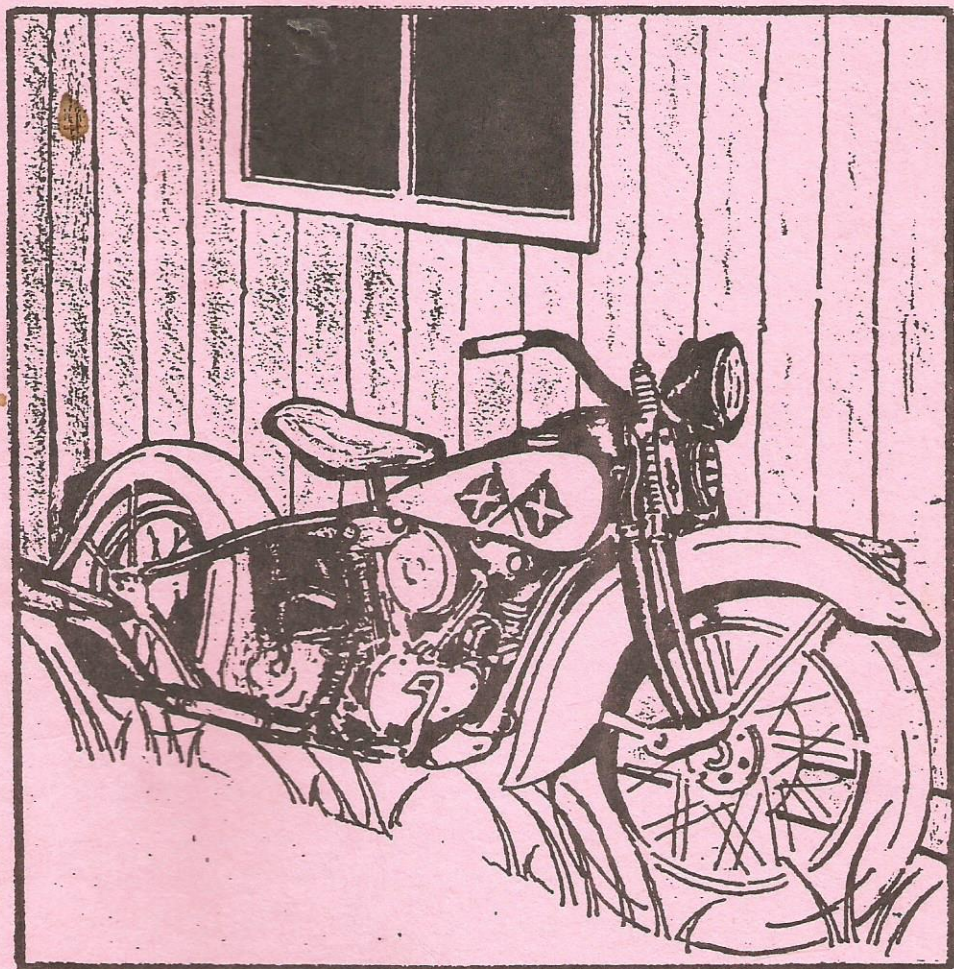


Spring '95

THE RUSTY REBEL



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

Rusty Rebel

Rusty Rebel Newsletter

SPRING 1995

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THE COLONEL SPEAKS

We have good news and bad news to discuss. First the good news: it does appear there is another National Roadrun in our future. Now the bad news: it will not be in 1996. In conversations with Dennis Craig, the National Event Coordinator, there were 5 applications for roadruns in 1996. As there were some new chapters making request, they will receive priority over our request. Dennis did indicate that there is a very high probability that we would get a 1997 roadrun. Dennis did caution that he only makes the recommendations to the board. It is up to the AMCA Board of Directors for final approval.

Anyone who thinks putting on a swap meet would be fun should have attended the Florida meet at Orlando. While they lucked out with beautiful weather and bumper crop of vendors, Murphy's Law ate their lunch on logistics. Even with the poor logistic, I'm very glad I was able to attend. The Florida meet always does a great job of getting my restoration adrenaline flowing. I'm not sure which part of a meet I enjoy the most: seeing all the fresh restorations, digging in all the rusty old parts for that treasure you need so bad, renewing old

acquaintances or seeing the most recent additions to the world of reproduction parts. They are all very important to me.

