone Paint, Custom Wheels – and matching spare, Custom LED Lights, Custom Trailer Cover, Back-Up Camera, Almost 12k invested – $6500—davidlloyd44@comcast.net

◆ ◆

For Sale— Sunnen Hone Model MA Runs Good Tooling included—$650

davidlloyd44@comcast.net

GREAT RACE

30 Years

1983-2013

Letter from the Editor—David Lloyd

Hope you are having a wonderful year so far in 2013. I know we have had several awesome opportunities to get our antique motorcycles and scooters out to ride. This newsletter will highlight a few of those events.

Our 4th annual scooter ride was unbelievable!! The weather cooperated, the food was perfect! The fellowship was un-matched, and the actual ride was a blast. My Grandson, Zeke was a trooper all day. He bugged me at every scooter stop to get back on the scooters. His patience to browse the shops was very low. All he wanted to do was RIDE!

While we are talking "scooter ride", would you allow me to step up on the soapbox for just a minute? I would like to share a few thoughts concerning the future of our event. Please remember the leadership team of this event carefully discuss, critic, adjust the mechanics of organizing a ride for 75 to 100 scooter riders. This isn't their 1st rodeo; they have had 4 shots at fine tuning this into an awesome ride. (Five shots if you count the freezing rain ride)

Some people have no clue what is involved behind the scenes to pull an event like this off. Many don't understand the time, commitment, planning, and money from so many key people that schedule the details of the ride, the meals and the safety of 90 riders. Others think it is as simple as learning the date of the ride and just showing up. We even had people commit to the scooter ride, then show up the morning of the event and decline to pay because they were not going to eat lunch. This event was originally designed for our own club members with scooters, to have a day to get together and enjoy each others company and ride our "hardly ever ridden" scooters. We don't promote this event to the mass population, and we don't put out flyers and signs, begging people to attend. However, I do think we have to beg our own members to have the respect to RSVP, so that the event organizers know how to plan for the ride to be successful and fun.

When we tell Ed Dacus and the catering company a number of people attending, we pay and spend money up front out of our pockets for things needed based on the numbers we get. (Ed Dacus and family purchases the breakfast out of his personal pocket) The $20 cover price barely covers the catering.

Now imagine people showing up and requesting not to pay, because they are not eating lunch; after we have already paid the catering up front because of the committed number. "That sure was a nice free breakfast you got, wasn't it?" In the future, we should collect an "event fee" – There should not be a meal-opt-out. I am now stepping down off of the soapbox. Thank you for listening. With that behind us, big thanks to the organizers for the fantastic job they did to make this ride a "mile- marker memory" in the minds of many people.

Several of us went to Jefferson Texas a the local antique motorcycle road run sponsored by the Cherokee Chapter of the AMCA on April 13-14, 2013 (Story included)

We also had about 18 motorcycles help escort the 2013 Great Race into Germantown Park on June 26, 2013 – See pictures

Davenport is coming up; Barber is just around the corner.

Some of you know my deep desire to be part of the Cannonball Run. I actually traveled with the 2010 event when it passed near Memphis Tennessee. I committed to the 2012 event as a rider and was out just about as fast as I joined. When Lonnie announced the 2014 Cannonball last month, I immediately called the Carson's and practically begged them to allow me to be part of it with them. Of course, riding my 1919 was my dream, but even if I went as a rooky grunt tire changer, that would be ok.

Cannonball Team, Carson's Classic Motors (CCM) has accepted me as one of the six team riders for the 2014 Cannonball Run, slated for September 2014. Mike Carson will ride this time on a Harley Custom J, Buck will return on a BSA, Mike Wild on a Rudge, returning riders, Steve Simpson and Brent Mayfield will ride with CCM on Harley JD's. UK Steve Norton will be the crew chief, Paul Esler as a support crew and Scott Byrd will join in to assist us as we journey coast to coast. I have started a blog site to document this lifetime event – http://1919david.blogspot.com

Truly, this is a checkmark on the top of my bucket list.

