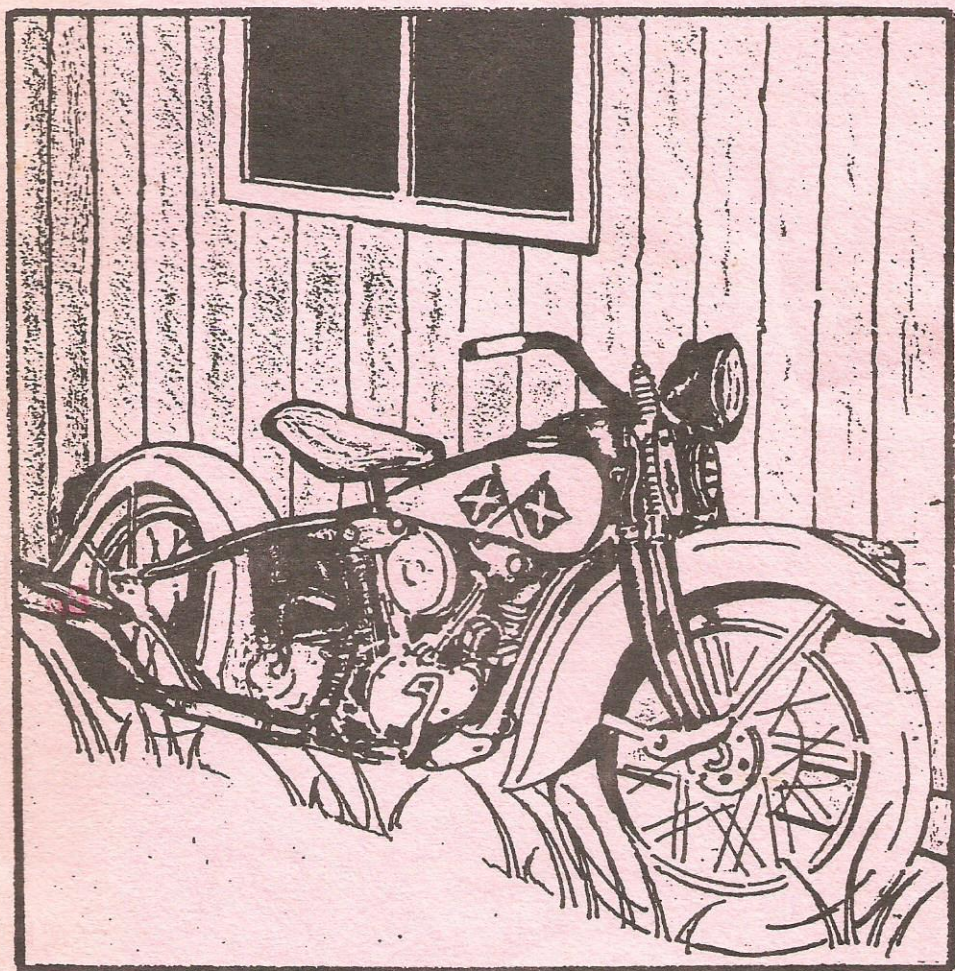


# THE RUSTY REBEL

FALL ✓  
89



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

# Fall Issue

## INDEX

Fall - 1989

### CHAPTER OFFICERS

#### PRESIDENT

Peter Heintz  
775 Walnut Bend Rd.  
Cordova, TN 38018  
901-756-5701

#### VICE-PRESIDENT

John Demge  
1934 Pinedale  
Memphis, TN 38127  
901-358-7008

#### TREASURER

Lee Rudd  
4077 Reenie Ave.  
Memphis, TN 38128  
901-388-8032

#### SECRETARY

Lynn Sawyer  
2472 Boysenberry  
Bartlett, TN 38134  
901-377-0481

#### DIRECTOR

Fleming Horne  
7645 Memphis Arlington Rd.  
Memphis, TN 38134  
901-386-5894

#### DIRECTOR

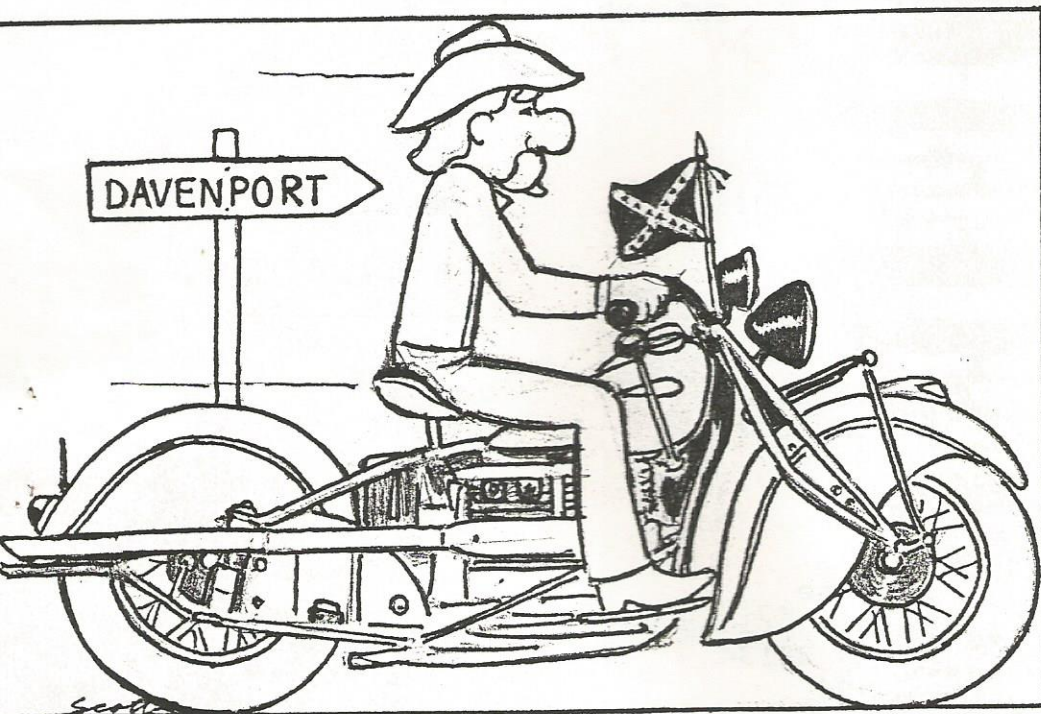
Farris Hodges  
2762 Daupin Ave.  
Memphis, TN 38127  
901-357-5383

#### NEWSLETTER COMMITTEE

Robert Scott  
Calvin Burnett



FALL  
WINTER 1989



THE RUSTY REBEL IS PUBLISHED QUARTERLY, AND IS DISTRIBUTED TO CHAPTER MEMBERS AND SELECTED OTHERS.

## The Colonel Speaks

Hello everyone,

By the time you receive this issue of the Rusty Rebel the Davenport meet will be here. Yours truly has been on the run the entire summer trying to make as many meets as possible. This hectic pace all started with a covered bridge tour in Indiana this past June sponsored by Dick and Lavera Davies of the Maumee Valley Chapter. It was an enjoyable ride plus an unexpected bonus of seeing a Civil War re-enactment. The South won the afternoon engagement. Then it was off to New Mexico and Colorado on the Harley (late model) and returning three days prior to the Wauseon meet. Nine Confederate Chapter members were present with two of us adding to the ever expanding and growing vendors row. Truly a top meet and a fine selection of parts available. This was followed by attending the Yankee Chapter's Green Mountain National Road Run in Vermont. More than sixty old bikes were registered and thirteen chapters were represented for a tour of the scenic and beautiful Stowe, Vermont area. Then a side trip to Boston, Plymouth Rock and York, Pennsylvania for a tour of the Harley Museum followed by a visit to Gettysburg Civil War National Military Park. If all of this wasn't enough we're getting ready for Davenport and then off to Fort Sutter Chapter's National Road Run in Lake Tahoe, California.