Unfortunately a few bad apples in the crowd have probably eliminated the Orlando site as a possibility for next year. Hopefully not, but I wish the chapter the best of luck in locating a permanent location.

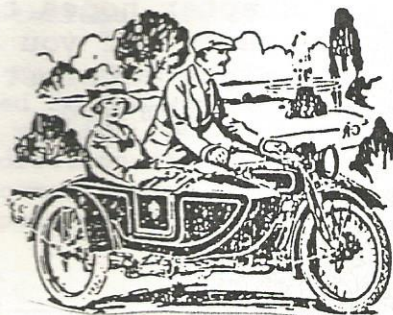
While the chapter membership continues to grow, our activities have not followed suit. I have to take credit for the lack of activities. Unfortunately with my job schedule I do not see me being able to devote any additional time to the Chapter. If anyone has any ideas for Chapter events, your help would be most appreciated.

I'm looking forward to what 1995 will bring our chapter.

With your help it should be a great year.

Best Regards,

Calvin Burnett



THE EDITOR'S GRAPEVINE ---

By the time you read this, everyone will be back home from Bike Week in Daytona and the Florida meet in Orlando. I hope all that went had a great time. Of course, it's always fun to get down south for some warm weather and a walk on the beach.

Many bikers have been out in Memphis during the last several weeks. The weather has warmed considerably and enthusiasts are eager to get on the road again with their mounts.

I especially want to thank our Yankee member, Richard Frost, for his excellent article. Sure wish I could get some of the local members to help me out with a few articles. Hint! Hint! I often feel like Lois Lane when I'm running around trying to get pictures and prod the guys for information regarding their latest projects.

Billy and I took a quick trip to Madison, WI recently to pick up a 1958 Ariel with side hack. We happened to pick the weekend with 40 mph winds, zero degree temp. and wind chill around minus 30 to minus 40 degrees. I never remember it being that cold during the entire 11 years that we lived in New Jersey. It reminded Billy and I of why we moved back south.

The Confederate Chapter hopes to have many fun outings this year. If you hear of any local events that might interest the club, please let us hear from you.

Until next time -

Jennie Tidwell

The following is an article written several years ago about our own John Munoz and his '47 Velocette MSS 500 with '39 Swallow sidecar.....