2013—4th Annual Scooter Ride

CONFEDERATE
CHAPTER
AMCA
MEMPHIS, TENNESSEE

“The Girl Who Flirts With Death.”

Circa 1920s– Lillian La France in her early Motordrome riding days. This must be 1924, or close to it. She looks a little green, and that signature smile and exuberant confidence is not quite present.

In 1894, Agnes LaFrance was the second of nine girls born into honest-livin’, hard-workin’ Catholic family standards. She christened herself *Lillian LaFrance* and quickly shook the dust of her Kansas hometown from her boots sometime around 1916, and roared off to create the life she had always dreamed of, carving it raw as she went along. She began Motordrome riding in 1924, and left a blurry, yet brilliant legacy behind that still haunts many who are taken by the images of her incredible spirit staring back through squinty eyes in a copy of a copy of old grainy photos. She became known as the girl who flirts with death.

She went on to become a premier motorcycle dare devil rider performing inside the “Wall of Death” attraction at carnivals across the country and around the world. She performed stunts that amazed the audience, who would pay ten or fifteen cents to watch from around the rim of the wall. She used a 'skull and crossbones' logo, and was skilled at riding motorcycles and driving four wheel vehicles, and was the first person to ride a wall in a scaled down midget racing car. She was one of the first and most popular female “Wall of Death” riders of the 1920s and '30s. At the time, walls of death were often called silo-motordromes.

Lillian La France showing off with no hands on the treadmill at full rev. She was one of the first, and also one of the most popular, female Wall of Death riders of the 1920s & '30s.

In 1998, a documentary about Lillian was done by writer, filmmaker Kim Wood called "A*dvice for Adventurous Girls*." Her novel, based on the life of a Kansas farm girl turned world-famous motorcycle daredevil, will be published in the very near future.

Later in life, Lillian did desire the roots of family. She rode the wall until the age of 39 and retired. She married, had a son named Karl. She lived in Arizona for the remainder of her life and passed away in 1979 at the age of eighty five.

"I was never meant to have children, or to be a plain housewife. I saw how my mother lived, so you know married life never appealed to me– to endure what she went through..."

–Lillian La France

Lillian La France started riding the Motor Drome in 1924, at the age of 30 yrs old, and was equally adept on a motorcycle or on four wheels.

Lillian La France sporting a jersey with a skull and crossbones motif– which was quite popular among the stunt rider set of the day. A symbol of rebellion and perhaps a manifestation of an inner, romanticized death-wish.

Lillian LaFrance — The World's Foremost Lady Stunt Rider — left, with a broken arm.

"It was the thrill of risking my life that made me to take to drome riding. I was the girl who flirts with death. From childhood I was inspired by wanderlust. I was always alone, dreaming of adventures– how to ride a pony out West, to follow my calling to fame. This was my secret. I shared it with no one."

–Lillian LaFrance

2013 AMCA Nationals

February 22-23

Omaha Chapter National Meet—Fremont, NE

March 8-10 S

Sunshine Chapter National Meet—

New Smyrna Beach, FL

April 19-21

European Chapter Meet—Geldrop, The Netherlands

April 26-27 P

Perkiomen Chapter National Meet—Oley, PA

May 17-19

Southern National Meet—Denton, NC

June 14-15

Rhinebeck Coalition National Meet—Rhinebeck, NY

June 14-15

Fort Sutter Chapter National Meet- Dixon, CA

June 14-16

Viking Chapter National Meet—St. Paul, MN

July 19-21

Wauseon National Meet—Wauseon, OH

August 2-3

Yankee Chapter National Meet—Hebron, CT

October 4-5

Chesapeake Chapter National Meet—Jefferson, PA

2013 National Road Runs

June 19-21—

Rocky Mountain Chapter National Road Run—Ouray, CO

August 5-7—

Evergreen Chapter National Road Run—White Pass, WA

August 12-15—

Empire Chapter National Road Run—Vernon, NY

September 22-25—

Fort Sutter Chapter National Road Run—Sacramento, CA

October 7-9—

Neshaminy Valley & Seaboard Chapters National Road Run—

New Hope, PA

Confederate Chapter Events

Scooter Ride — May 18, 2013

Cooper Fest —

Mystery Ride —? TBA

22th Ride to Work Day —June 17, 2013

Great Race Escort—June 26, 2013

42th Davenport Swap Meet —Aug 29—31, 2013

(non AMCA Event)