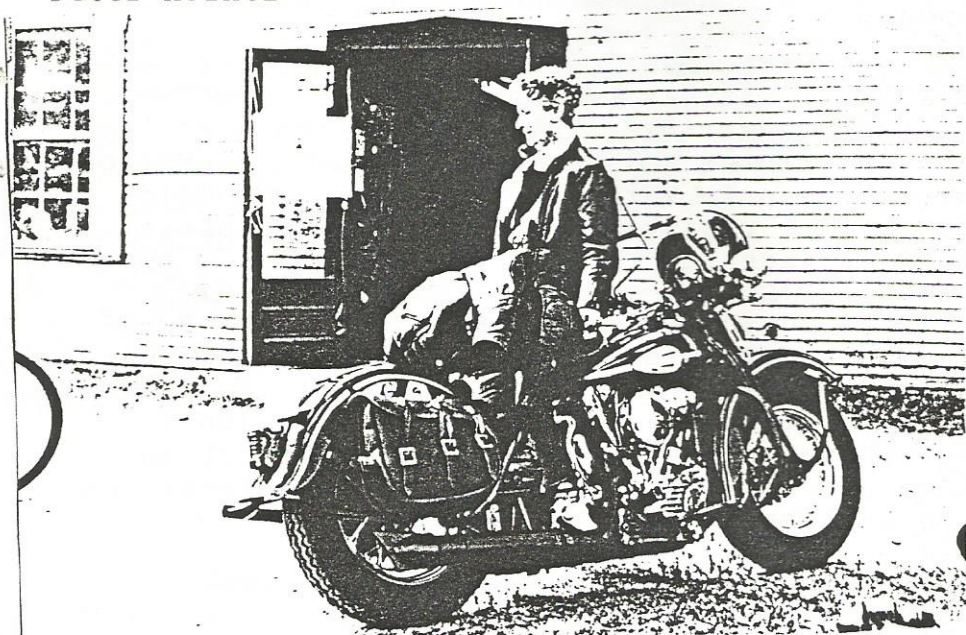
However there's still more to come. The Confederate Chapter is having its chapter ride on October 13, 14 and 15th in Dyersburg, Tn. Reception will be on Friday evening the 13th at the Holiday Inn. Saturday morning we depart



for Union City to visit the Dixie Gun Works and antique car museum. From there to Reel Foot Lake, caused by the great earth quake of 1811, and then we'll enjoy the fall colors with a senic tour to Fort Pillow State Park Civil War Battlefield. Appetites should be building by the time we return to the Holiday Inn for an evening buffet. Farewells on Sunday morning.

A registration slip and notice are included with this issue. Bring your old iron and enjoy the relaxed and informal gathering that week-end.

See you next issue,  
Peter Heintz



Dossie Heintz at Harbor Vintage Motor Company in Vermont.

# TRIUMPH

"It is the fastest thing I have had from you."

THE REV. R. C. MEASURES, of West Grinstead, writes:—

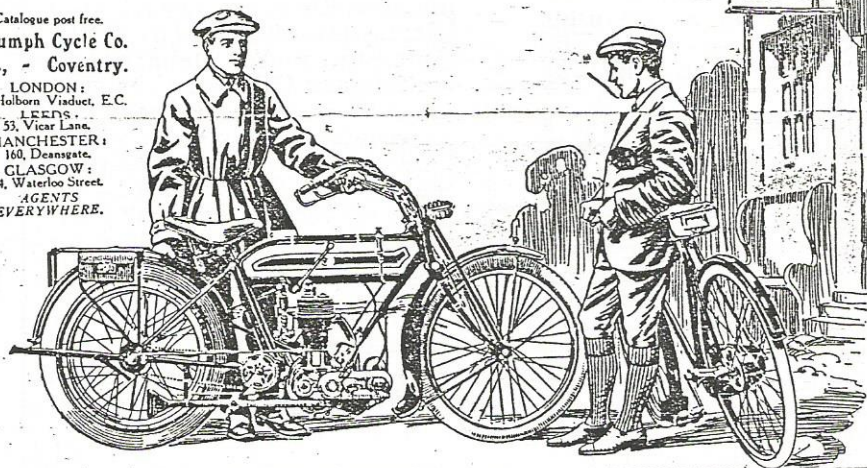
"My 4 h.p. Triumph with sidecar is doing splendid work. I am actually riding with a locked toolbag and without tools, except for puncture and belt repairs, as an experiment, as the machine seems to be really extraordinary for reliability. In spite of its heavy load with a coach-built sidecar, it is the fastest thing I have had from you, and we all marvel at its pulling power. It is nothing to do an out-and-home top gear run to Brighton and back from here, in spite of having to go over the Sussex Downs."