Strictly English
by Rob Robbins

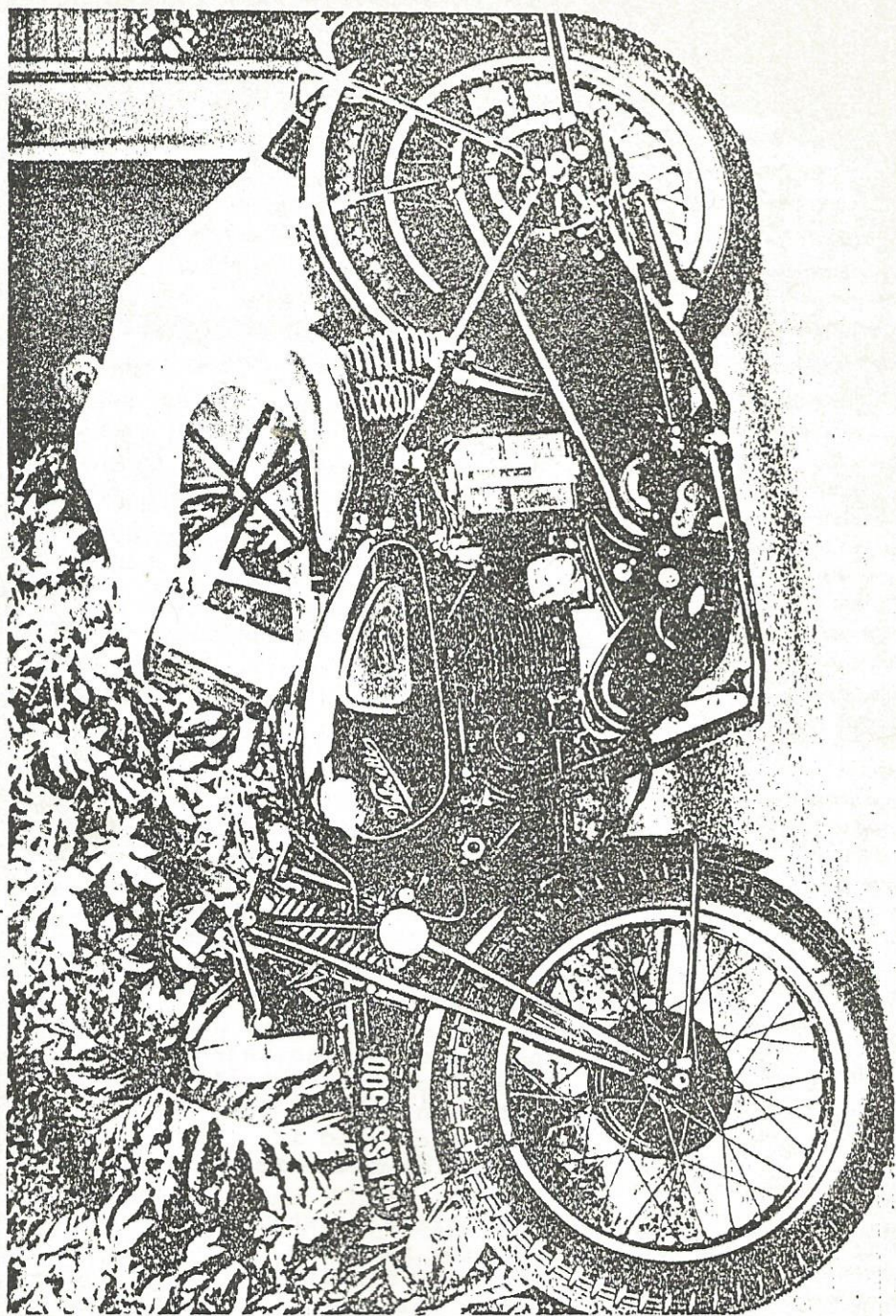
With nearly twelve years of professional motorcycle racing behind him, John Munoz of Los Angeles, California, has turned to the restoration of a classis English bike. This '47 Velocette MSS 500 has undergone complete rejuvenation, as has the '39 Swallow chair which further enhances the big Limey single.