Barber Vintage Festival —October 11—13, 2013

Lillian La France
Blast from the Past

2013—Jefferson Texas

Local Road Run

Confederate Chapter Members for the Texas Road Run

On Friday, April 12, 2013, several Confederate Chapter AMCA members loaded our motorcycles and headed to Jefferson, Texas for a 2 day local Road Run sponsored by the Texas Cherokee chapter of the AMCA. This 2-day ride consisted of Saturday, riding 120 miles on roads all around the eastern side of the Texas plains. Then, on Sunday, the ride would be about 40 – 50 miles around Caddo Lake and back to Jefferson. My friend, Jon Neuman, hosted the ride and is one of the people who has helped me tremendously with the completion of my 1919 Harley Davidson. In fact, the timing of this road run happened right about the time I finished the motorcycle. We were beginning to make smaller test rides with the Harley around north Mississippi. After about 150 miles of local testing miles, I was convinced she was ready for a 200 mile weekend

Ed Dacus took his 1947 Red Indian Chief (Old Faithful). The decision to take this bike is a complete story in its self, when you consider he just finished restoring a 1946 Harley UL and has recently purchased 2 Harley Panheads. Can you imagine being a fly on the wall, out in Big Daddy's garage when he walks out there to look over the corral of champion thoroughbreds to decide which stallion gets to feel the wind? Shane & I just knew he was ready to get the UL out for its maiden voyage.

Big Daddy swears he kept hearing this strange little voice while he was standing there looking over the motorcycles late Thursday night before picking one to load. The little voice kept saying, "Take Me" – "Take Me". He wasn't sure exactly where it was coming from, "Take Me" – "Take Me" it cried, "I never let you down". Then Ed knew which bike it was – It was Old Faithful (Red) Indian Chief. As he rolled it out of the garage and turned out the lights, all the other motorcycles just uttered a sigh and said, "Maybe – Just Maybe, one day we will get the chance to carry Big Daddy down the winding road".

corral of champion thoroughbreds

Shane Dorton and Rox Spencer took a “just completed” Harley Custom Yellow Panhead. Shane found and purchased a nice running Pan near Jackson, TN. He brought it home and dis-mantled and re-assembled it in a record 5 months. It was stripped down to the bare frame. He was making daily trips to Rick’s Powder-Coating, hanging out around Ron and Lew’s Super Cycle and he kept his head deep in the J&P cycle book and website. This motorcycle had many modifications and custom pieces. Shane had all the sheet-metal powder-coated Anniversary Yellow. Shane finished this bike just days before leaving for Jefferson. I don’t think Roxanne even got a test ride before we left. (That’s another story too!)

Before

After

John Bates had to dial in a few items on the 1931 Harley VL before leaving. He had to replace the coil, condenser and points. They even found and repaired a wiring issue that was causing the motorcycle to stall and die.

Our Texas buddies, Mike and Buck Carson were also heading to Jefferson Texas for the weekend. We all had reservations at the same Jefferson Inn. Mike Carson was riding a beautiful Black Harley J Custom Bobber that sounded awesome and looked like the ride to be sporting. Brent Mayfield built this bike for the 2012 Cannonball Run. Mike saw it and was determined to own it. A few months later, Brent gave-in to Mike Carson powerful spell and they made a deal. Buck Carson was riding 1929 BSA S29, named Evelyn. Saturday morning, we got up early and went down to the buffet breakfast and immediately started meeting other antique motorcycle enthusiast attending the Texas road run. We met up with the Carson’s and started getting our motorcycles out of the trailers and ready to ride.