In the Coventry M.C. Open Non-Stop Trial over a severe course, Mr. H. Green, 4 h.p. Triumph, secured Non-Stop; 1st in Acceleration Test, and 1st in Slow Running Test in Class C (over 500 c.c. single-cylinder).

In the Circuit de l'Eure, 288 Kilometres, 3 Triumphs started and all finished.

Catalogue post free.  
Triumph Cycle Co.  
Ltd., - Coventry.

LONDON:  
4/3, Holborn Viaduct, E.C.  
LEEDS:  
33, Vicar Lane.  
MANCHESTER:  
160, Deansgate.  
GLASGOW:  
14, Waterloo Street.  
AGENTS  
EVERYWHERE.





The following was taken from the Commercial Appeal about member Fleming Horne.

Chop 'em? No, he hugs 'em

By WILLIAM THOMAS

At first glance, it looks like a hideout where old Hell's Angels might plan the last rumble.

Motorcycles are everywhere — Harleys and Indians, mostly — a whole stable of fire-breathing, smoke-belching, butt-busting bikes standing in half-cocked attitudes suggesting that at any moment they might roll out into the night in a clap of greasy thunder.

A second glance corrects the impression. For although there are enough motorcycles here to launch a whole gang of marauders into the street, these are classic, historic, unchopped and faithfully preserved machines whose appeal is not to the war-lover but to the romantic.

The sign just inside the garage door in Ellendale says it all:

"Have you hugged your motorcycle today?"

Although Fleming Horn Jr. can hardly hug every one of his 42 motorcycles every day, he treats them with obvious affection.

Horn has been carrying on a romance with the motorcycle since 1940 when he started riding one to Southside High School. "I bought a 1936 Harley for \$200. I've been riding them, collecting them, working on them, reading about them, and talking about them ever since."

In 1946, when he returned home from World War II, Horn put his motorcycle to work. He joined a funeral escort service, and he's been clearing the path for funeral processions ever

since. "I been on so many funerals, if you dug 'em up, you couldn't sit 'em in Crump Stadium."

At the same time, he began collecting motorcycles like some people collect stamps.

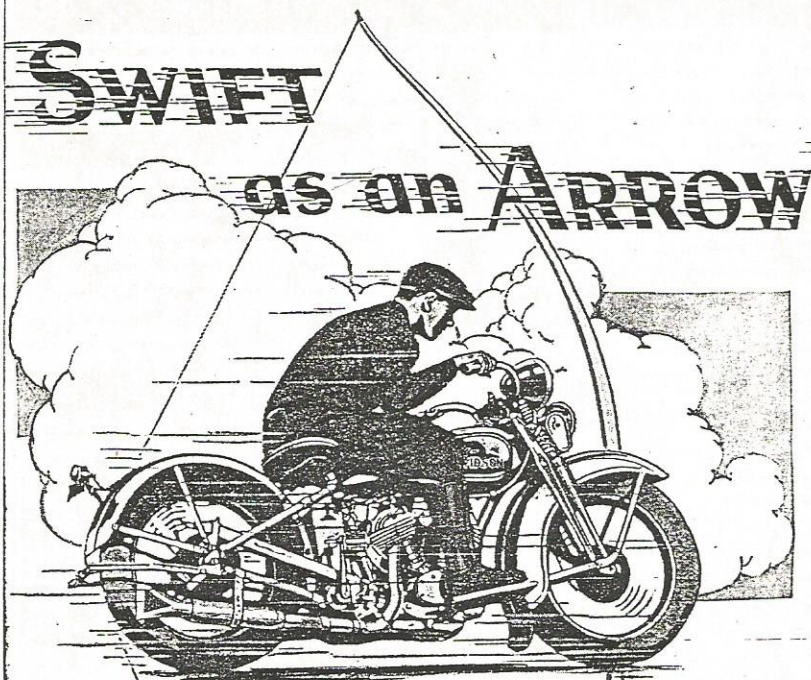
"If somebody got hard up and had a distress sale, I'd buy his motorcycle either because I had a use for it or it was cheap. I started out customizing bikes. But when the nostalgia rage hit, I began to see it was better to have antique bikes with some history behind them."