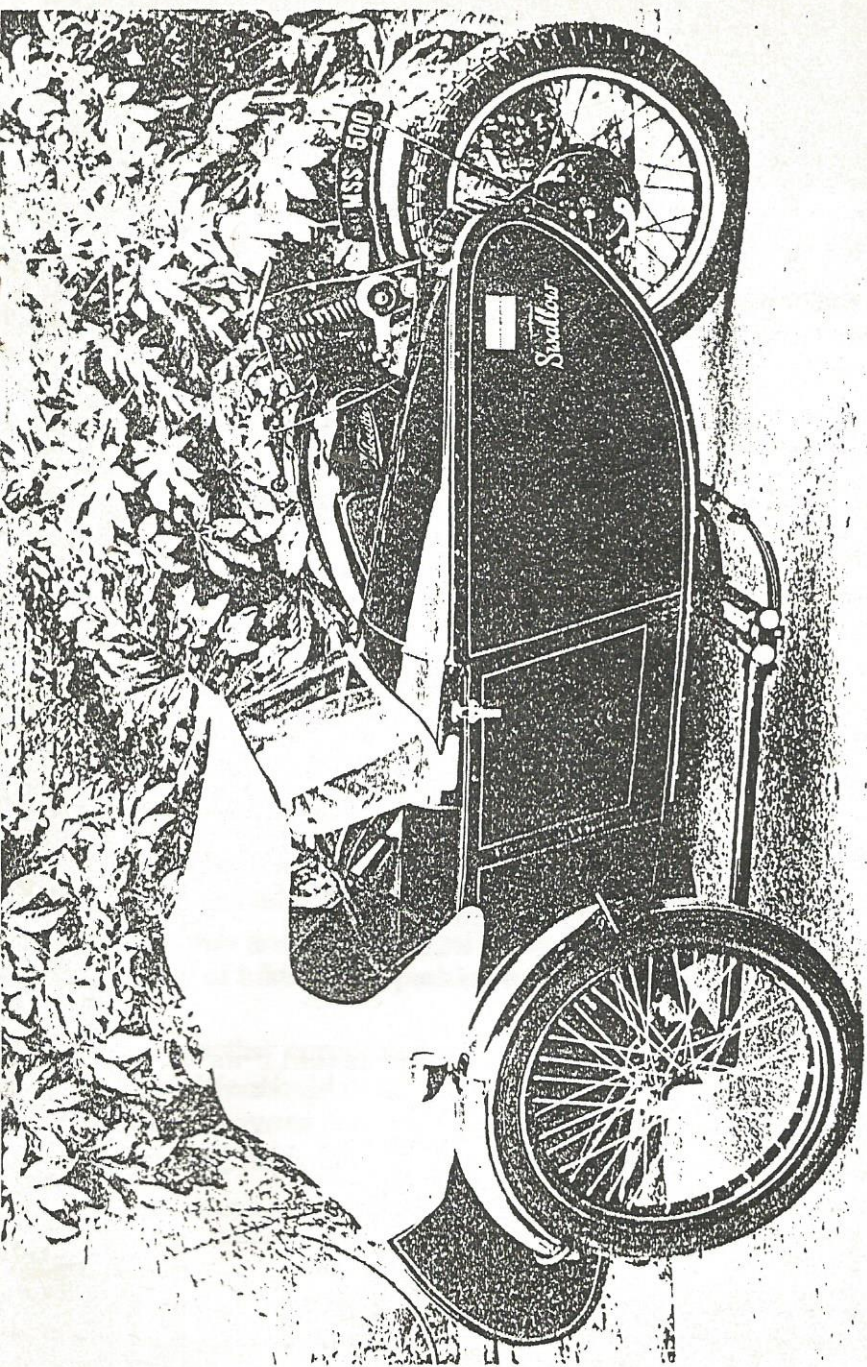
In 1947, Jack Frodsham was the U.S. distributor for the English Velo. In an attempt to gain recognition on the American market, Jack put this stock Velo through it's paces on the dry lake beds of Rosamond, Calif. It was lightened, super-tuned, and turned loose on the lake bed. Here, it screamed through the flying mile at a sizzling 122.03 MPH. Mind you, this was a '47 500 single. But try as they may, Velocette, like so many other worthy foreign machines, missed being a top seller in the U.S. by quite a margin.

Soon afterwards, the franchise was taken over by Lou Branch, and the fleet-footed advertising model was laid to rest. It wasn't until 1965 that John and a fellow enthusiast uncovered it. Then began the long tedious task of complete restoration.

Fenders, tank, and electrical system, which had been changed or removed for purposes of lightening the machine, were now missing. But with the fervent dedication of the Velocette Owners, original replacements were turned up. John would much rather repair an old part, no matter what the

The bike is completely original with the exception of the front brake lock, installed after the bike nearly left home on its own.





-The convertible top on the Swallow chair folds down very neatly when not in use.

condition, than fabricate a new one. This is for reasons of complete originality among collectors. The Velo is now complete, right down to the Miller electrics.

The equally British '39 Swallow sidecar also had a racing background. The body section of the very rare sidecar, originally built by the makers of the Jaguar auto bodies, was found torn and battered, but no suspension. At least this was a place to start. The body sheeting covered a wooden framework, which, amazingly, was still in reasonably good shape. However, the sheet metal skin had to be fabricated from scratch.