Shane & Roxanne

We also met a new friend from Arkadelphia, Arkansas named Scott Byrd (Dr. Scott Byrd) He had a 1957 Red & White Sporty and a 1981 Harley Custom Sturgis as a back-up bike (What a concept)

After we took a few team Confederate Chapter group photos, we fired all seven motorcycles up and headed to a gas station up the street. My 1919 Harley fired up perfectly and was running great – I was ready for this dance!! About 300 yards up the road, we all pulled in to a gas station so some of the other guys could fill up with fuel. I turned my motorcycle off while waiting. With just minutes till the 9:00 am check in, everyone fired up and we pulled out of the corner station and sitting at the signal light waiting on green. – Then it happens!!! That dreaded fear we all have riding old antique machines. She died at the red light – I knew the second it happened, this was not an ordinary stall or clutch slip. – This baby died! I re-checked the petcocks, hoping?? But they were open. I had good fuel; actually, I was running aircraft fuel with 2-stroke additive. It was an electrical problem. I kicked it several times, and when it didn't even act like it was going to fire, I pushed it back around to the station parking lot.

Everyone circled back around and came to my rescue. What a great feeling to have all your buddies get around your bike to help sort through and figure out what is going on. Now, the problem is, I am holding up the road run. I tried to get them to go on and get registered for the ride, but no one would go. I called Jon Neuman on his cell and explained what was happening. He said, "Get it figured out and get over here".

It didn't take long to see I had a real electrical failure. Either a coil, condenser, points or a short somewhere. There was No time to address this issue right now. I told them to go on and get signed up.

That's when this guy I just met comes up to me and says, "I have an extra bike you can ride".

Scott Byrd had a 1981 Custom Sturgis in his trailer, ready to ride. How could I pass up a Texas ride on a Sturgis? After we agreed and unloaded the bike, there is a picture of Scott and me standing on the trailer ramp. I am smiling, but under that smile, I am so frustrated and mad that my 1919 Harley laid down before I ever got her out of the gate. Shane later told me, he asked Rox not to take any pictures of me for a little while because my lower lip was poked out!! By lunch time, the thrill of the ride was gaining over the "lower expectations" I had earlier in the morning. This motorcycle was really a lot of fun to ride. We had an absolutely awesome ride with about 30 other antique motorcycles. We had lunch at a Tex-Mex restaurant near Hughes Springs, Texas. Later that night, we met back in Jefferson and ate dinner at Auntie Skinners Riverboat Club.

Scott Byrd & David Lloyd

The next morning, we met again at the buffet breakfast and then rode over to the road run check in spot. The Cherokee Chapter Antique Motorcycle Club had several awards to present. Our Confederate Chapter won the most attending members. We had 7 members, counting our Texas friends. We received a trophy made of old antique motorcycle parts, welded together, forming an award. We will have that display trophy at Barber Vintage Festival in October.

The Sunday ride was a short 40 to 50 mile ride to Uncertain, Texas, deep in the boggy swamp country of Caddo Lake. The group passed a Church sign that read, "Church of Uncertain" It was a non-denominational church – very interesting!!!

The ride landed at an old fishing camp on Caddo Lake. After touring the fishing camp, the owner realized all of the guys were into old antiques, so he took everyone to his personal residence and showed everyone his antique collection.

Everyone rode back to Jefferson and loaded the trailers. Scott headed back to Arkansas, Carson's returned to Livingstone Texas and we all headed for Tennessee.

I wish we could report the trip home was un-eventful, but that would not be true. While pulling out of the parking lot for lunch in St Louis, Big Daddy cuts a corner a bit sharp. We feel a bump and hear a pop. The next thing we know, some guy is running up beside the cab window, waving his arms and yelling something. He looked very excited!! What he is saying was, "You just blew out a tire"!!!