When Elvis Presley sold his 1956 Harley, Horn, who had ridden with the singer, bought it. "He owed \$948 and was paying notes of \$32 a month. We went down to the bank and paid it off."

His oldest relic is an Indian that dates back to 1919 and still smokes, pops and runs. He also has two military motorcycles, one used in World War II, the other in Korea. He owns the last Harley-Davidson used by the Memphis Police Department, and the last Indian the company built. He has the first bike that came out with an electric starter and the Bicentennial edition built by Harley-Davidson.

Except for the "working bike" he uses to escort funerals, Horn takes only two of the vintage motorcycles — a 1940 Harley and a 1941 Indian — on regular joyrides.

continued on page 8



Flashing acceleration of a 1932 Harley-Davidson is like flight of arrow from twanging bowstring—swift, eager, effortless.

The power of its wonderful motor is so smooth, so easily controlled, that miles slip by and hills flatten out before you are really aware of them.

Ride a new Harley-Davidson and see for yourself. No printed words can do justice to its speed and power, its balance, comfort, ruggedness, and economy.

Your nearby Dealer wants to show you the 1932 Twins and Single. See him soon.

New Single \$195 f.o.b.

Here's the biggest value in Harley-Davidson history—a completely equipped, 3-speed motorcycle for only \$195, at the factory. Seems impossible, but it's true. What a buy!

Ride a  
**HARLEY-DAVIDSON**

#### MAIL THIS COUPON

Harley-Davidson Motor Co., Dept. P, Milwaukee, Wis.  
Interested in your motorcycles. Send literature.

Name \_\_\_\_\_

Address \_\_\_\_\_

My age is ( ) 16-19 years, ( ) 20-30 years, ( ) 31 years and up, ( ) under 16 years. Check your age group.

When writing to advertisers please mention Popular Mechanics



"I swap off for variety. I've got a lot of Harleys (there's one with a sidecar with shag carpet and stereo and another that can do 160 mph), but I believe the 1940 model was the best Harley ever made. It rides better, longer and faster." And for a motorcycle man, those are prime considerations.

As far as Horn is concerned, the new Japanese motorcycles aren't even in the running with the American classics.

"There's no denying that the Japanese have produced the best bike if you're looking for a machine that's quiet, smooth, and almost trouble-free. You don't have to know anything about 'em except how to mash the starter."

And there's the rub.

"To me, the thrill of motorcycling is noise, smoke and thunder. If I want a smooth, quiet, trouble-free ride, I get out the Lincoln, roll up the windows and

turn on the air-conditioning. But when I want a motorcycle ride, I get on something you can feel. . . .

"That's what it's all about. You can feel 'em, taste 'em and smell 'em. That's the romance of it. When the Japanese said, 'You meet the nicest people on a Honda,' motorcycling became acceptable and it all changed."

In Horn's back yard garage, however, time stopped.

"I've put most of these motorcycles together from boxes of junk. Here's one that came out of a smokehouse in Texas. It was the biggest pile of rust you ever saw. I find 'em and restore 'em. Sometimes it takes years. By the time it's done, I've got so much of myself in it that I can't afford to sell it. All I can do is come out and sit on it, look at it and talk about it."

And, once in a while, give it a big hug.

---

#### MEETING PLACE FOR THE CONFEDERATE CHAPTER

BILL & JIM'S RESTAURANT  
1835 MADISON AVE. AT MCLEAN

MEETING DATE: SECOND THURSDAY OF EVERY MONTH  
TIME: 7:30 PM