In the meantime, the search for the suspension led to the sidehack races and discovery of the remainder of the Swallow coupled to a competition Triumph. The owner, quite satisfied with his hack, was reluctant to part with it. But with the consideration of another English chair and available dollars, John was at last on the home stretch of his dream. With the able assistance of Ed Arnold, the results speak for themselves. Ed, incidentally, is the owner of one of the few KTTs in the country, vintage 1939. Having been thorough and very meticulous, John now owns what is surely one of the most perfect classic combos this side of the big pond.

What's more, this "Limey" runs out as well as it appears, which has always been of utmost importance to it's owner. Both bike and chair see as many miles per year as most modern cycles. John rides every weekend with a group of equally unusual machines, and is a member of the Classic & Antique Motorcycle Association (C.A.M.A.), a most popular club among owners of the bikes of yesteryear.

Easter Sunday Ride

We gathered at Lee Rudd's house as was planned at the last Chapter meeting for a ride to the new Shake Rag, Memphis's version of the Rock Store. While waiting to see who was going to show up for the ride, Lee showed us his 1942 Dodge military weapons carrier. He had installed an original military type full canvas on Saturday, which really compliments the vehicle. A very neat machine!.

We departed about 2:00 p.m. with Bobby Scott and Lee on their late models, Billy and Jeanie Tidwell on the AJS. Mark Himelright and son Miller met us there. For our out of town readers, Shake Rag is bar that caters to bikers and is located North of Memphis near Shelby Forest or "in the middle of nowhere". The old Shake Rag had burned and the owner has rebuilt in the same location under the big oak trees. The new building is quite nice and has an open porch all around with ceiling fans and a metal roof. It's a good place to sit out on the porch and have your favorite beverage, talk about how slow the project is going, or just get away from it all. There are usually plenty of bikes in the parking lot to look at also.

The weather cooperated and everyone seemed to have a good time. We should plan more of these outings in the future. It doesn't have to be something which requires a lot of time planning, just someones favorite ride or hangout.

The following article was submitted to the Rusty Rebel by Richard Frost, a member of the Confederate Chapter who resides in New Jersey.

I have always enjoyed picturing myself as a true motorcyclist, riding whenever possible, working on my own bikes, and restoring those oh-so-beautiful Indians. I even went so far as to ride the Iron Butt Rally, Twice! just to prove that I wasn't a run-of-the-mill biker. While riding the IBR has increased my bragging rights, the best was yet to come.

My love of motorcycles started early on, watching with wonder, as a big bike followed us on the way to granddad's. I imagined being that rider while playing with an AUBURN RUBBER CO. toy motorcycle as a child. I can still remember some of those early rides across the rug and over the sofa. With such an enthusiastic start, imagine my excitement at learning to ride a real motorcycle.

The big day came in the spring of '67, when my father came home with a Suzuki 80cc trail bike. God it was beautiful. Dad took me out in the back yard and began showing me how the thing worked. I was a natural, only dumped it umpteen times. Hardly ever had to have help picking it up. I'm just glad the ground was soft. Heck, I never ran it into the hedges like my brother kept doing.

Before long there was a well worn path around the house.

Many years, miles and motorcycles later, the thrill of riding is as great as ever. Even more so when the ride is on "Old Iron".

While I haven't been able to visit with the Confederate Chapter as of yet, I hope to do so in the not too distant future. I enjoy receiving the rusty rebel, & reading about the various activities there. So look out all you "Rebels" down there, your token "Yankee" is a-coming when ya least expect it.

Just because I know you're gonna ask: Yes, I still have the toy motorcycle.

Ride safe, ride free

Richard Frost

Richard Frost #3180

HAVE YOU FORGOTTEN TO PAY YOUR DUES?

If you notice a red "X" on your mailing label, it means that your 1995 membership dues have not been paid. Please see Lee Rudd at our next meeting or mail your money to him at PO Box 41844, Memphis, TN 38104.

THE CONFEDERATE CHAPTER AMCA MEETS AT --

ZINNIE'S EAST RESTAURANT
1718 MADISON AVENUE
MEMPHIS, TN

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