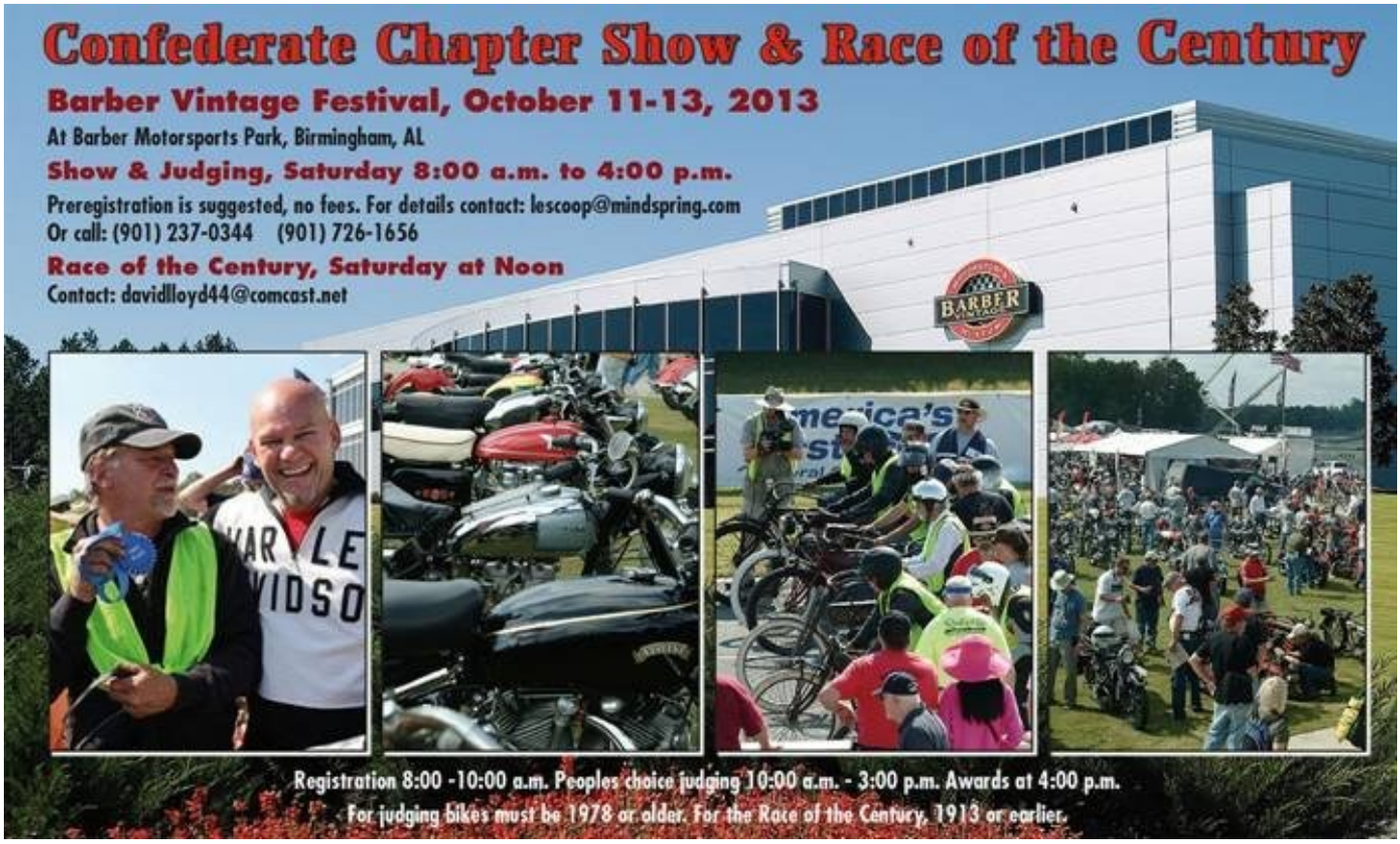
We pull over to a convenient store and inspect the damage. The tire is ruined. We have a spare, but it is flat?? We don't have a jack or lug wrench. Big John Bates disappears and finds another customer who lets him borrow a jack and lug wrench.

After that small detour, we did continue back to Ed's home, where we unloaded and went our separate ways. What a GREAT Weekend!! It was a Blast—.....My personal greatest gift of this trip was riding beside John Bates on my old VL Harley.

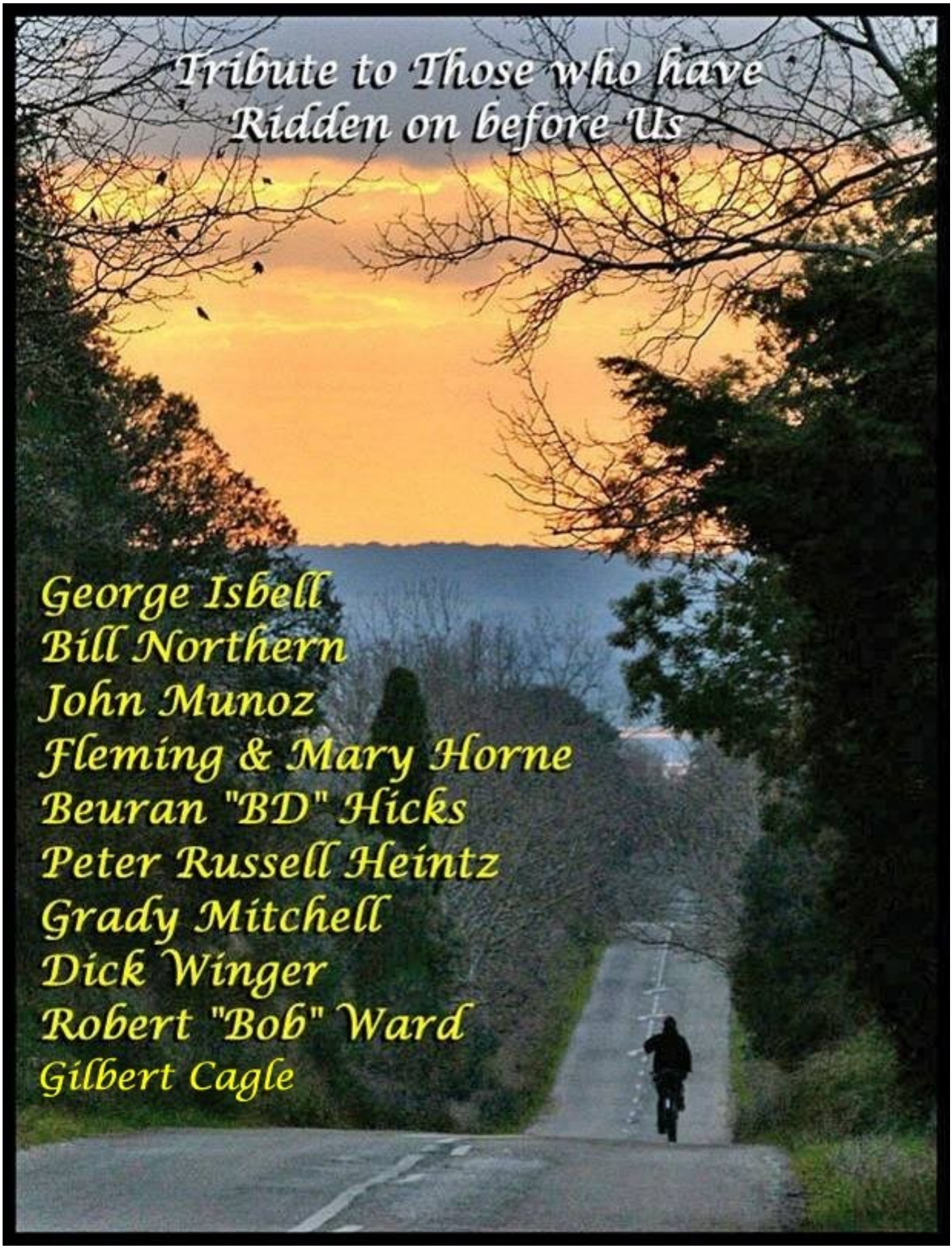
Big thanks to Cherokee Chapter for all their hard work, Thanks also to Jon Neuman of Sagebrush Cycles.

The word is, they will host a National Road Run next year – I can assure you, I will be going!!

My FUN Meter is Pegged out!!! - John Bates



Some Members New Toys


Tribute to Those who have
Ridden on before Us
George Isbell
Bill Northern
John Munoz
Fleming & Mary Horne
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Grady Mitchell
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